YUCAIPA GENERAL PLAN DRAFT EIR

Volume I: Draft EIR
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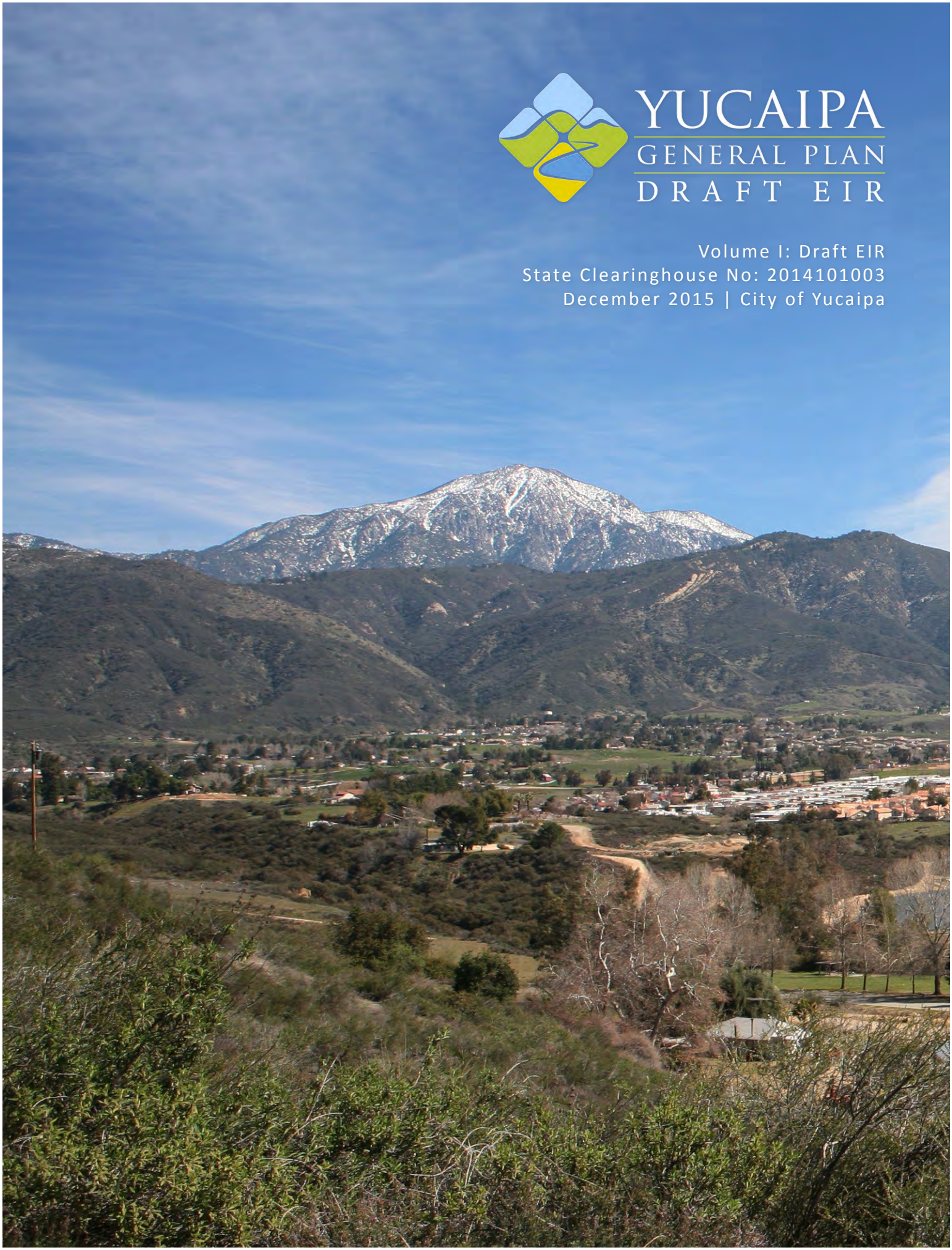

December 2015 | Draft Environmental Impact Report
State Clearinghouse No. 2014101003

YUCAIPA GENERAL PLAN UPDATE

City of Yucaipa

Volume I: Draft EIR

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PLACEWORKS

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Abbreviations and Acronyms

ABBREVIATIONS AND ACRONYMS

AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
af	acre-foot
afy	acre-feet per year
AQMP	air quality management plan
BAU	business as usual
BGEPA	Bald and Golden Eagle Protection Act
BMP	best management practices
CAA	Clean Air Act
CAFE	corporate average fuel economy
CalARP	California Accidental Release Prevention Program
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CAL/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CAP	climate action plan
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC	California Fire Code
CFCs	chlorofluorocarbons
CFR	Code of Federal Regulations
cfs	cubic feet per second

Abbreviations and Acronyms

CGS	California Geological Survey
CH_4	methane
CHOSC	Crafton Hills Open Space Conservancy
CHRIS	California Historical Resources Information System
CMP	congestion management program
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
Corps	Army Corps of Engineers (US)
CPUC	California Public Utility Commission
CRHR	California Register of Historical Resources
CTC	California Transportation Commission
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DEIR	draft environmental impact report
DIF	development impact fee
DOF	Department of Finance
DMA 2000	Disaster Mitigation Act of 2000
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EDD	California Employment Development Department
EDU	equivalent dwelling unit
EIR	environmental impact report
EOP	emergency operations plan
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
°F	degrees Fahrenheit
FEMA	Federal Emergency Management Agency

Abbreviations and Acronyms

FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIND	Facility Information Detail (SCAQMD database)
FIRM	Flood Insurance Rate Map
FIS	flood insurance studies
FR	Fire Safety Overlay District
FR1	Fire Safety Review Area 1
FR2	Fire Safety Review Area 2
FTA	Federal Transit Administration
GHG	greenhouse gases
gpd	gallons per day
GWh/yr	gigawatt hours per year
GWP	global warming potential
H_2S	hydrogen sulfide
H&SC	Health and Safety Code
HCD	Housing and Community Development Department (California)
HCFC	hydrochlorofluorocarbons
HCM	Highway Capacity Manual
HCP	habitat conservation plan
HCS	Highway Capacity Software
HFC	hydrofluorocarbons
HMP	hazard mitigation plan
HRA	health risk assessment
HWMP	hazardous waste management plan
IFC	International Fire Code
IL	improvement levels (Yucaipa)
IPCC	Intergovernmental Panel on Climate Change
ISO	Insurance Services Office
kwh/yr	kilowatt hours per year
L_{dn}	day-night sound level
L_{eq}	equivalent continuous noise level
L_n	statistical sound level
LAFCo	local agency formation commission

LCFS	low-carbon fuel standard
LEPC	local emergency planning committee
LID	low impact development
LOS	level of service
LUST	leaking underground storage tank
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
MEP	maximum extent practicable
MERV	maximum efficiency rating value filter
mgd	million gallons per day
mg/L	milligrams per liter
MMT	million metric tons
MOU	memorandum of understanding
MPD	master plan of drainage
mpg	miles per gallon
mph	miles per hour
MPO	metropolitan planning organization
MS4	municipal separate storm sewer systems
MSWMP	municipal storm water management plan
MT	metric ton
MTBE	methyl tertiary butyl ether
MUED	Municipal Utilities & Engineering Department (Redlands)
MW	megawatts
N_2O	nitrous oxide
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NFIP	National Flood Insurance Program
NFPA	National Fire Protection Agency
NHPA	National Historic Preservation Act
NOP	Notice of Preparation of an EIR
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NRCS	Natural Resources Conservation Service

Abbreviations and Acronyms

NRHP	National Register of Historic Places
O_3	ozone
O&M	operations and maintenance
OEHHA	Office of Environmental Health Hazard Assessment
OES	California Office of Emergency Services
OHP	Office of Historic Preservation
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OSFM	Office of the State Fire Marshal
Pb	lead
PCBs	polychlorinated biphenyls
PFC	perfluorocarbons
PFYC	potential fossil yield classification
PM	particulate matter
PM_{10}	coarse inhalable particulate matter
$PM_{2.5}$	fine inhalable particulate matter
ppd	pounds per day
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code (CA)
PRD	permit registration documents
RCRA	Resource Conservation and Recovery Act
RHNA	regional housing needs assessment
RMS	root mean square
RPS	renewable portfolio standard
RTAC	Regional Transportation Advisory Committee
RTP	regional transportation plan
RTP/SCS	regional transportation plan / sustainable communities strategy
RWQCB	Regional Water Quality Control Board
SANBAG	San Bernardino Association of Governments
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SBAIC	San Bernardino Archaeological Information Center

Abbreviations and Acronyms

SBCFCD	San Bernardino County Flood Control District
SBCFD/HMD	San Bernardino County Fire Department/Hazardous Materials Division
SBCLS	San Bernardino County Library System
SBCM	San Bernardino County Museum
SBTAM	San Bernardino County Transportation Analysis Model
SBVMWD	San Bernardino Valley Municipal Water District
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	sustainable communities strategy
SERC	state emergency response commission
SF_6	sulfur hexafluoride
SFHA	special flood hazard areas
SGPWA	San Gorgonio Pass Water Agency
SIP	state implementation plan
SLF	sacred land file
SMWC	South Mesa Water Company
SO_2	sulfur dioxide
SO_4	sulfates
SoCAB	South Coast Air Basin
SoCal Gas	Southern California Gas Company
SOI	sphere of influence
SO_X	sulfur oxides
SP	service population
SPL	sound pressure level
SRA	source receptor area
SWP	state water project
SWPPP	stormwater pollution prevention plan
SWQMP	stormwater quality management plan
SWRCB	State Water Resources Control Board
SWTP	Surface Water Treatment Plant
TAC	toxic air contaminants
T-BACT	best available control technologies

Abbreviations and Acronyms

TBA	tertiary butyl alcohol
TCR	tribal cultural resources
TCR	transportation concept report
TDS	total dissolved solids
TGD	technical guidance document
TIA	traffic impact analysis
TMDL	total maximum daily load
TTCP	traditional tribal cultural places
TRI	Toxics Release Inventory
UFP	ultrafine particulates
URM	unreinforced masonry buildings
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
v/c ratio	volume to capacity ratio
VdB	velocity decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compounds
WCI	Western Climate Initiative
WDR	waste discharge requirements
WHWC	Western Heights Water Company
WQMP	water quality management plan
WRWRF	Wochholz Regional Water Recycling Facility
YCJUSD	Yucaipa-Calimesa Joint Unified School District
YVWD	Yucaipa Valley Water District
YVRWFF	Yucaipa Valley Regional Water Filtration Facility

1. Executive Summary

1.1 INTRODUCTION

This draft environmental impact report (DEIR) addresses the environmental effects associated with the implementation of the proposed Yucaipa General Plan Update. The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An environmental impact report (EIR) is a public document designed to provide the public and local and state governmental agency decision makers with an analysis of potential environmental consequences to support informed decisions. This document focuses on impacts determined to be potentially significant in the Initial Study completed for this project (see Appendix A).

This DEIR has been prepared pursuant to the requirements of CEQA and the City of Yucaipa's CEQA procedures. The City of Yucaipa, as the lead agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on City technical personnel from other departments and review of all technical subconsultant reports.

Data for this DEIR was obtained from onsite field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (aesthetics, agricultural resources, air quality, biological resources, cultural resources, geological resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems).

1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are listed below:

1. To disclose to decision makers and the public the significant environmental effects of proposed activities.
2. To identify ways to avoid or reduce environmental damage.
3. To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. To disclose to the public reasons for agency approval of projects with significant environmental effects.
5. To foster interagency coordination in the review of projects.
6. To enhance public participation in the planning process.

1. Executive Summary

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts.

An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a proposed project, the lead agency must consider the information in the EIR; determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines; determine that it reflects the independent judgment of the lead agency; adopt findings concerning the project's significant environmental impacts and alternatives; and adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.2.1 EIR Format

This DEIR has been formatted as described below.

Section 1. Executive Summary: Summarizes the background and description of the proposed project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Section 2. Introduction: Describes the purpose of this EIR, background on the project, the Notice of Preparation, the use of incorporation by reference, and Final EIR certification.

Section 3. Project Description: A detailed description of the project, the objectives of the proposed project, the project area and location, approvals anticipated to be included as part of the project, the necessary environmental clearances for the project, and the intended uses of this EIR.

Section 4. Environmental Setting: A description of the physical environmental conditions in the vicinity of the project as they existed at the time the Notice of Preparation was published, from both a local and regional perspective. The environmental setting provides baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the proposed project.

Section 5. Environmental Analysis: For each environmental parameter analyzed, provides a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance of the adverse impacts of the project after mitigation is incorporated; and the potential cumulative impacts associated with the proposed project and other existing, approved, and proposed development in the area.

Section 6. Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the proposed project.

Section 7. Alternatives to the Proposed Project: Describes the impacts of the alternatives to the proposed project, including the No Project/Current General Plan Alternative and a Focused Increased Residential Alternative.

Section 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this EIR.

Section 9. Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the project.

Section 10. Growth-Inducing Impacts of the Project: Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Section 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this EIR for the proposed project.

Section 12. Qualifications of Persons Preparing EIR: Lists the people who prepared this EIR for the proposed project.

Section 13. Bibliography: A bibliography of the technical reports and other documentation used in the preparation of this EIR for the proposed project.

Appendices: The appendices for this document (in PDF format on a CD attached to the front cover) contain the following supporting documents:

- Appendix A: Initial Study/Notice of Preparation
- Appendix B: Notice of Preparation Comment Letters
- Appendix C: Air Quality and Greenhouse Gas Modeling
- Appendix D: Biological Resources Technical Report
- Appendix E: Cultural Resources Assessment
- Appendix F: Noise Measurement and Calculation Outputs
- Appendix G: Service Provider Questionnaire Responses
- Appendix H: Traffic Impact Analysis
- Appendix I: Infrastructure Analysis
- Appendix J: Buildout Methodology Memorandum

1.2.2 Type and Purpose of This DEIR

This DEIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a

more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. As provided in Section 15168 of the State CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a Program EIR provides the City (as lead agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures and provides the City with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis.

Agencies generally prepare Program EIRs for programs or a series of related actions that are linked geographically, are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program, or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope, and additional environmental documents may not be required (Guidelines Section 15168[c]). When a Program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (Guidelines Section 15168[c][3]). If a subsequent activity would have effects not within the scope of the Program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. In this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis. The CEQA Guidelines (Section 15168[h]) encourage the use of Program EIRs, citing five advantages:

- Provide a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;
- Focus on cumulative impacts that might be slighted in a case-by-case analysis;
- Avoid continual reconsideration of recurring policy issues;
- Consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them;
- Reduce paperwork by encouraging the reuse of data (through tiering).

1.3 PROJECT LOCATION

As shown in Figure ES-1, *Regional Location*, the City of Yucaipa is in the eastern portion of the San Bernardino Valley at the foot of the San Bernardino Mountains. Yucaipa is bordered by the City of Calimesa and unincorporated Riverside County to the south; the City of Redlands and unincorporated San Bernardino County to the west, which includes the community of Mentone; and the foothills of the San Bernardino Mountains to the north and east in unincorporated San Bernardino County. The San Bernardino National

Forest runs along the City's northeast border. The Crafton Hills run along the City's northwest boundary, separating the City from the unincorporated San Bernardino County community of Mentone and the City of Redlands. Figure ES-2, *Citywide Aerial*, shows the various freeways that provide regional access to the City. Interstate 10 (I-10) runs northwest to southeast through the southwest area of the City, and State Route 38 (SR-38), also known as Mill Creek Road, runs just along the northern City boundary. County Line Road separates the City of Yucaipa from the City of Calimesa and the unincorporated County of Riverside.

1.4 EXISTING LAND USES

The City of Yucaipa encompasses 18,090 acres, and its sphere of influence (SOI) consists of an additional 1,663 acres, for a total of 19,753 acres across the entire plan area. As shown in Figure ES-3, *Existing Land Uses*, the vast majority of City land is either single-family or rural residential (36.1 percent), open space and recreation (16.9 percent), or vacant (26.6 percent). This is due to the City's low residential density and natural open space character. Crafton Hills College is on the western edge of the City, and Yucaipa Regional Park abuts the Crafton Hills in the northwest part of the City. Commercial and office uses make up only 1.6 percent of the City's existing uses. In the City's SOI, Open Space and Recreation is the predominant land use (80.0 percent); the remaining acreage includes public facilities, rural residential (two units per acre), vacant, and right-of-way uses.

Yucaipa Regional Park, in the northwest portion of the City, is operated and maintained by San Bernardino County and provides a wide range of outdoor recreational activities, including fishing, swimming, camping, trails, picnic areas, and group shelters. Wildwood Canyon State Park is in southeast Yucaipa along the eastern boundary and consists of 900 acres of open wildland, trails, and recreational facilities. The Crafton Hills encompass approximately 4,500 acres of natural open space of which approximately 871 acres are within the City limits and 1,331 acres are within the SOI. These lands are largely designated as open space, and are protected by the Crafton Hills Open Space Conservancy. In addition, El Dorado Ranch Park, owned and maintained by the City, is 334 acres of permanent open space in the northeast corner of the City (see Figure ES-2, *Citywide Aerial*).

1.5 PROJECT SUMMARY

The proposed project is an update to the City of Yucaipa's General Plan that is intended to shape development in the City and its SOI over the next 20-plus years. The City's SOI is the unincorporated lands adjacent to City boundaries that are defined by the county local agency formation commission as areas likely to be served or annexed by the City in the future. Cities do not have regulatory control over these lands, but they have the authority to designate their preference for land use planning in the county areas if the properties are annexed to the City sometime in the future.

The Yucaipa General Plan update involves reorganization of the current General Plan into seven elements. The scopes of all elements in the 2004 General Plan are included in the newly proposed elements described below, with the exception of the Economic Development Element, which is not a required General Plan element:

1. Executive Summary

- Community Design and Land Use Element
- Housing and Neighborhoods Element
- Parks, Recreation, Trails, and Open Space Element
- Economic Development Element
- Transportation Element
- Public Safety Element
- Public Services and Facilities Element

Buildout projections shown in Table 1-1, *Proposed General Plan Update Summary*, are used throughout this DEIR to estimate the magnitude of development that would likely occur in Yucaipa upon implementation of the General Plan Update. Land use calculations are used to estimate the number of dwelling units, residents, square feet of nonresidential uses, and employees that would be generated by proposed land uses. These projections are then used to estimate how much noise, traffic, and other impacts would occur due to these changes compared to existing conditions. Though buildout projections do not foretell exactly how the built environment in Yucaipa will change over time, they allow the maximum potential environmental effects of the General Plan Update buildout to be analyzed. Therefore, as detailed in Table 1-1, the General Plan Update would result in a potential buildout total of 30,077 units, 77,328 residents, 9,581,104 nonresidential square feet, and 18,488 jobs in the City and SOI. Compared to existing conditions, the proposed project would result in an increase of 10,847 units, 29,493 residents, 6,830,178 nonresidential square feet, and 11,600 jobs in the City and SOI.

Figure ES-4, *Proposed Land Use Plan*, maps the proposed land use designations across the City. As shown, the proposed project would intensify residential and nonresidential development primarily within the already urbanized and established neighborhoods of the City. For example, commercial development would substantially increase along Yucaipa Boulevard from I-10 to Bryant Street, and along I-10 from the western City limits down toward Calimesa. Much of the existing single family residential area of the Central Core and Dunlap Acres is proposed as multifamily use in the proposed project. In addition, intensified residential development is also proposed in the southern portion of the City abutting Calimesa, and along Bryant Street to the east of the Yucaipa Regional Park in the North Bench neighborhood. The proposed General Plan goals and policies are detailed in Section 3.3.2, *Description of the Project*.

Table 1-1 Proposed General Plan Update Summary

Land Use Designation	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
City of Yucaipa	18,090	30,075	28,378	77,322	9,581,104	18,488
Rural Living-40 (RL-40)	41	1	1	3	—	—
Rural Living-20 (RL-20)	20	1	1	3	—	—
Rural Living-10 (RL-10)	1,280	128	121	332	—	—
Rural Living-5 (RL-5)	240	48	45	124	—	—
Rural Living-2.5 (RL-2.5)	638	255	241	628	—	—
Rural Living-1 (RL-1)	2,477	2,477	2,335	6,422	—	—
Residential-1 (R-1)	16	16	15	41	—	—
Residential-2 (R-2)	121	242	228	627	—	—
Residential Single-20M (RS-20M)	1,951	4,292	4,047	11,082	—	—
Residential-4 (R-4)	199	795	750	2,061	—	—
Residential Single-10M (RS-10M)	1,328	5,845	5,511	15,119	—	—
Residential Single-72C (RS-72C)	568	3,377	3,185	8,327	—	—
Residential-8 (R-8)	50	398	375	1,033	—	—
Multiple Residential-10M (RM-10M)	421	1,854	1,748	4,858	—	—
Multiple Residential-72C (RM-72C)	1,050	6,292	5,931	15,897	—	—
Residential-24 (R-24)	40	961	906	2,618	—	—
Multiple Residential-24 (RM-24)	21	493	465	1,343	—	—
Retail Commercial (CR)	175	—	—	—	2,435,125	2,970
General Commercial (CG)	384	—	—	—	3,710,114	7,531
Neighborhood Commercial (CN)	46	—	—	—	322,320	716
Service Commercial (CS)	175	—	—	—	1,523,562	3,386
Business Park (BP)	26	—	—	—	575,997	576
Community Industrial (IC)	97	—	—	—	513,987	627

1. Executive Summary

Table 1-1 Proposed General Plan Update Summary

Land Use Designation	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
Institutional (IN)	794	—	—	—	500,000	2,488
Planned Development (PD)	740	2,604	2,473	6,802	—	194
Public Facilities (PUB)	45	—	—	—	—	—
Open Space Planned Development (OS-PD)	507	—	—	—	—	—
Open Space (OS)	2,235	—	—	—	—	—
Park (P)	574	—	—	—	—	—
Floodway (FW)	92	—	—	—	—	—
Right-of-Way (ROW)	1,743	—	—	—	—	—
Yucaipa Sphere of Influence	1,663	2	2	6	—	—
Rural Living-10 (RL-10)	13	1	1	3	—	—
Rural Living-5 (RL-5)	7	1	1	3	—	—
Open Space (OS)	1,632	—	—	—	—	—
Right-of-Way (ROW)	11	—	—	—	—	—
Grand Total	19,753	30,077	28,380	77,328	9,581,104	18,488
Increase from Existing Conditions	0	10,847	10,246	29,493	6,830,178	11,600
Change Compared to the Current General Plan	0	447	420	1,153	1,050,699	1,567

Based on the Buildout Methodology Memorandum included as Appendix J of this DEIR.

Notes: Units: The following density assumptions were used unless adjusted by a specific project or to reflect the current buildout of an existing neighborhood.

RL-40:	0.025 du/ac	RL-1:	1 du/ac	RS-10M:	4.4 du/ac	R-24:	24 du/ac
RL-20:	0.05 du/ac	R-1:	1 du/ac	RS-72C:	6 du/ac	RM-24:	24 du/ac
RL-10:	0.1 du/ac	R-2:	2 du/ac	R-8:	8 du/ac		
RL-5:	0.2 du/ac	RS-20M:	2.2 du/ac	RM-10M:	4.4 du/ac		
RL-2.5:	0.4 du/ac	R-4:	4 du/ac	RM-72C:	6 du/ac		

Households: Assumed occupancy rate of 94.3 percent, California Department of Finance. 2000–2009. Occupancy Rate, City of Yucaipa. In E-5 City/County Population and Housing Estimates. Database.

Population: The following person per household assumptions were used.

All Rural-Living and Single Residential and R-1, R-2, R-4, R-8 and PD: 2.75 persons per household, U.S. Census, Average Household Size by Tenure, City of Yucaipa, 2010.
All Multiple Residential and R-24 categories: 2.89 persons per household, U.S. Census, Average Household Size by Tenure, City of Yucaipa, 2010.
Mobile Homes (non-Senior) designated with MH1 Overlay: 2.4, Number of Units by Unit Type divided by Population by Unit Type, U.S. Census, City of Yucaipa, 2010.
Senior Mobile Homes designated with MH2 Overlay: 1.6, U.S. Census, Population by Age divided by Age of Householder, City of Yucaipa 2010.

Table 1-1 Proposed General Plan Update Summary

Land Use Designation	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
Nonresidential Square Footage: The following average floor area ratios were used.						
Commercial Retail: 0.32 FAR	General Commercial: 0.20 FAR	Crafton Hills College Village Project Area CG Parcels: 0.30 FAR				
Neighborhood Commercial: 0.15 FAR	Commercial Service: 0.20 FAR					
Business Park: 0.50 FAR	Community Industrial: 0.10 FAR					
Employment. The following average employment generation factors were used.						
Commercial Retail: 820 square feet per employee	General Commercial: 500 square feet per employee					
Neighborhood Commercial: 450 square feet per employee	Commercial Service: 450 square feet per employee					
Business Park: 1,000 square feet per employee	Community Industrial: 1,000 square feet per employee					
Schools: 15 percent growth over existing employment						

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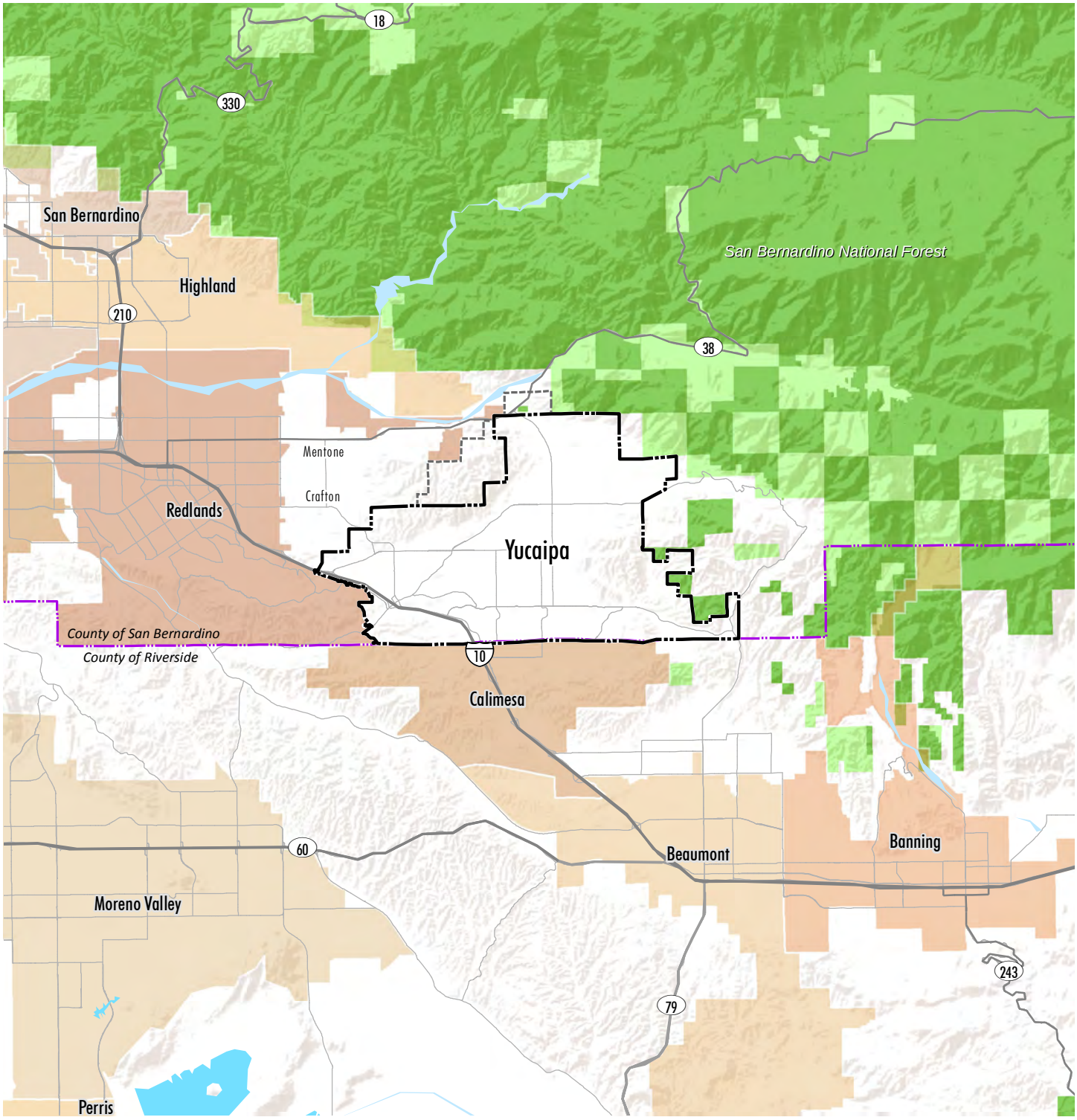
Figure ES-1 Regional Location



Source: US Forest Service, 2013

Yucaipa City Limits
Yucaipa Sphere of Influence

National Forest
USDA Forest Service
Private Ownership

YUCAIPA GENERAL PLAN DRAFT EIR

0 1 2 3 Miles

PLACEWORKS

1. Executive Summary

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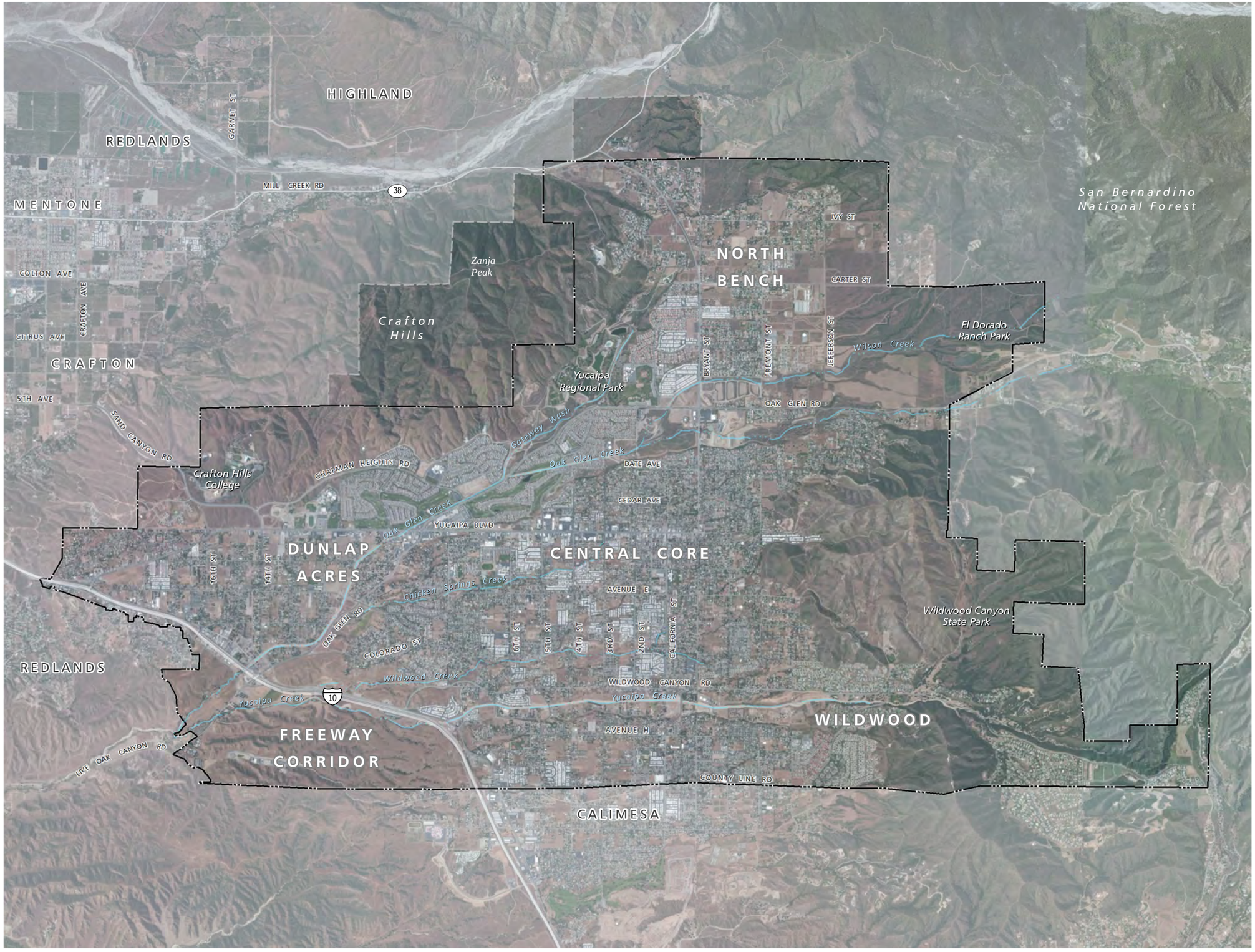
Figure ES-2
CITYWIDE AERIAL

City Limits
Yucaipa Sphere of Influence



0 1,000 2,000 3,000 4,000 Feet

Source: PlaceWorks, 2014 & USGS, 2012

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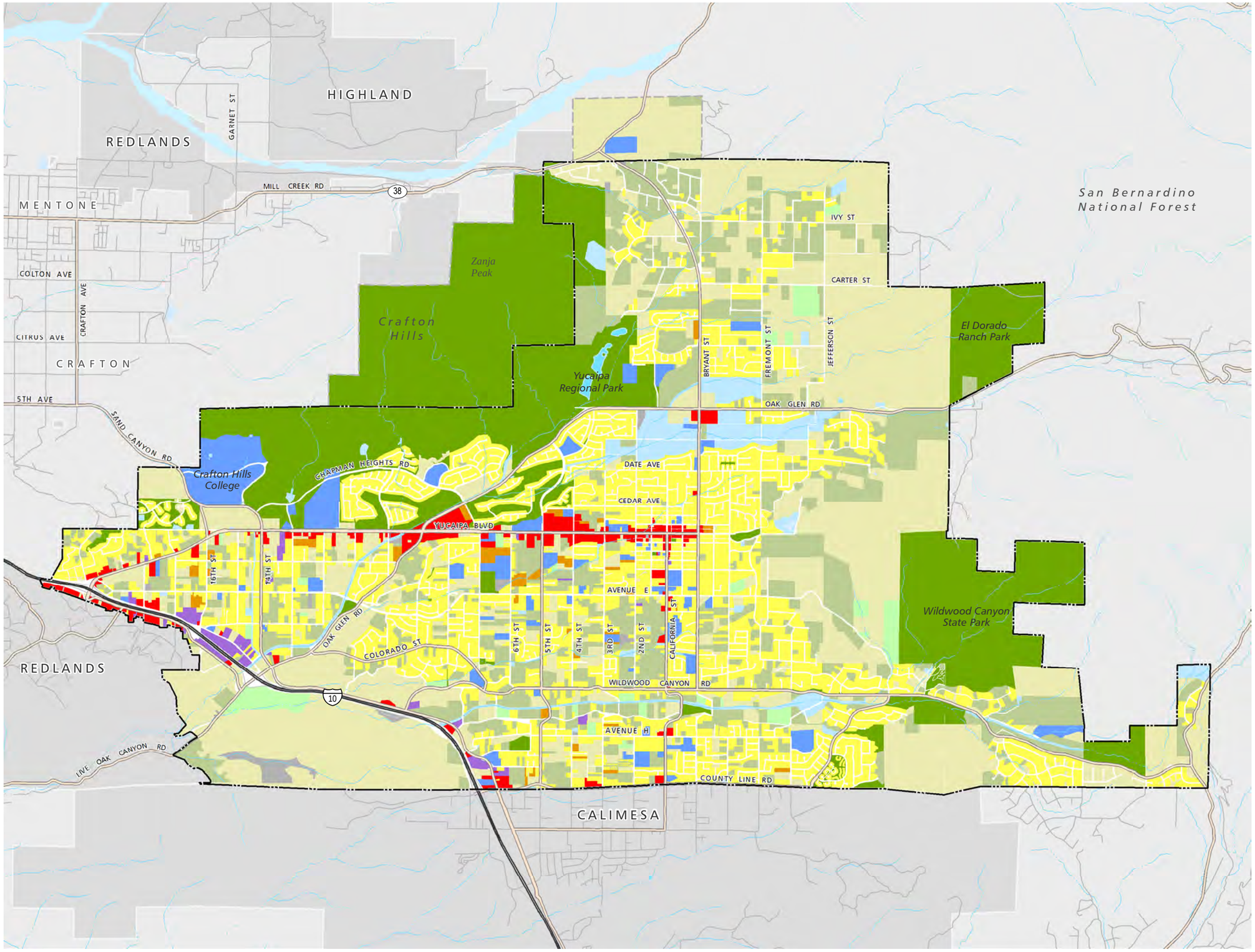
Figure ES-3
EXISTING LAND USES



City Limits
Yucaipa Sphere of Influence

Existing Land Use

- Agriculture
- Rural Residential
- Single Family Residential
- Multifamily Residential
- Commercial, Service, and Office
- Public and Semipublic Facilities
- Industrial
- Water Utilities
- Other Utilities
- Undeveloped Land
- Open Space and Recreation

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: City of Yucaipa, 2013

12/1/2015

1. Executive Summary

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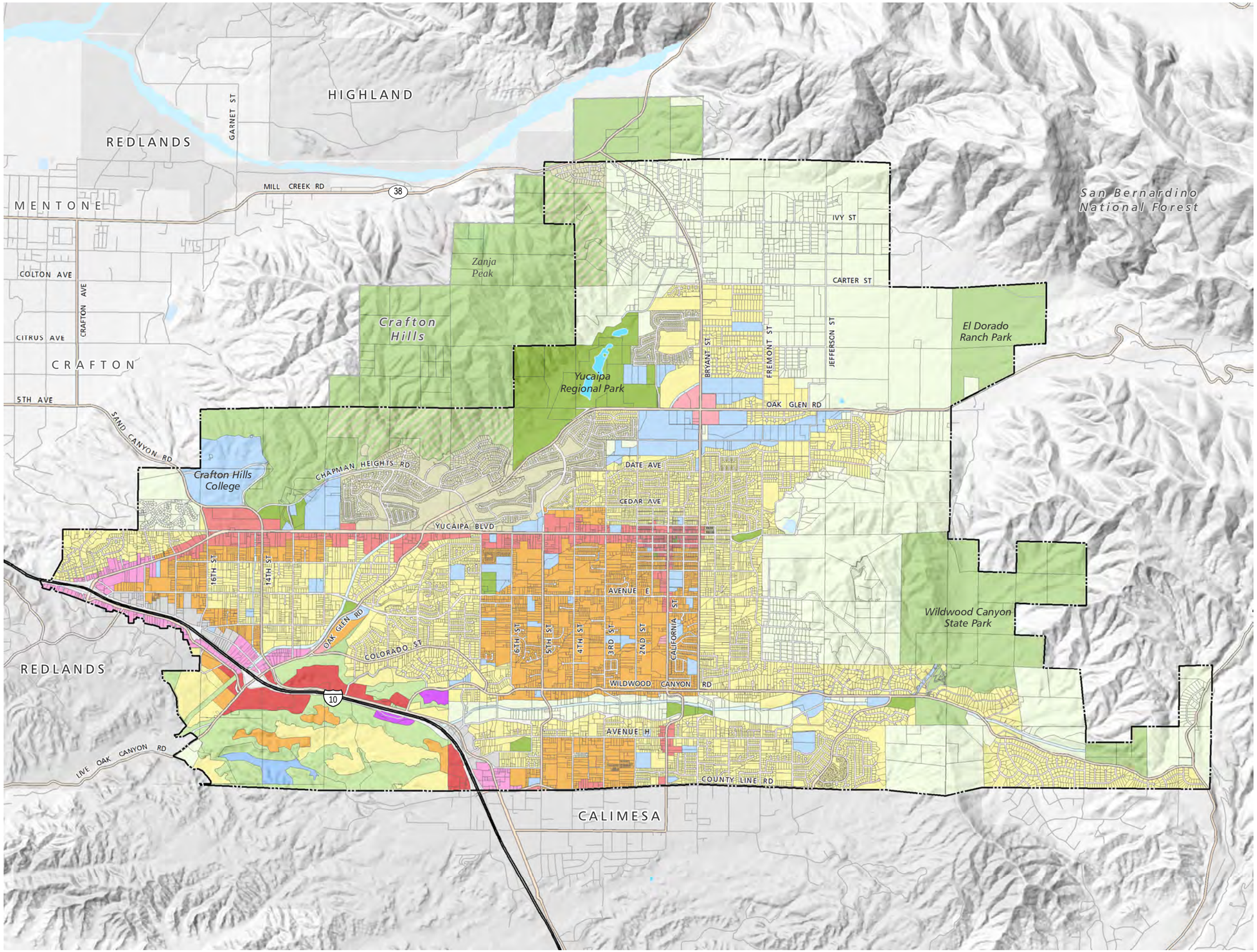
Figure ES-4
PROPOSED LAND USE PLAN



City Limits
Yucaipa Sphere of Influence

LAND USE DISTRICTS

- RL - Rural Residential
- RS - Single Residential
- RM - Multiple Residential
- PD - Planned Development
- CG - General Commercial
- CN - Neighborhood Commercial
- CS - Service Commercial
- IC - Community Industrial
- IN - Institutional
- OS - Open Space
- OS-PD - Open Space Planned Development
- P - Park
- FW - Floodway

Freeway Corridor Specific Plan

- R-1 - Rural Living
- R-2 - Single Residential
- R-4 - Single Residential
- R-8 - Single or Multiple Residential
- R-24 - Multiple Residential
- PUB - Public Facilities
- BP - Business Park
- CR - Regional Commercial
- OS2 - Open Space

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: City of Yucaipa, 2014

8/31/2015

1. Executive Summary

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1.6 SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines (§ 15126.6[a]) state that an EIR must address "a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." The alternatives in this DEIR were based, in part, on their potential ability to reduce or eliminate the following impacts determined to be significant and unavoidable for implementation of the Yucaipa General Plan Update (see Table 1-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation,* for additional detail):

Air Quality

- **Impact 5.3-1.** The project would not be consistent with the South Coast Air Quality Management District's (SCAQMD) 2012 Air Quality Management Plan because buildout of the City of Yucaipa and SOI under the project would exceed the forecasts in the air quality attainment plans, which are based on the current General Plan. Mitigation measures incorporated into future development projects and adherence to the project policies for operation and construction phases would reduce criteria air pollutant emissions associated with buildout of the project. Goals and policies included in the General Plan Update would facilitate continued City participation/cooperation with SCAQMD and the Southern California Association of Governments to achieve regional air quality improvement goals, promote energy conservation design and development techniques, encourage alternative transportation modes, and implement transportation demand management strategies. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the air quality management plans due to the magnitude of growth and associated emissions that would be generated by the buildout of the City of Yucaipa and its sphere of influence (SOI) in accordance with the project. Impact 5.3 1 would remain significant and unavoidable.

- **Impact 5.3-2.** Construction activities associated with the buildout of the General Plan Update would generate criteria air pollutant emissions that would exceed SCAQMD's regional significance thresholds and would contribute to the nonattainment designations of the South Coast Air Basin (SoCAB) and contribute to known health effects from poor air quality, including worsening of bronchitis, asthma, and emphysema; a decrease in lung function; premature death of people with heart or lung disease; nonfatal heart attacks; irregular heartbeat; and increased respiratory symptoms. Goals and policies are included in the project that would reduce air pollutant emissions. However, due to the magnitude of emissions generated by future construction activities associated with the buildout of the project, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Impact 5.3-2 would remain significant and unavoidable.

- **Impact 5.3-3**. Buildout of the proposed land use plan would generate additional vehicle trips and area sources of criteria air pollutant emissions that exceed SCAQMD's regional significance thresholds and would contribute to the nonattainment designations of the SoCAB and contribute to known health effects from poor air quality. Goals and policies are included in the project that would reduce air pollutant emissions. However, due to the magnitude of emissions generated by the buildout of the project, no

mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Impact 5.3-3 would remain significant and unavoidable.

- **Impact 5.3-4.** Buildout of the project could result in new sources of criteria air pollutant emissions near existing or planned sensitive receptors. Goals and policies are included in the project that would reduce concentrations of criteria air pollutant emissions generated by new development. However, localized emissions of criteria air pollutants could exceed the SCAQMD significance thresholds because of the scale of development activity associated with buildout of the project. For this broad-based General Plan Update, it is not possible to determine whether the scale and phasing of individual projects would result in the exceedance of the localized emissions thresholds and contribute to known health effects. Therefore, in accordance with the SCAQMD methodology, Impact 5.3-4 would remain potentially significant and unavoidable.

Biological Resources

Impact 5.4-2. Growth accommodated through long-term buildout of the City of Yucaipa General Plan would result in significant loss of habitat. The California Endangered Species Act and Federal Endangered Species Act regulate the loss of habitat as it pertains to special status plant and animal species. Coordination with the US Fish and Wildlife Services and California Department of Fish and Wildlife would ensure that, on a project-by-project basis, habitat is replaced or conserved in accordance with the agency-determined ratios if it is determined, through consultation, that special status plant and animal species occur or are likely to occur onsite. Implementation of Mitigation Measures 4-1 through 4-4 would also mitigate impacts for each individual project site. Impacts to jurisdictional sensitive habitats would be less than significant. However, to this date, no regional habitat conservation plan/natural communities conservation plan has been prepared for the San Bernardino valley region that mitigates for the cumulative loss of habitat as a result of future development. Consequently, while impacts from loss of habitat would be mitigated for each individual development through consultation with the relevant federal and state agencies, cumulative impacts of habitat loss associated with full buildout of the General Plan under Impact 5.4.2 are considered significant and unavoidable.

GHG Emissions

- **Impact 5.7-1.** Mitigation Measure 7-1 would ensure that the City continues to implement actions that reduce greenhouse gas emissions from buildout of the General Plan Update. However, additional federal and state regulations would be necessary to meet the per capita efficiency target. GHG emissions in the City are anticipated to decline further with implementation of additional measures to achieve California's post-2020 GHG targets for 2030 under Executive Order B-30-15, SB 350, and the triannual updates to the State's building and energy efficiency standards, which will be outlined in the second update to the Scoping Plan. Since no additional federal or state measures are currently available that would ensure that the City of Yucaipa and its SOI could achieve a post-2020 efficiency target, Impact 5.7-1 would remain significant and unavoidable.

- **Impact 5.7-2.** Buildout of the proposed land use plan would result in an increase in traffic on local roadways in the City of Yucaipa, which would substantially increase GHG emissions. Mitigation Measure

7-1 would ensure that the City continues to implement actions that reduce GHG emissions from buildout of the General Plan Update. However, additional federal and state measures beyond those outlined in the Scoping Plan for 2020 would be necessary to reduce GHG emissions to meet the long-term GHG reduction goals under Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent of 1990 levels by 2030, and Executive Order S-03-05, which identified a long-term goal to reduce GHG emissions to 80 percent of 1990 levels by 2050. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-03-05. CARB is in the process of updating the Scoping Plan to address the new interim GHG reduction target for 2030 under Executive Order B-30-15. Additionally, SB 350 set ambitious targets for renewable energy and efficiency. Under SB 350, California's RPS goal would increase from 33 percent in 2020 to 50 percent by 2030 and SB 350 set a new goal to double the energy efficiency savings in electricity and natural gas through energy efficiency and conservation measures. The second update to the Scoping Plan will outline additional measures state agencies will take to achieve these targets. Additionally, the triannual updates to the State's building and energy efficiency standards identify steps toward achieve ZNE for newly constructed residential buildings throughout California by 2020 and for non-residential buildings by 2030. Consequently, GHG emissions in the City are anticipated to decline further with implementation of additional measures to achieve California's post-2020 GHG targets. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology. Since no additional federal or state measures are currently available that would ensure that the City of Yucaipa and its SOI could achieve an interim post-2020 target, Impact 5.7-2 would remain significant and unavoidable.

Noise

- **Impact 5.11-1.** Traffic generated by buildout of the General Plan would substantially increase noise along major traffic corridors in the City and could expose existing and planned residents to substantial noise levels. To reduce potential noise impacts to new sensitive land uses, the General Plan Public Safety Element includes several policies that would require noise-reducing site design and building construction features in residential and mixed-use projects in areas where outdoor average daily noise levels exceed 60 dBA CNEL. Because most homes front the affected streets, sound walls would not be feasible. Rubberized pavement would not be effective because of the relatively low speeds on the roadways. Consequently, there are no feasible effective mitigation measures available that would prevent noise levels along major transportation corridors from increasing as a result of substantial increases in traffic volumes. Though new uses can be designed for the expected noise exposure, there would be no feasible mitigation measures to reduce potential noise impacts to existing noise-sensitive uses. Impact 5.11-1 would remain significant and unavoidable.

- **Impact 5.11-4.** Construction activities associated with buildout of the General Plan Update would substantially elevate noise levels in the vicinity of noise-sensitive land uses. Mitigation Measure 11-1 would reduce construction noise impacts to the extent feasible. However, because distance, source-to-receiver geometry, and other site-specific conditions may render implementation of mitigation infeasible or ineffective for future projects in the City, Mitigation Measure 11-1 would not guarantee that

construction noise impacts would be reduced to less than significant levels. Consequently, Impact 5.11-4 would be significant and unavoidable.

- **Impact 5.11-5.** Buildout of the individual land uses and projects for implementation of the General Plan Update could expose sensitive uses to significant groundborne vibration during construction. Mitigation Measure 11-2 would reduce vibration impacts associated with construction to the extent feasible. However, because distance, source-to-receiver geometry, and other site-specific conditions may render implementation of mitigation infeasible or ineffective for future projects in the City, Mitigation Measure 11-2 would not guarantee that construction vibration impacts would be reduced to less than significant levels. Consequently, Impact 5.11-5 would be significant and unavoidable.

Transportation and Traffic

- **Impact 5.15-2.** Development consistent with the General Plan Update would increase traffic on Interstate 10 and worsen already-congested traffic conditions on the freeway main line and interchanges. Caltrans has authority over the state highway system, including freeways, interchanges, and arterial state routes. Therefore, there are no feasible mitigation measures in the City's control that would reduce impacts on Caltrans's freeway main line and interchanges. Impact 5.15-2 would remain significant and unavoidable.

Utilities and Service Systems

- **Impact 5.16-2.** Mitigation Measures 5.16-1 through 5.16-9 would reduce potential impacts associated with increased water demand. However, given the uncertainty of water availability and Yucaipa Valley Water District's requirement to reduce water use from 2013 water conditions, water supply impacts are considered a significant impact from buildout of the proposed General Plan Update. Impact 5.16-2 would remain significant and unavoidable.

As described in Chapter 7, *Alternatives,* two project alternatives were identified and analyzed for relative impacts compared to the proposed General Plan Update:

- No Project/Current General Plan Alternative
- Focused Increased Residential Alternative

1.6.1 No Project/Current General Plan Alternative

Per Section 15126.6(e)(1), a "No Project" alternative shall be evaluated along with its impact to allow decision makers to compare the impacts of approved the proposed project with the impacts of not approving the proposed project. Under the No Project/Current General Plan Alternative, the General Plan Update would not be implemented as proposed. The current (2004) Yucaipa General Plan, including land use designations in the Land Use Map shown in Figure 3-4, *Current Land Use Plan*, in Chapter 3, *Project Description*, would remain in effect and would not undergo any updates. The current General Plan addresses the same overall geographic boundaries and applies similar land use designations as the proposed General Plan Update (see Figures 3-4 and 3-5, *Proposed Land Use Plan*, for a comparison).

Buildout of the current General Plan would not substantially vary from the proposed General Plan Update. Nearly all buildout factors of the No Project/Current General Plan Alternative would be similar to the General Plan Update. The major land use changes between the current and proposed land use plans are shown on Figure 7-1, *General Plan Update Changes from the Current Land Use Plan*. As shown, most changes were related to parks, open space, and the Dunlap Acres residential area. Overall, the land use plans are very similar.

As shown in the table, the No Project/Current General Plan Alternative would reduce development by 447 homes (-1.5 percent) and 1,050,699 square feet of nonresidential development (-11.0 percent) compared to the proposed General Plan Update. The decrease in residential and nonresidential development would also equate to a reduction in population and employment by 1,153 fewer residents (-1.5 percent) and 1,567 fewer jobs (-8.5 percent).

The No Project/Current General Plan Alternative would reduce development by 447 homes (-1.5 percent) and 1,050,699 square feet of nonresidential development (-11.0 percent) compared to the proposed General Plan Update. The decrease in residential and nonresidential development would also equate to a reduction in population and employment by 1,153 fewer residents (-1.5 percent) and 1,567 fewer jobs (-8.5 percent).

Ability to Reduce Environmental Impacts

Impacts of the No Project/Current General Plan alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, and cultural resources. Impacts would be greater for population and housing and recreation, but would be reduced for geology and soils, hazards and hazardous materials, hydrology and water quality, public services, and recreation. This alternative would also reduce air quality (regional criteria air pollutants), biological resources (cumulative habitat loss), greenhouse gas emissions, noise, transportation and traffic (impacts to I-10), and utilities and service system (water supply) impacts; however, these impacts would remain significant and unavoidable in this alternative. This alternative would reduce significant and unavoidable air quality impacts related to consistency with the SCAQMD's air quality management plan (Impact 5.3-1) to less than significant.

This alternative would not provide a comprehensive update to the City's General Plan consistent with California Government Code Sections 65300 et seq. and would not revise the City's General Plan pursuant to various state requirements, for instance, the Complete Streets Act of 2008. Thus, impacts to land use and planning would be greater.

Ability to Achieve Project Objectives

The No Project/Current General Plan Alternative would maintain the City's small-town rural character; preserve scenic vistas, wild lands, ravines, and hillsides; sustain a vibrant Historic District and cultural events; and cultivate a spirit of community service, pride, and mutual respect. This alternative would also continue fostering educational opportunities; ensuring the health, safety, and well-being of Yucaipa's residents; maintaining infrastructure, community services, and public facilities; and providing parks, trails, open space, and recreational opportunities but to a lesser degree than the proposed General Plan Update. The proposed project would update and introduce new General Plan elements, goals, and policies that respond better to the

community's need for educational opportunities, health and safety, infrastructure and public facilities, and recreational opportunities.

Given that this alternative reduces nonresidential development by 1,050,699 square feet (-11.0 percent) and employment by 1,567 jobs (-6.6 percent), it is possible that the City would not be able to attract as many quality businesses, jobs, and retail opportunities or maintain a fiscally responsible and responsive governance to the extent that it would under the General Plan Update.

1.6.2 Focused Increased Residential Alternative

The Focused Increased Residential Alternative would consist of similar land use designations as the proposed General Plan Update; however, it would replace proposed nonresidential development with multi-family residential development in the Crafton Hills College and single-family residential development in the Wilson Creek/Oak Glen Creek Areas (see Figure 7-2, *Focused Increased Residential Alternative*). Focused increased residential density would be allowed in the areas south of Crafton Hills College campus which is bounded by Sand Canyon Road to the north, 14th Street to the east, Yucaipa Boulevard to the south, and 16th Street to the west. The additional residential homes would provide housing for college students attending Crafton Hills College and reduce trips and vehicle miles traveled in and out of the western portion of the City—potentially reducing air quality, GHG, and traffic impacts.

In addition, this alternative would increase residential development in the Wilson Creek/Oak Glen Creek areas bounded approximately by Oak Glen Road to the north, Bryant Street to the east, Persimmon Avenue to the south, and 3rd Street to the west. Under the proposed land use plan, this area is designated Institutional; by considering a residential alternative, the area would be more compatible with its surrounding land uses (residential, park, and neighborhood commercial), reduce vehicle trips near the 2nd Street/Bryant Street intersection, and be more in line with the City's economic interests to increase housing opportunity.

Buildout of this alternative would allow for 864 additional dwelling units, which would increase the buildout population by 2,327 persons in comparison to the General Plan Update. The amount of nonresidential development and employment would decrease by 1,112,406 square feet and 1,993 jobs in the Crafton Hills College and Wilson Creek/Oak Glen Creek areas to allow for the increased residential density in the same area.

Ability to Reduce Environmental Impacts

Impacts of the Focused Increased Residential Alternative would be similar for agriculture and forestry resources, biological resources, cultural resources, geology and soils, hydrology and water quality, and land use and planning. Impacts would be greater for population and housing, public services, recreation, and utilities and service systems; however, impacts would be reduced for aesthetics, and hazards and hazardous materials. This alternative would also reduce air quality, greenhouse gas emissions, noise, and transportation and traffic (impacts to I-10) impacts compared to the proposed project, but such impacts would remain significant and unavoidable. This alternative would not reduce any significant and unavoidable impacts of the proposed project to less than significant.

Ability to Achieve Project Objectives

This alternative would achieve the majority of the project objectives, including maintaining a small-town rural character with strong neighborhood identities; preserving scenic vistas, wild lands, and hillsides; fostering educational opportunities; ensuring health and safety of Yucaipa's residents, maintaining infrastructure, community services, and public facilities; sustaining a vibrant Historic District; providing parks, trails, and open space; and cultivating a spirit of community service, pride, and respect.

This alternative would be able to attract quality businesses that bring quality jobs and retail opportunity and maintain fiscally responsible and responsive governance, but to a lesser degree than the proposed project since this alternative would reduce nonresidential development by 11.6 percent and employment by 10.8 percent.

The Focused Increased Residential Alternative has been identified as the environmentally superior alternative.

1.7 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override the environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether other mitigation measures that should be applied to the project beside the Mitigation Measures identified in the DEIR.
6. Whether any alternatives to the project would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.8 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. There are no specific areas of known controversy concerning the proposed project. The City of Yucaipa has no knowledge of expressed opposition to the proposed project.

Prior to preparation of the DEIR, the Notice of Preparation was distributed for comment, which extended from October 1, 2014, to October 31, 2014. A public scoping meeting was held at the City of Yucaipa on October 6, 2014; however, there were no attendees at the meeting. Therefore, only the NOP comment letters

received during the review period are summarized in Chapter 2, *Introduction* (see Table 2-1, *NOP Comment Summary*).

1.9 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-2 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant, and for all significant impacts, mitigation measures are identified. The level of significance after imposition of the mitigation measures is also presented.

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
Impact 5.1-1: Development in accordance with the General Plan Update would not substantially alter or damage scenic vistas or resources in Yucaipa or along a state scenic highway.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Impact 5.1-2: Buildout in accordance with the proposed land use plan would alter the existing visual appearance of the City and SOI, but would not substantially degrade its existing visual character or quality.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Impact 5.1-3: Future development in accordance with the General Plan Update would generate additional light and glare in the City and SOI that would impact surrounding existing land uses; however, light and glare would be minimized through adherence to the City's lighting standards.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
5.2 AGRICULTURE AND FORESTRY RESOURCES			
Impact 5.2-1: The proposed land use plan would not change the land use designations of 67 acres designated Prime and Unique Farmlands by the California Department of Conservation nor allow other changes to the environment that may convert farmland to non-agricultural uses.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Impact 5.2-2: The City of Yucaipa has 108.1 acres of land bearing nonrenewable Williamson Act contracts; the proposed land use plan would not change existing land use designations for the Williamson Act land.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.2-3: The proposed land use plan would convert Institutional and Rural Living land use areas that permit agricultural use to Open Space, which does not permit agricultural use.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
5.3 AIR QUALITY			
Impact 5.3 1: Buildout of the project would generate slightly more growth than the existing General Plan; therefore, the project would be inconsistent with SCAQMD's air quality management plans.	Significant	Mitigation measures incorporated into future development projects described under Impacts 5.3 2, below, and adherence to the project policies for operation and construction phases would reduce criteria air pollutant emissions associated with buildout of the project.	Significant and Unavoidable
Impact 5.3 2: Construction activities associated with the project would generate a substantial increase in short-term criteria air pollutant emissions that exceed the threshold criteria and would cumulatively contribute to the nonattainment designations of the SoCAB.	Significant	3-1 If, during subsequent project-level environmental review, construction-related criteria air pollutants are determined to have the potential to exceed the South Coast Air Quality Management District (SCAQMD) adopted thresholds of significance, the City of Yucaipa shall require that applicants for new development projects incorporate mitigation measures as identified in the CEQA document prepared for the project to reduce air pollutant emissions during construction activities to achieve the SCAQMD performance standards. Mitigation measures that may be identified during the environmental review include but are not limited to: • Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower. • Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. • Limiting nonessential idling of construction equipment to no more than five consecutive minutes. • Water all active construction areas at least three times daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.	Significant and Unavoidable

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). • Pave, apply water three times daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. • Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed, all paved access roads, parking areas, and staging areas at the construction site to control dust. • Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material. • Hydroseed or apply non-toxic soil stabilizers to inactive construction areas. • Enclose, cover, water three times daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).	
Impact 5.3 3: Long-term operation of the project would generate a substantial increase in criteria air pollutant emissions that exceed the threshold criteria and would cumulatively contribute to the nonattainment designations of the SoCAB.	Significant	Goals and policies are included in the project that would reduce air pollutant emissions.	Significant and Unavoidable
Impact 5.3 4: Buildout of the project could result in new source sources of criteria air pollutant emissions and/or toxic air contaminants proximate to existing or planned sensitive receptors.	Significant	3-2 New industrial or warehousing land uses that: 1) have the potential to generate 40 or more diesel trucks per day and 2) are located within 1,000 feet of a sensitive land use (e.g. residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Yucaipa prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the applicable air quality management district. If the HRA shows that the incremental cancer risk exceeds ten in one million (I0E 06), particulate matter concentrations would exceed 2.5 $\mu g/m^3$, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that best available control technologies for toxics (T BACTs) are capable of reducing potential	Significant and Unavoidable

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. T BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the project.	
Impact 5.3 5: Placement of new sensitive receptors near major sources of toxic air contaminants in the City of Yucaipa and SOI could expose people to substantial pollutant concentrations.	Potentially significant	3-3	Applicants for sensitive land uses within the following distances as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, from these facilities: • Industrial facilities within 1,000 feet • Distribution centers (40 or more trucks per day) within 1,000 feet • High volume roadways (100,000 or more vehicles per day) within 1,000 feet • Dry cleaners using perchloroethylene within 500 feet • Gasoline dispensing facilities within 300 feet shall submit a health risk assessment (HRA) to the City of Yucaipa prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the applicable air quality management district. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 6 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E 06) or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify mitigation measures that are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to: • Air intakes located away from high volume roadways and/or truck loading zones, unless it can be demonstrated to the City of Yucaipa that there are operational limitations. • Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.	Less than significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City of Yucaipa.	
Impact 5.3 6: Industrial land uses associated with the project could create objectionable odors.	Potentially significant	3-4	If it is determined during project-level environmental review that a project has the potential to emit nuisance odors beyond the property line, an odor management plan may be required, subject to City's regulations. Facilities that have the potential to generate nuisance odors include but are not limited to: • Wastewater treatment plants • Composting, greenwaste, or recycling facilities • Fiberglass manufacturing facilities • Painting/coating operations • Large-capacity coffee roasters • Food-processing facilities If an odor management plan is determined to be required through CEQA review, the City of Yucaipa shall require the project applicant to submit the plan prior to approval to ensure compliance with the South Coast Air Quality Management District's Rule 402, for nuisance odors. If applicable, the Odor Management Plan shall identify the Best Available Control Technologies for Toxics (T BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T BACTs may include, but are not limited to, scrubbers (e.g., air pollution control devices) at the industrial facility. T BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.	Less than significant
5.4 BIOLOGICAL RESOURCES				
Impact 5.4-1: Development of the proposed project could impact the sensitive plant and animal species known to occur in and/or near the City of Yucaipa.	Potentially significant	4-1	The City of Yucaipa shall require applicants for future development projects that disturb undeveloped land to conduct a biological resources survey to determine if sensitive biological resources would be impacted. The biological resources survey shall be prepared by a qualified biologist. The biological resources survey shall include, but not be limited to:	Less than significant

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• An analysis of available literature and biological databases, such as CNDDB, to determine sensitive biological resources that have been reported historically from the proposed development project vicinity, • A review of current land use and land ownership within the proposed development project vicinity, • An assessment and mapping of vegetation communities present within the proposed development project vicinity, • An evaluation of potential local and regional wildlife movement corridors. • A general assessment of potential jurisdictional areas, including wetlands and riparian habitats. If the proposed development project site supports vegetation communities that may provide habitat for plant or wildlife species, a focused habitat assessment shall be conducted by a qualified biologist to determine the potential for special status plant and/or animal species to occur within or adjacent to the proposed development project area. If one or more special status species has the potential to occur within the proposed development project area, focused species surveys shall be conducted to determine the presence/absence of these species to adequately evaluate potential direct and/or indirect impacts to these species. If construction activities are not initiated immediately after focused surveys have been completed, additional pre-construction special status species surveys may be required to assure impacts are avoided or minimized to the extent feasible. If pre-construction activities are required, a qualified biologist would perform these surveys as required for each special status species that is known to occur or has a potential to occur within or adjacent to the proposed development project area. The results of the biological survey shall be presented in a biological survey letter report for proposed development projects with no significant impacts, or in a biological technical report for proposed development projects with significant impacts that require mitigation to reduce the impacts to below a level of significance. 4-2 If sensitive biological resources are identified within or adjacent to the proposed development project area, the construction limits shall be clearly	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		flagged so that impacts to sensitive biological resources are avoided or minimized to the extent feasible. Prior to implementing construction activities, a qualified biologist shall verify that the flagging clearly delineates the construction limits and sensitive resources to be avoided. 4-3 If sensitive biological resources are known to occur within or adjacent to the proposed development project area, the City of Yucaipa shall require applicants to contract with a qualified biologist to develop and implement a project-specific contractor training program to educate project contractors on the sensitive biological resources within and adjacent to the proposed development project area and on measures being implemented to avoid and/or minimize impacts to these species. 4-4 If sensitive biological resources are present within or adjacent to the proposed development project area and impacts may occur from implementation of construction activities, a qualified biological monitor may be required during a portion or all of the construction activities to ensure that impacts to the sensitive biological resources are avoided or minimized to the extent feasible. The specific biological monitoring requirements shall be evaluated on a project-by-project basis. The qualified biological monitor shall be approved by the City on a project-by-project basis based on applicable experience with the sensitive biological resources that may be impacted by the proposed development.	
Impact 5.4-2: Implementation of the proposed General Plan Update could impact sensitive natural communities, including wetlands and riparian habitat.	Potentially significant	Mitigation Measures 4-1, 4-2, 4-3, and 4-4 are also applicable to Impact 5.4-2.	Significant and Unavoidable
Impact 5.4-3: Buildout of the proposed project could impact undetermined amounts of wetlands and jurisdictional waters regulated by the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and Santa Ana Regional Water Quality Control Board.	Potentially significant	4-5 The City of Yucaipa shall require applicants of development project that have the potential to affect jurisdictional resources to contract with a qualified biologist to conduct a jurisdictional delineation following the methods outlined in the 1987 Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (2008) to map the extent of wetlands and nonwetland waters, determine jurisdiction, and assess potential impacts. The results of the delineation shall be presented in a wetland delineation letter report and shall be incorporated into the CEQA document(s) required for approval and permitting of the proposed development project.	Less than significant

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			Applicants of development projects that have the potential to impact jurisdictional features, as identified in the wetland delineation letter report, shall obtain permits and authorizations from the Army Corps of Engineers, California Department of Fish and Wildlife, and/or Santa Ana Regional Water Quality Control Board. The regulatory agency authorization(s) would include impact avoidance and minimization measures as well as mitigation measures for unavoidable impacts. Specific avoidance, minimization, and mitigation measures for impacts to jurisdictional resources shall be determined through discussions with the regulatory agencies during the proposed development project permitting process and may include monetary contributions to a mitigation bank or habitat creation, restoration, or enhancement.	
Impact 5.4-4: Development pursuant to the proposed General Plan Update could adversely impact wildlife movement in the San Bernardino Mountains to San Jacinto Mountains Connection, and several local and regional wildlife corridors in the Yucaipa area.	Potentially significant	4-6	The City of Yucaipa shall require a habitat connectivity/wildlife corridor evaluation for future development projects that may impact existing connectivity areas and wildlife linkages identified in Figure 5.4-3, Wildlife Corridors, of the Draft EIR. The results of the evaluation shall be incorporated into the project's biological report required under Mitigation Measure 4-1. The habitat connectivity evaluation shall assess the potential for the project to adversely affect the San Bernardino Mountains to San Jacinto Mountains Connection, identified by the California Essential Habitat Connectivity Project, and local and regional wildlife corridors in Yucaipa, including areas within and between the Yucaipa Regional Park, Crafton Hills Open Space, Wildwood Canyon State Park, and El Dorado Ranch Park. The evaluation shall also identify project design features that would reduce potential impacts and maintain habitat and wildlife movement. To this end, the City shall incorporate the following measures, to the extent practicable, for projects impacting wildlife movement corridors: • Adhere to low density zoning standards • Encourage clustering of development • Avoid known sensitive biological resources • Provide shielded lighting adjacent to sensitive habitat areas • Encourage development plans that maximize wildlife movement • Provide buffers between development and wetland/riparian areas • Protect wetland/riparian areas through regulatory agency permitting process	Less than significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Encourage wildlife-passable fence designs (e.g., 3-strand barbless wire fence) on property boundaries • Encourage preservation of native habitat on the undeveloped remainder of developed parcels • Minimize road/driveway development to help prevent loss of habitat due to roadkill and habitat loss • Use native, drought-resistant plant species in landscape design • Encourage participation in local/regional recreational trail design efforts	
Impact 5.4-5: Migratory birds known to occur within the City of Yucaipa would be protected under the Migratory Bird Treaty Act.	Potentially significant	4-7 The City of Yucaipa shall require applicants for future development projects to contract with a qualified biologist to conduct a preconstruction general nesting bird survey within all suitable nesting habitats that may be impacted by active construction during general avian breeding season (February 1 through August 31). The preconstruction surveys shall be conducted no more than 7 days prior to initiation of construction. If no active avian nests are identified within the proposed development project area or within a 300-foot buffer of the proposed development project area, no further mitigation is necessary. If active nests of avian species covered by the MBTA are detected within the proposed development project area or within a 300-foot buffer of the proposed development project area, construction shall be halted until the young have fledged, until a qualified biologist has determined the nest is inactive, or until appropriate mitigation measures that respond to the specific situation have been developed and implemented in consultation with the regulatory agencies. Based on the discretion of the qualified biologist, the 300-foot buffer may be expanded as appropriate to the species.	Less than significant
Impact 5.4-6: Future projects in accordance with the General Plan Update would be required to comply with local biological resources policies and ordinances, including the City's plant protection and management regulations.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
5.5 CULTURAL RESOURCES				
Impact 5.5-1: Buildout of the Yucaipa General Plan could impact known and unknown historic, prehistoric, and historic archeological resources and tribal cultural resources.	Potentially significant	5-1	Applicants for future development projects in undeveloped and developed areas where grading is proposed five feet below current elevation and in areas of known or inferred archaeological resources, prehistoric or historic (see Figure 5.5-2, Cultural Resources Sensitivity Map), shall provide a cultural resources assessment to the City of Yucaipa Planning Department prepared by a qualified archaeologist. The cultural resources report shall assess the cultural and historical significance of known archaeological resources on, or next to, the respective development site and assess the sensitivity of sites for buried archaeological resources. The assessment shall include: • A record search at the San Bernardino Archaeological Information Center (SBAIC). • Sacred lands search requested from the Native American Heritage Commission (NAHC). • Native American consultation in accordance with Assembly Bill 52. • Field survey. The format of the report and standards for evaluation shall follow the Archaeological Resources Management Reports Recommended Contents and Format. All cultural resources work done in the City shall include submission of GIS shapefiles with metadata for City use. On properties where resources are identified, or that are determined to be moderately to highly sensitive for buried archaeological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements: • An archaeologist shall be retained for the development project and shall be on call during grading and other significant ground-disturbing activities. • Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the City concurs in writing that adequate provisions are in place to protect these resources and necessary archaeological and historical field work has been completed. • Unanticipated discoveries shall be evaluated for significance by a San Bernardino professional archaeologist. If significance criteria are met, then		Less than significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		the project shall be required to submit materials to the San Bernardino Archaeological Information Center in accordance with the San Bernardino County Museum guidelines. • Artifacts collected or recovered as a result of cultural resource investigations shall be catalogued per San Bernardino County Museum guidelines and adequately curated in an institution with appropriate staff and facilities for their scientific information potential to be preserved. The final cultural resources report shall include appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable). Final reports shall be submitted to the City of Yucaipa prior to granting project occupancy permits. 5-2 Applicants for future development projects with intact extant building(s) more than 45 years old shall provide a historic resource technical study to the City of Yucaipa. The historic resources technical study shall be prepared by a qualified architectural historian meeting Secretary of the Interior Standards. The study shall evaluate the significance and data potential of the resource in accordance with these standards. Resources present on the proposed project site shall be evaluated for eligibility for the California Register of Historical Resources (CRHR); including buildings and structures. If the resource meets the criteria for listing on the CRHR (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4852), a program detailing how such long-term avoidance or preservation is assured shall be developed and approved prior to conditional approval. 5-3 If human remains are discovered, all work must halt immediately in compliance with state law, with notification to the County Coroner, the City, and related tribes. If the Coroner determines the remains are prehistoric, then the Coroner will notify the Native American Heritage Commission who will appoint a Most Likely Descendent to represent the ancestral remains. The recommendations of the Native Americans will be fully considered before any treatment is implemented.	
Impact 5.5-2: The proposed project could impact paleontological resources or a unique geologic feature.	Potentially significant	5-4 Applicants for future development projects in undeveloped and developed areas where grading is proposed five feet below current elevation and in areas of moderate to high sensitivity or unknown paleontological sensitivity	Less than significant

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		(see Figure 5.5-1, Paleontological Sensitivity Map) shall provide a technical paleontological assessment prepared by a qualified paleontologist assessing the sensitivity of sites for buried paleontological resources to the City of Yucaipa prior to issuance of grading permits. Fossils include large and small vertebrate and invertebrate fossils; the latter recovered by screen washing of bulk samples. If resources are known or reasonably anticipated, the assessment shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified paleontologist. The mitigation plan shall include the following requirements: • A paleontologist shall be retained for the project and shall be on call during grading and other significant ground-disturbing activities. • Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the City concurs in writing that adequate provisions are in place to protect these resources. • Unanticipated discoveries shall be evaluated for significance by a San Bernardino Certified Professional Paleontologist. If significance criteria are met, then the project shall be required to collect and catalogue the fossils per San Bernardino County Museum guidelines and adequately curate fossils in an institution with appropriate staff and facilities for their scientific information potential to be preserved. A report of findings with an itemized accession inventory shall be prepared as evidence that monitoring has been successfully completed and shall be submitted and approved prior to the granting of occupancy permits.	
5.6 GEOLOGY AND SOILS			
Impact 5.6-1: Project residences, occupants, and visitors would be subject to potential seismic-related hazards.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Impact 5.6-2: Unstable soils conditions, including compressible soils, expansive soils, and soil erosion, could result due to development of the project.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.7 GREENHOUSE GAS EMISSIONS			
Impact 5.7 1: Buildout of the City of Yucaipa pursuant to the General Plan Update would generate a substantial increase in GHG emissions compared to existing conditions and would have a significant impact on the environment.	Potentially significant	7-1 The City of Yucaipa shall include the following actions in the City's Implementation Plan to ensure that the City continues on a trajectory that aligns with the short-term, interim, and long-term state GHG reduction goals of AB 32, Executive Order B 30 15, and Executive Order S-03-05. Yucaipa Climate Action Plan 2020 Measures: • Establish a goal to encourage 5 percent of existing single-family homes to install solar installations before 2020 • Establish a goal to encourage 5 percent of existing commercial/industrial buildings to install solar installations before 2020. • Collaborate with Omnitrans to implement "Smart Bus" technology, global positioning system (GPS), and electronic displays at all transit stops by 2020 to provide customers with "real-time" arrival and departure time information. • Develop public education materials that support and encourage the use of recycled water. • Consider requiring all new parks, schools, and other public facilities to use 100 percent recycled water for non-potable outdoor uses, as feasible, depending on existing and planned recycled water infrastructure. • Adopt a municipal goal of 100 percent recycled water for non-potable sources, as feasible, depending on existing and planned recycled water infrastructure. • Adopt a landscaping water conservation ordinance that exceeds the requirements in the Model Landscape Ordinance (AB 1881). Post-2020 Measures: • Prior to January 1, 2020, the City of Yucaipa shall update the Climate Action Plan (CAP) to address the GHG reduction goals of Executive Order B-30-15 for GHG sectors that the City has direct or indirect jurisdictional control over. The City shall identify a GHG emissions reduction target for year 2030 that is consistent with the GHG reduction goals identified in Executive Order S-03-05. The CAP shall be updated to include measures to ensure that the City is on a trajectory that aligns with the state's 2030 GHG emissions reduction target.	Significant and Unavoidable

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.7 2: Federal, state, and local GHG reduction plans are necessary to achieve the long-term GHG reduction targets of Executive Order S-03-05.	Potentially significant	Mitigation Measures 7-1	Significant and Unavoidable
5.8 HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.8.1: Development in accordance with the proposed project would involve construction and operations that could involve the transport, use, and/or disposal of hazardous materials	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Impact 5.8-2: There are hazardous materials sites in the City of Yucaipa and sphere of influence that may impact the public or environment.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Impact 5.8-3: Portions of the City are in very high fire hazard severity zones designated by CALFIRE and could expose structures and residences to fire danger.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
5.9 HYDROLOGY AND WATER QUALITY			
Impact 5.9-1: Development pursuant to the General Plan would increase the amount of impervious surfaces and therefore could alter drainage patterns, thus increasing the potential for erosion, siltation, and flooding or create runoff water that would exceed the capacity of storm drain systems. However, the City would not develop in a manner that would increase flooding on- or offsite or result in substantial additional sources of polluted runoff.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.9-2: Buildout of the General Plan would generate a substantial increase in water demand but would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Impact 5.9-3: Portions of the General Plan area proposed for development are located within a 100-year flood hazard area; however, development would not increase flood hazards.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Impact 5.9-4: During construction of projects within the City, there is a potential for unquantifiable increases in pollutant concentrations. After project development, the quality of stormwater runoff may be altered.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Impact 5.9-5: Parts of the project site are located within dam inundation zones; however, buildout in accordance with the General Plan would not expose people or structures to risks associated with dam failure.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Impact 5.9-6: Parts of the General Plan area would be subject to inundation by seiche or mudflow; however, buildout in accordance with the General Plan would not expose people or structures to risks associated with these hazards.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
5.10 LAND USE AND PLANNING			
Impact 5.10-1: Implementation of the proposed General Plan Update would not conflict with applicable plans adopted for the purpose of avoiding or mitigating and environmental effect.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.11 NOISE			
Impact 5.11-1: Buildout of the proposed land use plan would result in an increase in traffic on local roadways in the City of Yucaipa, which would substantially increase the existing noise environment.	Potentially significant	Existing noise-sensitive land uses would be affected by the substantial increase in traffic noise levels. Though new uses can be designed for the expected noise exposure, there would be no feasible mitigation measures to reduce potential noise impacts to existing noise-sensitive uses.	Significant and Unavoidable
Impact 5.11-2: New noise-sensitive development constructed in accordance with the General Plan Update would be designed to minimize interior and exterior noise exposure and achieve the City's noise compatibility criteria.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Impact 5.11-3: Development in accordance with the General Plan Update could introduce new stationary sources of noise and expose noise-sensitive uses to elevated noise levels.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Impact 5.11-4: Construction activities associated with buildout of General Plan Update would substantially elevate noise levels in the vicinity of noise-sensitive land uses.	Potentially significant	11-1 Applicants for new development projects within 500 feet of sensitive receptors shall implement the following best management practices to reduce construction noise levels: • Install temporary sound barriers for construction activities that occur adjacent to occupied noise-sensitive structures • Equip construction equipment with mufflers • Restrict haul routes and construction-related traffic • Reduce nonessential idling of construction equipment to no more than five minutes	Significant and Unavoidable
Impact 5.11-5: Buildout of the individual land uses and projects for implementation of the General Plan Update could expose sensitive uses to significant groundborne vibration.	Potentially significant	11-2 Individual projects that involve vibration-intensive construction activities, such as blasting, pile drivers, jack hammers, and vibratory rollers, within 200 feet of sensitive receptors shall be evaluated for potential vibration impacts. A vibration study shall be conducted for individual projects where vibration-intensive impacts may occur. The study shall be prepared by an acoustical or vibration engineer holding a degree in engineering, physics, or allied discipline and who is able to demonstrate a minimum of two years of experience in preparing technical assessments in acoustics and/or groundborne vibrations.	Significant and Unavoidable

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		The study shall be submitted to and approved by the City during subsequent project-level environmental review. Vibration impacts to nearby receptors shall not exceed the vibration annoyance levels (in RMS inches/second) as follows: • Workshop = 0.126 • Office = 0.063 • Residential Daytime (7AM–10PM)= 0.032 • Residential Nighttime (10PM to 7 AM) = 0.016 If construction-related vibration is determined to be perceptible at vibration-sensitive uses, additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., nonexplosive blasting methods, drilled piles as opposed to pile driving, preclusion for using vibratory rollers, use of small- or medium-sized bulldozers, etc.). Vibration reduction measures shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the project.	
		11-3 Development of heavy industrial projects that involve vibration-intensive machinery or activities near sensitive receptors shall be evaluated for potential vibration impacts. During subsequent project-level environmental review, a vibration study shall be conducted for individual projects where vibration-intensive impacts may occur, from project construction or operations. The study shall be prepared by an acoustical or vibration engineer holding a degree in engineering, physics, or an allied discipline who is able to demonstrate a minimum of two years of experience in preparing technical assessments in acoustics and/or groundborne vibrations. The study shall be submitted to and approved by the City prior to project approval. Vibration reduction measures shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the project. Vibration impacts to nearby receptors shall not exceed these vibration annoyance levels (in RMS inches/second): • Workshop = 0.126 • Office = 0.063	

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Residential Daytime (7AM–10PM)= 0.032 • Residential Nighttime (10PM to 7 AM) = 0.016	
5.12 POPULATION AND HOUSING			
Impact 5.12-1: Implementation of the proposed General Plan Update would directly result in population growth in the City of Yucaipa.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
5.13 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
Impact 5.13-1: Compared to existing conditions, implementation of the proposed project would introduce new structures and a net increase of 29,493 residents and 11,600 workers into the Yucaipa Fire Department/CAL FIRE service boundaries, thereby increasing the requirement for fire protection facilities and personnel.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
POLICE PROTECTION			
Impact 5.13-2: Development in accordance with the proposed project would introduce new structures and an additional 29,493 residents and 11,600 workers into the Yucaipa Police Department and San Bernardino County Sheriff's Department service boundaries, thereby increasing the requirement for police protection facilities and personnel.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
SCHOOL SERVICES			
Impact 5.13-3: Implementation of the proposed project would generate up to 7,065 additional students who would impact the Yucaipa-Calimesa Joint Unified School District's existing classroom capacities.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
LIBRARY SERVICES			
Impact 5.13-4: Compared to existing conditions, development in accordance with the General Plan Update would allow for up to 29,493 additional residents, increasing the library service demands on the Yucaipa Branch Library.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
5.14 RECREATION			
Impact 5.14-1: The proposed project would generate additional residents that would increase the use of existing park and recreational facilities.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Impact 5.14-2: Implementation of the proposed General Plan Update could result in environmental impacts to provide new and/or expanded recreational facilities.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
5.15 TRANSPORTATION/TRAFFIC			
Impact 5.15-1: Trip generation related to future development in conjunction with circulation improvements that would be accommodated by the General Plan would not result in levels of service at local area intersections and roadway segments exceeding the City's level of service requirements	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Impact 5.15-2: Trip generation related to the development of the land uses with buildout of the General Plan in combination with existing and proposed cumulative development would result in freeway mainline segments and interchanges exceeding Caltrans service standards.	Potentially significant	There are no feasible mitigation measures in the City's control that would reduce impacts at Caltrans' freeway main line and interchanges.	Significant and Unavoidable.

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.15-3: The project would not conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Impact 5.15-4: The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Impact 5.15-5: Trip generation related to the development of the land uses with buildout of the General Plan in combination with existing and proposed cumulative development would result in lower vehicle miles per capita.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
5.16 UTILITIES AND SERVICE SYSTEMS			
Wastewater Treatment and Collection			
Impact 5.16-1: Project-generated wastewater could not be adequately treated by the wastewater service provider for the project	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Water Supply and Distribution Systems			
Impact 5.16-2: Although the water providers indicate sufficient water supplies for a 20-year planning horizon, the severity and uncertain duration of California's recent drought conditions makes water supply unreliable. Therefore, water supply impacts are considered potentially significant under the proposed General Plan Buildout.	Potentially significant	16-1 Apply water conservation policies to all pending development projects, including approved tentative subdivision maps, to the extent permitted by law. Where precluded from adding requirements by vested entitlements, encourage water conservation in construction and landscape design. 16-2 Require new development to provide the infrastructure needed for delivery of recycled water to the property for use in irrigation, even if the recycled water main delivery lines have not yet reached the site, where deemed appropriate by the reviewing authority.	Significant and Unavoidable.

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		16-3 Promote the use of permeable paving materials to allow infiltration of surface water into the water table. 16-4 Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval, consistent with City and YVWD requirements. 16-5 Monitor growth and coordinate with water districts as needed to ensure that long-range needs for potable and reclaimed water will be met. 16-6 If water supplies are reduced from projected levels due to drought, emergency, or other unanticipated events, take appropriate steps to limit, reduce, or otherwise modify growth permitted by the General Plan in consultation with the YVWD to ensure adequate long-term supply for existing businesses and residents. 16-7 Discourage and consider restrictions on the use of potable water for washing outdoor surfaces. 16-8 In cooperation with the YVWD, expand opportunities for use of recycled water for the purposes of landscape maintenance, construction, water recharge, and other uses as appropriate.	
Impact 5.16-3: Development pursuant to the General Plan Update would not require the expansion or construction of surface water treatment facilities, but would require the expansion or construction of water delivery systems.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Storm Drain Systems			
Impact 5.16-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant
Solid Waste			
Impact 5.16-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste and comply with related solid waste regulations.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Other Utilities			
Impact 5.16-5: Existing and/or proposed facilities would be able to accommodate project-generated utility demands.	Less than significant	No significant adverse impacts were identified and no mitigation measures are necessary.	Less than significant

2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This draft environmental impact report (DEIR) has been prepared to satisfy CEQA and the State CEQA Guidelines. The environmental impact report (EIR) is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage, and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

Pursuant to CEQA Section 21067, the lead agency means "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment." The City of Yucaipa has the principal responsibility for approval of the Yucaipa General Plan Update project. For this reason, the City of Yucaipa is the CEQA lead agency for this project.

The intent of the DEIR is to provide sufficient information on the potential environmental impacts of the proposed Yucaipa General Plan Update to allow the City of Yucaipa to make an informed decision regarding approval of the project. Specific discretionary actions to be reviewed by the City are described later in Section 3.4, *Intended Uses of the EIR*.

This DEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, Sections 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, Sections 15000 et seq.)

The overall purpose of this DEIR is to inform the lead agency, responsible agencies, decision makers, and the general public of the environmental effects of the development and operation of the proposed Yucaipa General Plan Update project. This DEIR addresses the potential environmental effects of the project, including effects that may be significant and adverse; evaluates a number of alternatives to the project; and identifies mitigation measures to reduce or avoid adverse effects.

2.2 NOTICE OF PREPARATION AND INITIAL STUDY

The City of Yucaipa determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) and Initial Study on October 1, 2014 (see Appendix A). Comments received during the public review period, from October 1 to October 31, 2014, are in Appendix B.

The NOP process is used to help determine the scope of the environmental issues to be addressed in the DEIR. Based on this process and the initial study for the project, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered Potentially Significant are addressed in this DEIR, but issues identified as Less Than Significant or No Impact are not. Refer to the initial study in Appendix A for discussion of how these initial determinations were made.

Four agencies/interested parties responded to the NOP. This DEIR has taken those responses into consideration. Table 2-1 summarizes the issues identified by the commenting agencies, along with a reference to the section(s) of this DEIR where the issues are addressed.

Table 2-1 NOP Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In:
Governor's Office of Planning and Research – State Clearinghouse Scott Morgan Director, State Clearinghouse	10/1/14	Notice	▪ Summary form of NOP ▪ Notice of 30-day review period to responsible agencies	NA
South Coast Air Quality Management District Jillian Baker, PhD Program Supervisor	10/3/14	Air Quality, Greenhouse Gas Emissions	▪ Requests a copy of the Draft EIR upon its completion, all appendices or technical documents related to air quality and greenhouse gas analyses, and electronic versions of all air quality modeling and health risk assessment files ▪ Provides SCAQMD's CEQA Air Quality Handbook 1993 for air quality impact analysis guidance ▪ Requests the City identify any potential adverse air quality impacts (construction and operations, direct and indirect) that could occur from all phases of the project and all air pollutant sources related to the project ▪ Requests the City quantify criteria pollutant emissions and compare the results to recommended regional significance thresholds ▪ Recommends calculating localized air quality impacts and comparing the results to localized significance thresholds ▪ Recommends the City perform a health risk assessment in the event that the proposed project generates or attracts vehicular trips	▪ Section 5.3, *Air Quality* ▪ Section 5.7, *Greenhouse Gas Emissions* ▪ Appendix C, Air Quality and Greenhouse Gas Modeling

Table 2-1 NOP Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In:
			▪ Requires implementation of all feasible mitigation measures to minimize or eliminate significant adverse air quality impacts	
California Department of Transportation, District 8 Mark Roberts Office Chief Intergovernmental Review, Community and Regional Planning	10/24/14	Transportation and Traffic	▪ Confirms receipt of the Initial Study and mentions that the project encompasses Interstate 10 freeway from the Hilltop Drive to the County Line Road interchanges ▪ Requests the traffic impact analysis report when it is available	▪ Section 5.15, *Transportation and Traffic* ▪ Appendix H, Traffic Impact Analysis
Native American Heritage Commission Katy Sanchez Associate Government Program Analyst	10/22/14	Cultural Resources	▪ Confirms receipt of the Initial Study and NOP ▪ States that the EIR is required to assess whether the project will have an adverse impact on historical and archaeological resources ▪ Provides action steps to analyze impacts to archaeological resources (i.e., request record search, field survey, Sacred Lands File Check, Native American contacts, etc.)	▪ Section 5.5, *Cultural Resources* ▪ Appendix E, Cultural Resources Assessment
California Department of Fish and Wildlife – Inland Deserts Region Kimberly Nicol Regional Manager	10/28/14	Biological Resources	▪ Requires the EIR to include sufficient, specific, and current biological information on the existing habitat and species at the project site, measures to minimize and avoid sensitive biological species, and mitigation measures to offset impacts ▪ States that the EIR should not defer impact analysis and mitigation measures to future regulatory discretionary actions, such as a Lake or Streambed Alteration Agreement ▪ Species-specific surveys should be conducted if state or federal endangered or threatened species have the potential to occur on the project site ▪ Recommends a California Endangered Species Act Incidental Take Permit (CESA ITP) be obtained if the project has the potential to result in "take" of state-listed CESA species and their habitats ▪ If the project diverts or obstructs the natural flow or changes the bed, channel, or bank of a river or stream, the City must provide notification to the CDFW to determine whether a Lake and Streambed Alteration Agreement is required ▪ Requires cumulative biological impact analysis	▪ Section 5.4, *Biological Resources* ▪ Appendix D, Biological Resources Technical Report

2. Introduction

Table 2-1 NOP Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In:
San Bernardino County of Public Works Nidham Aram Alrayes, MSCE, PE, QSD/P Public Works Engineer III Environmental Management	10/30/14		▪ States that site-specific permits must be obtained from the Flood Control District prior to any activity on district right-of-way ▪ Recommends the traffic impact analysis to consider analyzing the following two intersections: State Route 38 at Bryant Street and 5th Avenue/Sand Canyon Road at Crafton Avenue ▪ States that if the proposed General Plan Update is consistent with the recently approved Yucaipa Master Plan of Drainage, the district has no comment. ▪ Recommends the proposed General Plan to identify future drainage and flood control facilities in reference to the City's Master Plan of Drainage and ensure drainage flows of future development sites do not adversely affect adjacent or downstream properties ▪ Recommends the proposed General Plan address preparation and implementation of water quality management plans (WQMPs) and post-construction mitigation measures to minimize development impacts on water quality ▪ Mentions the requirement to enforce and regulate development in floodplains ▪ States that the proposed General Plan should discuss specific types of solid waste anticipated to be generated by future projects and what programs are currently in place to help reduce, recycle, and divert waste from landfills	▪ Section 5.9, *Hydrology and Water Quality* ▪ Section 5.15, *Transportation and Traffic* ▪ Section 5.16, *Utilities and Service Systems* ▪ Appendix H, Traffic Impact Analysis ▪ Appendix I, Infrastructure Analysis
Southern California Association of Governments Ping Chang Program Manager	10/31/14	Land Use and Planning	▪ Requests a copy of the Draft EIR upon its completion ▪ Requires a consistency analysis of the proposed project with the regional goals and policies in SCAG's 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) ▪ Provides information related to the RTP/SCS strategies, regional growth forecasts for the region and City of Yucaipa, and potential mitigation measures	▪ Section 5.10, *Land Use and Planning*

Prior to preparation of the DEIR, a public scoping meeting was held on October 6, 2014, to determine the concerns of responsible and trustee agencies and the community regarding the proposed project. The scoping meeting was held at the City of Yucaipa; however, there were no attendees.

2.3 SCOPE OF THIS DEIR

Based on the Initial Study and Environmental Checklist Form (see Appendix A), the City of Yucaipa staff determined that a DEIR should be prepared for the proposed project. The scope of the DEIR was determined based upon the City's initial study and comments received in response to the NOP. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the DEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of less than significant.

This DEIR evaluates potentially significant impacts associated with implementation of the General Plan Update. The information in Chapter 3, *Project Description*, establishes the basis for analyzing future project-related environmental impacts. General Plan Update policies and programs, existing regulations, and mitigation measures have been identified that either reduce or eliminate potentially significant impacts. The focus of the impact analysis is on areas that propose physical changes to the existing environment that may result in environmental impacts (e.g., areas where land use changes are proposed) and on ensuring that development and improvement activities are consistent with the General Plan Update. In addition, the DEIR describes a range of reasonable alternatives to the project that could feasibly attain the basic objectives of the project while substantially avoiding or lessening any of the significant impacts of the proposed project, and evaluates the comparative merits of the alternatives and the proposed project.

2.3.1 Impacts Considered Less Than Significant in the Initial Study

One environmental impact category is identified as not significantly affected by or affecting the proposed Yucaipa General Plan Update project, and as such is not discussed in detail in this DEIR. This determination was made by the City of Yucaipa in its preparation of the Initial Study. The following topical issue is not addressed in the DEIR:

- Mineral Resources

2.3.2 Potentially Significant Adverse Impacts in the Initial Study

Sixteen environmental factors have been identified as potentially significant impacts if the proposed project is implemented:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions

- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

2.3.3 Significant Unavoidable Impacts Identified in the DEIR

This DEIR identifies nine significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. If the City, as the lead agency, determines that unavoidable significant adverse impacts will result from the project, the City must prepare a "Statement of Overriding Considerations" before it can approve the project. A Statement of Overriding Considerations states that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits of the project outweigh the adverse effects, and therefore, the adverse effects are considered acceptable. The impacts that were found in the DEIR to be significant and unavoidable are:

- Air Quality (AQMP consistency, construction and operation air pollutant emissions, localized air quality)
- Biological Resources (loss of habitat)
- Greenhouse Gas Emissions (substantial increase in GHGs, consistency with GHG reduction plans)
- Noise (construction-related noise and vibration)
- Transportation and Traffic (increased traffic on Interstate 10)
- Utilities and Service Systems (water supply)

2.4 INCORPORATION BY REFERENCE

All documents cited or referenced are incorporated into the DEIR in accordance with CEQA Guidelines Sections 15148 and 15150, including but not limited to:

- City of Yucaipa 2004 General Plan
- City of Yucaipa Municipal Code

In each instance where a document is incorporated by reference for purposes of this report, the DEIR will briefly summarize the incorporated document or briefly summarize the incorporated data if the document

cannot be summarized. In addition, the DEIR will explain the relationship between the incorporated part of the referenced document and the DEIR.

This DEIR also relies on previously adopted regional and statewide plans and programs, agency standards, and background studies in its analyses, such as the South Coast Air Quality Management District's (SCAQMD) air quality management plans, and the MDAQMD's Rule Book. Chapter 13, *Bibliography*, provides a complete list of references utilized in preparing this DEIR. All of the documents that are incorporated by reference are available for review at:

- City of Yucaipa, Development Services Department, 34272 Yucaipa Boulevard, Yucaipa, CA 92399

2.5 FINAL EIR CERTIFICATION

This DEIR is being circulated for public review for a period of 45 days. Interested agencies and members of the public are invited to provide written comments on the DEIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City of Yucaipa will review all written comments received and prepare written responses for each comment. A Final EIR (FEIR) will then be prepared incorporating all of the comments received, responses to the comments, and any changes to the DEIR that result from the comments received. This FEIR will be presented to the City of Yucaipa for potential certification as the environmental document for the project. All persons who commented on the DEIR will be notified of the availability of the FEIR and the date of the Yucaipa Planning Commission and City Council public hearings concerning certification of the FEIR.

The DEIR is available to the general public for review at the following locations:

- City of Yucaipa, Development Services Department, 34272 Yucaipa Boulevard, Yucaipa, CA 92399
- Yucaipa Branch Library, 12040 5th Street, Yucaipa, CA 92399
- Online at: http://www.yucaipa.org/cityDepartments/DevelopmentServices/generalPlanupdate.php

All comments received from agencies and individuals on the DEIR will be accepted during the 45-day public review period. All comments on the DEIR should be sent to:

Joseph M. Lambert, Director of Development Services
City of Yucaipa Development Services Department
34272 Yucaipa Boulevard
Yucaipa, CA 92399
jlambert@yucaipa.org

All public agencies that submit comments during the 45-day public review period on the DEIR will receive written responses to their comments at least 10 days prior to final action on the proposed project. If the City Council decides to certify the FEIR, it will make the necessary findings required by CEQA and the CEQA Guidelines regarding the extent and nature of the impacts presented in the FEIR. The FEIR must be certified by the City prior to making a decision to approve the proposed project. Public input is encouraged at

all public hearings and meetings before the City Council and Planning Commission concerning the proposed project.

2.6 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code 21081 or adopted a Negative Declaration pursuant to 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Negative Declaration.

The Mitigation Monitoring Program for the Yucaipa General Plan Update will be completed as part of the Final EIR, prior to consideration of the project by the City of Yucaipa City Council.

3. Project Description

3.1 PROJECT LOCATION

The City of Yucaipa is in the eastern portion of the San Bernardino Valley at the foot of the San Bernardino Mountains (see Figure 3-1, *Regional Location*). Yucaipa is bordered by the City of Calimesa and unincorporated Riverside County to the south; the City of Redlands and unincorporated San Bernardino County to the west, which includes the community of Mentone; and the foothills of the San Bernardino Mountains to the north and east in unincorporated San Bernardino County. The San Bernardino National Forest runs along the City's northeast border. The Crafton Hills run along the City's northwest boundary, separating the City from the unincorporated San Bernardino County community of Mentone and the City of Redlands. Figure 3-2, *Citywide Aerial,* provides a visual of the City. Regional access to the City is provided by various freeways. Interstate 10 (I-10) runs northwest to southeast through the southwest area of the City, and State Route 38 (SR-38), also known as Mill Creek Road, runs just along the northern City boundary. County Line Road separates the City of Yucaipa from the City of Calimesa and the unincorporated County of Riverside.

3.2 STATEMENT OF OBJECTIVES

The following objectives have been established for the Yucaipa General Plan Update and will aid decision makers in their review of the project and associated environmental impacts:

- Maintain a small-town rural character with strong neighborhood identities
- Preserve scenic vistas, wild lands, ravines, and hillsides
- Attract quality businesses that bring quality jobs and retail opportunities
- Foster educational opportunities that prepare the community for the future
- Ensure the health, safety, and well-being of our residents
- Maintain excellent infrastructure, community services, and public facilities
- Sustain a vibrant Historic District and unique local artistic and cultural events
- Provide parks, trails, open space, and recreational opportunities for all ages
- Cultivate a spirit of community service, pride, and mutual respect
- Maintain fiscally responsible and responsive governance

3.3 PROJECT CHARACTERISTICS

"Project," as defined by the CEQA Guidelines, means "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning

ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700" (14 Cal. Code of Reg. § 15378[a]).

3.3.1 Current General Plan

The current general plan was adopted in July 2004 and consists of the following eleven elements and their respective goals, policies, and actions:

- **Land Use Element:** The Land Use Element serves as a guide for the General Plan, indicating the location and extent of existing and planned land uses. The City's roads, parks, public facilities, and other infrastructure are influenced by the land use structure. This element also plays a vital role in correlating the various issues into a set of development policies. While all of the elements of the General Plan are important, the Land Use Element is central, one of the most significant and representative of the General Plan. The Land Use Element includes goals aimed at ensuring the appropriateness and compatibility of land uses in the City of Yucaipa.

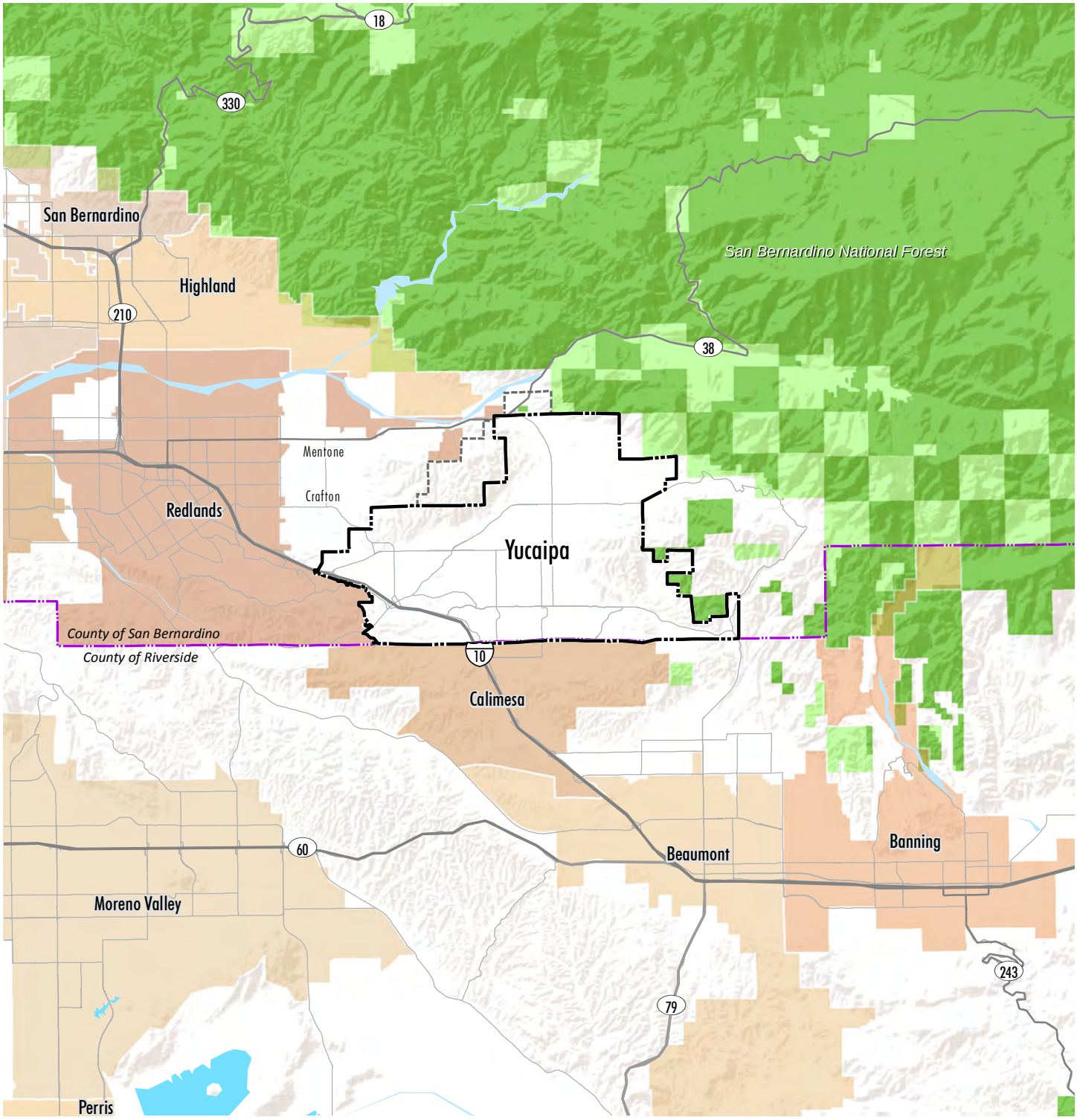
- **Urban Design Element:** The purpose of the design guidelines outlined in the Urban Design Element is to develop the City with a positive visual appearance while respecting sensitive environmental features (major ridgelines, natural drainage, hillsides, woodlands, etc.) and distinct neighborhoods identified in the Land Use Element, which include the Central Core, North Bench, Dunlap Acres, and Wildwood Canyon.

- **Housing Element:** The purpose of the Housing Element is to identify the City's housing needs at all income levels, and outline goals, policies, and programs to achieve these housing needs. The Housing Element was updated on March 21, 2013, for the 2014–2021 six-year plan period. The primary issues addressed in the Housing Element include: 1) community profile (demographics, social, and housing characteristics), 2) housing constraint analysis, 3) housing resources, 4) program evaluation of prior housing element, and 5) the updated housing plan with goals, policies, and implementation programs that address the housing needs of Yucaipa.

- **Growth Management Element:** This element outlines the growth management systems that promote a wide variety of environmental, social, and economic goals for the City of Yucaipa. Among these are the balancing of service costs and revenues associated with development; the protection of environmental and aesthetic quality; the encouragement of efficient land and water use; the preservation of community identity; and the protection of the economic base of the community.

- **Economic Development Element:** The purpose of this optional element is to identify the economic development goals and policies to assure economic viability throughout the General Plan implementation process, as well as to establish a tool for measuring the ultimate viability of the alternatives considered in the General Plan.

Figure 3-1 Regional Location



Source: US Forest Service 2013

Yucaipa City Limits
Yucaipa Sphere of Influence

National Forest
US Forest Service
Private Ownership

YUCAIPA GENERAL PLAN DRAFT EIR

0 1 2 3 Miles

PLACEWORKS

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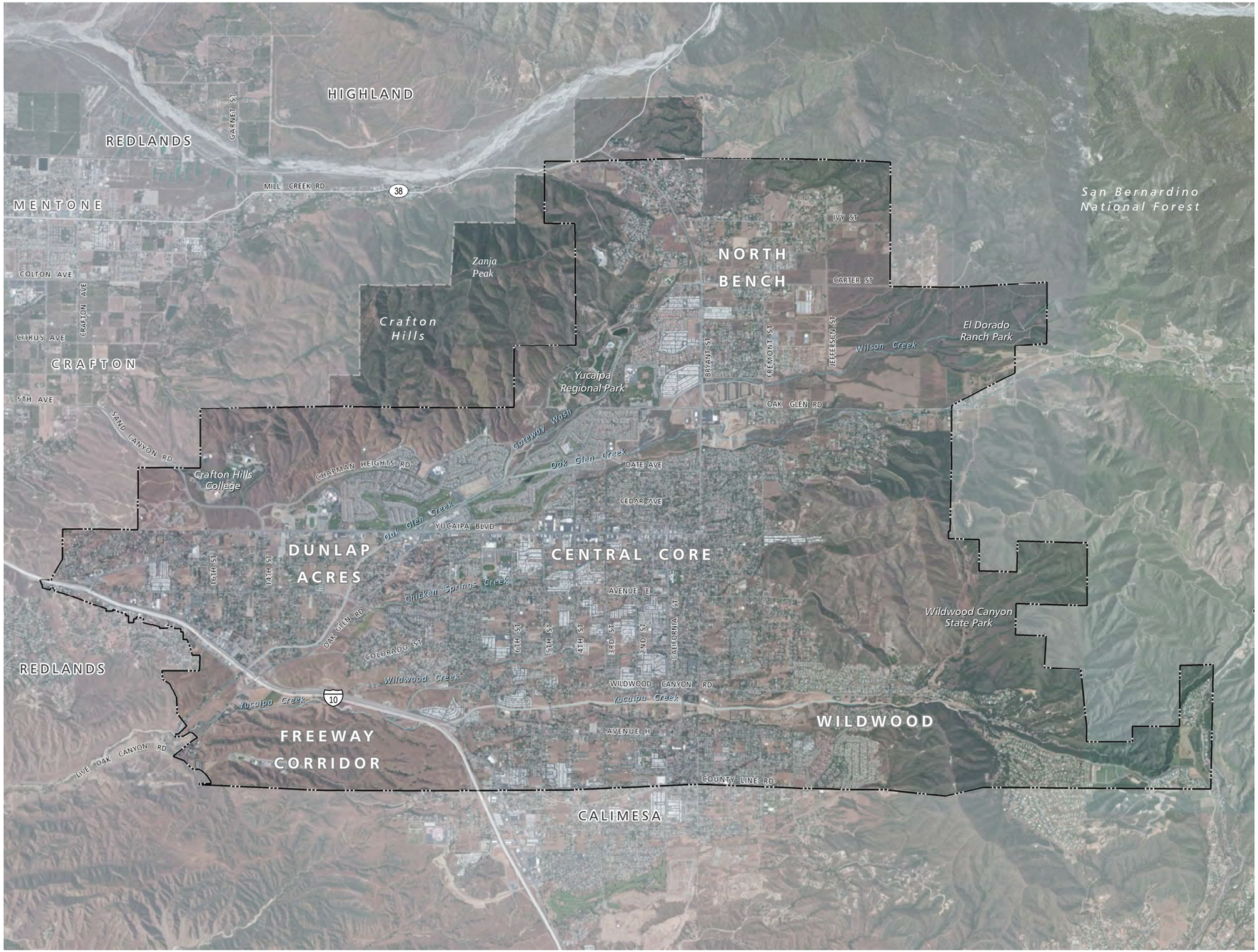
Figure 3-2
CITYWIDE AERIAL

City Limits
Yucaipa Sphere of Influence



YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: PlaceWorks, 2014 & USGS, 2012

3/12/2015

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- **Transportation Element:** The purpose of the Transportation Element is to assist the City of Yucaipa in planning its circulation system to meet future demands and provide a safe and efficient transportation system. The Transportation Element includes goals aimed at safe and efficient transportation, alternative transportation, funding transportation improvements, achieving high levels of service on Yucaipa's roadways, and enhancing public transit opportunities.

- **Noise Element:** The purpose of the Noise Element is to establish uniformity of policy and direction concerning actions to minimize or eliminate excessive noise. The Noise Element includes goals aimed at ensuring that adequate measures for regulating noise-generating activities are provided in the City of Yucaipa. This element also includes objectives, policies, standards, criteria, programs, diagrams, and maps that are to be considered when decisions are made affecting the City's noise environment.

- **Infrastructure and Public Facilities Element:** This element of the General Plan addresses the City's interest in managing growth to ensure that all land uses are provided with adequate infrastructure and public services and facilities. These services and facilities include wastewater systems, solid waste management, transportation and circulation, energy and telecommunication, housing, education, recreation, health care, emergency services, and governmental agencies.

- **Safety and Hazardous Waste Element:** The Safety and Hazardous Waste Element identifies seismic and safety hazards and discusses strategies for reducing disasters. These hazards include fire, floods, geologic hazards, and hazardous waste. The Safety and Hazardous Waste Element includes goals aimed at ensuring that seismic and safety hazards are minimized or prevented.

- **Air Quality Element:** One of the key environmental issues facing the City is air quality. The air quality in the City of Yucaipa results from a unique combination of factors; air flow patterns and emission sources, both local and regional, can result in some of the worst air quality in the nation. The Yucaipa area sometimes records the most severe violations of air quality standards in the summer months relative to the rest of the air basin. The Air Quality Element includes goals that maximize current transportation systems, reduce emissions from mobile sources (vehicular travel), and encourage new development to decrease emissions releases.

- **Open Space and Conservation Element:** This element provides long-term guidance for the preservation of significant natural resources and open space areas, which include agriculture, water, biological, mineral, and cultural and paleontological resources. The Open Space and Conservation Element includes goals aimed at maintaining natural resources, managing scarce resources for preservation (i.e., biological resources, cultural resources, air quality, groundwater supply, and open space), and promoting environmental stewardship in coordination with agencies and interested groups.

3.3.1.1 EXISTING LAND USES

The City of Yucaipa encompasses 18,090 acres, and its sphere of influence (SOI) consists of an additional 1,663 acres, for a total of 19,753 acres across the entire plan area. As shown in Table 3-1, *Existing Land Use Summary*, and Figure 3-3, *Existing Land Uses*, the vast majority of City land is either single-family or rural

residential (36.1 percent), open space and recreation (16.9 percent), or vacant (26.6 percent). This is due to the City's low residential density and natural open space character. Crafton Hills College is on the western edge of the City, and Yucaipa Regional Park abuts the Crafton Hills in the northwest part of the City. Commercial and office uses make up only 1.6 percent of the City's existing uses. In the City's SOI, Open Space and Recreation is the predominant land use (80.0 percent); the remaining acreage includes public facilities, rural residential (two units per acre), vacant, and right-of-way uses.

Yucaipa Regional Park, in the northwest portion of the City, is operated and maintained by San Bernardino County and provides a wide range of outdoor recreational activities, including fishing, swimming, camping, trails, picnic areas, and group shelters. Wildwood Canyon State Park is in southeast Yucaipa along the eastern boundary and consists of 900 acres of open wildland, trails, and recreational facilities. In addition, El Dorado Ranch Park, owned and maintained by the City, is 334 acres of permanent open space in the northeast corner of the City.

3.3.1.2 CURRENT GENERAL PLAN LAND USE DESIGNATIONS

Table 3-2, *Current General Plan*, and Figure 3-4, *Current Land Use Plan*, show that 31 land use designations currently regulate development in the City. Within the City boundaries, the three largest are Rural Living-1 (RL-1), Institutional (IN), and Residential Single-20M (RS-20M), which cover approximately 39 percent of the City. Residential land use designations in general represent 66 percent of the City. Commercial uses makes up 4.3 percent, and Open Space represents 5.0 percent of the City. Public facilities, right-of-way, industrial, and floodway land use designations are the primary remaining uses in the City's land area. The City's SOI is predominantly designated for open space (98 percent), with the remaining areas designated as rural living and right-of-way.

3.3.2 Description of the Project

The proposed project is an update to the City of Yucaipa's General Plan that is intended to shape development in the City and its SOI over the next 20-plus years. The City's SOI is the unincorporated lands adjacent to City boundaries that are defined by the county local agency formation commission (LAFCo) as areas likely to be served or annexed by the City in the future. Cities do not have regulatory control over these lands, but they have the authority to designate their preference for land use planning in the county areas if the properties are annexed to the City sometime in the future.

Table 3-1 Existing Land Use Summary

Category	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
City of Yucaipa	18,090	19,228	18,132	47,830	2,750,926	6,888
Agriculture	173	—	—	—	—	—
Commercial and Service	269	—	—	—	2,391,804	4,783
Education	365	—	—	—	—	1,352
Facilities	177	—	—	—	—	100
General Office	12	—	—	—	118,194	182
Industrial	89	—	—	—	240,928	375
Multi-Family Residential	101	862	813	2,352	—	—
Open Space and Recreation	3,064	—	—	—	—	—
Other Utilities	79	—	—	—	—	—
Rural Residential	2,729	5,260	4,960	11,547	—	—
Single Family Residential	3,803	13,106	12,359	33,931	—	96
Transportation, Communications, and Utilities	6	—	—	—	—	—
Under Construction	160	—	—	—	—	—
Vacant	4,804	—	—	—	—	—
Water Utilities	516	—	—	—	—	—
Right-of-Way	1,743	—	—	—	—	—
Yucaipa Sphere of Influence	1,663	2	2	5	—	—
Facilities	20	—	—	—	—	—
Open Space and Recreation	1,332	—	—	—	—	—
Rural Residential	20	2	2	5	—	—
Vacant	280	—	—	—	—	—
Right-of-Way	11	—	—	—	—	—

3. Project Description

Table 3-1 Existing Land Use Summary

Category	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
Grand Total	19,753	19,230	18,134	47,835	2,750,926	6,888

Based on the Buildout Methodology Memorandum included as Appendix J of this DEIR.
Notes: Residential Units: Based on the existing land use inventory.
Households: Assumed occupancy rate of 94.3 percent, California Department of Finance. 2000–2009. Occupancy Rate, City of Yucaipa. In E-5 City/County Population and Housing Estimates. Database.
Population: Assumed persons per household of 2.75 for Rural Residential and Single Family Residential households and 2.89 for Multifamily households, U.S. Census, Average Household Size by Tenure, City of Yucaipa, 2010. Except for Senior Mobile Homes (designated with a Mobile Home 2 Overlay), where an average persons per household of 1.6 was applied, U.S. Census, Population by Age divided by Age of Householder, City of Yucaipa 2010.
Nonresidential Square Footage: San Bernardino County. 2014. Countywide GIS Analysis of Underutilized Land Study. Prepared by County Assessor's Office and PlaceWorks.
Employment: The following employment generation factors and assumptions were used.
General Office: 650 square feet per employee
Industrial: 1,000 square feet per employee
Commercial Service: 500 square feet per employee
Schools: School Accountability Report Cards, 2013.

Table 3-2 Current General Plan

Land Use Designation	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
City of Yucaipa	18,090	29,628	27,958	76,169	8,530,405	16,921
Rural Living-40 (RL-40)	41	1	1	3	—	—
Rural Living-20 (RL-20)	20	1	1	3	—	—
Rural Living-10 (RL-10)	1,354	135	128	351	—	—
Rural Living-5 (RL-5)	240	48	45	124	—	—
Rural Living-2.5 (RL-2.5)	787	315	297	783	—	—
Rural Living-1 (RL-1)	2,663	2,663	2,511	6,907	—	—
Residential-1 (R-1)	16	16	15	41	—	—
Residential-2 (R-2)	121	242	228	627	—	—
Residential Single-20M (RS-20M)	1,890	4,158	3,921	10,733	—	—
Residential-4 (R-4)	199	795	750	2,061	—	—
Residential Single-10M (RS-10M)	1,192	5,246	4,947	13,568	—	—

Table 3-2 Current General Plan

Land Use Designation	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
Residential Single-72C (RS-72C)	570	3,386	3,193	8,350	—	—
Residential-8 (R-8)	50	398	375	1,033	—	—
Multiple Residential-10M (RM-10M)	421	1,854	1,748	4,858	—	—
Multiple Residential-72C (RM-72C)	1,054	6,316	5,953	15,965	—	—
Residential-24 (R-24)	40	961	906	2,618	—	—
Multiple Residential-24 (RM-24)	21	493	465	1,343	—	—
Retail Commercial (CR)	175	—	—	—	1,750,294	2,135
General Commercial (CG)	386	—	—	—	3,344,247	6,799
Neighborhood Commercial (CN)	49	—	—	—	322,320	716
Service Commercial (CS)	175	—	—	—	1,523,561	3,386
Business Park (BP)	26	—	—	—	575,996	576
Community Industrial (IC)	97	—	—	—	513,987	627
Institutional (IN)	2,477	—	—	—	500,000	2,488
Planned Development (PD)	1,247	2,604	2,473	6,802	—	194
Public Facilities (PUB)	45	—	—	—	—	—
Open Space Planned Development (OS-PD)	—	—	—	—	—	—
Open Space (OS)	903	—	—	—	—	—
Park (P)	—	—	—	—	—	—
Floodway (FW)	92	—	—	—	—	—
Right-of-Way (ROW)	1,743	—	—	—	—	—
Yucaipa Sphere of Influence	1,663	2	2	6	—	—
Rural Living-10 (RL-10)	13	1	1	3	—	—
Rural Living-5 (RL-5)	7	1	1	3	—	—
Open Space (OS)	1,632	—	—	—	—	—

3. Project Description

Table 3-2 Current General Plan

Land Use Designation	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
Right-of-Way (ROW)	11	—	—	—	—	—
Grand Total	19,753	29,630	27,960	76,175	8,530,405	16,921

Based on the Buildout Methodology Memorandum included as Appendix J of this DEIR.

Notes:

Units: The following density assumptions were used unless adjusted by a specific project or to reflect the current buildout of an existing neighborhood.

RL-40:	0.025 du/ac	RL-1:	1 du/ac	RS-10M:	4.4 du/ac	R-24:	24 du/ac
RL-20:	0.05 du/ac	R-1:	1 du/ac	RS-72C:	6 du/ac	RM-24:	24 du/ac
RL-10:	0.1 du/ac	R-2:	2 du/ac	R-8:	8 du/ac		
RL-5:	0.2 du/ac	RS-20M:	2.2 du/ac	RM-10M:	4.4 du/ac		
RL-2.5:	0.4 du/ac	R-4:	4 du/ac	RM-72C:	6 du/ac		

Households: Assumed occupancy rate of 94.3 percent, California Department of Finance. 2000–2009. Occupancy Rate, City of Yucaipa. In E-5 City/County Population and Housing Estimates. Database.

Population: The following person per household assumptions were used.

All Rural-Living and Single Residential and R-1, R-2, R-4, R-8 and PD: 2.75 persons per household, U.S. Census, Average Household Size by Tenure, City of Yucaipa, 2010.
All Multiple Residential and R-24 categories: 2.89 persons per household, U.S. Census, Average Household Size by Tenure, City of Yucaipa, 2010.
Mobile Homes (non-Senior) designated with MH1 Overlay: 2.4, Number of Units by Unit Type divided by Population by Unit Type, U.S. Census, City of Yucaipa, 2010
Senior Mobile Homes designated with MH2 Overlay: 1.6, U.S. Census, Population by Age divided by Age of Householder, City of Yucaipa 2010.

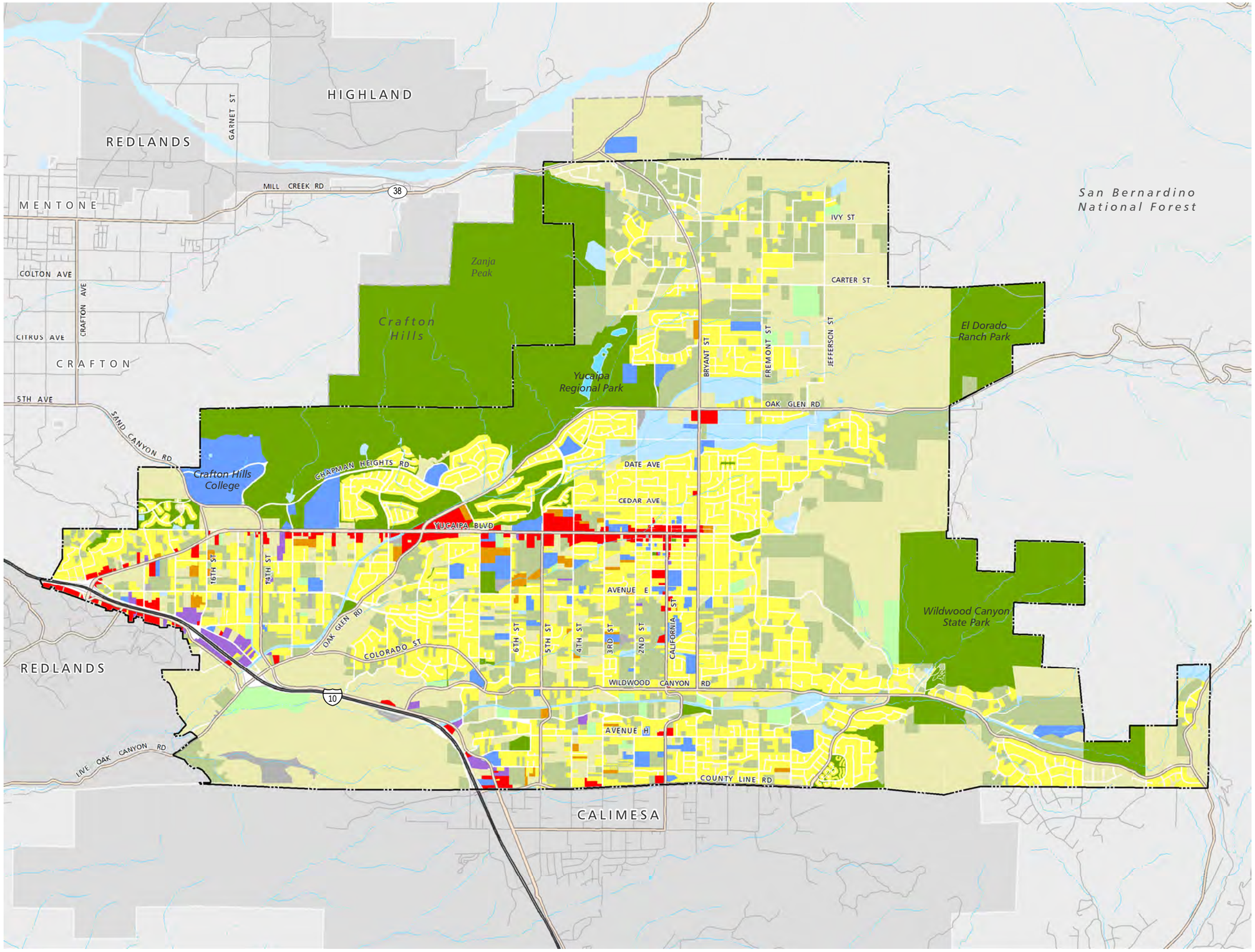
Nonresidential Square Footage: The following average floor area ratios were used:

Commercial Retail: 0.32 FAR
General Commercial: 0.20 FAR
Neighborhood Commercial: 0.15 FAR
Commercial Service: 0.20 FAR
Business Park: 0.50 FAR
Community Industrial: 0.10 FAR

Employment: The following average employment generation factors were used:

Commercial Retail: 820 square feet per employee
General Commercial: 500 square feet per employee
Neighborhood Commercial: 450 square feet per employee
Commercial Service: 450 square feet per employee
Business Park: 1,000 square feet per employee
Community Industrial: 1,000 square feet per employee
Schools: 15 percent growth over existing employment

Figure 3-3
EXISTING LAND USES



City Limits
Yucaipa Sphere of Influence

Existing Land Use

- Agriculture
- Rural Residential
- Single Family Residential
- Multifamily Residential
- Commercial, Service, and Office
- Public and Semipublic Facilities
- Industrial
- Water Utilities
- Other Utilities
- Undeveloped Land
- Open Space and Recreation

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: City of Yucaipa, 2013

12/1/2015

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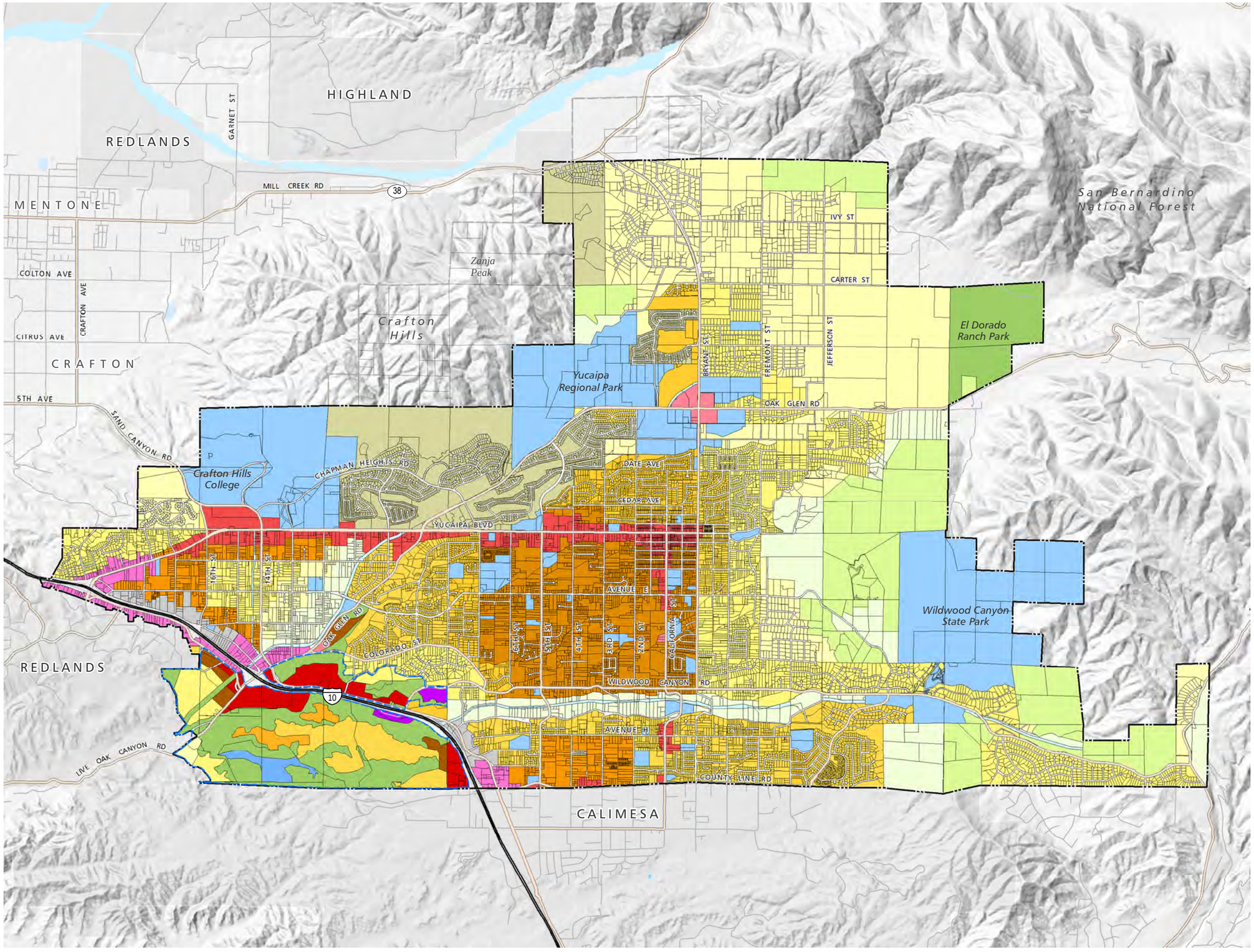
Figure 3-4
CURRENT LAND USE PLAN



City Limits
Yucaipa Sphere of Influence
Freeway Corridor Specific Plan

LAND USE DISTRICTS

- Rural Living 40 ac min (RL-40)
- Rural Living 20 ac min (RL-20)
- Rural Living 10 ac min (RL-10)
- Rural Living 5 ac min (RL-5)
- Rural Living 2.5 ac min (RL-2.5)
- Rural Living 1 ac min (RL-1)
- Single Residential 1 du/ac (R-1)
- Single Residential 2 du/ac (R-2)
- Single Res. 20,000 sf min (RS-20M)
- Single Residential 4 du/ac (R-4)
- Single Res. 10,000 sf min (RS-10M)
- Single Res. 7,200 sf min (RS-72C)
- Single or Multiple Res. 8 du/ac (R-8)
- Multiple Res. 10,000 sf min (RM-10M)
- Multiple Res. 7,200 sf min (RM-72C)
- Multiple Res. 24 du/ac (RM-24)
- Multiple Res. 24 du/ac (R-24)
- Planned Development (PD)
- Regional Commercial (CR)
- General Commercial (CG)
- Neighborhood Commercial (CN)
- Service Commercial (CS)
- Business Park (BP)
- Community Industrial (IC)
- Institutional (IN)
- Public Facilities (PUB)
- Open Space (OS)
- Floodway (FW)

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: City of Yucaipa, 2013

12/1/2015

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3.3.2.1 PROPOSED GENERAL PLAN ELEMENTS

The Yucaipa General Plan update involves reorganization of the current General Plan into seven elements. The scopes of all elements in the 2004 General Plan are included in the newly proposed elements described below, with the exception of the Economic Development Element, which is not a required General Plan element.

- **The Community Design and Land Use Element** guides the distribution, location, and extent of land uses for housing, business, industry, institutions, open space, and recreation in the City and its SOI. The element establishes development criteria and standards, including building intensity and residential density. This element also addresses design-related goals, policies, and implementation direction at the citywide-, focus area- and project-levels, along with strategies for the preservation, reuse, and revitalization of Yucaipa's neighborhoods.

- **The Housing and Neighborhoods Element** is a required element and was most recently adopted on April 22, 2013 for the 2013–2021 eight-year plan period. In 2015, the element was amended for consistency with general plan policy direction. The Housing and Neighborhoods Element was submitted in June 2015 to the California Department of Housing and Community Development (HCD) for their review and approval. Following HCD approval, the amended Housing and Neighborhoods Element will be adopted as part of the General Plan Update.

- **The Parks, Recreation, Trails, and Open Space Element**, known as the Open Space and Conservation Element in the 2004 General Plan, focuses on natural and built recreational resources as well as cultural and biological resources in the community. It focuses on preserving and providing the City's residents with high quality parks, open spaces, recreational facilities, and cultural resources.

- **The Economic Development Element**, similar to the 2004 General Plan Element, includes long-term goals for the community and policies to guide decision making relative to economic issues. This element addresses the need to maintain and strengthen the City's economy and workforce to provide essential services, employment opportunities, and overall vitality to the community.

- **The Transportation Element** addresses the identification, location, and extent of existing and proposed major thoroughfares, transportation routes, multimodal transportation options, and local public utilities and facilities. It serves as an infrastructure plan and is correlated with the land use element.

- **The Public Safety Element**, known as the Safety and Hazardous Waste Element in the 2004 General Plan, identifies natural and man-made hazards, including geologic and seismic, flooding, wildland and urban fires, severe weather, air quality and climate change, and noise, and establishes policies to protect the people and property in the community through active emergency preparedness.

- **The Public Services and Facilities Element**, known as the Infrastructure and Public Facilities Element in the 2004 General Plan, identifies a number of City services and infrastructure facilities,

including educational resources, community safety, infrastructure planning, energy and telecommunication, and water, wastewater, and waste management.

3.3.2.2 PROPOSED LAND USE DESIGNATIONS

The proposed land use designations are the same as those in the current land use plan; however, they would allow for increased residential and nonresidential development, and generate additional people and jobs. Table 3-3, *Buildout Statistical Summary*, details the projected population, employment, dwelling units, and nonresidential square footage of development planned for under the General Plan Update, and compares these buildout projects to existing conditions and the current general plan. Table 3-4, *Proposed General Plan Update Summary*, provides more detail related to each proposed land use designation.

Table 3-3 Buildout Statistical Summary

Scenario	Acres	Units	Households	Population	Nonresidential SF	Employment
Existing Conditions	19,753	19,230	18,134	47,835	2,750,926	6,888
Current General Plan	19,753	29,630	27,960	76,175	8,530,405	16,921
Proposed General Plan Update	19,753	30,077	28,380	77,328	9,581,104	18,488

Buildout projections shown in Table 3-3 are used throughout this DEIR to estimate the magnitude of development that would likely occur in Yucaipa upon implementation of the General Plan Update compared to existing conditions. Land use calculations are used to estimate the number of dwelling units, residents, square feet of nonresidential uses, and employees that would be generated by proposed land uses. These projections are then used to estimate how much noise, traffic, and other impacts would occur due to these changes. Though buildout projections do not foretell exactly how the built environment in Yucaipa will change over time, they allow the maximum potential environmental effects of the General Plan Update buildout to be analyzed. Therefore, as detailed in Table 3-3, the General Plan Update would result in a potential buildout total of 30,077 units, 77,328 residents, 9,581,104 nonresidential square feet, and 18,488 jobs in the City and SOI. Compared to existing conditions, the proposed project would result in an increase of 10,847 units, 29,493 residents, 6,830,178 nonresidential square feet, and 11,600 jobs in the City and SOI.

Figure 3-5, *Proposed Land Use Plan*, maps the proposed land use designations across the City. As shown, the proposed project would intensify residential and nonresidential development primarily within the already urbanized and established neighborhoods of the City compared to existing conditions. For example, commercial development would substantially increase along Yucaipa Boulevard from I-10 to Bryant Street, and along I-10 from the western City limits down toward Calimesa. Much of the existing single family residential area of the Central Core and Dunlap Acres is proposed as multifamily use in the proposed project. In addition, intensified residential development is also proposed in the southern portion of the City abutting Calimesa, and along Bryant Street to the east of the Yucaipa Regional Park in the North Bench neighborhood.

Table 3-4 Proposed General Plan Update Summary

Land Use Designation	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
City of Yucaipa	18,090	30,075	28,378	77,322	9,581,104	18,488
Rural Living-40 (RL-40)	41	1	1	3	—	—
Rural Living-20 (RL-20)	20	1	1	3	—	—
Rural Living-10 (RL-10)	1,280	128	121	332	—	—
Rural Living-5 (RL-5)	240	48	45	124	—	—
Rural Living-2.5 (RL-2.5)	638	255	241	628	—	—
Rural Living-1 (RL-1)	2,477	2,477	2,335	6,422	—	—
Residential-1 (R-1)	16	16	15	41	—	—
Residential-2 (R-2)	121	242	228	627	—	—
Residential Single-20M (RS-20M)	1,951	4,292	4,047	11,082	—	—
Residential-4 (R-4)	199	795	750	2,061	—	—
Residential Single-10M (RS-10M)	1,328	5,845	5,511	15,119	—	—
Residential Single-72C (RS-72C)	568	3,377	3,185	8,327	—	—
Residential-8 (R-8)	50	398	375	1,033	—	—
Multiple Residential-10M (RM-10M)	421	1,854	1,748	4,858	—	—
Multiple Residential-72C (RM-72C)	1,050	6,292	5,931	15,897	—	—
Residential-24 (R-24)	40	961	906	2,618	—	—
Multiple Residential-24 (RM-24)	21	493	465	1,343	—	—
Retail Commercial (CR)	175	—	—	—	2,435,125	2,970
General Commercial (CG)	384	—	—	—	3,710,114	7,531
Neighborhood Commercial (CN)	46	—	—	—	322,320	716
Service Commercial (CS)	175	—	—	—	1,523,562	3,386
Business Park (BP)	26	—	—	—	575,997	576
Community Industrial (IC)	97	—	—	—	513,987	627

3. Project Description

Table 3-4 Proposed General Plan Update Summary

Land Use Designation	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
Institutional (IN)	794	—	—	—	500,000	2,488
Planned Development (PD)	740	2,604	2,473	6,802	—	194
Public Facilities (PUB)	45	—	—	—	—	—
Open Space Planned Development (OS-PD)	507	—	—	—	—	—
Open Space (OS)	2,235	—	—	—	—	—
Park (P)	574	—	—	—	—	—
Floodway (FW)	92	—	—	—	—	—
Right-of-Way (ROW)	1,743	—	—	—	—	—
Yucaipa Sphere of Influence	1,663	2	2	6	—	—
Rural Living-10 (RL-10)	13	1	1	3	—	—
Rural Living-5 (RL-5)	7	1	1	3	—	—
Open Space (OS)	1,632	—	—	—	—	—
Right-of-Way (ROW)	11	—	—	—	—	—
Grand Total	19,753	30,077	28,380	77,328	9,581,104	18,488
Increase from Existing Conditions	0	10,847	10,246	29,493	6,830,178	11,600
Change Compared to the Current General Plan	0	447	420	1,153	1,050,699	1,567

Based on the Buildout Methodology Memorandum included as Appendix J of this DEIR.

Notes: Units: The following density assumptions were used unless adjusted by a specific project or to reflect the current buildout of an existing neighborhood.

RL-40:	0.025 du/ac	RL-1:	1 du/ac	RS-10M:	4.4 du/ac	R-24:	24 du/ac
RL-20:	0.05 du/ac	R-1:	1 du/ac	RS-72C:	6 du/ac	RM-24:	24 du/ac
RL-10:	0.1 du/ac	R-2:	2 du/ac	R-8:	8 du/ac		
RL-5:	0.2 du/ac	RS-20M:	2.2 du/ac	RM-10M:	4.4 du/ac		
RL-2.5:	0.4 du/ac	R-4:	4 du/ac	RM-72C:	6 du/ac		

Households: Assumed occupancy rate of 94.3 percent, California Department of Finance. 2000–2009. Occupancy Rate, City of Yucaipa. In E-5 City/County Population and Housing Estimates. Database.

Population: The following person per household assumptions were used.

All Rural-Living and Single Residential and R-1, R-2, R-4, R-8 and PD: 2.75 persons per household, U.S. Census, Average Household Size by Tenure, City of Yucaipa, 2010.

All Multiple Residential and R-24 categories: 2.89 persons per household, U.S. Census, Average Household Size by Tenure, City of Yucaipa, 2010.

Mobile Homes (non-Senior) designated with MH1 Overlay: 2.4, Number of Units by Unit Type divided by Population by Unit Type, U.S. Census, City of Yucaipa, 2010.

Senior Mobile Homes designated with MH2 Overlay: 1.6, U.S. Census, Population by Age divided by Age of Householder, City of Yucaipa 2010.

Table 3-4 Proposed General Plan Update Summary

Land Use Designation	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
Nonresidential Square Footage: The following average floor area ratios were used.						
Commercial Retail: 0.32 FAR		General Commercial: 0.20 FAR		Crafton Hills College Village Project Area CG Parcels: 0.30 FAR		
Neighborhood Commercial: 0.15 FAR		Commercial Service: 0.20 FAR				
Business Park: 0.50 FAR		Community Industrial: 0.10 FAR				
Employment. The following average employment generation factors were used.						
Commercial Retail: 820 square feet per employee		General Commercial: 500 square feet per employee				
Neighborhood Commercial: 450 square feet per employee		Commercial Service: 450 square feet per employee				
Business Park: 1,000 square feet per employee		Community Industrial: 1,000 square feet per employee				
Schools: 15 percent growth over existing employment						

3. Project Description

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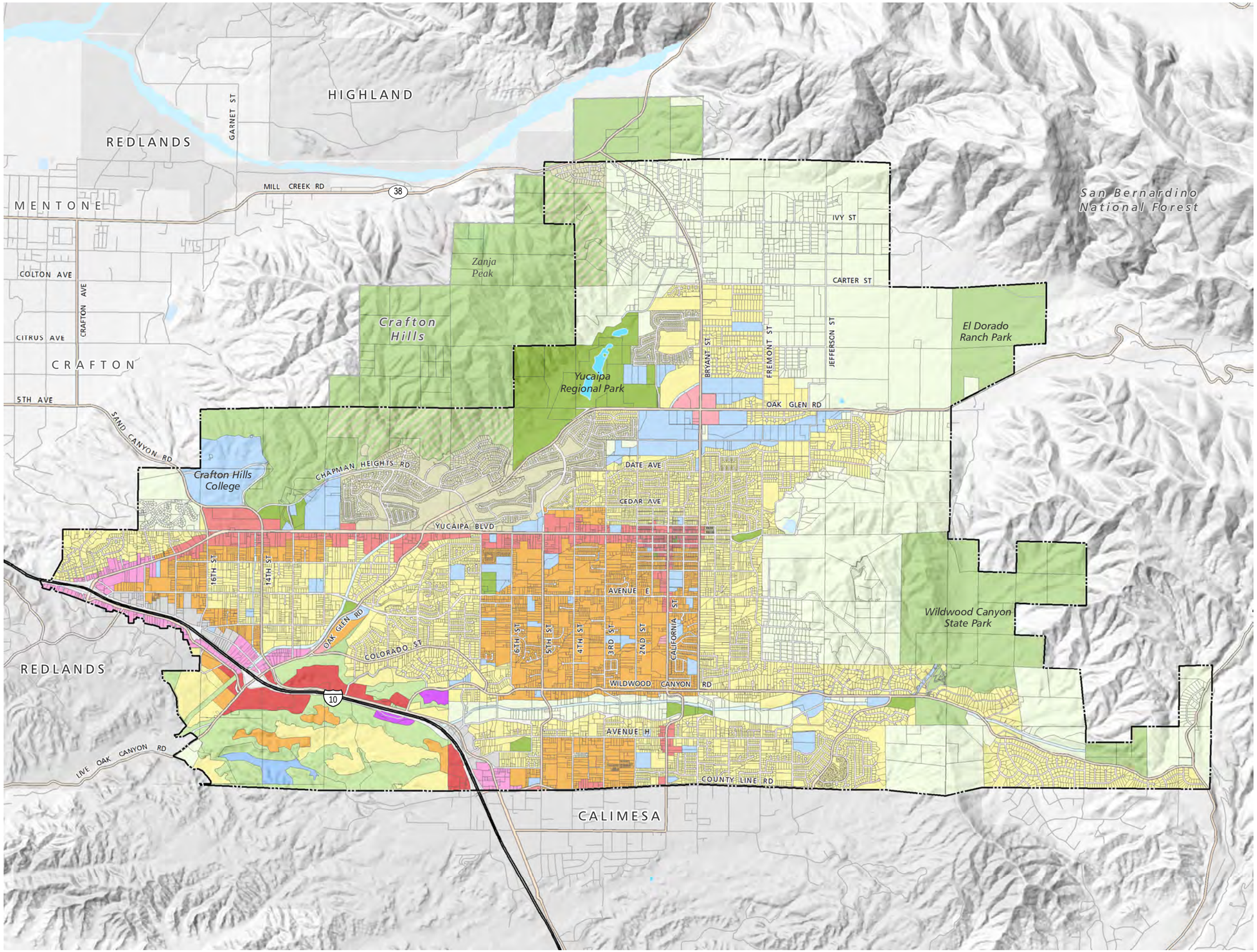
Figure 3-5
PROPOSED LAND USE PLAN



City Limits
Yucaipa Sphere of Influence

LAND USE DISTRICTS

- RL - Rural Residential
- RS - Single Residential
- RM - Multiple Residential
- PD - Planned Development
- CG - General Commercial
- CN - Neighborhood Commercial
- CS - Service Commercial
- IC - Community Industrial
- IN - Institutional
- OS - Open Space
- OS-PD - Open Space Planned Development
- P - Park
- FW - Floodway

Freeway Corridor Specific Plan

- R-1 - Rural Living
- R-2 - Single Residential
- R-4 - Single Residential
- R-8 - Single or Multiple Residential
- R-24 - Multiple Residential
- PUB - Public Facilities
- BP - Business Park
- CR - Regional Commercial
- OS2 - Open Space

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: City of Yucaipa, 2014

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3.3.2.3 PROPOSED GENERAL PLAN POLICIES

Table 3-5, *General Plan Update Policies*, includes all of the proposed policies for each of the elements in the General Plan Update. These policies are meant to govern the development and growth decisions of the City.

Table 3-5 General Plan Update Policies

Policy No.	Policy
General Plan Chapter 2. Community Design and Land Use Element	
Goal CDL-1: LAND USE MIX. A community with adequate sites for housing, parks, business, and institutional uses that meet local need for housing, employment, recreation, and services.	
• Policy CDL-1.1 – Places to Live. Provide sites for a range of housing types, locations, and densities in a variety of neighborhood settings equipped with amenities that support a high quality of life.	
• Policy CDL-1.2 – Places for Commerce. Provide sites for a range of commercial uses, including shopping, dining, entertainment, and offices that provide a strong employment base and offer local services; improve commercial properties along I-10 through infrastructure, aesthetics, and development strategies.	
• Policy CDL-1.3 – Places for Industry. Preserve and improve industrial uses that provide manufacturing employment opportunities, specifically industrial properties along I 10, through infrastructure upgrades, enhanced aesthetics, and new business development strategies.	
• Policy CDL-1.4 – Places for Recreation and Conservation. Provide parks, recreational facilities, and multi-functional open spaces in sufficient quantities and in a manner that is consistent with the Emerald Collar articulated in the Parks, Recreation, Trails, and Open Space Element.	
• Policy CDL-1.5 – Transportation System. Develop and maintain a transportation system that is closely coordinated with land use planning decisions, moves people and goods efficiently and safely, and is designed to accommodate and promote scenic viewsheds.	
• Policy CDL-1.6 – Public Services for Quality of Life. Maintain appropriate sites for institutional and public facility uses that can accommodate the infrastructure and facilities needed to serve the community (water, schools, city hall, public safety, etc.).	
• Policy CDL-1.7 – Centers of Activity. Promote the development of distinct, well-designed focus areas that are served by transit, contain a mix of commercial or civic activities, are supported by adjacent residential areas, and serve as focal points in the community.	
• Policy CDL-1.8 – Overlay Districts. Require that development projects comply with applicable regulations in the municipal code when the underlying parcels are located within a designated overlay district.	
Goal CDL-2: HILLSIDES AND RIDGELINES. Preservation of prominent ridgelines and hillsides to protect viewsheds, recreational opportunities, sensitive biological resources, and ecological benefits while allowing development where appropriate.	
• Policy CDL-2.1 – Ridgeline/Hillside Protection. Adhere to the protections for ridgelines and hillsides codified in Ordinance 81, Ridgeline/Hillside Development Ordinance, Hillside Overlay District, and Grading Manual.	
• Policy CDL-2.2 – Viewshed. Preserve views to and from hillsides and ridgelines to maintain the image and quality of Yucaipa where overlay districts apply. Preserve canyons, ridgelines, and rock outcrops through regulation of development as appropriate.	
• Policy CDL-2.3 – Development Projects. Concentrate hillside development in areas with the least environmental impacts. Density, open space, and building design and site planning are to be correlated with steepness of the terrain; allow clustering to maximize open space.	
• Policy CDL-2.4 – Grading. Encourage natural grading techniques that blend with existing topography; grading should use rounded contours on slopes to minimize disturbance. Encourage the preservation of the physical shape of the hillside and views where feasible.	
• Policy CDL-2.5 – Slope Protection. Require revegetation with native and/or naturalized species where grading or other activities have disturbed the site. In general, planting species that are native to the region, drought resistant, and effective at erosion control.	
• Policy CDL-2.6 – Roadway 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.	
• Policy CDL-2.7 – Site Planning. Promote land use patterns that are consistent with the slopes, landform, vegetation, and scenic quality of hillsides. Ensure projects fit the natural site topography rather than altering natural topography or features to accommodate a stock pad.	
• Policy CDL-2.8 – Materials. Building materials and colors should blend with the natural landscape. Treated wood or materials of woodlike appearance, with fire retardant properties, are encouraged for exterior surfaces. Contrasting colors should be kept to a minimum. Use of natural materials, such as river rock, is encouraged.	

Table 3-5 General Plan Update Policies

Policy No.	Policy
Goal CDL-3: COMMUNITY DESIGN FEATURES. Attractive and well-maintained landscaping, lighting, signage, and public art that instill pride, beautify Yucaipa, and convey a positive image of the City.	
• Policy CDL-3.1 – Public Landscaping. Ensure that all public landscaping in public right-of-ways (landscaping outside of parks) is attractive, adequately maintained, and utilizes California native, drought-tolerant, and/or other sustainable plant material. • Policy CDL-3.2 – Street Trees. Recognize the importance of planting and maintaining trees consistent with the image of Yucaipa. Provide for the consistent use of street trees to identify city streets, residential neighborhoods, commercial and employment districts, and gateways. • Policy CDL-3.3 – Medians. Encourage medians where feasible pursuant to the transportation element with water-conserving, California-native landscaping where the right-of-way exists; where it does not exist, condition the improvement or development of projects on providing appropriate right-of-way for medians or other offsets. • Policy CDL-3.4 – Lighting. Require that lighting be integrated with the design and layout of a project and/or building and that it provide a desirable level of security and appropriate illumination level relative to the activity, intended use, or size of the area. • Policy CDL-3.5 – Signage. Continue to develop and enhance the City's graphics and sign program for street signs, parks, public facilities, and other civic areas; require private development to adhere to signage regulations in the municipal code and design regulations. • Policy CDL-3.6 – Gathering Places. Support development of attractive, engaging, and convenient public and private gathering spaces (plazas, pedestrian areas, etc.) in areas of high visibility such as shopping centers, near streets, or along sidewalks or pedestrian paths. • Policy CDL-3.7 – Public Art. Develop a local public art program; incorporate public art into key gateways, major projects, and public gathering places to provide opportunities for local and regional artists and to reinforce the City's culture, history, and character.	
Goal CDL-4: CORRIDORS AND VIEWSHEDS. Attractive and visually unified corridors that beautify and strengthen the City's identity, image, and aesthetics while retaining design identities.	
• Policy CDL-4.1 – Streetscape. Incorporate design features along corridors that reinforce a positive image of Yucaipa. Utilize unifying and consistent streetscape elements to visually unify major corridors —landscaped parkways and distinctive medians, trees, lighting, decorative paving, street furniture, banners, and public signs. • Policy CDL-4.2 – Utilities. Require (when appropriate) and encourage the undergrounding of overhead utility lines; shield mechanical equipment, fencing, and other utilitarian features that detract from corridor aesthetics and/or important viewsheds. • Policy CDL-4.3 – Towers and Poles. Restrict the placement of cell towers, radio towers, and other aboveground utilities in areas of the community and along streets where they would negatively affect aesthetics and scenic views for the general public. • Policy CDL-4.4 – Scenic Corridors. Protect designated scenic corridors (Yucaipa Boulevard, Live Oak Canyon Road, Oak Glen Road, Wildwood Canyon Road, and Bryant Street) by adhering to development requirements in the municipal code and policies in the General Plan. • Policy CDL-4.5 – Development Review. Require enhanced review for projects along scenic corridors and other areas where projects could impede designated viewsheds. Review projects for compliance with building height, setbacks, signage, and site-orientation regulations. • Policy CDL-4.6 – Outdoor Signage. Prohibit outdoor off-site advertising billboards (but not on-site signs identifying a business on the same property). Require adherence to signage regulations in the municipal code. Create more tailored signage regulations for scenic roadways. • Policy CDL-4.7 – Freeway Improvements. Work with Caltrans to improve freeway landscaping for ramps, and support landscaping treatments along the freeway. Support efforts to phase out nonconforming off-site advertising billboards, including potential amortization program.	
Goal CDL-5: COMMUNITY IMAGE. A recognizable and cohesive community identity that visually reflects Yucaipa's emergence as the Jewel of the Inland Empire.	
• Policy CDL-5.1 – Branding. Use the City seal, logo (and its colors), and other City graphics in the design of gateways, monumentation, street signs, public facilities, public gathering spaces, and general marketing material to create a unified brand for the City of Yucaipa. • Policy CDL-5.2 – Districts. Recognize the strong identities of individual districts—North Bench, Wildwood Canyon, Central Core, Dunlap Acres, Chapman Heights, and the Freeway Corridor—with entry monuments, street signs, and/or landscaping and lighting. • Policy CDL-5.3 – Gateways. Highlight major arrival and departure points along the community's edge by requiring distinctive building design elements, streetscapes, decorative signage, landscaping, and/or other enhancements at strategic gateway locations. • Policy CDL-5.4 – Monumentation. Provide distinctive landscaping and monument signage to mark the general locations of districts, neighborhoods, and major community landmarks and activity centers.	

Table 3-5 General Plan Update Policies

Policy No.	Policy
• Policy CDL-5.5 – Streetscapes. Develop unifying streetscape plans for major corridors (Bryant, Yucaipa Boulevard, Oak Glen, etc.) and select districts that include specialized streetlights, landscaping, signage, and street furniture. • Policy CDL-5.6 – Marketing City Identity. Market the City's distinct identity derived from its Uptown, neighborhoods, businesses, and high quality park and recreational amenities to residents, visitors, and the broader region through a carefully designed media campaign. • Policy CDL-5.7 – Neighborhood Quality. Require existing residential neighborhoods and nonresidential districts to be preserved, protected, and enhanced in an effort to maintain quality living and working environments for residents, businesses, and investors. • Policy CDL-5.8 – Code Enforcement. Require property owners to maintain homes, structures, and property at high standards; implement a code enforcement program to address nuisances that detract from the City's health, safety, and community image.	
Goal CDL-6: UPTOWN. An attractive, pedestrian-friendly, mixed-use activity center with a mix of commercial, residential, mixed-use, historic, and recreational uses that draw people to work, live, shop, and recreate.	
• Policy CDL-6.1 – Land Use Mix. Allow a flexible mix of commercial uses, quasi-public/institutional uses, mixed use, and housing that provides high levels of pedestrian activity; offer density/intensity incentives to encourage development that supports the economic vitality of the downtown. • Policy CDL-6.2 – Economic Vitality. Promote the economic vitality of the Uptown through destination-type commercial uses, civic uses such as performing/cultural arts, dining, galleries, and other commercial uses. • Policy CDL-6.3 – Access and Circulation. Improve and manage vehicular and pedestrian circulation along Yucaipa Boulevard, adjoining streets, and alleys to allow for the safe movement of pedestrians and vehicles in Uptown. • Policy CDL-6.4 – Historical Character. Preserve the historical character of the Uptown district through architectural guidelines (e.g., materials, scale, and design) that are consistent with its identity as a historic Main Street. • Policy CDL-6.5 – Architecture. Adhere to architectural guidelines in the Uptown Specific Plan that foster quality building design, project-level design, district and historic identity, and pedestrian-level activity. • Policy CDL-6.6 – Streetscape. Create and maintain an integrated, pedestrian-friendly streetscape system with designated gateways, landscaping palette, pedestrian paving and amenities, and street lighting concepts. • Policy CDL-6.7 – Parking. Allow for creative parking arrangements, including diagonal parking, parking structures, and shared parking where needed to accommodate and manage vehicular circulation in and around Uptown. • Policy CDL-6.8 – Aesthetics. Enhance the aesthetic character of the Uptown district with landscape amenities (e.g., trees and landscaping), pedestrian amenities, lighting, quality architecture, and other features. • Policy CDL-6.9 – Programming. Hold festivals, arts and music venues, parades, and other special events in the Uptown district that define its character, draw business activity, and create a vibrant atmosphere.	
Goal CDL-7: FREEWAY CORRIDOR. A complete community that offers an array of exceptional housing, parks and open space, and commerce and industrial uses while respecting the environmental features of Live Oak Canyon.	
• Policy CDL-7.1 – Complete Community. Design an integrated addition to Yucaipa containing housing, employment opportunities, retail/commercial areas, parks, and other facilities essential to the daily lives of residents. • Policy CDL-7.2 – Housing. Expand the range of housing opportunities (single, multiple-family, and/or mixed-use housing) to meet the needs of a variety of household types, sizes, and income levels. • Policy CDL-7.3 – Recreational Amenities. Provide an abundance and variety of interconnected open space, parks, and trails throughout the specific plan area that offer residents high quality recreational opportunities. • Policy CDL-7.4 – Safe and Efficient Circulation. Ensure a safe and efficient circulation system that adequately supports the anticipated level of traffic in and around the specific plan area. • Policy CDL-7.5 – Financing and Infrastructure. Explore and consider a financing and phasing plan that provides for the efficient and timely provision of infrastructure and services as development occurs. • Policy CDL-7.6 – Adjacent Development. Comprehensively plan the area with consideration of other contiguous areas to ensure compatible and complementary development, circulation patterns, infrastructure, and services. • Policy CDL-7.7 – Rural Character. Comprehensively plan the area so that the important rural community character and sense of place is retained, as reinforced by significant views to open space and hillsides.	

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Policy No.	Policy
• Policy CDL-7.8 – Hillside Development. Ensure that the plan and subsequent development complies with the City's development code related to hillside development; protect ridgelines and scenic views. • Policy CDL-7.9 – Area Resources. Protect and preserve sensitive wildlife habitat, waterways, wildlife corridors, cultural and paleontological resources, and other assets in accordance with state and federal law.	
Goal CDL-8: DUNLAP INDUSTRIAL CORRIDOR: A functional and well-designed industrial corridor that provides opportunities for light manufacturing, industrial, and service commercial businesses that provide employment opportunities in Yucaipa.	
• Policy CDL-8.1 – Land Use Mix. Preserve the Dunlap Industrial Corridor for an appropriate mix of industrial and service commercial businesses that can improve employment opportunities in Yucaipa. • Policy CDL-8.2 – Infrastructure. Improve the circulation, water, sewer, and drainage infrastructure along Outer Highway and Dunlap Boulevard to attract reinvestment in the Dunlap Industrial Corridor and along the freeway. • Policy CDL-8.3 – Land Use Incompatibility. Support the phase-out of incompatible land uses where possible; add design treatments and transitions where possible to reduce the impacts of incompatible uses. • Policy CDL-8.4 – Noise Attenuation. Support ongoing efforts to reduce, regulate, and mitigate noise sources along I-10 and the freeway's impact along the Dunlap Industrial Corridor and other surrounding land uses. • Policy CDL-8.5 – District Design. Improve the appearance and cohesive design of the Dunlap Industrial Corridor through more unified project- and building-level design guidelines, code enforcement where appropriate, and incentives. • Policy CDL-8.6 – Visual Quality. Improve the appearance of the Dunlap Industrial Corridor through the regulation of cell and radio towers, billboards, signage, utility lines, banners, and other visually distracting appurtenances. • Policy CDL-8.7 – Gateway. Establish and improve the gateways, signage, and monumentation at the north and south edges of the Dunlap Industrial Corridor to improve the entryways into the corridors. • Policy CDL-8.8 – Streetscape Condition. Improve the streetscape by installing sidewalks, street rehabilitation, landscaping treatments, lighting, curbs and gutters, flood control devices, and code enforcement activities. • Policy CDL-8.9 – Parcel Consolidation. Encourage assemblage and consolidation of small or irregularly shaped parcels into larger parcels suitable for light industrial uses; provide regulatory incentives as needed.	
Goal CDL-9: COLLEGE VILLAGE. A vibrant, pedestrian-friendly college village that offers housing and commercial opportunities to serve the diverse needs of the college, Yucaipa community, and the region.	
• Policy CDL-9.1 – Land Use Mix. Allow a sustainable mix of quasi-public/institutional and educational uses, housing (including faculty, student, and veteran-student housing), and a range of commercial uses, including office and retail, throughout the overlay area. • Policy CDL-9.2 – Sustainable Development. Promote infill, transit-oriented development, and other forms of sustainable development on or adjacent to the College Village site. • Policy CDL-9.3 – Pedestrian Design. Provide enhanced pedestrian amenities and improvements, including benches, pedestrian-scale lighting, theme paving, sidewalk improvements, and fully accessible ramp improvements at intersections. • Policy CDL-9.4 – Daytime Uses. Encourage the location of daytime uses (i.e., retail/commercial) in the College Village area to support and serve the community and promote a dynamic environment at various times of the day. • Policy CDL-9.5 – Sense of Place. Develop a strong sense of place at the College Village through branding, special architectural designs, creative site planning, and inclusion of at least one large public gathering space, such as an amphitheater. • Policy CDL-9.6 – Multimodal Access. Improve transit, bicycle, and pedestrian access from the site to the college and to other local and regional destinations; internal pedestrian pathways should feed into existing trails at Crafton Hills College and other trails in the area. • Policy CDL-9.7 – Partnerships. Create partnerships with public and private entities, including Crafton Hills College and private property owners, to help facilitate development of the College Village site. • Policy CDL-9.8 – Adjacent Uses. Encourage the development of single-family residential units along both sides of 16th Street between Tennessee Street and Sand Canyon Road to serve as a transition from the Reserve residential project to the College Village.	

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Policy No.	Policy
Goal CDL-10: DESIGN QUALITY: Thoughtfully designed projects and buildings evidenced by creative site design, quality architecture, integration with the natural environment, and sensitive land use transitions.	
• Policy CDL-10.1 – Development Review. Implement and adhere to development review procedures and design guidelines in the City of Yucaipa Municipal Code that advance the visual quality of the community.	
• Policy CDL-10.2 – Topography. Follow the City's Hillside Development Ordinance and, where appropriate, require project designs to respect the site's topography and fit into the natural contours of the slope, thereby protecting views to and from the development.	
• Policy CDL-10.3 – Site Planning. Identify and preserve the positive characteristics and features of a site, such as viewsheds, heritage trees, and rock outcroppings, during the design and development of new projects.	
• Policy CDL-10.4 – Design Variation. Encourage identifiable architectural designs, design variations, and well-planned projects that are visually interesting, neighborhood or district oriented, and well integrated with the surroundings.	
• Policy CDL-10.5 – Private Landscaping and Parks. Require developers to incorporate appropriately sized and drought-tolerant vegetation with sufficient maintenance to provide a mature-looking landscape in three-five years after installation. Require private recreational facilities in new multifamily housing projects.	
• Policy CDL-10.6 – Parking. Design parking lots and structures to be functionally and visually integrated and connected with the comprehensive project design; off-street parking lots should not dominate the street scene.	
• Policy CDL-10.7 – Basins. Design retention/detention basins to be visually attractive, with natural landscaping and a public use component such as trails, and well integrated with any associated project and with adjacent land uses.	
• Policy CDL-10.8 – Safe Community Design. Require the use of CPTED principles (Crime Prevention through Environmental Design), including creating opportunities for "eyes on the street" and clearly distinguishing between public and private spaces to enhance community safety.	
• Policy CDL-10.9 – Building Materials. Use high-quality, natural building materials that evoke a sense of quality and permanence, such as stucco, plaster, stone, and wood; natural colors and textures are preferred.	
• Policy CDL-10.10 – Building Massing. Reduce the bulk and perceived size of large buildings by dividing their mass into smaller parts, stepping down to adjacent structures, recessing openings for doors/windows, and using pedestrian-scale features; single-plane massing is discouraged.	
• Policy CDL-10.11 – Building Footprint. Require and enforce appropriate residential and nonresidential development standards, including adequate building setbacks, to ensure that a building's footprint does not negatively affect adjacent uses or the visual quality of the area.	
• Policy CDL-10.12 – Architectural Detail. While recognizing sensitivity to budget, require publicly visible sides of a building to contain architectural detail and façade articulation, strong patterns of shade and shadow, and integrated architectural detail; blank walls are discouraged.	
• Policy CDL-10.13 – Sustainable Designs. Designs should incorporate sustainability concepts: incorporate measures to wisely reduce, conserve, or manage energy and water; control off-site drainage; and recycle construction and demolition debris as practical and cost-effective.	
• Policy CDL-10.14 – Lighting. Exterior lighting should be subdued and avoid glare for occupants of adjacent properties. Lighting should enhance building design, improve safety and security, and wisely use energy; lighting intensity should be sensitive to surrounding properties and other environmental considerations.	
• Policy CDL-10.15 – Landscaping. Implement creative landscape design transitions and buffers to create visual interest and reduce conflicts between different land uses. Promote water conservation with natural landscaping.	
• Policy CDL-10.16 – Building Setbacks. Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting roadway, commercial, rural, and industrial uses.	
• Policy CDL-10.17 – Walls and Fences. Use walls or fences to protect the privacy of residential areas; soften appearance of walls by varying alignment, adding landscaping and/or berms, and using surface detailing and natural materials. Chain-link fencing is discouraged.	
Goal CDL-11: PRESERVATION AND REUSE. Revitalization, reuse of structures, and transition of land uses where appropriate to materially improve structures and the visual quality in Yucaipa.	
• Policy CDL-11.1 – Community Preservation. Encourage the rehabilitation of neighborhoods and commercial and industrial areas, and the application of code compliance efforts to preserve and maintain community quality of life.	

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• Policy CDL-11.2 – Land Use Change. Where opportunities for land use change arise, seek input from property owners, the surrounding neighborhood or district, and other stakeholders during the consideration process so as to determine appropriateness or inform strategies. • Policy CDL-11.3 – Project Compatibility. Strive to ensure appropriate transitions in scale, density, and intensity between residential and nonresidential uses; between adjacent residences or uses within a defined neighborhood; and within areas of different densities. • Policy CDL-11.4 – Reuse of Underutilized Land. Encourage the transition of underutilized land uses, projects in significant disrepair, or marginal uses to other uses offering greater community benefits, provided that appropriate transitions and design treatments are incorporated. • Policy CDL-11.5 – Mobile Home Park Transition. The City will complete a study evaluating the potential reuse of mobile home parks, removal of the mobile home park overlay, and/or transition to other land uses; and standards to guide consideration of park reuse requests through a closure mitigation ordinance or other regulations, including but not limited to the following factors: a) Requests for removal from the overlay district and land use redesignation initiated by the property owner. b) A mobile home park is no longer economically viable or the property has a higher and better use that facilitates other policies and goals of the City. c) Long-standing or repeated substandard conditions or code enforcement problems in a mobile home park impair public health and safety. d) Rehabilitation and upgrades needed to remedy substandard conditions are cost-prohibitive. e) Adherence to state law and local policies and regulations, including but not limited to the City's mobile home rent stabilization ordinance and housing policies and goals.	
General Plan Chapter 2. Housing and Neighborhoods Element	
GOAL HN-1: NEIGHBORHOOD QUALITY. Quality neighborhoods of well-maintained housing, ample public services, open space, and infrastructure that provide a quality place to live.	
• Policy HN-1.1 – Code Compliance. Educate residents and businesses and enforce compliance with municipal codes (e.g., property maintenance, land use, vehicle, and safety) to maintain the quality of residential neighborhoods. • Policy HN-1.2 – Housing Conditions. Facilitate the repair, improvement, and rehabilitation of single-family homes, multiple-family housing, and mobile homes; proactively address removal of blighting influences. • Policy HN-1.3 – Public Services and Infrastructure. Provide quality community facilities, parks and recreational options, infrastructure, water and sanitation, and other municipal services tailored to neighborhoods. • Policy HN-1.4 – Mobile Home Preservation. Preserve mobile home parks that are physically and economically sound through regulatory tools, acquisition by nonprofit organizations, and rent stabilization. • Policy HN-1.5 – Mobile Home Park Reuse. Support transition of mobile home parks to other land uses for mobile home parks that have deteriorated to the point where health and safety upgrades are no longer economically feasible. • Policy HN-1.6 – Neighborhood Safety. Maintain neighborhood safety through traffic management strategies, neighborhood watch programs, emergency preparedness training, and other neighborhood safety programs. • Policy HN-1.7 – Neighborhood Identity. Recognize, preserve, and enhance neighborhood character through adherence to design, development, and other standards in the municipal code, overlay districts, and specific plans. • Policy HN-1.8 – Resident Involvement. Encourage active and informed participation by residents from each neighborhood to identify local needs and implement programs that beautify, preserve, and improve their neighborhoods. • 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.	
GOAL HN-2: HOUSING SITES. Adequate sites through General Plan land use designations and specific plans that provide opportunities for housing in appropriate locations.	
• Policy HN-2.1 – Balanced Housing Stock. Designate adequate land for a broad range of types of housing, including single-family attached and detached, multiple-family housing, and mixed uses located in accordance with the land use and community design element. • Policy HN-2.2 –College Overlay. Allow for a flexible and synergistic mix of residential, commercial, institutional, and recreational uses in the College Overlay District that supports Crafton College, Dunlap Acres, and the surrounding community. • Policy HN-2.3 – Uptown Specific Plan. Allow for a flexible mix of higher density residential and mixed residential-commercial uses,	

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	including senior housing, that increases the customer base and supports a vibrant and economically viable Uptown. • Policy HN-2.4 – North Bench and Wildwood Canyon. Require all new residential development in the North Bench and Wildwood Canyon to be consistent with the custom home overlay, adopted density and development standards, and the rural character of those areas. • Policy HN-2.5 – Dunlap Acres and Central Core. Preserve residential fabric of Dunlap Acres and Central Core, while allowing for infill on vacant parcels, underutilized parcels where deemed appropriate, or parcels that have been removed from the floodplain. • Policy HN-2.6 – Multiple-Family Housing. Encourage the development of higher density housing in the Freeway Corridor, select opportunity sites, and other sites where infrastructure, circulation, and service facilities capable of handling higher density housing is located or planned or where full urban services are planned. • Policy HN-2.7 – Supportive Infrastructure. Facilitate the provision of infrastructure and services necessary to encourage new residential development commensurate with community goals and expectations for quality of life.
GOAL HN-3: HOUSING DESIGN. Well-designed housing that contributes to property values, is affordable to Yucaipa residents, and is practical and cost-effective to build.	
	• Policy HN-3.1 – Design Features. Require new and rehabilitated residential units to be well designed, with appropriate attention to site planning, materials and colors, building treatments, landscaping, open space, parking, and environmentally sustainable practices. • Policy HN-3.2 – Entitlement Process. Offer flexible entitlement processes that facilitate innovative and imaginative housing solutions, yet balance the developer's need for predictability in the approval process, governmental regulation, and oversight. • Policy HN-3.3 – Housing Incentives. Facilitate the development of market rate and affordable housing through regulatory incentives (e.g., density bonus), permit processing (e.g., planned development), and other incentives, where feasible and appropriate. • 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. • Policy HN-3.5 – Overlay Districts. Require adherence to housing-related regulations in the City's overlay districts—hillside, custom home, natural hazards, scenic resources, biological resources, noise, cultural resources, and others, as applicable. • Policy HN-3.6 – Compatibility. Require that residential development and rehabilitation projects are compatible with the character of their neighborhood, comply with municipal code development standards, and follow appropriate site planning and project design practices. • Policy HN-3.7 – Resource Conservation. Design and build homes to incorporate cost-effective best practices in energy conservation and water conservation (including dual plumbing for recycled water) that will effectively address and comply with state and federal mandates.
GOAL HN-4: HOUSING CHOICES. A broad range of housing products affordable to different income levels that caters to the lifestyle needs and circumstances of Yucaipa residents	
	• Policy HN-4.1 – Senior Housing. Support the continued development and maintenance of affordable rental and ownership housing and services that allow seniors to remain in their homes or seek retirement housing in Yucaipa. • Policy HN-4.2 – Family Housing. Facilitate and encourage the development of family housing and the provision of supportive services to improve the long-term well-being of Yucaipa's families and children. • Policy HN-4.3 – Educational Housing. Work with Crafton Hills College and other local educational institutions to support and facilitate innovative housing opportunities for students, faculty, and employees to live in Yucaipa. • Policy HN-4.4 – People with Disabilities. Facilitate the development of permanent, affordable, and accessible housing that allows people with all disabilities to live as independent and productive lives as possible. • Policy HN-4.5 – Service-Enriched Housing. Support organizations that provide services and service-enriched housing for seniors, large families, disabled people, veterans, homeless people, and those with medical conditions. • Policy HN-4.6 – Emergency Housing. Support the provision of housing and supportive services for residents in need of emergency housing accommodations, including shelter, transition, and permanent supportive housing. • Policy HN-4.7 – Partnerships. Support collaborative partnerships with nonprofit and faith-based organizations, developers, business, and state and federal agencies to develop, rehabilitate, preserve, and retain affordable housing.

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GOAL HN-5: HOUSING ASSISTANCE. Improved opportunities for moderate and low income residents and those with special needs to rent, purchase, or maintain adequate housing.	
• Policy HN-5.1 – Homebuyer Assistance. Increase opportunities for residents and employees to own homes through the provision of financial assistance (e.g., homeownership assistance) or regulatory assistance to encourage the production of affordable housing where feasible.	
• Policy HN-5.2 – Rental Assistance. Support the provision of rental assistance and emergency assistance for individuals and families earning lower incomes in Yucaipa, particularly for special needs groups in the community.	
• Policy HN-5.3 – Affordable Housing Preservation. Support the maintenance and preservation of publicly subsidized affordable rental housing affordable to lower income and special-needs households.	
• Policy HN-5.4 – Rent Stabilization. Support the rental stabilization program for mobile homes parks in the mobile home overlay district as a means of preserving the long-term affordability of housing for seniors and families.	
• Policy HN-5.5 – Special Needs. Address the special housing needs of seniors, families with children, disabled people, and homeless people through proactive programs aimed at housing production and assistance.	
• Policy HN-5.6 – Fair Housing. Promote equal and fair housing opportunities for residents of all types, ages, and income levels to ensure adequate choices to reside in the housing best suited to their individual needs.	
General Plan Chapter 3. Parks, Recreation, Trails, and Open Space Element	
GOAL PR-1: PARK FACILITIES. Comprehensive system of parks that supports a broad range of educational, exercise, and leisure opportunities.	
• Policy PR-1.1 – Park Acreage. Ensure that at least of 3.5 acres of developed parkland and appropriate amenities are available for every 1,000 Yucaipa residents; require all new development projects to satisfy this standard.	
• Policy PR-1.2 – Park Design. Provide a variety of park types (e.g., local, community, special use) and mix of amenities that are tailored to meet the active and passive recreational needs of Yucaipa residents of all ages and abilities.	
• Policy PR-1.3 – Park Distribution. Locate parks to allow convenient access to appropriate park facilities; seek sites to locate additional neighborhood parks in the Central Core and Dunlap Acres area south of Yucaipa Boulevard.	
• Policy PR-1.4 – Park Safety. Enhance and maintain the safety of parks through the latest in playground design and technology, crime prevention design, and routine patrols by police and community volunteers.	
• Policy PR-1.5 – Shared Use Facilities. Maintain and strengthen partnerships with the school district, college, and other entities for the shared use, maintenance, and development of parks and recreational facilities.	
• Policy PR-1.6 – Park Maintenance. Incorporate energy efficiency and water conservation technology in the design and retrofit of parks and recreational facilities, including the use of recycled water.	
• Policy PR-1.7 – Community Support. Engage residents, community, and neighborhoods (including City committees and commissions) in determining the acreage, type, location, and use of parks and recreational facilities.	
• Policy PR-1.8 – Funding Parks. Dedicate and maintain sufficient funds to pay for the construction, maintenance, rehabilitation, and periodic modernization of parks and recreational facilities in Yucaipa..	
GOAL PR-2: RECREATION SERVICES. Diverse range of recreation services, programs, facilities, and activities that are responsive to Yucaipa's needs and preferences.	
• Policy PR-2.1 – Responsive Programs. Provide a broad and flexible range of recreation services, programs, activities, and opportunities that are responsive to the needs and interests of the community.	
• Policy PR-2.2 – Community Partnerships. Collaborate with public, nonprofit, and private organizations to develop health, wellness, and recreation programs and services that meet the needs of the community.	
• Policy PR-2.3 – After-School Programs. Collaborate with local schools and community organizations to provide safe and affordable after-school programs that offer a range of recreational, health, and educational activities.	
• Policy PR-2.4 – Intergenerational Focus. In keeping with Yucaipa's growing population, seek to expand the number of intergenerational programs and services that bring together people of all ages.	
• Policy PR-2.5 – Facility Investment. Ensure that recreational facilities are regularly maintained, rehabilitated, and modernized in	

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	accordance with demands for recreational services and facility planning needs. • Policy PR-2.6 – Healthy Yucaipa. Consider policy and program recommendations to improve the health and well-being of Yucaipa residents and become a HEAL (Healthy Eating Active Living) designated community. • Policy PR-2.7 – Community Events. Continue to plan and host, in partnership with community organizations, an array of special events and parades that celebrate Yucaipa's unique history and sense of community. • Policy PR-2.8 – Special Needs Programs. Include Yucaipa residents with special needs (age, physical disability, learning disability, etc.) by offering recreational programs and facilities tailored to their needs.
GOAL PR-3: MULTIPURPOSE TRAILS. Comprehensive trail system that allows residents to travel, explore, and enjoy Yucaipa on foot, bicycle, or horseback.	
	• Policy PR-3.1 – Trail Development. Develop a multipurpose trail system for hiking, biking, and equestrians throughout Yucaipa, focusing on drainage channels, hillsides, parks, and other public use areas. • Policy PR-3.2 – Trail Access. Trails that navigate through residential neighborhoods shall be designed to be unobtrusive, respect the privacy of bordering residences, and not detract from the safety of neighborhoods. • Policy PR-3.3 – Environmental Protection. Locate, design, and regulate the use of multipurpose trails so that they do not have a significant negative impact on natural habitat, wildlife, landforms, and cultural resources. • Policy PR-3.4 – Trail Design. Design trails to accommodate different users, with sustainable materials, appropriate trail heads and trail staging areas, signage, educational materials, safety sign-ins, and other amenities. • Policy PR-3.5 – Internal Connectivity. Strive to connect multipurpose trails to schools, local and regional parks, residential neighborhoods, open space areas, Uptown, and other community destinations in Yucaipa. • Policy PR-3.6 – Regional Connectivity. Coordinate with adjacent cities to connect Yucaipa's trail network to the trails of neighboring cities to form a multi-jurisdictional system that extends to the forest, badlands, and other areas. • Policy PR-3.7 – Trail Safety. Promote the safe use of trails through lighting (where appropriate), signage, right-of-way and trail etiquette, safe crossings, trail improvements, and crime prevention strategies. • Policy PR-3.8 – Volunteer Support. Promote and encourage volunteer involvement to support the development, maintenance, and managed use of recreational multiuse trails within the community. • Policy PR-3.9 – Development Requirements. Condition approval of new projects near existing or proposed trails to ensure access to multipurpose trails and/or contribute improvements, dedications, or fees to extend trails.
GOAL PR-4: NATURAL OPEN SPACES. Conservation of Yucaipa's open spaces, hills, canyons, ridgelines, and channels for visual, recreational, wildlife, and educational benefits.	
	• Policy PR-4.1 – Crafton Hills. Cooperatively work with the Crafton Hills Open Space Conservancy to expand, preserve, and protect the Crafton Hills for educational, recreational, habitat, and wildlife preservation purposes. • Policy PR-4.2 – Wildwood Canyon. Cooperatively work with the Wildlands Conservancy, Yucaipa Valley Conservancy, State of California, and other stakeholders to expand the park and preserve its visual and natural resources. • Policy PR-4.3 – Hillside Preservation. Protect lands with steep topography, prominent natural features, ridgelines, and view sheds through adherence to Yucaipa's Hillside Preservation Ordinance. • Policy PR-4.4 – Oak Tree Preservation. Preserve the City's heritage oak trees through adherence to the Oak Tree Conservation regulations in the Yucaipa Municipal Code, proper tree care and maintenance, and other efforts. • Policy PR-4.5 – Creek Preservation and Restoration. Protect the integrity of natural drainage channels; secure grants and support to restore and preserve Yucaipa's creeks in a naturalized state for aesthetic, recreational, and wildlife value to the extent practical. • Policy PR-4.6 – Development Regulations. Require proposed private and public development to respect the integrity of the natural terrain of the city; ensure that potential impacts are fully mitigated, to the extent practical. • Policy PR-4.7 – Scenic Resources. Protect Yucaipa's scenic resources, including scenic corridors along roads and views of the hillsides, prominent ridgelines, canyons, and other significant natural features, to the extent practical. • Policy PR-4.8 – Education. Work with state, federal, and community partners to develop educational and other materials that promote the preservation and conservation of Yucaipa's natural resources, to the extent practical.

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• Policy PR-4.9 – Dark Skies. Protect views of night skies in appropriate locations in Yucaipa through the regulation of project design, street lights, lighting and glare from buildings and land uses, and other features, to the extent practical.	
GOAL PR-5: BIOLOGICAL RESOURCES. Preservation, conservation, and management of Yucaipa biological resources, including habitats, wildlife, and natural environments.	
• 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. • Policy PR-5.2 – Habitat Conservation. Support habitat conservation efforts to set aside and preserve suitable habitats, with priority given to habitats for rare and endangered species in Yucaipa in accordance with state and federal resource agency requirements. • Policy PR-5.3 – Wildlife Corridors. Participate in the planning of drainage channels, ridgelines, and other areas that provide potential wildlife linkages between open space areas in the community and the vicinity. • Policy PR-5.4 – Biotic Resources Overlay. Require proposed land uses and development projects to conduct appropriate biological resource studies and propose mitigations where needed to address potential resource impacts. • Policy PR-5.5 – Channels and Creeks. While completing necessary safety improvements, preserve the ecological integrity of watersheds and creek corridors that support riparian and wildlife resources by restoring native plants and other best practices to the extent practical. • 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. • Policy PR-5.7 – Mitigation Program. Develop, periodically update, and implement a community-wide mitigation program to preserve and enhance sensitive biological resources and associated habitats in Yucaipa. • Policy PR-5.8 – Education and Appreciation. With community partners, support a range of educational programs that cultivate an appreciation of Yucaipa's natural environment and biological resources.	
GOAL PR-6: CULTURAL AND PALEONTOLOGY. Protect and preserve Yucaipa's archaeological, historical, and other cultural resources as reminders of our heritage and values.	
• Policy PR-6.1 – Historic Resource Program. Establish a formal historic and cultural resources program, in partnership with community groups, whereby the City can become a Certified Local Government. • Policy PR-6.2 – Resource Identification. Work with the Yucaipa Valley Historical Society to inventory cultural resources (archaeological and historical); prepare site records for identified resources. • Policy PR-6.3 – Cultural Resources Overlay. Require developers of qualified projects to adhere to requirements of the cultural resources overlay district and applicable laws that require the identification, preservation of, and mitigation of potential impacts to cultural resources. • Policy PR-6.4 – Resource Preservation. Actively cooperate with Yucaipa Valley Historical Society and partners to preserve historic buildings, structures, districts, sites, objects, landscapes, and natural resources. • Policy PR-6.5 – Cultural Reminders. Seek to incorporate reminders of Yucaipa's culture in the built and natural environment through adaptive reuse, signage, markers, and other reminders of Yucaipa's cultural heritage. • Policy PR-6.6 – 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. • Policy PR-6.7 – Education. Encourage public awareness of Yucaipa's history through cooperative efforts with Yucaipa Valley Historical Society, county and local museums, Yucaipa Cultural Arts Center, Crafton Hills College, and others.	
General Plan Chapter 4. Economic Development Element	
GOAL ED-1: THE LOCAL ECONOMY. A resilient and growing economy that generates jobs for residents and opportunities for entrepreneurs seeking to create or operate a business in Yucaipa.	
• Policy ED-1.1 – Employment and Revenue Focus. Invest public resources and exercise discretionary land-use authority to support the retention, expansion, and attraction of businesses that generate a higher number of jobs per acre and higher net municipal revenues per acre. • Policy ED-1.2 – Employment Needs of Residents. Prioritize the investment of public resources to support the retention, expansion, and attraction of businesses that provide jobs suited to the education, skills, and occupations of Yucaipa residents. • Policy ED-1.3 – Infrastructure. Support investments in public infrastructure to correct deficiencies that restrict economic development, as	

Table 3-5 General Plan Update Policies

Policy No.	Policy
	appropriate. When needed to fund infrastructure, condition public investments on property owner participation in funding mechanisms. • Policy ED-1.4 – Available Sites and Buildings Inventory. Partner with property owners, real estate brokers, utility companies, and other stakeholders to maintain an inventory of sites and buildings available for office, medical, educational, and industrial uses. • Policy ED-1.5 – Educational Institutions. Capitalize on the quality of Yucaipa-Calimesa Joint Unified School District, Crafton Hills College, and the educational attainment of Yucaipa's residents by promoting the City for expansion and attraction of educational institutions. • Policy ED-1.6 – Integrity of Industrial Areas. Maintain the long-term viability of areas designated for industrial use by prohibiting non-industrial uses and collaborating with property owners to fund the upgrade and maintenance of roads and other infrastructure. • Policy ED-1.7 – Manufacturing. Maintain contacts with manufacturing trade organizations, industrial real estate brokers, and developers to build a knowledge base upon which to review availability of sites and facilities, planning and zoning requirements, and infrastructure to ensure Yucaipa supports manufacturing businesses. • Policy ED-1.8 – Business Incubator Center. Develop and maintain the Yucaipa Business Incubator Center to expand economic and employment opportunities.
GOAL ED-2: RETAIL, ENTERTAINMENT, TOURISM. A variety of shopping, dining, and entertainment that add to the premier quality of life in Yucaipa, improve retail sales, and attract visitors and tourists.	
	• Policy ED-2.1 – Retail Sales Growth. Invest in the retention, expansion, and attraction of retail businesses (including dining, shopping, and entertainment) in economic sectors that are underrepresented in Yucaipa. • Policy ED-2.2 – Experience-Oriented Shopping. Prioritize initiatives, investments, and development projects that create or improve amenity-rich, pedestrian-friendly, experience-oriented commercial districts while encouraging such districts to be distinct from one another. • Policy ED-2.3 – Uptown Arts and Entertainment. Encourage and promote cultural attractions, public celebrations, and entertainment in the Uptown to keep residents and visitors aware of local businesses, attract new business, and attract customers from beyond the City. • Policy ED-2.4 – Community Arts. Develop and implement a Community Arts Strategic Plan to enhance economic development efforts through the installation of public art throughout the community and the promotion and support of local performance art. • Policy ED-2.5 – Tourism. Promote tourism to provide market support for shopping, dining, and entertainment in Yucaipa. Working with business and civic groups, develop a complete tourism infrastructure, including marketing, public relations, wayfinding, and an array of lodging. • Policy ED-2.6 – Hospitality Services. Support efforts to attract a strong hospitality sector, including the full range of lodging/accommodations and ancillary services that can meet the varied consumer needs of day and weekend tourists that visit Yucaipa. • Policy ED-2.7 – Fulfillment Centers. Monitor trends in e-commerce's retail sales and the development of fulfillment centers to determine if and when the General Plan should be re-evaluated to promote development of fulfillment centers to bolster the City's sales tax revenues. • Policy ED-2.8 – College Village Destination. Capitalize on the dynamic presence of students to create an experience-oriented, destination-retail commercial center as a component of an education-focused, mixed-use district in the Crafton Hills College area.
GOAL ED-3: FREEWAY CORRIDOR. A fully developed Freeway Corridor that provides office-based employment, accommodates large-format retailers, and attracts consumer spending from the region while maintaining and enhancing a unique sense of place in Yucaipa.	
	• Policy ED-3.1 – Vision and Branding. Collaborate with property owners and other stakeholder in the Freeway Corridor District to formulate a contemporary vision and branding to support the development of the area. • Policy ED-3.2 – Image from I-10 Freeway. Work collaboratively with the business community and property owners to improve the appearance and image in a consistent manner for the developed portion of the City along the I-10 freeway. • Policy ED-3.3 – Western Gateway. Establish and strengthen a western gateway to Yucaipa that balances convenient access from the I-10 freeway and conveys the image of Yucaipa that residents desire for their community. • Policy ED-3.4 – Infrastructure. Invest in public infrastructure to correct deficiencies that restrict economic development, as appropriate. When needed to fully fund infrastructure, condition public investments on property owner participation in funding mechanisms.

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Table 3-5 General Plan Update Policies

Policy No.	Policy
GOAL ED-4: FISCAL BALANCE. A fiscally well-balanced City that generates sufficient revenues to continuously reinvest in public facilities, infrastructure, and community services that support the premier quality of life in Yucaipa.	
• Policy ED-4.1 – Fiscal Return of Land Use and Development. Ensure that shorter-term actions and longer-term development patterns result in a mix of land use and types of development that will generate 10 percent more in municipal revenues than they will demand in costs for public facilities and services.	
• Policy ED-4.2 – Leveraging Private Investment. When deciding where to invest public resources and how much to invest, the City may consider the degree to which the public investment will leverage private sector investment, whether through development and redevelopment or through the establishment of financing mechanisms, such as assessment districts, business improvement districts, and infrastructure finance districts.	
• Policy ED-4.3 – Taking Account of Public Resources. Periodically assess the accuracy of projections for staff time and City financial resources, and use the assessment results to evaluate and improve fiscal decision-making.	
• Policy ED-4.4 – Budget Reserves. Continue effective and prudent management of municipal expenditures to achieve a City Council–defined budget reserve target for the general fund and minimize negative impacts to City services due to economic uncertainties.	
GOAL ED-5: ECONOMIC DEVELOPMENT PROGRAM. Effective local programs and partnerships that support local economic development.	
• Policy ED-5.1 – Economic Development Training. Integrate economic and fiscal thinking throughout the City organization and provide regular economic development training to elected and appointed officials and municipal staff.	
• Policy ED-5.2 – Economic Development Strategy. Maintain and periodically update an economic development strategic plan; the following policies shall be based on the adopted strategy: 1) Decisions requiring consistency with the General Plan should require consistency with the economic development strategic plan; 2) Prioritize the investment of public resources based on the adopted strategy; 3) Annually review the effectiveness of the economic development strategy; and 4) Every three to five years, comprehensively review the adopted strategy and update it if necessary.	
• Policy ED-5.3 – Business Visitation. Maintain a local business visitation program; make economic development decisions and investments based on the knowledge gained from the business visitation program.	
• Policy ED-5.4 – Link for Local Businesses. Invest in the City's capacity to connect existing businesses with regional economic development service providers as needed and to make regional economic development services providers aware of the needs of Yucaipa businesses.	
• Policy ED-5.5 – Business Attraction. Invest in business attraction efforts pursuant to an adopted and periodically updated business attraction strategy; collaborate with regional economic development partners to achieve business attraction objectives.	
• Policy ED-5.6 – Yucaipa Valley Tourism. Collaborate with business and civic organizations to host special events and conduct promotional activities to attract visitors to the Yucaipa Valley.	
• Policy ED-5.7 – Yucaipa Valley Character. Preserve the scenic qualities and rural characteristics of Yucaipa by discouraging development and land uses that would detract from or degrade these qualities and characteristics and by avoiding investments in infrastructure that would promote such development and land uses.	
• Policy ED-5.8 – Real Estate Brokers. Establish and maintain robust partnerships with commercial and industrial real estate brokers and developers to market Yucaipa to potential new businesses.	
• Policy ED-5.9 – Gap Financing. As grants and other funds are available, establish and operate a gap financing and microloan program as an economic development incentive.	
• Policy ED-5.10 – Business Start-ups. Collaborate with regional economic development service providers to improve and expand the provision of services to assist business start-ups and small businesses.	
• Policy ED-5.11 – Yucaipa Representation at Regional Level. Seek to have Yucaipa residents and businesses appointed to the bodies governing regional economic development agencies and service providers.	
• Policy ED-5.12 – Workforce Training and Education. Actively support Yucaipa-Calimesa Unified School District, Crafton Hills College, four-year institutions, charter and private schools, and regional workforce development agencies in improving the work readiness of Yucaipa residents.	

Table 3-5 General Plan Update Policies

Policy No.	Policy
General Plan Chapter 5. Transportation Element	
GOAL T-1: A COMPREHENSIVE STREET NETWORK. A citywide street network that delivers high quality transportation services for all roadway users, allows for emergency access, supports the land use plan, and the character of Yucaipa's environment	
• Policy T-1.1 – Roadway Buildout. Complete the circulation system by constructing or improving roadways consistent with Figure T-1; allow modified standards where appropriate to allow for transit, bicycle facilities, sidewalks, and on-street parking to be sensitive to adjacent land uses, districts, and roadway users.	
• Policy T-1.2 – Roadway Design. Provide community and context-sensitive street standards for rural, semirural, and suburban roadways within the City that reflect surrounding land uses and the environment.	
• Policy T-1.3 – Roadway Construction. Design and construct new roads in a manner that requires minimal grading, accommodates drainage, and preserves the natural topography and scenic views, while still meeting the City's design standards.	
• Policy T-1.4 –Truck Routes. Designate truck routes to allow the safe and efficient movement of goods for commerce and industry, minimize conflicts with auto traffic, and minimize incompatibility with other land uses.	
• 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.	
• Policy T-1.6 – Emergency Access. Prioritize road improvements to eliminate or mitigate low water crossings; provide new transportation facilities or retrofit existing facilities to serve the vehicular and emergency access needs in existing, newly developing, and rural areas.	
• Policy T-1.7 – Intergovernmental Coordination. Coordinate with Caltrans, SCAG, and SANBAG to plan, fund, and improve freeway access at Wildwood Canyon, roadways of regional importance, and local projects that further regional mobility goals.	
• Policy T-1.8 – Roadway Funding. Support a flexible financing system, including traffic impact fees, to fund the construction, maintenance, and improvement of roadways and other transportation projects according to priorities.	
GOAL T-2: TRANSPORTATION SYSTEM OPERATION. A sustainable transportation system that can accommodate existing and future travel demand at optimal operating levels, while balancing the need to meet broader citywide and environmental goals.	
• 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). On-street parking, improvement levels, roundabouts, and infrastructure may be considered in furthering acceptable levels of service, safety, and other priorities.	
• Policy T-2.2 – Multimodal Network. Assess roadway operations for new development and infrastructure projects with a balance between vehicle capacity, vehicle miles traveled, and multimodal transportation modes.	
• Policy T-2.3 – Advanced Technology. Utilize advanced technology, intelligent transportation systems, and traffic signal synchronization to improve traffic flow on arterial streets and reduce greenhouse gas emissions.	
• Policy T-2.4 – Roadway Standards. Reserve sufficient right-of-way and construct roadway improvements necessary to allow streets to require appropriate mitigation if the project has potential to reduce the LOS on adjacent streets below the level that is deemed acceptable.	
• 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.	
• Policy T-2.6 – Public Road Access. Public road access is required for all newly created parcels. If this is not feasible, adequate private roadway access may be granted if circumstances warrant. The creation of "flag lots" shall be discouraged on all Tentative Tract Maps.	
GOAL T-3: SAFE, CONNECTED, AND ACCESSIBLE BIKEWAY AND PEDESTRIAN NETWORK. An interconnected network of bicycle and pedestrian infrastructure that is safe, efficient, and accessible for walkers and bicyclists.	
• 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.	
• 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.	

Table 3-5 General Plan Update Policies

Policy No.	Policy
• Policy T-3.3 – Utilize Complementary Infrastructure. Capitalize on existing and future water drainage channel improvements to implement new bicycle and pedestrian infrastructure where possible. • Policy T-3.4 – Accessibility Standards. Design bicycle and pedestrian infrastructure in accordance with federal, state, and local design standards, including ADA accessibility standards. Ensure bicycle and pedestrian infrastructure is accessible for use by people of all abilities. • 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. • Policy T-3.6 – Safe Routes to School. Partner with schools to develop a bike and pedestrian safety program, safe routes to schools, and traffic and active transportation safety programs in classroom curriculums. • Policy T-3.7 – Street Retrofits. As streets are improved or rehabilitated, incorporate the pedestrian and bicycle facilities to provide a complete street, consistent with the City's roadway design standards. • Policy T-3.8 – Intersection and Signal Enhancements. Enhance pedestrian and bicycle crossing efficiency and safety, including timing of signals, crosswalks, and intersection design features. Provide signal timing that allows intersection crossing at a safe pace.	
GOAL T-4: TRANSIT SERVICES. Comprehensive transit services that improves mobility and connectivity, reduces single-occupancy vehicle trips and related greenhouse gas emissions, and improves air quality.	
• Policy T-4.1 – Expand Local Transit Service. Continue to consult with regional operators to maintain and improve the coverage and frequency of transit service with consideration to current and future land use patterns, the built environment, and population needs. • Policy T-4.2 – Fare subsidies. Continue to support specialized transit programs and fare reductions for special needs groups, such as students, seniors, and people with disabilities to encourage use of transit, • Policy T-4.3 – Park-Ride Lots. Support additional locations for park-and-ride facilities that will facilitate and encourage improvements in transit ridership and efficiently reuse parcels along the freeway for productive uses. • Policy T-4.4 – Bus Stops. Consult with regional transit operators to provide attractive and convenient bus stops, including shade/weather protection, seats, transit information, and bus shelters as appropriate. • Policy T-4.5 – Roadway Design. Ensure roadways are designed to adequately and safely accommodate transit vehicle circulation (e.g., allowing for turnouts) and transit stops where possible. • Policy T-4.6 – Special Needs Population. Support transit services for special needs groups; maintain and improve access to transit stops for locations that have a population with high mobility needs (e.g., senior housing, affordable housing, group homes). • 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. • Policy T-4.8 – Commuter Express Routes. Work with transit providers, surrounding communities, SANBAG, other stakeholders and interested parties to expand freeway express commuter routes along Interstate 10 to locations in Yucaipa.	
GOAL T-5: SCENIC CORRIDORS. Preserve viewsheds from scenic corridors that contribute to the beauty, character, and quality of life in Yucaipa, and the City's tourism economy.	
• Policy T-5.1 – Scenic Corridor Designation. Prioritize the preservation of scenic qualities or environmental character of streets and highways designated on the local scenic highway plan (Figure T-4) in the design, construction, and modification of streets. • Policy T-5.2 – Scenic Resource Overlay. Enforce the scenic resources overlay district, including regulations on building and structure placement, review area, undergrounding of utilities, access drives, landscaping, roads/walkways/ parking, grading, and signage. • Policy T-5.3 – Street Design. Apply special consideration in the design of street lighting, signage, landscaping palette, street furniture, and other appurtenances that complement the views from the roadway along scenic corridors. • Policy T-5.4 – Development Review. Exercise design review of all projects visible from a designated scenic route consistent with the Scenic Resources Overlay District; balance design considerations of projects with the preservation of the natural aesthetics of the area. • Policy T-5.5 – Scenic Corridor Signage. Avoid free-standing signage along designated Scenic Corridors. Enforce design criteria for consideration of new freestanding outdoor advertising structures or signs along designated scenic corridors. • Policy T-5.6 – Scenic Corridor Treatment. Consider special scenic highway treatment, such as highway directional signs, guardrails and fences, provision of scenic outlooks, and appropriate lighting, where feasible.	

Table 3-5 General Plan Update Policies

Policy No.	Policy
General Plan Chapter 6. Public Safety Element	
GOAL S-1: GEOLOGIC AND SEISMIC SAFETY. Adequate protection of public health and safety; property; and economic, social, and service functions from seismic and geologic hazards.	
• Policy S-1.1 – Geologic Hazard Identification. Maintain and continuously update the City's geologic and seismic hazards map in concert with updates from the California Geologic Survey and local surveys. • Policy S-1.2 – Geotechnical Analysis. In areas within the City's Geologic and Seismic Hazards Overlay District or as required by the Building Official, require development proposals to include a geotechnical hazard analysis. • Policy S-1.3 – Alquist-Priolo Act. Enforce development requirements, such as seismic study analyses, project siting, and project design features for proposed developments near active faults pursuant to the Alquist-Priolo Act. • Policy S-1.4 – Building Codes. Require adherence to the latest California Building Code regulations and Geologic and Seismic Hazards Overlay District; update codes and ordinances periodically for latest advances. • Policy S-1.5 – City Critical Facilities and Structures. Locate, design, maintain, and upgrade critical facilities (police, medical facilities, fire, roads, reservoirs, etc.) to minimize susceptibility to seismic and geologic hazards. • Policy S-1.6 – Other Agency Critical Facilities and Services. Encourage Caltrans, school district, CAL FIRE, water districts, California Department of Water Resources, and utilities providing critical infrastructure to ensure facilities are capable of withstanding earthquakes. • Policy S-1.7 – Retrofitting Buildings. Encourage owners of potentially hazardous buildings (e.g., mobile homes) to assess seismic vulnerability and conduct seismic retrofitting as necessary to improve resistance to earthquakes. • 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. • Policy S-1.9 – Public Education and Preparedness. Compile and distribute earthquake preparedness information to Yucaipa residents and business owners; conduct periodic inspections and preparedness events.	
GOAL S-2: FLOOD SAFETY. A community well versed in flood control hazards and protected from or minimally disrupted by flooding and inundation hazards.	
• Policy S-2.1 – Flood Hazard Identification. Maintain and continuously update the City's floodplain safety hazards map in concert with FEMA map amendments and improvements to local drainage facilities. • Policy S-2.2 – Floodplain Development. Promote the dedication of land within the 100-year floodplain and adjacent areas for park, multi-purpose trails, recreational uses, open spaces, and habitat conservation/mitigation. • Policy S-2.3 – Prohibited Land Uses. Prohibit both essential and critical facilities and facilities that use, store, transport, or dispose hazardous materials from developing within the 100-year or 500-year floodplain. • Policy S-2.4 – Building Codes. Require adherence to the latest codes in the California Building Code, FEMA guidelines, and Floodplain Safety Overlay District to minimize flood hazards; update codes periodically for latest advances. • Policy S-2.5 – Special Flood Hazard Areas. Support policies, procedures, and recommendations of the National Flood Insurance Program for SFHAs with respect to zoning, subdivision, building codes, and overlays. • Policy S-2.6 – Flood Control Facilities. Prioritize and fund maintenance and construction of improvements to drainage facilities and roadways identified in the City's Master Plan of Drainage and Hazard Mitigation Plan. • Policy S-2.7 – Stormwater Runoff. Require new developments that add substantial amounts of impervious surfaces to integrate low impact development best management practices to reduce stormwater runoff. • Policy S-2.8 – Interagency Coordination. Collaborate with the San Bernardino County Flood Control District to maintain and improve the City's flood control channels and detention basins. • Policy S-2.9 – Public Education and Preparedness. Compile and distribute flooding prevention information to Yucaipa residents and business owners; conduct periodic inspections and preparedness events.	

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Table 3-5 General Plan Update Policies

Policy No.	Policy
GOAL S-3: FIRE SAFETY. A community that implements proactive fire hazard abatement strategies and, as a result, is minimally impacted by wildland and urban fires.	
• Policy S-3.1 – Fire Hazard Identification. Maintain and continuously update the City's fire hazard overlay map for changes in fire hazard severity zones overlay district consistent with changes in hazard designations by CALFIRE.	
• Policy S-3.2 – Service Levels. Provide appropriate staffing levels, equipment, and facilities to maintain a community ISO 3 rating; strive to meet NFPA-recommended response times for fires and emergency paramedic response.	
• Policy S-3.3 – Fire and Building Codes. Require adherence to fire standards and building codes in accordance with the City's municipal code, Fire Hazard Overlay Districts, California Fire Code, and California Building Code.	
• Policy S-3.4 – Fuel Modification. Enforce fuel modification standards and defensible space requirements around structures to reduce wildfire hazards and to protect Yucaipa's urban area from potential wildfire spreading.	
• Policy S-3.5 – Fire Abatement Features. Encourage residential, commercial, and industrial developments to implement fire-hazard-reducing project designs and features (e.g., fire resistive materials, vegetation).	
• Policy S-3.6 – Development Review. Allow CAL FIRE to review future development proposals for impacts to fire facilities and compatibility with high fire hazard severity zones.	
• Policy S-3.7 – Adequate Water Supply. Ensure that public and private water distribution and supply facilities have adequate capacity and reliability to supply emergency firefighting needs beyond everyday demands.	
• Policy S-3.8 – Aid Agreements. Participate in mutual aid and automatic aid agreements with adjoining fire service providers, emergency medical service providers, and other agencies providing critical services.	
• Policy S-3.9 – Public Education. Educate the community about fire prevention and suppression; work with other agencies and private interests to educate private landowners on fire-safe measures to achieve a low risk condition.	
GOAL S-4: EMERGENCY PREPAREDNESS. A comprehensive preparedness program that anticipates the potential for disasters, maintains continuity of life-support functions, and uses community-based disaster response planning	
• Policy S-4.1 – Land Use Patterns and Facilities. Maintain land use patterns and building standards that minimize exposure to natural or human-caused hazards and contribute to a "disaster-resistant" community.	
• Policy S-4.2 – Hazard Planning. Update City hazard mitigation and emergency operations plan on a timely basis; coordinate with relevant agencies responsible for updating water, fire, or other hazard mitigation plans.	
• Policy S-4.3 – Training. Facilitate training of City emergency response personnel through coursework, emergency operations plan orientation, disaster service training, emergency operations center training, and other training.	
• Policy S-4.4 – Public Education. Promote education and events that reinforce the responsibility of all residents, business owners, and City staff to individually and collectively plan for, respond to, and recover from disasters.	
• Policy S-4.5 – Interagency Support. Sustain mutual aid agreements through the California Disaster and Civil Defense Master Mutual Aid Agreement, to provide emergency aid to parties as needed.	
• Policy S-4.6 – Communications. Maintain effective communication protocols and systems for coordinating service providers, neighboring cities, business, schools, and other agencies for responding to emergencies.	
• Policy S-4.7 – Critical Facilities and Lifeline Services. Work with various service providers to ensure that essential facilities, lifeline services, and infrastructure (water, sewer, communication, power, roads, etc.) are capable of responding following a disaster.	
• Policy S-4.8 – Emergency Access and Evacuation. Maintain emergency access, protocols, and evacuation routes for residents, business, and equine and large animals; regularly exercise evacuation protocol and procedures.	
• Policy S-4.9 – Recovery. Foster provision of recovery programs that provide relief to individuals and communities during times of emergency, so that necessary actions are taken to return public services to a state of normalcy.	
GOAL S-5: SEVERE WEATHER. Minimize the impacts of severe weather conditions on residents, businesses, and visitors.	
• Policy S-5.1 – Wind Protective Features. Promote the installation of protective wind barriers on homes and buildings, such as vegetation walls, glass panel windscreens, roof clips, hedges, or rows of trees.	
• Policy S-5.2 – Public Trees and Vegetation. Maintain trees and vegetation in public rights-of-way and close to critical facilities (e.g., police, fire, hospital facilities) and utility lines to lessen tree failure and property damage risks.	

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Policy No.	Policy
• Policy S-5.3 – Signage. Require all signage and moving structures susceptible to high wind damage to be tied down appropriately, or brought down or covered when high wind alerts are in effect. • Policy S-5.4 – Roadway Closures. Close down non-essential roadways and redirect traffic onto other routes during thunderstorms, torrential rain, or snow/freezing conditions where warranted to protect the public. • Policy S-5.5 – Cooling Centers. Designate public buildings or specific private buildings with air conditioning as public cooling shelters; extend hours at air-conditioned sites during periods of extreme heat and power outage. • Policy S-5.6 – Storms. Continue to provide access to flood protection resources and services (signage, sandbags, etc.) as feasible at designated public facilities during and after extreme weather events. • Policy S-5.7 – Public Education. Educate the community about the importance of regular tree maintenance near structures and power lines to minimize risk of downed trees, branches, and power lines during windstorms.	
Goal S-6 – NOISE AND VIBRATION SAFETY. Appropriate community noise and vibration levels that balance the need for peaceful environments for sensitive land uses with the needs of local businesses and regional land uses.	
• Policy S-6.1 – Noise Assessment. Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing applications for development projects or land use changes. • Policy S-6.2 – Acoustical Studies. Require acoustical studies for proposed projects within areas that exceed 60 dBA; discourage siting of new noise-sensitive uses in areas exceeding 65 dBA without appropriate mitigation. • Policy S-6.3 – Noise Insulation and Vibration Standards. Require new projects to comply with noise insulation and vibration reduction standards in local, regional, state, and federal regulations, as applicable. • Policy S-6.4 – Noise Nuisance Standards. Regulate the control of residential noise nuisances—such as parties, barking dogs, other animals, and limited agricultural operations—through the City's municipal code. • Policy S-6.5 – Development Patterns. Locate new development in areas where noise levels are appropriate for the use. Limit development of noise-producing uses adjacent to noise-sensitive receptors and require that noise-producing land uses have adequate mitigation. • Policy S-6.6 – Land Use-Noise Compatibility. Require mitigation of exterior and interior noise to the levels in [General Plan Safety Element] Table S-1. Encourage the use of building design, site planning, landscaping, and other features to reduce noise levels. • Policy S-6.7 – Vibration Reduction. Minimize vibration impacts from construction sites, roadways, and other sources with a combination of setbacks, structural design features, and operational regulations as appropriate. • Policy S-6.8 – Street Improvements to Reduce Noise. Employ noise mitigation practices and materials when designing or improving streets; emphasize use of natural buffers or setbacks between roads and noise-sensitive areas.	
Goal S-7: AIR QUALITY AND CLIMATE CHANGE. Clean and healthful air resources that promotes public health, protects the natural environment, and mitigates local impacts to climate change.	
• 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. • 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. • Policy S-7.3 – Sensitive Land Uses. Protect residents from health risks by avoiding the placement of sensitive uses and land uses generating high levels of pollutants within close proximity to one another. Appropriate distances shall be determined based on best available knowledge. • Policy S-7.4 – Regional Cooperation. Work with the South Coast Air Quality Management District, San Bernardino Association of Governments, local cities, and other agencies and stakeholders in implementing programs that reduce air pollution. • Policy S-7.5 – Energy Usage. Support the reduction and conservation of energy usage in residential and nonresidential buildings through adoption of building codes, promotion of energy-saving equipment, solar power, and other technology. • 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. • Policy S-7.7 – Open Spaces Preservation. Continue to preserve and protect Yucaipa's open natural spaces, maintain a community forest, and plant public landscaping to help filter air pollutants and improve air quality.	

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Policy No.	Policy
• Policy S-7.8 – Odor Management. Work with businesses to address odors and associated potential public nuisances from operations; where permissible under state law, require odor management plans where needed to minimize odors resulting from business operations.	
General Plan Chapter 7. Public Services and Facilities Element	
GOAL PSF-1: EDUCATIONAL RESOURCES. Quality primary, secondary, and college educational opportunities, including occupational and lifelong learning options for Yucaipa's diverse needs.	
• Policy PSF-1.1 – Early Childhood Development. Partner with community organizations and schools in providing and expanding opportunities for early childhood care (0–5 years) and development.	
• Policy PSF-1.2 – Primary and Secondary Education. Participate and collaborate with private, public, and charter schools to provide high quality K–12 learning environments for children and youth of all ages and abilities.	
• Policy PSF-1.3 – After-School Programs. Partner with schools and community organizations to provide safe, affordable, and quality after-school programs that offer recreational, educational, and health programs.	
• Policy PSF-1.4 – Occupational Training. Partner with the efforts of regional occupational boards and local educational institutions to implement career pathway and job training programs for youth and adults.	
• Policy PSF-1.5 –College Education. Support Crafton Hills College and other institutions of higher education in providing comprehensive educational opportunities that include associate, four-year, and advanced degree programs.	
• Policy PSF-1.6 – Libraries and Lifelong Learning. Support the reconstruction of Yucaipa's library and the provision of age-appropriate programs to meet the educational and informational needs of the community.	
• Policy PSF-1.7 – Communication. Maintain and strengthen open communications between the City and its many educational institutions to achieve the highest quality education for Yucaipa's children, youth, and adults.	
• Policy PSF-1.8 – School Facilities. Work with developers and the school district to ensure the payment of fees, construction, and expansion of school facilities to address expected increases in school-age population.	
• Policy PSF-1.9 – College Facilities. Support the implementation of the Crafton Hills College Master Plan and projects to provide an array of appropriate educational and support facilities that further its mission.	
GOAL PSF-2: HUMAN SERVICES. A wide range of human services and facilities that promote individual mentorship, health and well-being, and development.	
• Policy PSF-2.1 – Early Childhood Services. Support the provision and expansion of services at local schools and community organizations that specialize in supporting the development of children from birth through five years.	
• Policy PSF-2.2 – Youth Services. Support and expand youth-oriented recreational, educational, and leadership opportunities at Yucaipa's teen center, through the Youth Advisory Committee, and through other venues.	
• Policy PSF-2.3 – Family Services. Work with family service providers to ensure that new families and households are served by adequate and affordable child care, health care services, and other supportive services.	
• Policy PSF-2.4 – Senior Services. Provide facilities, programs, and services for Yucaipa seniors to participate in daily opportunities for physical activity, social interaction, and mental stimulation.	
• Policy PSF-2.5 – Health Services. Support a full array of health care services in the community, including private and nonprofit organizations that provide preventive and treatment health services for residents.	
• Policy PSF-2.6 – Volunteerism. Coordinate with Yucaipa's nonprofits, businesses, schools, and other organizations to facilitate and strengthen opportunities for residents to volunteer for community service.	
• Policy PSF-2.7 – Services for People with Disabilities. Support private and nonprofit organizations that provide services tailored for residents' mental health, physical or developmental disabilities, and other special needs.	
• Policy PSF-2.8 – Partnerships. Expand partnerships with community organizations to provide a broad range of human services that meet the needs of Yucaipa residents.	

Table 3-5 General Plan Update Policies

Policy No.	Policy
GOAL PSF-3: CULTURAL ARTS. Vibrant cultural hub that provides opportunities for arts, music, theater, and other special events for the Yucaipa community.	
• Policy PSF-3.1 – Historic Resources. Partner with Yucaipa's Historical Society to preserve local historic and cultural resources, educate the community, and make Yucaipa's history relevant for future generations.	
• Policy PSF-3.2 – Historical Preservation Program. Establish a historical preservation program that identifies, recognizes, and preserves local structures of historic interest or significance; prioritize funding and educational programs aimed at preserving Yucaipa's resources.	
• Policy PSF-3.3 – Local Museums. Support efforts of the Mousley Museum of Natural History, the Yucaipa Adobe Museum, and the Old Fire Station Museum to serve as important reminders of Yucaipa's history.	
• Policy PSF-3.4 – Performing Arts. Support a broad range of community organizations, educational institutions, and businesses that offer and promote a range of musical and theatrical performances.	
• Policy PSF-3.5 – Cultural Arts Center. Support the development of a cultural resource center for Yucaipa that provides venues and opportunities for cultural enrichment, including art galleries.	
• Policy PSF-3.6 – Visual Arts. Support the development and expansion of local visual arts programming in partnership with community groups, Crafton Hills College, local schools, and private and nonprofit organizations.	
• Policy PSF-3.7 – Public Art. Support opportunities to place public art throughout the community, including entries to major districts, along major thoroughfares, at city hall, and in other community locations.	
• Policy PSF-3.8 – Community Events. Continue to plan and host, in partnership with community organizations, an array of special events and festivals that celebrate Yucaipa's history and sense of community.	
GOAL PSF-4: POLICE SERVICES. Professional, proactive, and community-oriented police services that maintain the safety of Yucaipa residents, visitors, workforce, and businesses.	
• 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.	
• Policy PSF-4.2 – Police Resources. Provide funding for police services to ensure the ample availability of well-trained staff, equipment, facilities, and technology to consistently achieve the community's service standards.	
• Policy PSF-4.3 – Public Safety Hot Spots. Prioritize enforcement activities to minimize safety hot spots. Work with code enforcement to support the timely resolution of cases to ensure compliance with City codes.	
• Policy PSF-4.4 – Community Education. Maintain and improve outreach and education efforts with the community and organizations to prevent crime, emergency situations, and other personal safety hazards.	
• Policy PSF-4.5 – School Safety. Collaborate with Yucaipa schools to support the community's youth through high quality after-school/summer programs, psychological counseling, and education about online safety.	
• Policy PSF-4.6 – Neighborhood Safety. Maintain safe neighborhoods by preventing crime through crime-free multifamily housing, Neighborhood Watch initiatives, and focused problem-oriented policing.	
• 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.	
• Policy PSF-4.8 – Volunteer Support. Utilize volunteer support to help staff key initiatives of the San Bernardino County Sheriff's Department in Yucaipa, such as the line reserves, citizen patrol, search and rescue teams, mounted posses, chaplain corps, and Explorer Scouts.	
GOAL PSF-5: WATER MANAGEMENT. A reliable, sustainable water supply that provides high quality water resources to meet the existing and future needs of the community.	
• Policy PSF-5.1 – Water Quality. Work with water providers to ensure high-quality potable water for Yucaipa by managing stormwater runoff, protecting wellheads, using best management practices, monitoring quality, and employing the latest technology to clean water.	
• Policy PSF-5.2 – Water Supply Infrastructure. Work with water providers to plan, build, and manage a water supply, treatment, storage, and distribution system capable of ensuring reliable water supplies to Yucaipa.	
• Policy PSF-5.3 – Water Supply. Routinely evaluate the impact of new development proposals in Yucaipa and require appropriate measures (fees, water supply assessments, etc.) to ensure long-term water supplies.	
• Policy PSF-5.4 – Use of Recycled Water. Increase use of recycled water in development projects and landscaping; implement best	

Table 3-5 General Plan Update Policies

Policy No.	Policy
	practices (e.g., dual plumbing) to expand recycled water use when safe, Policy practical, and available. • Policy PSF-5.5 – Water Conservation. Support water conservation measures that comply with state and federal legislation and that are consistent with measures adopted in the urban water management plan. • Policy PSF-5.6 – Drought Planning. Support the implementation of drought contingency plans to ensure adequate water during drought, including emergency water connections and related measures. • Policy PSF-5.7 – Groundwater Management. Continue to pursue capital projects that stabilize groundwater levels, recharge the aquifer, and ensure water demands do not exceed the sustainable groundwater supply. • Policy PSF-5.8 – Public Education. Partner with water treatment agencies to increase public awareness of the need for efficient management of water resources, including but not limited to conservation and reuse practices. • Policy PSF-5.9 – Communications. Maintain effective communication between the City, water providers, businesses, and the public to optimize resources and provide the highest level of dependable and affordable water service.
GOAL PSF-6: WASTEWATER MANAGEMENT. Infrastructure that is available and able to sustainably collect, treat, store, reuse, and safely dispose of wastewater for existing and future needs.	
	• Policy PSF-6.1 – Infrastructure. Work with service providers to assess the adequacy of utilities in existing developed areas, and implement needed improvements to address existing and future wastewater treatment needs. • Policy PSF-6.2 – Brine Line. Continue to support the Yucaipa Valley Brineline from Yucaipa to San Bernardino and other new infrastructure investments that support advanced water treatment methods. • Policy PSF-6.3 – Septic Systems. Protect groundwater quality by supporting water district efforts to phase out existing septic systems, extend main lines, and establish connections to sewer infrastructure where feasible. • Policy PSF-6.4 – Recycled Water. Work with YVWD and end users to ensure the highest possible quality of wastewater treatment; increase and maximize the use of recycled water for existing and future needs. • Policy PSF-6.5 – Service Levels. Work with wastewater service providers in Yucaipa to maintain adopted service standards for sewer service systems and fee structures that are equitable and efficient. • Policy PSF-6.6 – Reduced System Demand. Reduce wastewater system demand by: requiring water-conserving designs and equipment; encouraging water-conserving devices; and designing wastewater systems to minimize inflow and infiltration. • Policy PSF-6.7 – Groundwater Quality. Continue to treat wastewater in accordance with regional water quality control board requirements and state and federal standards prior to discharge into San Timoteo Creek. • Policy PSF-6.8 – Sanitary Sewer Overflows. Continue to proactively work with and educate businesses, residents, schools, and other institutions in Yucaipa to prevent and mitigate sanitary sewer overflows. • Policy PSF-6.9 – Stormwater Runoff. Require new developments that add substantial impervious surfaces to integrate low impact development best management practices (e.g., permeable pavements) to reduce stormwater runoff.
GOAL PSF-7: INFRASTRUCTURE PLANNING. Planned capital improvements to ensure new and existing developments are well served by public services, facilities, and infrastructure.	
	• Policy PSF-7.1 – Capital Improvements. Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and the timely provision of public facility and municipal improvements. • Policy PSF-7.2 – Public Facility Plans. Maintain and implement public facility master plans to ensure compliance with appropriate regional, state, and federal laws and to provide appropriate public facilities and services to maintain quality of life in Yucaipa. • Policy PSF-7.3 – Fair Share Funding. Ensure that new development pays its fair share of the cost of providing/financing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development. • Policy PSF-7.4 – Infrastructure Rehabilitation. Prioritize the regular maintenance and rehabilitation of public facilities and critical infrastructure to extend its useful life; prioritize replacement of structures that have reached the end of their useful life or have capacity constraints. • Policy PSF-7.5 – Facility Sharing. Promote the clustering of public and quasi-public facilities (e.g., schools, parks, activity centers, etc.), the joint use of facilities, and agreements for sharing costs and operational responsibilities among users. • Policy PSF-7.6 – Service Levels. Continue to offer professional, high-quality service that meets the needs of residents and businesses; function efficiently and professionally in operations and public activities; use revenues and resources in a cost-effective manner.

Table 3-5 General Plan Update Policies

Policy No.	Policy
GOAL PSF-8: ENERGY AND CONSERVATION. Reliable, adequate, and safe provision of electric, natural gas, telecommunications, and other similar infrastructure for Yucaipa residents and business.	
• Policy PSF-8.1 – Reliable Energy. Work with local utility companies to ensure the reliable provision of electricity and natural gas services for existing and newly developing areas and to minimize rolling shortages Policy and blackouts.	
• Policy PSF-8.2 – Renewable Energy. Encourage the use of renewable energy sources (e.g., solar and other technologies) through demonstration projects at public facilities and development or financial incentives, where feasible.	
• Policy PSF-8.3 – Undergrounding Utilities. Require all new utility lines built as part of new development projects to be installed underground or, in the case of transformers, pad mounted consistent with City specifications.	
• Policy PSF-8.4 – Undergrounding Existing Utility Lines. Continue to encourage the undergrounding of existing overhead facilities to the extent feasible through utility districts, development agreements, and other mechanisms.	
• Policy PSF-8.5 – Telecommunications. Work with service providers to ensure adequate access and availability of a wide range of telecommunications services for residences, businesses, institutions, and public agencies.	
• Policy PSF-8.6 – Cell Towers, Radio Towers, and Appurtenances. Regulate and ensure that cell towers, radio towers, and other appurtenances do not block, impede, or impair the visual quality of Yucaipa; oppose such infrastructure on hillsides surrounding the community.	
• Policy PSF-8.7 – Aesthetics. Work with utility providers to develop innovative ways for improving the aesthetics of energy and communication systems with shielding, grouping devices, undergrounding, and other techniques.	
• Policy PSF-8.8 – Health and Safety. Protect the health and safety of residents by considering potential health and safety impacts from utility and communication systems; work with utilities providers to minimize potential risks.	
• Policy PSF-8.9 – Emergency Service. Protect the health and safety of residents by working with utility and communication service providers to maintain adequate backup systems during emergency outages.	
• Policy PSF-9.1 – Diversion. Continue implementing waste reduction, reuse, and recycling programs to divert recyclable materials from landfills; expand programs as needed in response to state mandates and local priorities.	
GOAL PSF-9: WASTE MANAGEMENT. A cost-effective, integrated waste management system that meets or exceeds recycling and waste diversion mandates and community expectations.	
• Policy PSF-9.2 – Organic Wastes. Continue to encourage and diversify the organic waste program, including landscaping, Christmas trees, composting and mulch, and other sources of organic waste that are deemed appropriate.	
• Policy PSF-9.3 – Hazardous Waste. Protect the community from the dangers of hazardous waste and materials (oil, household cleaners, pesticides, e-waste, etc.) through education, monitoring, and enforcement of proper use, storage, handling, and disposal.	
• Policy PSF-9.4 – Construction/Demolition. Require developers to recycle construction debris for residential, multifamily and commercial construction, and demolition projects that meet certain thresholds.	
• Policy PSF-9.5 – Agricultural Waste. Work with residents and businesses to implement agricultural waste programs that are cost-effective and sanitary, and that minimize adverse impacts on the community and environment.	
• Policy PSF-9.6 – Fees and Funding. Periodically adjust collection, recycling, and disposal fees to achieve state and federal mandates, meet community expectations, and reflect cost efficiencies or increases for service delivery.	
• Policy PSF-9.7 – Public Education. Collaborate with the solid waste collection service provider to educate the public on how to help divert recyclable materials from landfills and safely dispose of household hazardous wastes.	

3.4 INTENDED USES OF THE EIR

This is a Program EIR that examines the potential environmental impacts of the proposed General Plan Update. This DEIR is also being prepared to address various actions by the City and others to adopt and implement the General Plan. It is the intent of the DEIR to enable the City of Yucaipa, other responsible agencies, and interested parties to evaluate the environmental impacts of the proposed project, thereby

enabling them to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are included in Table 3-6, *Project Approvals Needed*.

Table 3-6 Project Approvals Needed

Lead Agency	Action
City of Yucaipa City Council	• Adoption of the Yucaipa General Plan Update • Certification of the Program EIR • Adoption of the Findings of Fact and Statement of Overriding Considerations (if required) • Adoption of the Mitigation Monitoring Program • Adoption of any ordinances, guidelines, programs, actions, or other mechanisms that implement the Yucaipa General Plan Update
Responsible Agencies	**Action**
San Bernardino Local Agency Formation Commission (LAFCo)	• For reorganizations (annexations to the City)
California Department of Housing and Community Development (HCD)	• Approval of the Housing Element
California Department of Forestry and Fire Protection (CAL FIRE)	• Review of the Public Safety Element for policies in state responsibility areas and very high fire hazard severity zones
County of San Bernardino	• For review of amendments and other discretionary actions needed to comply with the General Plan Update

4. Environmental Setting

4.1 INTRODUCTION

The purpose of this section is to provide, pursuant to provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a "description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, from both a local and a regional perspective." The environmental setting will provide a set of baseline physical conditions that will serve as a tool from which the lead agency will determine the significance of environmental impacts resulting from the proposed project. In addition, subsections of Chapter 5, *Environmental Analysis*, provide more detailed descriptions of the local environment setting for the environmental topical areas. The extent of the potential physical impacts differ for each environmental topical area. For many of environmental impacts, the setting is contiguous with the boundary of the City and sphere of influence (SOI). However, some environmental topical sections the setting is based on a larger, more regional context. Section 4.2, *Regional Environmental Setting*, below, expands on the environmental impacts where the regional environmental context plays a role in determining potential cumulative impacts. Section 4.4, *Assumptions Regarding Cumulative Environmental Impacts*, describes how the quantitative analyses for cumulative impacts used to analyze traffic, air quality, greenhouse gas emissions, and noise impacts. Individual environmental topical sections expand on the cumulative context in which environmental impacts are analyzed.

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional Location

The City of Yucaipa is in the eastern portion of the San Bernardino Valley at the foot of the San Bernardino Mountains (see Figure 3-1, *Regional Location,* in Chapter 3, *Project Description*). Yucaipa is bordered by the City of Calimesa and unincorporated Riverside County to the south; the City of Redlands and unincorporated San Bernardino County to the west, which includes the community of Mentone; and the foothills of the San Bernardino Mountains to the north and east in unincorporated San Bernardino County. The San Bernardino National Forest runs along the City's northeast border. The Crafton Hills run along the City's northwest boundary, separating the City from the unincorporated San Bernardino County community of Mentone and the City of Redlands.

Interstate 10 (I-10) runs northwest to southeast through the southwest area of the City, and State Route 38 (SR-38), also known as Mill Creek Road, runs just along the northern City boundary. County Line Road separates the City of Yucaipa from the City of Calimesa and the unincorporated County of Riverside.

4.2.2 Regional Planning Considerations

Southern California Association of Governments

San Bernardino County and Yucaipa are in a six-county metropolitan region composed of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG is the federally recognized metropolitan planning organization (MPO) for the region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the region's MPO, SCAG cooperates with the South Coast Air Quality Management District (SCAQMD), the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. San Bernardino County and its local jurisdictions constitute the San Bernardino subregion of the SCAG region. Land use and transportation planning in the San Bernardino subregion is the responsibility of the San Bernardino Associated Governments (SANBAG), which has developed a variety of plans to achieve specific regional objectives. The plans most applicable to the proposed Yucaipa General Plan Update are discussed below.

Regional Transportation Plan/Sustainable Communities Strategy

On April 4, 2012, SCAG adopted the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to help coordinate development of the region's transportation improvements. The RTP is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs. The proposed project's consistency with the applicable 2012 RTP policies is analyzed in detail in Section 5.10, *Land Use and Planning*, of this DEIR.

South Coast Air Quality Management District

The City of Yucaipa is within the South Coast Air Basin (SoCAB). Land use is subject to the rules and regulations imposed by the SCAQMD as well as the California ambient air quality standards (AAQS) adopted by the California Air Resources Board (CARB) and National AAQS adopted by the United States Environmental Protection Agency (EPA). The SoCAB is designated nonattainment for ozone (O_3) and fine inhalable particulate matter ($PM_{2.5}$) under the California and National AAQS, nonattainment for lead (Los Angeles County only) under the National AAQS, and nonattainment for coarse inhalable particulate matter (PM_{10}) under the California AAQS.[1] SCAQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with SCAG to attain the National AAQS. Since 1979, a number of

[1] CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the national AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM_{10} standards during the period from 2004 to 2007. In June 2013, the EPA approved the State of California's request to redesignate the South Coast PM_{10} nonattainment area to attainment of the PM_{10} National AAQS, effective on July 26, 2013.

AQMPs have been prepared. On December 7, 2012, SCAQMD adopted the 2012 AQMP. The 2012 AQMP demonstrates attainment of federal 24-hour $PM_{2.5}$ standard by 2014 and the federal 8-hour O_3 standard by 2023. It includes an update to the revised EPA 8-hour O_3 control plan with new commitments for short-term nitrogen oxides (NO_X) and volatile organic compound (VOC) reductions. The plan also identifies emerging issues—ultrafine ($PM_{1.0}$) particulate matter, near-roadway exposure, and energy supply and demand.

California Air Resources Board

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-03-05, Executive Order B-30-15, Assembly Bill 32 (AB 32), and Senate Bill 375 (SB 375). Assembly Bill 32 (AB 32), the Global Warming Solutions Act, was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of greenhouse gas emissions. AB 32 follows the first tier of emissions reduction targets established in Executive Order S-3-05, signed on June 1, 2005, which requires the state's global warming emissions to be reduced to 1990 levels by the year 2020. CARB adopted the Scoping Plan in December 2008 that identified the greenhouse gas emissions reduction targets and reduction strategies for the various emission sectors within the state. Since release of the 2008 Scoping Plan, CARB has updated the statewide GHG emissions inventory to reflect GHG emissions in light of the economic downturn and measures not previously considered within the 2008 Scoping Plan baseline inventory and prepared a five-year update to the Scoping Plan, which was adopted at the May 22, 2014, board hearing. According to the Update to the Scoping Plan, reducing emissions to 80 percent below 1990 levels will require a fundamental shift to efficient, clean energy in every sector of the economy. Progressing toward California's 2050 climate targets will require significant acceleration of GHG reduction rates. Emissions from 2020 to 2050 will have to decline several times faster than the rate needed to reach the 2020 emissions limit (CARB 2014). The new Executive Order B-30-15 requires CARB to prepare another update to the Scoping Plan to address the 2030 target for the State. It is anticipated the Scoping Plan will be updated within the next five years to address the new interim target to achieve a 40 percent reduction below 1990 levels by 2030.

National Park Service

The San Bernardino National Forest frames the northern side of Yucaipa and expands across more than 1,250 square miles. The forest is maintained by the USDA Forest Service and is divided into two main areas: the San Bernardino Mountains on the easternmost part of the Transverse Range, and the San Jacinto and Santa Rosa Mountains on the northernmost part of the Peninsular Range. The forest supports both passive and active recreational activities—hiking, mountain biking, horseback riding, fishing, camping, scenic drives, outdoor education, and skiing and other winter sports. Trails and recreational areas provide active recreational opportunities, and prominent peaks (such as the 9,137-foot San Gorgonio Peak) offer unparalleled views of the Yucaipa Valley below.

Regional Water Quality Control Board, Santa Ana River Basin Region 8

Under the Porter-Cologne Water Quality Act, California's water quality control law, the State Water Resources Control Board (SWRCB) has ultimate control over water quality policy and allocation of state water resources. The SWRCB, through its nine Regional Water Quality Control Boards (RWQCBs), carries out the

regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan or basin plan. The City of Yucaipa is located in the Santa Ana River Basin, Region 8.

Santa Ana River Basin Plan

The Water Quality Control Plan for the Santa Ana River Basin was updated in 2008. This basin plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the basin plan.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Use

The City of Yucaipa encompasses 18,090 acres, and its sphere of influence (SOI) consists of an additional 1,663 acres, for a total of 19,753 acres across the entire plan area. As shown in Table 3-1, *Existing Land Use Summary*, and Figure 3-3, *Existing Land Uses*, of Chapter 3, *Project Description*, the vast majority of City land is either single-family or rural residential (36.1 percent), open space and recreation (16.9 percent), or vacant (26.6 percent). This is due to the City's low residential density and natural open space character. Crafton Hills College is on the western edge of the City. Yucaipa Regional Park abuts the Crafton Hills in the northwest part of the City. In the City's SOI, Open Space and Recreation is the predominant land use (80.0 percent); the remaining acreage includes facilities, rural residential, vacant, and right-of-way uses. The City has five main residential areas: North Bench, Central Yucaipa, Wildwood Canyon, Dunlap Acres, and Freeway Corridor, each with its own unique community characteristics (see Figure 3-2, *Citywide Aerial*).

Yucaipa Regional Park, in the northwest portion of the City, is operated and maintained by San Bernardino County and provides a wide range of outdoor recreational activities, including fishing, swimming, camping, trails, picnic areas, and group shelters. Wildwood Canyon State Park is in southeast Yucaipa along the eastern boundary and consists of 900 acres of open wildland, trails, and recreational facilities. In addition, El Dorado Ranch Park is 334 acres of permanent open space in the northeast corner of the City.

4.3.2 General Plan and Zoning

Table 3-2, *Current General Plan*, and Figure 3-4, *Current Land Use Plan*, show 31 land use designations currently regulating development in the City. Within the City boundaries, the three largest are Rural Living-1 (RL-1), Institutional (IN), and Residential Single-20M (RS-20M), which cover approximately 39 percent of the City. Residential land use designations in general represent 66 percent of the City. Commercial, open space, and right-of-way land use designations are the primary remaining uses in the City's land area. The City's SOI is predominantly designated for open space (98 percent).

4.3.3 Biological Resources

The City's landscape in the lower elevations is dominated by semiarid habitats, including rolling oak savannah, grassland, chaparral, and scrub communities. These communities transition to pine and cedar forest on the slopes of the San Bernardino Mountains and eventually to alder, willow, and cottonwood woodlands at higher elevations along perennial mountain streams (PlaceWorks 2014).

Yucaipa and its surrounding region are home to diverse vegetation and wildlife communities. These include developed and disturbed lands as well as a variety of grassland, coastal sage scrub, chaparral, deciduous woodland, and riparian plant communities. Based on the current General Plan and Yucaipa Community Profile, some of the more common habitats include chaparral (including southern mixed chaparral, chamise chaparral, and scrub oak chaparral), oak woodlands, riparian woodlands, Riversidean alluvial fan sage scrub, southern cottonwood willow riparian forest, southern riparian forest, disturbed grasslands (i.e., shrubs or trees that altered by development, grazing, or fire), and wetlands. Rare and endangered flora and fauna that have suitable habitat for in Yucaipa include the slender-horned spineflower, Santa Ana River woolly star, Nevin's barberry, Parish's checkerbloom, California gnatcatcher, Stephen's kangaroo rat, San Bernardino kangaroo rat, and San Diego horned lizard.

The open habitats surrounding Yucaipa are traversed by wildlife moving between the San Bernardino National Forest and the Badlands mountain range in Riverside County. Crafton Hills is an important wildlife corridor that connects the Live Oak-San Timoteo Canyons to the San Bernardino National Forest. The Mill Creek region on Yucaipa's northern boundary and Wildwood Canyon area are also wildlife corridors into the San Bernardino National Forest (PlaceWorks 2014).

Additional information regarding biological resources in Yucaipa is provided in Section 5.4, *Biological Resources*, of this DEIR.

4.3.4 Greenhouse Gas Emissions and Air Quality

As noted above, Yucaipa is in the SoCAB, which is governed by the SCAQMD. The SoCAB is designated as nonattainment for ozone (O_3), fine inhalable particulate matter ($PM_{2.5}$), and lead (Los Angeles County only) under the California and National AAQS and nonattainment for coarse inhalable particulate matter (PM_{10}) and nitrogen dioxide (NO_2) under the California AAQS. Additional information regarding air quality and climate change regulation affecting Yucaipa is provided in Section 4.2.2, *Regional Planning Considerations*. Existing climate and air quality conditions in the City are also analyzed in Sections 5.3, *Air Quality*, and 5.7, *Greenhouse Gas Emissions*, of this DEIR. Based on the emissions inventory compiled for the City in Section 5.7, it is estimated that the City and SOI generate 478,780 metric tons of carbon dioxide-equivalent emissions.

4.3.5 Geology and Landform

The Yucaipa Valley is bounded by the San Bernardino Mountains to the north, the Yucaipa Ridge to the east and south, and the Crafton Hills to the northwest. The valley opens to the southwest into the Badlands of the eastern San Bernardino Valley. The City is in a tectonically active region, with the San Andrea Fault in the

northeastern portion of the City. This active fault environment has influenced Yucaipa's geologic history and created an alluvium-filled basin within the Yucaipa area, bordered on three sides by crystalline bedrock. Yucaipa's alluvial plain is crossed by Wilson Creek and Wildwood Creek (see Figure 3-2, *Citywide Aerial*). Through erosion, these tributaries created defined elevation changes (known as benches) that give the community a distinct character. Yucaipa is surrounded by natural features of exceptional scenic value. These open spaces provide visual relief, preserve unique flora and fauna, and offer opportunities for outdoor recreation.

Additional information describing the City's existing geologic setting, including discussion of geologic units and the City's earthquake history, is found in Section 5.6, *Geology and Soils,* of this DEIR.

4.3.6 Hydrology

The City of Yucaipa is in the Yucaipa Watershed, which encompasses about 40 square miles and drains from Wilson Creek and Wildwood Creek into Live Oak Canyon in a northeast to southwest direction. Elevation ranges from about 8,700 feet in the upper reaches of the watershed to about 1,900 feet at the lower end of the watershed. The Wilson Creek Watershed divides into three main tributaries: the Gateway Wash as the north fork, Oak Glen Creek as the south fork, and Wilson Creek flowing in between the two. Central Yucaipa is divided into two main drainage systems, Chicken Springs Wash, a tributary of Wilson Creek, and Yucaipa Creek, a tributary of Wildwood Creek (see Figure 3-2, *Citywide Aerial*). Wildwood and Wilson Creek meet at the southwestern City limits.

Given the number of tributaries, washes, and creeks in the City, areas adjacent to these waterways may be subject to flooding during storm events. River washes are mapped by the Federal Emergency Management Agency (FEMA) on their Flood Insurance Rate Maps (FIRM). There are three categories of flood zones in the City: Flood Plain 1 (FP1) indicates areas inside the FEMA 100-year floodplain, FP2 indicates areas inside the FEMA 500-year floodplain, and FP3 indicates areas of shallow flooding with undetermined, but possible flood hazards as determined by the City, the San Bernardino County Flood Control District (SBCFCD), or other governmental agencies.

Additional information describing the City's existing hydrology is found in Section 5.9, *Hydrology and Water Quality*, of this DEIR.

4.3.7 Public Services and Utilities

Public services and utilities are provided in the City of Yucaipa by providers listed in Table 4-1. Additional information describing the existing provision of services and utilities in the City is found in Sections 5.13, *Public Services*, and 5.16, *Utilities and Service Systems,* of this DEIR.

Table 4-1 Public Service and Utility Providers

Public Services	
Police	Yucaipa Police Department
Fire Protection and Emergency Medical Services	Yucaipa Fire Department California Department of Forestry and Fire Protection
Public Schools	Yucaipa-Calimesa Joint Unified School District
Library	San Bernardino County Library
Parks	City of Yucaipa – Community Services Department
Utilities	
Water	Yucaipa Valley Water District Western Heights Water Company South Mesa Water Company Redlands Municipal Utilities & Engineering Department
Wastewater Treatment	Yucaipa Valley Water District
Regional Flood Control	San Bernardino County Flood Control District
Solid Waste Collection	Burrtec Waste Industries, Inc.
Solid Waste Disposal (Landfills)	San Bernardino County Solid Waste Management Division
Electricity	Southern California Edison
Natural Gas	Southern California Gas Company

4.3.8 Scenic Features

The 2004 general plan identifies the mountain ranges and hills surrounding Yucaipa as the City's main scenic resources. These ranges are visible due to the gentle slope of the Yucaipa flatlands and include the San Bernardino Mountains, the Badlands, and the Crafton Hills. The natural open space and vegetation along the two major creeks that traverse the City, Wilson Creek and Wildwood Creek, are also identified as natural resources that contribute to the City's scenic character (Yucaipa 2004).

There are no state-designated scenic highways in the City; however, six local roadways are identified as scenic roadways in the City of Yucaipa 2004 General Plan Transportation Element. The 2004 general plan proposes that future development and landscaping along these roadways should be consistent with one another and enhance the mountainous backdrop of the City.

Additional information describing the City's scenic features is found in Section 5.1, *Aesthetics*, of this DEIR.

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed when a project's incremental effect is cumulatively considerable. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great detail as that necessary for the proposed project alone. Section 15355 of the CEQA Guidelines defines cumulative impacts to be "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the incremental impact of

the proposed project when added to effects of past projects, other current projects and probable future projects in the vicinity.

CEQA Guidelines Section 15130 (b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of two sources, either:

1) A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or

2) A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

The cumulative impacts analyses in this DEIR use method No. 2. The proposed project consists of the Yucaipa General Plan Update. Consistent with Section 15130(b)(1)(B) of the CEQA Guidelines, this DEIR analyzes the environmental impacts of developments in accordance with buildout of the proposed land use plan. As a result, this DEIR addresses the cumulative impacts of development within the City of Yucaipa and the region surrounding it, as appropriate. In most cases, the potential for cumulative impacts is contiguous with the City boundary. Potential cumulative impacts that have the potential for impacts beyond the City boundary (e.g., traffic, air quality, noise) have been addressed through cumulative growth in the City and region. Regional growth outside Yucaipa has accounted for traffic, air quality, and noise impacts through use of SANBAG's countywide travel demand model, which is a model that uses regional growth projections to calculate future traffic volumes. The growth projections adopted by the City and surrounding area are used for the cumulative impact analyses of this DEIR. Please refer to Chapter 5, *Environmental Analysis*, of this DEIR for a discussion of the cumulative impacts associated with development and growth in the City and region. A summary of the extent of cumulative impacts is also identified below:

- Aesthetics – contiguous with the City of Yucaipa and SOI boundary
- Agricultural and Forestry Resources – contiguous with the City of Yucaipa and SOI boundary but considers regional resources
- Air Quality – based on the regional boundaries of the South Coast Air Basin
- Biological Resources – contiguous with the City of Yucaipa and SOI boundary but considers regional habitat loss in the southern California region based on the range of the protected species
- Cultural Resources – contiguous with the City of Yucaipa and SOI boundary
- Geological Resources – contiguous with the City of Yucaipa and SOI boundary
- Greenhouse Gas Emissions – based on the regional boundaries of the South Coast Air Basin
- Hazards and Hazardous Materials – contiguous with the City of Yucaipa and SOI boundary

- Hydrology and Water Quality – hydrology and water quality impacts would be contiguous with the Yucaipa Creek Watershed and Yucaipa Subbasin of the Upper Santa Ana Valley Groundwater Basin, and flood impacts would be contiguous with the City of Yucaipa and SOI boundary.
- Land Use and Planning – contiguous with the City of Yucaipa and SOI boundary but considers regional land use planning based on the Southern California Association of Governments
- Noise – contiguous with the City of Yucaipa and SOI boundary
- Population and Housing – contiguous with the City of Yucaipa and SOI boundary
- Public Services – contiguous with the service area boundaries of the Yucaipa Fire Department, Yucaipa Police Department, Yucaipa-Calimesa Joint Unified School District and the San Bernardino County Library System.
- Recreation – contiguous with the City of Yucaipa and SOI boundary
- Transportation & Traffic - considers regional transportation improvements identified in the SANBAG subregional transportation model and regional growth projections identified by SCAG
- Utilities and Service Systems – water supply and distribution systems impacts would be contiguous with the Yucaipa Valley Water District, Western Heights Water Company, South Mesa Water Company, and Redlands Municipal Utilities & Engineering Department service areas; wastewater conveyance and treatment would be contiguous with the Yucaipa Valley Water District service area; storm drainage systems would be contiguous with the Yucaipa Creek Watershed and the San Bernardino County Flood Control District service area; solid waste collection and disposal services would be contiguous with the County of San Bernardino Solid Waste Management Division service area; natural gas and electricity services would be contiguous with the Southern California Gas Company and Southern California Edison service areas.

4.5 REFERENCES

California Air Resources Board (CARB). 2014, May 15. First Update to the Climate Change Scoping Plan: Building on the Framework, http://www.arb.ca.gov/cc/scopingplan/scopingplan.htm.

Yucaipa, City of. 2004, July. City of Yucaipa General Plan. http://www.yucaipa.org/cityDepartments/DevelopmentServices/generalPlan.php.

———. 2014, March. Yucaipa Community Profile. Prepared by PlaceWorks. http://www.yucaipa.org/wp-content/uploads/Yucaipa_Community_Profile.pdf.

4. Environmental Setting

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5. Environmental Analysis

Chapter 5 examines the environmental setting, impacts, and mitigation measures associated with the proposed project. This chapter is divided into sections for respective environmental issue areas that were determined to need further study in the EIR as part of the scoping process.

The scope of the environmental analysis was determined using the Initial Study and Notice of Preparation (NOP) that were published October 2014, as well as incorporating public and agency comments received concerning the NOP comment period (October 1 to October 31, 2014; see Appendix B). Environmental issues and their corresponding sections are:

- 5.1 Aesthetics
- 5.2 Agricultural and Forest Resources
- 5.3 Air Quality
- 5.4 Biological Resources
- 5.5 Cultural Resources
- 5.6 Geology and Soils
- 5.7 Greenhouse Gas Emissions
- 5.8 Hazards and Hazardous Materials
- 5.9 Hydrology and Water Quality
- 5.10 Land Use & Planning
- 5.11 Noise
- 5.12 Population and Housing
- 5.13 Public Services
- 5.14 Recreation
- 5.15 Transportation and Traffic
- 5.16 Utilities and Service Systems

Sections 5.1 through 5.16 provide a detailed discussion of the environmental setting, impacts associated with the proposed project, and mitigation measures designed to reduce significant impacts where required and when feasible. The residual impacts following the implementation of any mitigation measure also are discussed.

The initial study for the proposed project (Appendix A) determined that some specific issues under each of the environmental topics would not be significantly affected by implementation of the project; these issues are not discussed further in this EIR.

5. Environmental Analysis

Organization of Environmental Analysis

To assist the reader with comparing information between environmental issues, each section (Sections 5.1 to 5.16) is organized under these headings:

- Environmental Setting
- Thresholds of Significance
- Environmental Impacts
- Applicable General Plan Update Policies
- Existing Regulations and Standard Conditions
- Level of Significance Before Mitigation
- Mitigation Measures
- Level of Significance After Mitigation
- References

In addition, the Executive Summary has a table summarizing all the impacts by environmental issue.

Terminology Used in This Draft SEIR

For each impact identified in this DEIR, the level of significance is also identified. Although the criteria for determining significant impacts are unique for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- **"No impact:"** The project would not change the environment.
- **"Less than significant:"** The project would not cause any substantial, adverse change in the environment.
- **"Less than significant with mitigation incorporated:"** The EIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **"Significant and unavoidable:"** The project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

5.1 AESTHETICS

This section of the draft environmental impact report (DEIR) discusses the potential impacts to the visual character of the proposed project. This section includes a discussion of the qualitative aesthetic characteristics of the existing environment that would be potentially altered by the project's implementation and the consistency of the project with established relevant policies. Cumulative impacts related to aesthetics would be contiguous with the City and SOI boundary.

5.1.1 Environmental Setting

5.1.1.1 REGULATORY SETTING

Local laws, regulations, plans, or guidelines related to aesthetics that are potentially applicable to the proposed project are summarized below.

State

California Scenic Highway Program

Caltrans's California Scenic Highway Program was created in 1963, and it maps and describes all scenic highways within the state. The program protects these state scenic highway and adjacent corridors through special conservation treatment. There are no state-designated scenic highways in or near the City of Yucaipa. The nearest officially designated state scenic highway is a 16-mile portion of State Route (SR) 38 that crosses the San Bernardino Mountains southeast of Big Bear Lake (Caltrans 2011). This portion of SR-38 is approximately 11 miles northeast of Yucaipa. SR-38 continues south from the San Bernardino Mountains towards the most northern boundary of the City near the SR-38/Bryant Street intersection and continues west into the City of Mentone; this segment is considered an "Eligible State Scenic Highway – Not Officially Designated" by Caltrans (see Figure 3-2, *Citywide Aerial*, in Chapter 3, *Project Description*).

Local

City of Yucaipa Development Code

The City of Yucaipa Development Code identifies land use categories, development standards, and other general provisions that ensure consistency between the City's General Plan and proposed development projects. The following provisions from the City's Development Code, Division 7, General Design Standards, regulate the aesthetics of new development projects.

- **Chapter 4, Height Regulations,** establishes maximum structural height development standards by land use district.

- **Chapter 6, Parking Regulations,** requires parking area lighting to reflect light and glare away from public thoroughfares and any adjacent residences (Section 87.0605, Minimum Design Standards).

- **Chapter 7, Sign Regulations, part (c),** requires that all signs be lit by steady, stationary, shielded light directed only at the sign, by light inside the sign, and by direct neon lighting, with the exception of time and temperature components and electronic message signs. The glare from these luminous sources shall not exceed one-half (0.5) foot-candle (Section 87.0705, General Provisions). Furthermore, signs that are not effectively shielded so as to prevent beams or rays of light being directed at any portion of the traveled way or which are of such intensity or brilliance as to cause glare or to impair the vision of the driver of any motor vehicle are prohibited (Section 87.0710, Prohibited Signs). In addition, offsite billboards located more than 660 feet from the edge of the right-of-way of a freeway or primary highway are prohibited. Existing nonconforming billboards are subject to an amortization program.

- **Chapter 9, Performance Standards, part (b),** requires that any activity producing glare in a Community Industrial or Regional Industrial District be carried on so that direct or indirect light from the source shall not cause glare above 0.5 foot-candle when measured in a Residential District or lot.

- **Chapter 11, Regulation of Hillside and/or Ridgeline Developments,** establishes development standards, procedures, and guidelines for hillside/ridgeline developments. The overlay zone applies to hillside areas with average slopes over 15 percent. Prominent ridgelines cannot be built on. Any tentative parcel or tract map in the vicinity of or affecting ridgeline areas shall be required to perform a view analysis depicting before and after conditions. Design and construction provisions related to landscaping, architecture, grading, fire protection, drainage, and access/parking are detailed under this chapter.

In addition, the City's Development Code, Division 8, Specific Use Design Standards, establishes design standards for single residential, multiple residential, mobile home parks, commercial and industrial, planned developments, social care facility, sexually oriented businesses, cemeteries, small lots, wireless telecommunication facilities, emergency shelters, single room occupancy facilities, and high density multiple residential uses.

City of Yucaipa Specific Plans

Aesthetics are addressed in the following specific plans governing certain areas of the City:

- Freeway Corridor Specific Plan 2008
- Uptown Specific Plan 2013

Each specific plan acts as a regulatory document that the City uses as a development guide within that area. Each specific plan includes detailed development standards and design guideline and also references the City's municipal code for design criteria.

5.1.1.2 VISUAL SETTING

Visual Character and Land Use

As shown in Table 3-1, *Existing Land Use Summary*, and Figure 3-3, *Existing Land Uses*, of Chapter 3, *Project Description*, the vast majority of City land is either single-family or rural residential (36.1 percent), open space

and recreation (16.9 percent), or vacant (26.6 percent). Crafton Hills College is on the western edge of the City, and Yucaipa Regional Park abuts the Crafton Hills in the northwest part of the City. Commercial and office use make up only 1.6 percent of the City's existing uses. In the City's SOI, Open Space and Recreation is the predominant land use (80.0 percent); the remaining acreage includes facilities, rural residential (two units), vacant, and right-of-way uses. Overall, the City has a significant amount of undeveloped land, which has helped shape Yucaipa's semirural lifestyle and small town character.

The City of Yucaipa works hard to preserve the community's visual character and maintain a careful balance between the needs of business, residents, and the environment. In the 1990s, Wildwood Canyon State Park was established in eastern Yucaipa. The Crafton Hills Conservancy also preserved thousands of hillside acres. Together, these actions protect scenic vistas, natural lands, and habitat for wildlife. In addition, the City's hillside and ridgeline preservation regulations work to accommodate new development while preserving Yucaipa's scenic viewsheds.

Yucaipa's topography and creeks have created defined elevation changes (called benches) that provide a unique character to Yucaipa. Northern Yucaipa is called the North Bench. Wilson Creek separates Crafton Hills from the Central Core and Dunlap Acres. Wildwood Creek leads to the southeast, and its canyons and adjacent hills form Wildwood Canyon. The confluence of Wilson Creek and Wildwood Creek create the Live Oak Canyon area. These geographic features help frame the setting for the five larger residential areas of Yucaipa: Central Yucaipa, North Bench, Dunlap Acres, Wildwood Canyon, and Freeway Corridor (see Figure 3-2, *Citywide Aerial*). In summary, rural ambience of Dunlap Acres, the uplands of the North Bench planning area, the traditional grid of Central Yucaipa, and remote areas of Wildwood Canyon offer distinct characters and lifestyles for Yucaipa residents.

Natural Resources

Natural land resources are community assets that occur naturally in the environment or are derived from the environment with little disturbance. Bounded by the Crafton Hills, San Bernardino National Forest, and rolling hills to the south, Yucaipa's natural land resources include vast open space, biological resources, and hillsides. Framed by this natural environment, Yucaipa has developed on an alluvial plain crossed by Wilson Creek and Wildwood Creek. Yucaipa is surrounded by natural features of exceptional scenic value, including concentrations of oak woodlands, grasslands, coastal sage scrub, and other vegetation (Yucaipa 1992). Figures 5.1-1a and 5.1-1b, *Scenic Features and Resources*, show some of the scenic features and resources in and around Yucaipa. These areas provide visual relief, preserve unique flora and fauna, and offer opportunities for outdoor recreation.

San Bernardino National Forest

The San Bernardino National Forest, an expansive area of more than 1,000 square miles, frames the northern side of the community. The forest supports both passive and active recreational activities—hiking, mountain biking, horseback riding, fishing, camping, scenic drives, outdoor education, and skiing and other winter sports. Trails and recreational areas provide active recreational opportunities, and prominent peaks (such as the 9,137-foot San Gorgonio Peak) offer unparalleled views of the Yucaipa Valley below.

Oak Glen Preserve

The Oak Glen Preserve, a 2,169-acre area in the San Bernardino National Forest, is a frequently visited park. Purchased by the Wildlands Conservancy in 1996, the area includes Wilshire Peak (8,707 feet) and Galena Peak (9,324 feet), an important lambing ground for bighorn sheep. Habitats encountered on the main trail include ponds, streams, wetlands, oak and pine forests, chaparral, and willow woodland (Yucaipa 2014). Lower elevations are accessible to visitors through the 103-year-old Los Rios Rancho, a historic apple orchard and ranch offering a wide variety of community activities.

Wildwood Canyon State Park

Wildwood Canyon State Park includes 900 acres. Ranchers and miners staked claims in the area and it was called Hog Cañon (Spanish for canyon) until the 1920s. To protect the area from future development, the Wildland Conservancy was instrumental in the establishment of the Wildwood Canyon State Park in 2003. The Yucaipa Valley Conservancy is working with the California State Parks to add 3,500 acres to Wildwood Canyon State Park (Yucaipa 2014).

Crafton Hills

The Crafton Hills are a defining feature of Yucaipa, providing beautiful vistas and habitat for over 500 species of plants and animals. Trails are used by hikers, horseback riders, bicyclists, and birders for recreation and to access Yucaipa Regional Park, Zanja Peak, and the north slopes.

In 1992, the Crafton Hills Open Space Conservancy (CHOSC) was formed to protect in perpetuity the Crafton Hills area for its significant watershed, ecological, aesthetic, and other benefits. Since that time, CHOSC has preserved two-thirds of the 4,500 acres through acquisition and cooperative management with San Bernardino County, Crafton Hills College, and the cities of Redlands and Yucaipa. The conservancy is dedicated to saving a beautiful area for education, recreation, and wildlife habitat preservation.

El Dorado Ranch Park

In 2009, the Yucaipa Valley Conservancy donated 334 acres off of Oak Glen Road to the City of Yucaipa, with the requirement that the land be a permanent open space. In addition to providing a place for community members to enjoy the views and traverse the natural terrain, the area is home to alluvial scrub, oak trees, and sycamore riparian habitat, among others. Part of the park's property has been set aside for critical flood control, transportation projects, and the Wildwood Creek Detention Basin project.

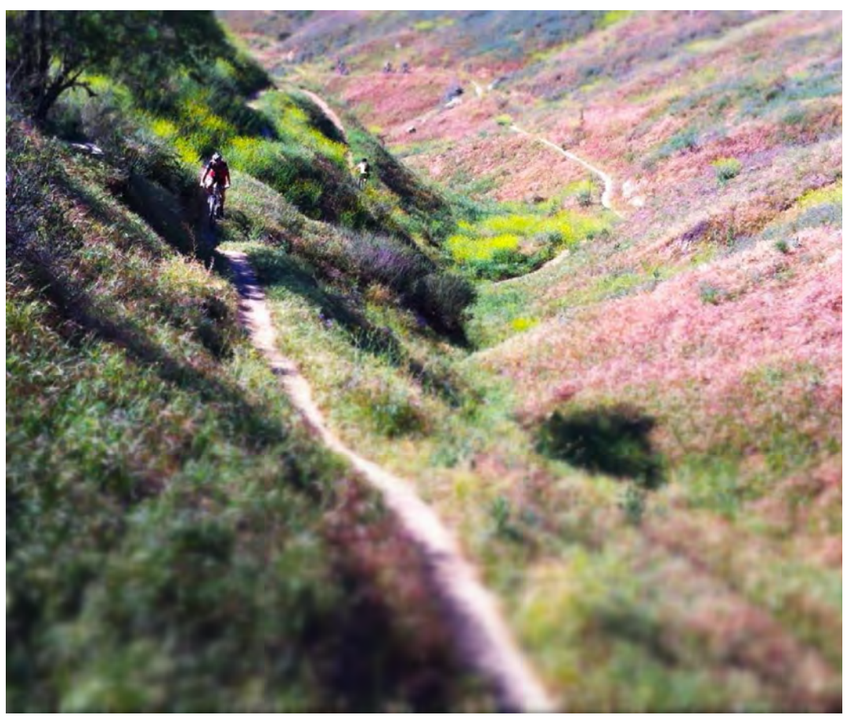
To support public access to the land, the City has built a restroom facility, parking lot, picnic area, and places for group camping. In October 2013, the City won a $121,000 grant from the California Natural Resources Agency for trailhead, parking lot, and facility improvements (Yucaipa 2014).

Figure 5.1-1a

SCENIC FEATURES AND RESOURCES

City of Yucaipa City Hall and the San Bernardino Mountains.

Rolling hills at the Wildwood Canyon State Park.



Crafton Hills open space areas and hillsides.

Yucaipa Regional Park and mountain ranges.

Source: PlaceWorks, 2015

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Figure 5.1-1b

SCENIC FEATURES AND RESOURCES

Rolling hills and grazing land.

Mountain ranges and rolling hills.

View of elevational changes and benches.

Crafton College and grassy hills.

Source: PlaceWorks, 2015

YUCAIPA GENERAL PLAN DRAFT EIR

PLACEWORKS

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Scenic Vistas and Corridors

As stated above, no officially state-designated scenic highways are in or near the City of Yucaipa. However, the proposed general plan identifies several scenic highways designated for the purpose of preserving the unique "view from the road" — Yucaipa Boulevard, Bryant Street, Oak Glen Road, and Wildwood Canyon Road (see Figure 5.1-2, *Scenic Highways*). Additionally, several shorter roadway segments within the City limits, including Sand Canyon Road, are also designated as scenic highways to connect with other designated or eligible scenic highways outside of Yucaipa's jurisdiction (e.g., San Bernardino and Riverside counties).

In addition, the City's physical setting in the southern foothills of the San Bernardino Mountains affords scenic views of the San Bernardino National Forest, Crafton Hills, and other undeveloped areas. Topography and a lack of dense vegetation or urban development offer scenic views throughout Yucaipa, including to and from hillside areas. Scenic features include gently sloping alluvial fans, rugged mountains and steep slopes, mountain peaks and ridges, rounded hills, and open space. Scenic vistas are views of these features from public spaces.

Light and Glare

Sources of light and glare in the City and SOI include building (interior and exterior), security, sign illumination, and parking-area lighting. Other sources of nighttime light and glare include street lights and vehicular traffic along surrounding roadways. Additionally, a significant amount of ambient lighting comes from surrounding communities and roadways. Because the City is adjacent to urbanized cities including Redlands and Calimesa to the northwest and south, respectively, ambient light in the community is impacted by these adjacent land uses. However, given its geographic location, Yucaipa is also guarded from excessive light spillover by the Crafton Hills to the northwest, San Bernardino National Forest to the north and east, and mountain ranges to the south and southwest in Calimesa. Further, areas along the outskirts of the City's boundaries are primarily undeveloped, rural residential and open space, which have very few sources of light and glare, allowing for clear day and nighttime views.

As detailed above in Section 5.1.1.1, *Regulatory Setting*, Division 7 of the City's Development Code includes several provisions that regulate outdoor lighting, including parking area lighting and signs. Chapter 9 also establishes regulations minimizing potential impacts on light and glare sources.

5.1.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

AE-1 Have a substantial adverse effect on a scenic vista.

AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

AE-3 Substantially degrade the existing visual character or quality of the site and its surroundings.

AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

5.1.3 Environmental Impacts

Methodology

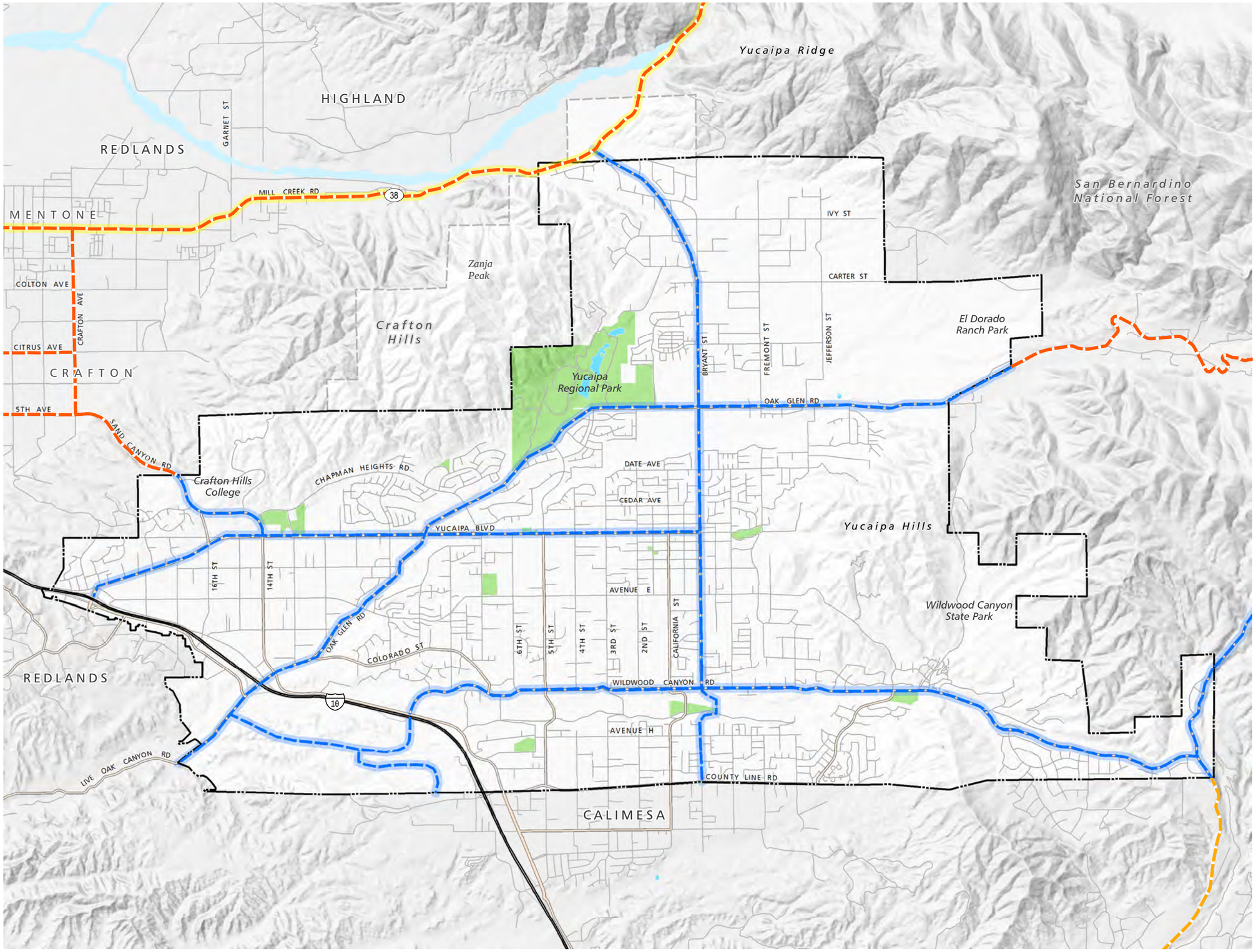
The evaluation of aesthetics and aesthetic impacts is highly subjective, yet it must objectively identify the visual features of the existing environment and their importance. The characterization of aesthetics involves establishing existing visual character, including resources and scenic vistas unique to the project area. Visual resources are determined by identifying existing landforms (e.g., topography and grading), views (e.g., scenic resources such as natural features or urban characteristics), viewing points/locations, and existing light and glare (e.g., nighttime illumination). Changes to the existing aesthetic environment that would result due to implementation of the proposed project are identified and qualitatively evaluated based on the proposed modifications to the existing setting and the viewer's sensitivity. It should be noted, however, that there are no locally designated or defined standards or methodologies for the assessment of aesthetic impacts. Project-related impacts are compared to the context of the existing setting.

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.1-1: Development in accordance with the General Plan Update would not substantially alter or damage scenic vistas or resources in Yucaipa or along a state scenic highway. [Thresholds AE-1 and AE-2]

Impact Analysis: The City of Yucaipa features a rural landscape offering scenic vistas of the Crafton Hills to the northwest, the San Bernardino National Forest to the north and east, and rolling hills to the south (see Figures 5.1-1a and 5.1-1b, *Scenic Features and Resources*). Urban growth within the City is mainly concentrated in the five neighborhood communities: Dunlap Acres, North Bench, Central Yucaipa, Freeway Corridor, and Wildwood Canyon. These areas include commercial uses along Yucaipa Boulevard and I-10, and residential uses in the remaining areas (see Figure 3-3, *Existing Land Uses*). Existing development surrounding these communities is less intense and primarily consists of low density and rural residential land uses or undeveloped lands. Large areas of open space and parks close to the City's boundaries include the Crafton Hills, Yucaipa Regional Park, El Dorado Ranch Park, and Wildwood Canyon State Park. The rural environment and open space areas in the northern and eastern portions of Yucaipa afford its residents clear views toward scenic and natural resources (see Figures 5.1-1a and 5.1-1b, *Scenic Features and Resources*).

Figure 5.1-2
SCENIC HIGHWAYS



- City Limits
- Yucaipa Sphere of Influence
- State Eligible Scenic Highway
- San Bern. County Designated Scenic Highway
- Riverside County Eligible Scenic Highway
- Yucaipa Designated Scenic Highway
- Yucaipa Scenic Resource Overlay

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: IBI Group Inc., 2015

12/10/2015

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There are no state scenic highways in the City or SOI. The nearest officially designated state scenic highway is a 16-mile portion of SR-38 that crosses the San Bernardino Mountains southeast of Big Bear Lake. This portion of SR-38 is approximately 11 miles northeast of Yucaipa. SR-38 continues south from the San Bernardino Mountains toward the most northern boundary of the City near the SR-38/Bryant Street intersection and continues west into the City of Mentone; this segment is considered an "Eligible State Scenic Highway – Not Officially Designated" by Caltrans (see Figure 5.1-2, *Scenic Highways*; Caltrans 2011). Existing land uses near SR-38 and Bryant Street within Yucaipa's city limits and SOI are the U.S. Forest Service – Mill Creek Visitor Center, undeveloped lands and a small planned development southwest of the SR-38/Bryant Street intersection. The proposed land use plan designates these areas as Open Space and planned development. No additional development would be proposed near SR-38. Thus, no impacts would occur to scenic resources along this segment of SR-38.

Future development in accordance with the proposed land use plan would allow for development of currently undeveloped parcels and intensification of existing land uses, including development along the local scenic corridors (see Figure 5.1-2, *Scenic Highways*). However, as shown on Figures 3-3, *Existing Land Uses,* and 3-5, *Proposed Land Use Plan*, proposed development would occur in the same areas: the five established neighborhood communities, the Freeway Corridor Specific Plan, along Yucaipa Boulevard and I-10 and along the City's southern boundary abutting the urbanized areas of Calimesa. The proposed land use plan would preserve the rural residential and open space areas in the City's northern and eastern portions, which would help protect the City's scenic vistas of the San Bernardino National Forest and other closer open space areas (i.e., El Dorado Ranch Park and Wildwood Canyon State Park). No major changes are proposed in the Chapman Heights areas adjacent to the Crafton Hills and Yucaipa Regional Park; thus, vistas toward these hillsides and open space areas would also be preserved. Overall, the proposed land use plan designates Yucaipa's border areas as either Open Space or Rural Residential with the exception of residential uses in the southern urbanized area of Yucaipa abutting Calimesa, the Freeway Corridor Specific Plan designations and commercial designations near and along I-10, and residential uses at the most western city limits (which are existing homes). Therefore, vistas towards Yucaipa's scenic resources to the north and east would not be adversely impacted.

In addition, future developments along hillsides and ridgelines with average slopes greater than 15 percent are required to adhere to development standards that protect hillside and ridgeline sensitivity (Division 7, Chapter 11 of the City's Development Code). These standards include height, landscape, and architecture/structure requirements to reduce development impacts on Yucaipa's natural resources and scenic vistas. As previously stated, future development would mostly occur in central Yucaipa and along major corridors (i.e., Yucaipa Boulevard and I-10) that are already urbanized and built out. Therefore, development in accordance with the General Plan Update would not significantly alter or adversely damage the City's scenic vistas or resources.

The General Plan Update also includes policies related to the preservation of scenic vistas and resources in the City. For example, Policy H-3.4 of the Housing Element requires 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. Policy H-3.5 requires adherence to housing-related regulations for hillsides, custom homes, natural hazards, scenic resources, biological resources, and cultural resources. The proposed Transportation Element includes the following policies under

Goal T-5 that relate to preserving viewsheds from scenic corridors that contribute to the beauty, character, and quality of life in Yucaipa and the City's tourism economy.

- **Policy T-5.1 – Scenic Corridor Designation.** Prioritize the preservation of scenic qualities or environmental character of streets and highways designated on the local scenic highway plan (Figure T-4) in the design, construction, and modification of streets.

- **Policy T-5.2 – Scenic Resource Overlay.** Enforce the scenic resources overlay district, including regulations on building and structure placement, review area, undergrounding of utilities, access drives, landscaping, roads/walkways/ parking, grading, and signage.

- **Policy T-5.3 – Street Design.** Apply special consideration in the design of street lighting, signage, landscaping palette, street furniture, and other appurtenances that complement the views from the roadway along scenic corridors.

- **Policy T-5.4 – Development Review.** Exercise design review of all projects visible from a designated scenic route consistent with the Scenic Resources Overlay District; balance design considerations of projects with the preservation of the natural aesthetics of the area.

- **Policy T-5.5 – Scenic Corridor Signage.** Avoid free-standing signage along designated Scenic Corridors. Enforce design criteria for consideration of new freestanding outdoor advertising structures or signs along designated scenic corridors.

- **Policy T-5.6 – Scenic Corridor Treatment.** Consider special scenic highway treatment, such as highway directional signs, guardrails and fences, provision of scenic outlooks, and appropriate lighting, where feasible.

In addition, the Parks, Recreation, Trails, and Open Space Element includes policies under Goal PR-4 that relate to conservation, management, and stewardship of Yucaipa's open space areas, habitats, hills, and ridgelines:

- **Policy PR-4.1 – Crafton Hills.** Cooperatively work with the Crafton Hills Open Space Conservancy to expand, preserve, and protect the Crafton Hills for educational, recreational, habitat, and wildlife preservation purposes.

- **Policy PR-4.2 – Wildwood Canyon.** Cooperatively work with the Wildlands Conservancy, Yucaipa Valley Conservancy, State of California, and other stakeholders to expand the park and preserve its visual and natural resources.

- **Policy PR-4.3 – Hillside Preservation.** Protect lands with steep topography, prominent natural features, ridgelines, and view sheds through adherence to Yucaipa's Hillside Preservation Ordinance.

- **Policy PR-4.4 – Oak Tree Preservation.** Preserve the City's heritage oak trees through adherence to the Oak Tree Conservation regulations in the Yucaipa Municipal Code, proper tree care and maintenance, and other efforts.

- **Policy PR-4.5 – Creek Preservation and Restoration.** Protect the integrity of natural drainage channels; secure grants and support to restore and preserve Yucaipa's creeks in a naturalized state for aesthetic, recreational, and wildlife value to the extent practical.

- **Policy PR-4.6 – Development Regulations.** Require proposed private and public development to respect the integrity of the natural terrain of the city; ensure that potential impacts are fully mitigated, to the extent practical.

- **Policy PR-4.7 – Scenic Resources.** Protect Yucaipa's scenic resources, including scenic corridors along roads and views of the hillsides, prominent ridgelines, canyons, and other significant natural features, to the extent practical.

The Hillside Preservation Ordinance referenced in Policy PR-4.3 identifies protected areas in the City that have steep topography and prominent natural features, ridgelines, and viewsheds (see Figure 5.1-3, *Hillside Overlay District*).

The existing and proposed scale and design of the City, as well as its existing and future land uses, complement and do not detract from the backdrop scenery of the surrounding mountains, hillsides, and rural environment. The height of the surrounding mountains also ensures that they will remain a scenic backdrop to Yucaipa and surrounding communities without interference from future development accommodated by the General Plan Update. Furthermore, general and specific-use design standards under Division 7 and 8 of the City's development code guide future development characteristics, such as height and placement of buildings and structures, setback requirements, landscaping, and architectural design parameters.

Adherence to development and design standards and implementation of the General Plan Update policies would ensure that future development would not have a substantial adverse impact on scenic vistas or resources in the project area or along a state scenic highway.

Impact 5.1-2: Buildout in accordance with the proposed land use plan would alter the existing visual appearance of the City and SOI, but would not substantially degrade its existing visual character or quality. [Threshold AE-3]

Impact Analysis: Future development in accordance with the General Plan Update would allow for new development of currently undeveloped parcels and intensification of already developed areas in the City. Although new development would alter the visual appearance of the City, it would not degrade Yucaipa's visual character or quality.

As stated under Impact 5.1-1, proposed land use changes or intensifications under the General Plan Update would occur in areas already developed and urbanized, including the Central Core, Dunlap Acres, and the southern boundary of Yucaipa near the urbanized areas of Calimesa. The existing undeveloped and rural

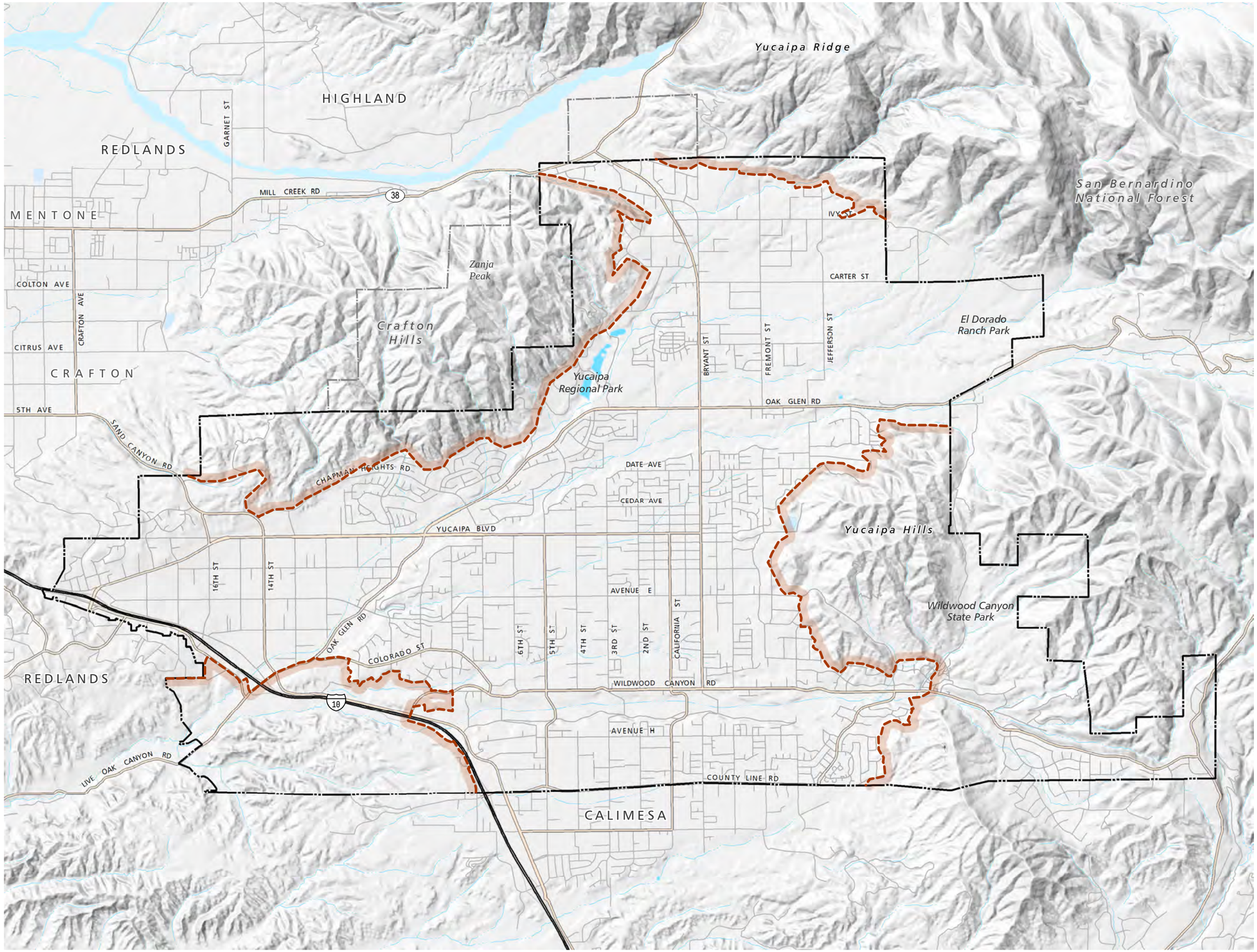
areas, including areas near the Crafton Hills and Yucaipa Regional Park, northern rural residential and undeveloped areas of North Bench, and eastern open space, undeveloped and rural residential areas near El Dorado Ranch Park and Wildwood Canyon State Park would maintain their existing Rural Residential or Open Space designations, which would maintain the existing visual character and quality of these areas. In addition, major objectives of the General Plan Update are to "maintain a small-town rural character with strong neighborhood identities" and "preserve scenic vistas, wild lands, ravines, and hillsides." Therefore, implementation of the proposed project would not introduce a substantial amount of new development or intensify development to the point that it would damage or alter the existing visual character or quality of the City.

While implementation of the General Plan Update would allow for intensification of the Central Core and Dunlap Acres, development would still be required to comply with existing regulations that assist in maintaining the City's small-town rural character with scenic vistas of its surrounding open space. The City's development code includes general design standards (Division 7) and specific-use design standards (Division 8) that help regulate how development proceeds within the City's various land use districts. Regulations include maximum height limits, density limits, parking requirements, allowable signs and lighting, lot and yard setbacks, and several performance standards related to mitigating environmental impacts (noise, air quality, light and glare, heat, waste disposal, and runoff control). Specific design standards related to single residential, multiple residential, mobile home parks, commercial and industrial, planned developments, etc., are provided in Division 8 of the City's development code and include construction, parking, dwelling size, architecture, landscaping, and circulation requirements specific to the land use type. Further, Chapter 11 of Division 7 includes regulations related to hillside and ridgeline development in areas with average slopes over 15 percent to preserve scenic vistas of the City's hills and ridgelines.

Future development that falls within the Freeway Corridor or Uptown specific plan areas is required to comply with development guides detailed in each respective specific plan. Each specific plan includes detailed development standards and design guideline and also references the City's municipal code for design criteria to ensure new development remains consistent with Yucaipa's distinct neighborhood characters and visions of its residents.

The General Plan Update also includes policies to ensure Yucaipa's rural character and scenic natural resources are adequately preserved. In the proposed Parks, Recreation, Trails, and Open Space Element, Policies PR-4.1 and PR-4.2 encourage cooperatively working with the Crafton Hills Open Space Conservancy, the Wildland Conservancy, Yucaipa Valley Conservancy, State of California, and other stakeholders to expand, preserve, and protect the City's visual and natural resources. Policy PR-4.3 protects lands with steep topography and prominent natural features, ridgelines, and viewsheds in the Yucaipa Hillside Preservation Ordinance (see Figure 5.1-3, *Hillside Overlay District*). Policy PR-4.4 protects the City's heritage oak trees, and Policy PR-4.5 promotes creek restoration through public and private agency grants to preserve Yucaipa's natural creeks for their aesthetic, recreational, and wildlife value.

Figure 5.1-3
HILLSIDE OVERLAY DISTRICT



City Limits
Yucaipa Sphere of Influence
Hillside Overlay District

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: City of Yucaipa 2014

12/10/2015

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Further, the proposed Housing and Neighborhoods Element of the General Plan Update includes policies that protect Yucaipa's existing neighborhood identities. Policy HN-1.7 supports recognizing, preserving, and enhancing neighborhood character through adherence to design, development, and other standards in the City's municipal code, overlay districts, and specific plans. Policy HN-1.8 encourages active and informed participation by residents from each neighborhood to identify local needs and implement programs that beautify, preserve, and improve their neighborhoods. Policy HN-3.6 requires new residential development to be compatible with the existing neighborhood character and the City's municipal code development standards and design policies. More specifically, Policy HN-2.4 requires all new residential development in the North Bench and Wildwood Canyon Area to maintain consistency with the custom home overlay, adopted density and development standards, and the rural character of those planning areas.

By complying with the City's existing regulations and the General Plan Update policies, future developments would be built to reflect Yucaipa's small-town rural character and maintain its existing visual scenic vistas, hillsides, and open spaces. Impacts would be less than significant.

Impact 5.1-3: Future development in accordance with the General Plan Update would generate additional light and glare in the City and SOI that would impact surrounding existing land uses; however, light and glare would be minimized through adherence to the City's lighting standards. [Threshold AE-4]

Impact Analysis: Sources of light and glare in the City include building lighting (interior and exterior), security lighting, sign illumination, and parking-area lighting. These sources are mostly associated with the residential, commercial, and industrial uses in the more developed areas of the City's core. Other sources of nighttime light and glare include street lights, vehicular traffic along surrounding roadways, and ambient lighting from surrounding communities.

Future development in accordance with the General Plan Update would allow for development of currently undeveloped parcels and alterations, intensification, and redistribution of existing land uses, which could increase nighttime light and glare in the City. For example, conversion of underutilized or vacant areas into residential or commercial uses would introduce new sources of light (building illumination, security lighting, street lights, etc.). However, the areas along the northern and eastern boundary of the City would maintain their existing land use designations of Rural Living, Single Residential, and Open Space under the proposed land use plan.

Parts of these areas are also designated as Improvement Levels (IL) 3 and 4 (rural, low density, or urban-rural transitional areas) by the City and do not require new developments to install street lightings at any standard spacing, midblock, or intersections. These areas are better able to preserve night skies and minimize unnecessary light pollution in low density and rural living environments (Yucaipa 1992). Therefore, improvements and future development in these areas would not generate substantial new light and glare sources.

Most of the new development and intensification of land uses would occur in the Central Core, Dunlap Acres, and Freeway Corridor neighborhoods. Additional commercial uses along I-10 and Yucaipa Boulevard and multifamily residential uses in the Central Core would be the primary areas of intensification. Sources of

light and glare from new developments, residents, and employees would include lighting needed to provide nighttime street and building illumination, security lighting, nighttime traffic sign illumination, and lighting associated with construction activities. This would likely introduce new significant sources of light and glare. However, the City's development code outlines design standards and regulations for light and glare, which would prevent excess illumination from new development sites and prevent light and glare spillover to surrounding properties. For example, Section 87.0605 requires all parking area lighting to reflect light and glare away from public thoroughfares and any adjacent residences. Section 87.0705 requires all electronic message signs to be lit by steady, stationary, shielded light directed only at the sign, by light inside the sign, and by direct neon lighting not to exceed 0.5 foot-candle. Section 87.0710 prohibits any signs that do not effectively shield light or glare from drivers. Specific to industrial uses, Chapter 9 of the City's General Design Standards requires any activity producing glare in a Community Industrial or Regional Industrial District to be installed so that direct or indirect light from the source does not cause glare above 0.5 foot-candle when measured in a Residential District or lot.

In addition, Policy PR-4.9 under the Parks, Recreation, Trails, and Open Space Element protects views of night skies in appropriate locations in Yucaipa through the regulation of project design, street lights, lighting and glare from buildings and land uses, and other features.

- **Policy PR-4.9 – Dark Skies.** Protect views of night skies in appropriate locations in Yucaipa through the regulation of project design, street lights, lighting and glare from buildings and land uses, and other features, to the extent practical.

All future development projects would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, California Code of Regulations), which outlines mandatory provisions for lighting control devices and luminaires. By complying with the City's development code regulations pertaining to light and glare sources from new developments, nighttime lighting and glare impacts and potential spillover caused by the proposed project would be minimized, and impacts would be less than significant.

5.1.4 Applicable General Plan Update Policies

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to aesthetics.

Community Design and Land Use Element

- **Policy CDL-2.1 – Ridgeline/Hillside Protection.** Adhere to the protections for ridgelines and hillsides codified in Ordinance 81, Ridgeline/Hillside Development Ordinance, Hillside Overlay District, and Grading Manual.

- **Policy CDL-2.2 – Viewshed.** Preserve views to and from hillsides and ridgelines to maintain the image and quality of Yucaipa where overlay districts apply. Preserve canyons, ridgelines, and rock outcrops through regulation of development as appropriate.

- **Policy CDL-2.3 – Development Projects.** Concentrate hillside development in areas with the least environmental impacts. Density, open space, and building design and site planning are to be correlated with steepness of the terrain; allow clustering to maximize open space.

- **Policy CDL-2.4 – Grading.** Encourage natural grading techniques that blend with existing topography; grading should use rounded contours on slopes to minimize disturbance. Encourage the preservation of the physical shape of the hillside and views where feasible.

- **Policy CDL-2.5 – Slope Protection.** Require revegetation with native and/or naturalized species where grading or other activities have disturbed the site. In general, planting species that are native to the region, drought resistant, and effective at erosion control.

- **Policy CDL-2.6 – Roadway 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.

- **Policy CDL-2.7 – Site Planning.** Promote land use patterns that are consistent with the slopes, landform, vegetation, and scenic quality of hillsides. Ensure projects fit the natural site topography rather than altering natural topography or features to accommodate a stock pad.

- **Policy CDL-2.8 – Materials.** Building materials and colors should blend with the natural landscape. Treated wood or materials of woodlike appearance, with fire retardant properties, are encouraged for exterior surfaces. Contrasting colors should be kept to a minimum. Use of natural materials, such as river rock, is encouraged.

- **Policy CDL-3.1 – Public Landscaping.** Ensure that all public landscaping in public right-of-ways (landscaping outside of parks) is attractive, adequately maintained, and utilizes California native, drought-tolerant, and/or other sustainable plant material.

- **Policy CDL-3.2 – Street Trees.** Recognize the importance of planting and maintaining trees consistent with the image of Yucaipa. Provide for the consistent use of street trees to identify city streets, residential neighborhoods, commercial and employment districts, and gateways.

- **Policy CDL-3.3 – Medians.** Encourage medians where feasible pursuant to the transportation element with water-conserving, California-native landscaping where the right-of-way exists; where it does not exist, condition the improvement or development of projects on providing appropriate right-of-way for medians or other offsets.

- **Policy CDL-3.4 – Lighting.** Require that lighting be integrated with the design and layout of a project and/or building and that it provide a desirable level of security and appropriate illumination level relative to the activity, intended use, or size of the area.

- P**olicy CDL-3.5 – Signage.** Continue to develop and enhance the City's graphics and sign program for street signs, parks, public facilities, and other civic areas; require private development to adhere to signage regulations in the municipal code and design regulations.

- **Policy CDL-3.6 – Gathering Places.** Support development of attractive, engaging, and convenient public and private gathering spaces (plazas, pedestrian areas, etc.) in areas of high visibility such as shopping centers, near streets, or along sidewalks or pedestrian paths.

- **Policy CDL-3.7 – Public Art.** Develop a local public art program; incorporate public art into key gateways, major projects, and public gathering places to provide opportunities for local and regional artists and to reinforce the City's culture, history, and character.

- **Policy CDL-4.1 – Streetscape.** Incorporate design features along corridors that reinforce a positive image of Yucaipa. Utilize unifying and consistent streetscape elements to visually unify major corridors —landscaped parkways and distinctive medians, trees, lighting, decorative paving, street furniture, banners, and public signs.

- **Policy CDL-4.2 – Utilities.** Require (when appropriate) and encourage the undergrounding of overhead utility lines; shield mechanical equipment, fencing, and other utilitarian features that detract from corridor aesthetics and/or important viewsheds.

- **Policy CDL-4.3 – Towers and Poles.** Restrict the placement of cell towers, radio towers, and other aboveground utilities in areas of the community and along streets where they would negatively affect aesthetics and scenic views for the general public.

- **Policy CDL-4.4 – Scenic Corridors.** Protect designated scenic corridors (Yucaipa Boulevard, Live Oak Canyon Road, Oak Glen Road, Wildwood Canyon Road, and Bryant Street) by adhering to development requirements in the municipal code and policies in the General Plan.

- **Policy CDL-4.5 – Development Review.** Require enhanced review for projects along scenic corridors and other areas where projects could impede designated viewsheds. Review projects for compliance with building height, setbacks, signage, and site-orientation regulations.

- **Policy CDL-4.6 – Outdoor Signage.** Prohibit outdoor off-site advertising billboards (but not on-site signs identifying a business on the same property). Require adherence to signage regulations in the municipal code. Create more tailored signage regulations for scenic roadways.

- **Policy CDL-4.7 – Freeway Improvements.** Work with Caltrans to improve freeway landscaping for ramps, and support landscaping treatments along the freeway. Support efforts to phase out nonconforming off-site advertising billboards, including potential amortization program.

- **Policy CDL-10.1 – Development Review.** Implement and adhere to development review procedures and design guidelines in the City of Yucaipa Municipal Code that advance the visual quality of the community.

- **Policy CDL-10.2 – Topography.** Follow the City's Hillside Development Ordinance and, where appropriate, require project designs to respect the site's topography and fit into the natural contours of the slope, thereby protecting views to and from the development.

- **Policy CDL-10.3 – Site Planning.** Identify and preserve the positive characteristics and features of a site, such as viewsheds, heritage trees, and rock outcroppings, during the design and development of new projects.

- **Policy CDL-10.4 – Design Variation.** Encourage identifiable architectural designs, design variations, and well-planned projects that are visually interesting, neighborhood or district oriented, and well integrated with the surroundings.

- **Policy CDL-10.5 – Private Landscaping.** Require developers to incorporate appropriately sized and drought-tolerant vegetation with sufficient maintenance to provide a mature-looking landscape in three-five years after installation. Require private recreational facilities in new multifamily housing projects.

- **Policy CDL-10.6 – Parking.** Design parking lots and structures to be functionally and visually integrated and connected with the comprehensive project design; off-street parking lots should not dominate the street scene.

- **Policy CDL-10.7 – Basins.** Design retention/detention basins to be visually attractive, with natural landscaping and a public use component such as trails, and well integrated with any associated project and with adjacent land uses.

- **Policy CDL-10.8 – Safe Community Design.** Require the use of CPTED principles (Crime Prevention through Environmental Design), including creating opportunities for "eyes on the street" and clearly distinguishing between public and private spaces to enhance community safety.

- **Policy CDL-10.9 – Building Materials.** Use high-quality, natural building materials that evoke a sense of quality and permanence, such as stucco, plaster, stone, and wood; natural colors and textures are preferred.

- **Policy CDL-10.10 – Building Massing.** Reduce the bulk and perceived size of large buildings by dividing their mass into smaller parts, stepping down to adjacent structures, recessing openings for doors/windows, and using pedestrian-scale features; single-plane massing is discouraged.

- **Policy CDL-10.11 – Building Footprint.** Require and enforce appropriate residential and nonresidential development standards, including adequate building setbacks, to ensure that a building's footprint does not negatively affect adjacent uses or the visual quality of the area.

- **Policy CDL-10.12 – Architectural Detail.** While recognizing sensitivity to budget, require publicly visible sides of a building to contain architectural detail and façade articulation, strong patterns of shade and shadow, and integrated architectural detail; blank walls are discouraged.

- **Policy CDL-10.13 – Sustainable Designs.** Designs should incorporate sustainability concepts: incorporate measures to wisely reduce, conserve, or manage energy and water; control off-site drainage; and recycle construction and demolition debris as practical and cost-effective.

- **Policy CDL-10.14 – Lighting.** Exterior lighting should be subdued and avoid glare for occupants of adjacent properties. Lighting should enhance building design, improve safety and security, and wisely use energy; lighting intensity should be sensitive to surrounding properties and other environmental considerations.

- **Policy CDL-10.15 – Landscaping.** Implement creative landscape design transitions and buffers to create visual interest and reduce conflicts between different land uses. Promote water conservation with natural landscaping.

- **Policy CDL-10.16 – Building Setbacks.** Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting roadway, commercial, rural, and industrial uses.

- **Policy CDL-10.17 – Walls and Fences.** Use walls or fences to protect the privacy of residential areas; soften appearance of walls by varying alignment, adding landscaping and/or berms, and using surface detailing and natural materials. Chain-link fencing is discouraged.

Housing and Neighborhood Element

- **Policy HN-1.7 – Neighborhood Identity.** Recognize, preserve, and enhance neighborhood character through adherence to design, development, and other standards in the municipal code, overlay districts, and specific plans.

- **Policy HN-1.8 – Resident Involvement.** Encourage active and informed participation by residents from each neighborhood to identify local needs and implement programs that beautify, preserve, and improve their neighborhoods.

- **Policy HN-2.4 – North Bench and Wildwood Canyon.** Require all new residential development in the North Bench and Wildwood Canyon to be consistent with the custom home overlay, adopted density and development standards, and the rural character of those areas.

- **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.

- **Policy HN-3.6 – Compatibility.** Require that residential development and rehabilitation projects are compatible with the character of their neighborhood, comply with municipal code development standards, and follow appropriate site planning and project design practices.

Parks, Recreation, Trails, and Open Space Element

- **Policy PR-4.1 – Crafton Hills.** Cooperatively work with the Crafton Hills Open Space Conservancy to expand, preserve, and protect the Crafton Hills for educational, recreational, habitat, and wildlife preservation purposes.

- **Policy PR-4.2 – Wildwood Canyon.** Cooperatively work with the Wildlands Conservancy, Yucaipa Valley Conservancy, State of California, and other stakeholders to expand the park and preserve its visual and natural resources.

- **Policy PR-4.3 – Hillside Preservation.** Protect lands with steep topography, prominent natural features, ridgelines, and view sheds through adherence to Yucaipa's Hillside Preservation Ordinance.

- **Policy PR-4.4 – Oak Tree Preservation.** Preserve the City's heritage oak trees through adherence to the Oak Tree Conservation regulations in the Yucaipa Municipal Code, proper tree care and maintenance, and other efforts.

- **Policy PR-4.5 – Creek Preservation and Restoration.** Protect the integrity of natural drainage channels; secure grants and support to restore and preserve Yucaipa's creeks in a naturalized state for aesthetic, recreational, and wildlife value to the extent practical.

- **Policy PR-4.6 – Development Regulations.** Require proposed private and public development to respect the integrity of the natural terrain of the city; ensure that potential impacts are fully mitigated, to the extent practical.

- **Policy PR-4.7 – Scenic Resources.** Protect Yucaipa's scenic resources, including scenic corridors along roads and views of the hillsides, prominent ridgelines, canyons, and other significant natural features, to the extent practical..

- **Policy PR-4.8 – Education.** Work with state, federal, and community partners to develop educational and other materials that promote the preservation and conservation of Yucaipa's natural resources, to the extent practical.

- **Policy PR-4.9 – Dark Skies.** Protect views of night skies in appropriate locations in Yucaipa through the regulation of project design, street lights, lighting and glare from buildings and land uses, and other features, to the extent practical.

Transportation Element

- **Policy T-5.1 – Scenic Corridor Designation.** Prioritize the preservation of scenic qualities or environmental character of streets and highways designated on the local scenic highway plan (Figure T-4) in the design, construction, and modification of streets.

- **Policy T-5.2 – Scenic Resource Overlay.** Enforce the scenic resources overlay district, including regulations on building and structure placement, review area, undergrounding of utilities, access drives, landscaping, roads/walkways/ parking, grading, and signage.

- **Policy T-5.3 – Street Design.** Apply special consideration in the design of street lighting, signage, landscaping palette, street furniture, and other appurtenances that complement the views from the roadway along scenic corridors.

- **Policy T-5.4 – Development Review.** Exercise design review of all projects visible from a designated scenic route consistent with the Scenic Resources Overlay District; balance design considerations of projects with the preservation of the natural aesthetics of the area.

- **Policy T-5.5 – Scenic Corridor Signage.** Avoid free-standing signage along designated Scenic Corridors. Enforce design criteria for consideration of new freestanding outdoor advertising structures or signs along designated scenic corridors.

- **Policy T-5.6 – Scenic Corridor Treatment.** Consider special scenic highway treatment, such as highway directional signs, guardrails and fences, provision of scenic outlooks, and appropriate lighting, where feasible.

Public Services and Facilities Element

- **Policy PSF-8.3 – Undergrounding Utilities.** Require all new utility lines built as part of new development projects to be installed underground or, in the case of transformers, pad mounted consistent with City specifications.

- **Policy PSF-8.4 – Undergrounding Existing Utility Lines.** Continue to encourage the undergrounding of existing overhead facilities to the extent feasible through utility districts, development agreements, and other mechanisms.

5.1.5 Existing Regulations and Standard Conditions

- City of Yucaipa Development Code
  - Division 7 (General Design Standards)
  - Chapter 4, Height Regulations
  - Chapter 6, Parking Regulations
  - Chapter 7, Sign Regulation – Sections 87.0705, General Provisions, and 87.0710, Prohibited Signs
  - Chapter 9, Performance Standards, Part (b)
    - Division 8 (Specific Use Design Standards)

5.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.1-1, 5.1-2, and 5.1-3.

5.1.7 Mitigation Measures

No significant adverse impacts were identified and no mitigation measures are necessary.

5.1.8 Level of Significance After Mitigation

No mitigation measures are required and impacts would remain less than significant.

5.1.9 References

California Department of Transportation (Caltrans). 2011. California Scenic Highway Mapping System. http://www.dot.ca.gov/hq/LandArch/scenic_highways/.

Yucaipa, City of. 2004 (rev.). City of Yucaipa General Plan. http://www.yucaipa.org/cityDepartments/DevelopmentServices/generalPlan.php.

———. 2014, March. Yucaipa Community Profile. Prepared by PlaceWorks. http://www.yucaipa.org/wp-content/uploads/Yucaipa_Community_Profile.pdf.

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5.2 AGRICULTURE AND FORESTRY RESOURCES

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Yucaipa General Plan Update to impact agriculture and forestry resources in the City of Yucaipa and its sphere of influence (SOI). Cumulative impacts related to agriculture and forestry resources would be contiguous with the City and SOI boundary, but also considers regional agricultural resources.

5.2.1 Environmental Setting

5.2.1.1 REGULATORY BACKGROUND

State and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

State

Farmland Mapping and Monitoring Program

Pursuant to Government Code Section 65570, the California Department of Conservation Farmland Mapping and Monitoring Program compiles important farmland maps for the state. These maps compile soil survey and current land use information from the United States Department of Agriculture and Natural Resource Conservation Service to provide an inventory of agricultural resources in each county. The maps show urbanized lands and a qualitative sequence of agricultural designations. County, state, and federal agencies have established several classifications of important agricultural land based on factors such as soil characteristics, climate, and water supply.

Prime Farmland. The best combination of physical and chemical features and able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Farmland of Statewide Importance. Similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Unique Farmland. Lesser-quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards. Land must have been cultivated at some time during the four years prior to the mapping date.

Farmland of Local Importance. Land of importance to the local economy, as defined by each county's local advisory committee and adopted by its board of supervisors. In San Bernardino County, this refers to farmland that meets all the characteristics of Prime, Statewide, or Unique classifications but are not irrigated. This includes land that is not covered by the previous categories but is of high economic importance to the community, such as dryland grains of wheat, barley, oats, and dryland pasture.

Williamson Act

The California Land Conservation Act, or Williamson Act, (Government Code Sections 51200 et. seq.) was adopted in 1965. The act was established to encourage the preservation of agricultural lands because of the increasing trend of "premature and unnecessary" urbanization. The act enables counties and cities to designate agricultural preserves (Williamson Act lands) and offer preferential taxation to agricultural landowners based on the income-producing value. In return for the preferential tax rate, the landowner is required to sign a contract (Williamson contract) with the county or city agreeing not to develop the land for a minimum of 10 years. The contract is renewed automatically on its anniversary date unless a notice of nonrenewal or petition for cancellation is filed.

5.2.1.2 EXISTING CONDITIONS

Existing Agricultural Uses

As shown on Figure 3-3, *Existing Land Use*, and detailed in Table 3-1, *Existing Land Use Summary*, agricultural uses in the City of Yucaipa encompass 173 acres and include poultry, fruits, dry farm, and irrigated grains. A number of residential areas in the City, particularly in the North Bench area and Dunlap Acres, and portions of the Central Core, raise and keep a variety of animals (horses, llamas, etc.). Chicken ranches are also a distinct feature of agricultural land uses in Yucaipa (Yucaipa 2004). A large chicken farm is located to the southwest of the Carter Street and Jefferson Street intersection in the North Bench area (see Figure 3-2, *Citywide Aerial*). The Live Oak Canyon Christmas Tree Farm, located south of Interstate 10 (I-10), is not included in the 173 acres.

Agricultural Designations and Williamson Contracts

Mapped Farmland

CEQA considers impacts to three categories of farmland: Prime Farmland, Farmland of Statewide Importance, and Unique Farmland. Mapped farmland in the City and its sphere of influence (SOI) is shown on Figure 5.2-1, *Important Farmland and Williamson Act Lands*. Areas of Prime and Unique Farmland are located near the Oak Glen Road/Jefferson Street intersection and the area south of I-10 and Live Oak Canyon Road. Portions of northeastern and southwest Yucaipa are designated Farmland of Local Importance. Given that CEQA does not consider impacts to farmland of local importance, these acreages are not listed in Table 5.2-1.

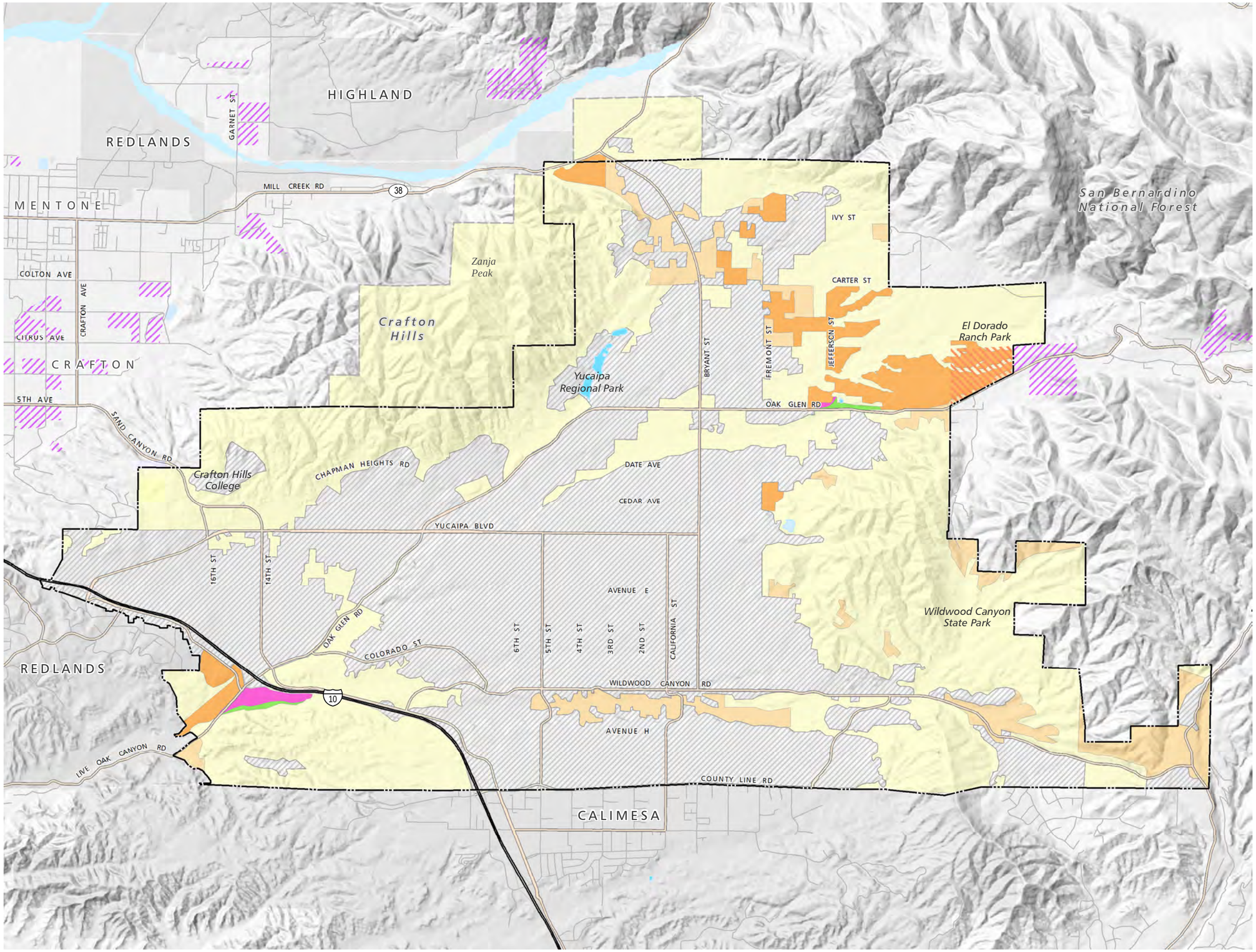
Table 5.2-1 Existing Important Farmland in City and SOI, Acres

Farmland Category	City	SOI	Total
Prime Farmland	43.9	0	43.9
Farmland of Statewide Importance	0	0	0
Unique Farmland	23.1	0	23.1
Total	67	0	67

Source: California Department of Conservation, Division of Land Resource Protection 2014.
Note: Acreages are rounded. Farmland of Local Importance is not listed in this table given that CEQA only considers the impacts of the three listed farmland categories.

Figure 5.2-1

IMPORTANT FARMLAND & WILLIAMSON ACT LANDS



City Limits

Yucaipa Sphere of Influence

Williamson Act

Williamson Act Lands

Williamson Act Lands, Non-Renewal

Important Farmland

P - Prime Farmland

U - Unique Farmland

G - Grazing Land

L - Farmland of Local Importance

D - Urban and Built-Up Land

X - Other Land

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: FMMP, CA Department of Conservation 2012; Williamson Act Lands, CA Department of Conservation 2013

12/16/2014

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As shown in Table 5.2-1, the City has approximately 67 acres of important farmlands, of which about 44 acres, or 65.5 percent, are classified Prime Farmland. Unique Farmland makes up approximately 23 acres or 34.5 percent of important farmlands. The SOI does not have any important farmland.

These 67 acres of important farmland are designated Regional Commercial (CR) and Rural Living 1 (RL-1) under the current land use plan. Row, field, tree, and nursery crop cultivation are permitted uses under these two land use types.

The portion of important farmland along I-10 is owned by Live Oak Canyon Christmas Tree Farm and used primarily for Christmas tree and pumpkin farming. The farm has a small gift shop and offers farm tours of the pumpkin fields, corn fields, cattle pastures, and wildlife area (Live Oak Canyon 2012). The other portion of important farmland in the North Bench area is part of the Casa Blanca Ranch, which is a 240-acre ranch consisting of a couple of residential units, orchards, agricultural fields, and open space. The specific area that is classified important farmland in the Casa Blanca Ranch is mostly orchards surrounding the main ranch house and auxiliary structures.

General Plan Designation for Agricultural Use

Under the current and proposed land use plans, there is no land within the City or SOI that is designated primarily for agricultural use (see Figures 3-4, *Current Land Use Plan*, and 3-5, *Proposed Land Use Plan*). However, all land use designations under the current plan allow for agricultural use to some degree except Open Space, according to Chapter 3 (Land Use Districts) of the City's development code.

Based on Section 84.0210 of the development code, agricultural land use types include:

- **Row, Field, Tree, and Nursery Crop Cultivation:** Includes cultivation of open field or greenhouse crops of fruits, vegetables, grain, fibers, flowers, ornamental, and nursery plant materials for wholesale or retail sales and ultimate consumption by others.

- **Animal Raising:** Includes animal husbandry activities for the production of animal products which will be consumed by others. Animal types and densities are specified by each land use district. Additional animals may be raised as accessory uses.

- **Commercial Kennels and Catteries:** Refers to the keeping of more than five dogs or five cats for breeding, boarding, and/or sale.

- **Wholesale Trade of Livestock** (e.g., animal auctions)

- **Cow and Goat Dairies:** Includes any premises where milk is produced for sale or distribution and where 10 or more cows or goats are in lactation.

- **Hog Ranches and Calf Raising:** Includes any premises used for the raising or keeping of 10 or more weaned animals.

- **Agricultural Support Services:** Uses that support the farm community and are fully compatible with agricultural uses, including farm machinery equipment and supplies, sale, and repair; farm produce sales and supply (feed, hay, grain and grain products, fertilizer); farm products packaging and processing; feed storage, farm products warehousing, and storage (except stockyards); Animal husbandry services, veterinary services for large and small animals, horseshoeing, agricultural processing; animal waste processing, stockyards, organic fertilizer, feed lots; display and sales of farm machinery equipment and supplies; and agricultural chemicals, fuel and fuel oil, nonflammable bottled gas

Williamson Act Contracts

Williamson Act contracts are in the plan area shown on Figure 5.2-1, *Important Farmland and Williamson Act Lands*, and listed by acreage in Table 5.2-2. All 108.14 acres bearing Williamson Act contracts in the City have nonrenewal status, which means after the nine-year nonrenewal period is over, the contract will be terminated. Total enrollment in Williamson Act contracts in San Bernardino County in 2011 was about 4,542 acres (CDOC 2013). Therefore, the 108.14 acres under Williamson Act contract in the City is about 2.4 percent of the countywide total.

The lands bearing Williamson Act contracts are designated Open Space (OS) and Rural Living 10 (RL-10) under the current land use plan.

Table 5.2-2 Existing Williamson Act Contract Farmland in Plan Area, Acres

Contract Type[1]	City	Sphere of Influence	Total
P-NR - Prime Agricultural Lands (Non-Renewal)	63.3	0	66.3
NP-NR - Non-Prime Agricultural Lands (Nonrenewal)	44.8	0	44.8
Total	108.1	0	108.1

Source: California Department of Conservation, Division of Land Resource Protection 2013.
Notes: Acreages rounded.
[1] Prime Agricultural Lands:
Land which is enrolled under California Land Conservation Act contract and meets any of the following criteria (as set forth under California Government Code Section 51201):
1: Land which qualifies for rating as class I or class II in the Natural Resources Conservation Service land use capability classifications;
2: Land which qualifies for rating 80 to 100 in the Storie Index Rating;
3: Land which supports livestock used for the production of food and fiber and which has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture;
4: Land planted with fruit or nut-bearing trees, vines, bushes or crops which have a nonbearing period of less than five years and which will normally return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than two hundred dollars per acre;
5: Land which has returned from the production of unprocessed agricultural plant production and has an annual gross value of not less than two hundred dollars per acre for three of the previous five years.
Non-Prime Agricultural Lands:
Land which is enrolled under California Land Conservation Act contract and does not meet any of the criteria for classification as Prime Agricultural Land. Non-Prime Land is defined as Open Space Land of Statewide Significance under the California Open Space Subvention Act (see California Government Code Section 16143), and may be identified as such in other documents. Most Non-Prime Land is in agricultural uses such as grazing or non-irrigated crops. However, Non-Prime Land may also include other open space uses which are compatible with agriculture and consistent with local general plans.
Land in Nonrenewal:
During the Nonrenewal process, the annual tax assessment gradually increases. At the end of the 9-year Nonrenewal period, the contract is terminated.

5.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

AG-1 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.

AG-2 Conflict with existing zoning for agricultural use, or a Williamson Act contract.

AG-3 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)).

AG-4 Result in the loss of forest land or conversion of forest land to non-forest use.

AG-5 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.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold AG-3
- Threshold AG-4

These impacts will not be addressed in the following analysis.

5.2.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.2-1: The proposed land use plan would not change the land use designations of 67 acres designated Prime and Unique Farmlands by the California Department of Conservation nor allow other changes to the environment that may convert farmland to non-agricultural uses. [Threshold AG-1 and AG-5]

Impact Analysis: CEQA analysis of farmland conversion focuses on three categories of Important Farmland: Prime Farmland, Farmland of Statewide Importance, and Unique Farmland.

As detailed in Table 5.2-1, Yucaipa has 43.9 acres of Prime Farmland and 23.1 acres of Unique Farmland. The current land use plan designates these areas as Regional Commercial (CG) and Rural Living 1 (RL-1).

Chapter 3 of the development code states that CG allows for row, field, tree, and nursery crop cultivation. RL-1 also allows for row, field, tree, and nursery crop cultivation, but any structure associated with these activities is limited to 10,000 square feet on parcels of five acres or less. If parcels are larger than five acres, there are no limits. RL-1 also allows for animal raising, with specific animal densities per square foot based on animal type (see Section 84.0320, Rural Living District, of the development code).

The proposed land use plan would not change the CG and RL-1 designations of these important farmlands, and agricultural use would continue to be permitted. Therefore, the existing Christmas tree and pumpkin farming, corn fields, and cattle pastures along I-10 would not be affected, and the Casa Blanca ranch house and orchards in the North Bench area would remain as is. Further, the surrounding areas abutting these important farmlands are proposed as Open Space (near I-10) and Rural Living (near Casa Blanca Ranch), which are compatible neighboring uses and would not put pressure or change the existing environment (e.g., future extensions of utilities) to result in the conversion of the existing important farmland to other non-agricultural development.

Thus, the proposed General Plan Update would have a less than significant impact on land designated by the California Department of Conservation as Prime or Unique Farmland in the City of Yucaipa.

Impact 5.2-2: The City of Yucaipa has 108.1 acres of land bearing nonrenewable Williamson Act contracts; the proposed land use plan would not change existing land use designations for the Williamson Act land. [Threshold AG-2]

Impact Analysis: As shown on Figure 5.2-1, *Important Farmland and Williamson Act Lands*, and Table 5.2-2, the City of Yucaipa has 108.1 acres of farmland bearing Williamson Act contracts in nonrenewal. The Williamson Act land is entirely within the El Dorado Ranch Park, with the exception of one rural residential home at 37076 Oak Glen Road. The 334-acre park officially opened in January 2014 and was acquired by the City from the Wildlands Conservancy and Yucaipa Valley Conservancy with the requirement that the land remain open space in perpetuity. Under the current land use plan, El Dorado Ranch Park is designated Open Space (OS), and the rural residential home is designated Rural Living 10 (RL-10).

The proposed land use plan would not change the existing OS and RL-10 designations for El Dorado Ranch Park or the residential home. Thus, development in accordance with the General Plan Update would not convert any land bearing Williamson Act contracts to nonagricultural uses. Furthermore, because the Williamson Act lands are in nonrenewal, the contracts will be terminated at the end of the nine-year nonrenewal period. Thus, impacts would be less than significant.

Impact 5.2-3: The proposed land use plan would convert Institutional and Rural Living land use areas that permit agricultural use to Open Space, which does not permit agricultural use. [Threshold AG-2]

Impact Analysis: The City's current zoning code would remain in effect upon implementation of the proposed land use plan. In Chapter 3 of the development code, all land use categories permit varying degrees of agricultural use (row, field, tree, and nursery crop cultivation, animal raising, small ranches/farms, etc.) with the exception of Open Space. Although the current and proposed land use plans do not have an

"Agriculture" land use designation, the proposed General Plan Update still has the potential to conflict with current land use designations that permit these types of uses. Therefore, areas of newly proposed Open Space would eliminate agriculture as a permitted use. These newly proposed Open Space areas include the Crafton Hills, Wildwood Canyon State Park, and the Wildwood Canyon Open Space area. Crafton Hills and Wildwood Canyon State Park are currently designated Institutional, which permit row, field, tree, and nursery crop cultivation. And the Wildwood Canyon Open Space area is designated Rural Living, which permits animal raising and small animal ranches/farms, with animal density dependent on the property size.

Converting these three areas into Open Space would eliminate agriculture as a permitted use; however, these areas have already been set aside as open space, parks, hillsides, and other community assets and do not have any existing agricultural uses. Two-thirds of the 4,500-acre Crafton Hills area, including the area currently designated Institutional, has already been preserved by the Crafton Hills Open Space Conservancy (CHOSC). Wildwood Canyon State Park was established in 2003 and is maintained and preserved by the California State Parks. And, the 75-acre Wildwood Canyon Open Space area has been dedicated by the Yucaipa Valley Conservancy. Given the nature of these three open space areas, they would not be used for agricultural use in the future, and the proposed land use plan would more accurately designate these areas as established open space areas. Given that all land use designations in the City of Yucaipa, aside from Open Space, permit varying degrees of agricultural uses, the conversion of Crafton Hills, Wildwood Canyon State Park, and the Wildwood Canyon Open Space area to an Open Space designation, would not constitute a significant loss of land permitting agricultural use. Instead, it more accurately reflects what has already been established and is occurring on the ground compared to the current land use plan that was created in 2004. Thus, impacts would be less than significant.

5.2.4 Applicable General Plan Update Policies

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce impacts to agriculture and forestry resources.

Parks, Recreation, Trails, and Open Space Element

- **Policy PR-4.1 – Crafton Hills.** Cooperatively work with the Crafton Hills Open Space Conservancy to expand, preserve, and protect the Crafton Hills for educational, recreational, habitat, and wildlife preservation purposes.

- **Policy PR-4.2 – Wildwood Canyon.** Cooperatively work with the Wildlands Conservancy, Yucaipa Valley Conservancy, State of California, and other stakeholders to expand the park and preserve its visual and natural resources.

- **Policy PR-4.3 – Hillside Preservation.** Protect lands with steep topography, prominent natural features, ridgelines, and view sheds through adherence to Yucaipa's Hillside Preservation Ordinance.

- **Policy PR-4.4 – Oak Tree Preservation.** Preserve the City's heritage oak trees through adherence to the Oak Tree Conservation regulations in the Yucaipa Municipal Code, proper tree care and maintenance, and other efforts.

- **Policy PR-4.5 – Creek Preservation and Restoration.** Protect the integrity of natural drainage channels; secure grants and support to restore and preserve Yucaipa's creeks in a naturalized state for aesthetic, recreational, and wildlife value to the extent practical.

- **Policy PR-4.6 – Development Regulations.** Require proposed private and public development to respect the integrity of the natural terrain of the city; ensure that potential impacts are fully mitigated, to the extent practical.

- **Policy PR-4.8 – Education**. Work with state, federal, and community partners to develop educational and other materials that promote the preservation and conservation of Yucaipa's natural resources, to the extent practical.

5.2.5 Existing Regulations and Standard Conditions

Farmland Mapping and Monitoring Program (California Government Code Section 65570)

5.2.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.2-1, 5.2-2, and 5.2-3.

5.2.7 Mitigation Measures

No significant adverse impacts were identified and no mitigation measures are necessary.

5.2.8 Level of Significance After Mitigation

No mitigation measures are required and impacts would remain less than significant.

5.2.9 References

California Department of Conservation (CDOC). 2014. California Important Farmland Finder. http://maps.conservation.ca.gov/ciff/ciff.html.

———.2013, October. The California Land Conservation Act 2012 Status Report: The Williamson Act. http://www.conservation.ca.gov/dlrp/lca/stats_reports/Documents/2012%20WA%20Status%20Report.pdf.

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Yucaipa, City of. 2004, July. City of Yucaipa General Plan: Land Use Element. http://www.yucaipa.org/cityDepartments/DevelopmentServices/General_Plan/Tab_2_Land_Use.pdf.

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5.3 AIR QUALITY

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Yucaipa General Plan Update (project) to impact or be impacted by air quality in the City of Yucaipa and its sphere of influence (SOI). This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). The analysis focuses on air pollution from regional emissions and localized pollutant concentrations. Transportation-sector impacts are based on vehicle miles traveled provided by IBI Group (see Appendix H). Criteria air pollutant emissions modeling for the project is included in Appendix C of this DEIR. Cumulative impacts related to air quality are based on the regional boundaries of the South Coast Air Basin.

5.3.1 Environmental Setting

5.3.1.1 REGULATORY BACKGROUND

Ambient air quality standards (AAQS) have been adopted and are periodically updated at state and federal levels for criteria air pollutants. In addition, both the state and federal government regulate the release of toxic air contaminants (TACs). The City of Yucaipa is within the South Coast Air Basin (SoCAB). Land use is subject to the rules and regulations imposed by SCAQMD, as well as the California AAQS adopted by the California Air Resources Board (CARB) and National AAQS adopted by the United States Environmental Protection Agency (EPA). Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the project are summarized below.

Federal and State

Ambient Air Quality Standards

The Clean Air Act (CAA) was passed in 1963 by the U.S. Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS.

The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

5. Environmental Analysis
AIR QUALITY

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in Table 5.3-1, *Ambient Air Quality Standards for Criteria Pollutants*. These pollutants are ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb). In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 5.3-1 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Ozone (O_3)	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	Annual Average	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	*	*[1]	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	*[1]	
Respirable Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g. wind-raised dust and ocean sprays).
	24 hours	50 µg/m^3	150 µg/m^3	
Respirable Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g. wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m^3	
Lead (Pb)	30-Day Average	1.5 µg/m^3	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarterly	*	1.5 µg/m^3	
	Rolling 3-Month Average	*	0.15 µg/m^3	
Sulfates (SO_4)	24 hours	25 µg/m^3	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles	*	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid

Table 5.3-1 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
				coatings, and small droplets of liquid. These particles vary greatly in shape, size, and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	*	Hydrogen sulfide (H_2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hour	0.01 ppm	*	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB 2015a.
Notes: ppm: parts per million; $\mu g/m^3$: micrograms per cubic meter
* Standard has not been established for this pollutant/duration by this entity.
[1] On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked.

Air Pollutants of Concern

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. Air pollutants are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, CO, SO_2, NO_2, PM_{10}, and $PM_{2.5}$ are "criteria air pollutants," which means that AAQS have been established for them. VOC and NO_x are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants.

A description of each of the primary and secondary criteria air pollutants and their known health effects is presented below.

- **Carbon Monoxide** is a colorless, odorless gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation

(SCAQMD 2005; EPA 2015a). The SoCAB is designated under the California and National AAQS as being in attainment of CO criteria levels (CARB 2014).

- **Volatile Organic Compounds** are composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of VOCs. Other sources of VOCs include evaporative emissions associated with paints and solvents, asphalt paving, and household consumer products such as aerosols (SCAQMD 2005). There are no ambient air quality standards established for VOCs. However, because they contribute to the formation of O_3, SCAQMD has established a significance threshold for this pollutant.

- **Nitrogen Oxides** are a by-product of fuel combustion and contribute to the formation of ground-level O_3, PM_{10}, and $PM_{2.5}$. The two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. The principal form of NO_x produced by combustion is NO, but NO reacts quickly with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_x. NO_2 is an acute irritant and more injurious than NO in equal concentrations. At atmospheric concentrations, however, NO_2 is only potentially irritating. NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 exposure concentrations near roadways are of particular concern for susceptible individuals, including asthmatics, children, and the elderly. Current scientific evidence links short-term NO_2 exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects, including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between elevated short-term NO_2 concentrations and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma (SCAQMD 2005, EPA 2015a). The SoCAB is designated an attainment area for NO_2 under the National and California AAQS (CARB 2014).

- **Sulfur Dioxide** a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and chemical processes at plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO_2. When sulfur dioxide forms sulfates (SO_4) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_x). Thus, SO_2 is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to SO_2, ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects, including bronchoconstriction and increased asthma symptoms. These effects are particularly adverse for asthmatics at elevated ventilation rates (e.g., while exercising or playing.) At lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. Studies also show a connection between short-term exposure and increased visits to emergency facilities and hospital admissions for respiratory illnesses, particularly in at-risk populations such as children, the elderly, and asthmatics (SCAQMD 2005; EPA 2015a). The SoCAB is designated attainment under the California and National AAQS (CARB 2014).

- **Suspended Particulate Matter** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM_{10}, include particulate matter with an aerodynamic diameter of 10 microns or less (i.e., ≤10 millionths of a meter or 0.0004 inch). Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns or less (i.e., ≤2.5 millionths of a meter or 0.0001 inch). Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. The EPA's scientific review concluded that $PM_{2.5}$, which penetrates deeply into the lungs, is more likely than PM_{10} to contribute to health effects and at far lower concentrations. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing) (SCAQMD 2005). There has been emerging evidence that even smaller particulates with an aerodynamic diameter of <0.1 microns or less (i.e., ≤0.1 millionths of a meter or <0.000004 inch), known as ultrafine particulates (UFPs), have human health implications, because UFPs toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs (SCAQMD 2013). However, the EPA or CARB have yet to adopt AAQS to regulate these particulates. Diesel particulate matter (DPM) is classified by CARB as a carcinogen (CARB 1998). Particulate matter can also cause environmental effects such as visibility impairment,[1] environmental damage,[2] and aesthetic damage[3] (SCAQMD 2005; EPA 2015a). The SoCAB is a nonattainment area for $PM_{2.5}$ under California and National AAQS and a nonattainment area for PM_{10} under the California AAQS (CARB 2014).[4]

- **Ozone** is commonly referred to as "smog" and is a gas that is formed when VOCs and NO_x, both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O_3 is a secondary criteria air pollutant. O_3 concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O_3 can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O_3 also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O_3 also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O_3 harms sensitive vegetation during the growing season (SCAQMD 2005; EPA

[1] $PM_{2.5}$ is the main cause of reduced visibility (haze) in parts of the United States.

[2] Particulate matter can be carried over long distances by wind and then settle on ground or water, making lakes and streams acidic; changing the nutrient balance in coastal waters and large river basins; depleting the nutrients in soil; damaging sensitive forests and farm crops; and affecting the diversity of ecosystems.

[3] Particulate matter can stain and damage stone and other materials, including culturally important objects such as statues and monuments.

[4] CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the National AAQS on March 25, 2010, because the SoCAB did not violate federal 24-hour PM_{10} standards from 2004 to 2007. The EPA approved the State of California's request to redesignate the South Coast PM_{10} nonattainment area to attainment of the PM_{10} National AAQS, effective on July 26, 2013.

2015a). The SoCAB is designated extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2014).

- **Lead** is a metal found naturally in the environment as well as in manufactured products. Once taken into the body, lead distributes throughout the body in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen-carrying capacity of the blood. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (SCAMQD 2005; EPA 2015a). The major sources of lead emissions have historically been mobile and industrial sources. As a result of the EPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. Today, the highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. However, in 2008 the EPA and CARB adopted more strict lead standards, and special monitoring sites immediately downwind of lead sources recorded very localized violations of the new state and federal standards.[5] As a result of these violations, the Los Angeles County portion of the SoCAB is designated as nonattainment under the National AAQS for lead (SCAQMD 2012, CARB 2014). Because emissions of lead are found only in projects that are permitted by SCAQMD, lead is not a pollutant of concern for the project.

Toxic Air Contaminants

Public exposure to TACs is a significant environmental health issue in California. In 1983, the California legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The California Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health" (Title 17, CCR, Section 93000). A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 U.S. Code Section 7412[b]) is a toxic air contaminant. Under state law, the California Environmental Protection Agency (Cal/EPA), acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act set up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control

[5] Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc., in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 showed that the Trojan Battery Company and Exide Technologies exceed the federal standards (SCAQMD 2012).

measure" for sources that emit that TAC. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics "Hot Spot" Information and Assessment Act of 1987. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a Health Risk Assessment (HRA), and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

By the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

In 1998, CARB identified diesel particulate matter as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs.

Local

Air Quality Management Planning

SCAQMD is the agency responsible for assuring that the National and California AAQS are attained and maintained in the SoCAB. SCAQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). Since 1979, a number of AQMPs have been prepared.

2012 AQMP

On December 7, 2012, SCAQMD adopted the 2012 AQMP, which employs the most up-to-date science and analytical tools and incorporates a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources, and area sources. It also addresses several state and federal planning requirements, incorporating new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and new meteorological air quality models. The 2012 AQMP builds upon the approach identified in the 2007 AQMP for attainment of federal PM and ozone standards and highlights the significant amount of reductions needed. It also highlights the urgent need to engage in interagency coordinated planning to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria air pollutant standards within the time frames allowed under the CAA. The 2012 AQMP demonstrates attainment of federal 24-hour $PM_{2.5}$ standard by 2014 and the federal 8-hour ozone standard by 2023. Preliminary ambient air quality data suggests that meeting the 2016 federal 24-hour PM2.5

standards by the end of 2014 is not likely, largely due to the usually extreme drought conditions in the SoCAB (SCAQMD 2015e). It includes an update to the revised EPA 8-hour ozone control plan with new commitments for short-term NO_X and VOC reductions. The plan also identifies emerging issues—ultrafine ($PM_{1.0}$) particulate matter, near-roadway exposure, and energy supply and demand.

2016 Draft AQMP

The SCAQMD is in the process of updating the AQMP. The draft 2016 AQMP is anticipated to be available in fall 2015. The 2016 AQMP will address strategies and measures to attain the 2008 federal 8-hour ozone standard by 2032 and the 2012 federal annual $PM_{2.5}$ standard by 2021. The 2016 AQMP will also take an initial look at the 2015 federal 8-hour ozone standard. It will also update previous attainment plans for ozone and $PM_{2.5}$ that have not yet been met (SCAQMD 2015f).

Lead State Implementation Plan

In 2008, the EPA designated the Los Angeles County portion of the SoCAB as a nonattainment area under the federal lead classification due to the addition of source-specific monitoring under the new federal regulation. This designation was based on two source-specific monitors in the City of Vernon and in the City of Industry exceeding the new standard in the 2007-to-2009 period. The remainder of the SoCAB, outside the Los Angeles County nonattainment area, remains in attainment of the new standard. On May 24, 2012, CARB approved the State Implementation Plan (SIP) revision for the federal lead standard, which the EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was submitted to the EPA for approval.

5.3.1.2 EXISTING CONDITIONS

South Coast Air Basin

The City of Yucaipa is in the SoCAB, which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest, with high mountains forming the remainder of the perimeter. The general region lies in the semipermanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (SCAQMD 2005).

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station nearest to the City of Yucaipa that would best represent the climatological conditions of the City is the Redlands Monitoring Station (ID 047306). The average low is reported at 39.4°F in January, and the average high is 94.5°F in July (WRCC 2015).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through May. Rainfall averages 13.56 inches per year in the vicinity of the City (WRCC 2015).

Humidity

Although the SoCAB has a semi-arid climate, the air near the earth's surface is typically moist because of a shallow marine layer. This "ocean effect" is dominant except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds. Periods of heavy fog, especially along the coast, are frequent. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (SCAQMD 2005).

Wind

Wind patterns across the southern coastal region are characterized by westerly or southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east inhibit the eastward transport and diffusion of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (SCAQMD 2005).

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the project area (SCAQMD 2005).

SoCAB Nonattainment Areas

The AQMP provides the framework for air quality basins to achieve attainment of the California and National AAQS through the SIP. Areas are classified as attainment or nonattainment areas for particular pollutants, depending on whether they meet the ambient air quality standards. Severity classifications for ozone nonattainment are marginal, moderate, serious, severe, and extreme.

Transportation conformity for nonattainment and maintenance areas is required under the federal CAA to ensure that federally supported highway and transit projects conform to the SIP. The EPA approved California's SIP revisions for attainment of the 1997 8-hour O_3 National AAQS for the SoCAB in March 2012. Findings for the new 8-hour O_3 emissions budgets for the SoCAB and consistency with the recently adopted SCAG 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) were submitted to the EPA for approval.

The attainment status for the SoCAB is shown in Table 5.3-2, *Attainment Status of Criteria Pollutants in the South Coast Air Basin*. The SoCAB is designated in attainment of the California AAQS for sulfates. The SoCAB is designated a nonattainment area for lead (Los Angeles County only) under the National AAQS.

Table 5.3-2 Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Extreme Nonattainment
PM_{10}	Serious Nonattainment	Attainment/Maintenance
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only)[1]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2014.
[1] In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new federal AAQS as a result of large industrial emitters. Remaining areas within the SoCAB are unclassified.

Existing Ambient Air Quality

Criteria Air Pollutants

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project site and project area are best documented by measurements made by SCAQMD. The City of Yucaipa lies within Source Receptor Area (SRA) 35 (San Bernardino Valley). The air quality monitoring station closest to the City in SRA 35 is the Redlands Monitoring Station. However, this station does not monitor CO, NO_2, $PM_{2.5}$, and SO_2. Consequently, data was obtained from the Fontana Monitoring Station for these criteria air pollutants. Data from these stations are summarized in Table 5.3-3. The data show that the area regularly exceeds the state and federal one-hour and eight-hour O_3 standards and the federal $PM_{2.5}$. The data show the area occasionally exceeds the state PM_{10} standards and has exceeded the state NO_2 standard once in the last five years. The CO and SO_2 standards have not been exceeded in the last five years in the project vicinity.

Table 5.3-3 Ambient Air Quality Monitoring Summary

Pollutant/Standard	Number of Days Threshold Were Exceeded and Maximum Levels during Such Violations				
	2009	2010	2011	2012	2013
Ozone (O_3)[1]					
State 1-Hour ≥ 0.09 ppm	62	43	64	66	43
State 8-hour ≥ 0.070 ppm	91	82	96	101	93
Federal 8-Hour > 0.075 ppm[3]	73	61	80	79	63
Max. 1-Hour Conc. (ppm)	0.145	0.128	0.151	0.136	0.133
Max. 8-Hour Conc. (ppm)	0.122	0.112	0.134	0.109	0.119
Carbon Monoxide (CO)[2]					
State 8-Hour > 9.0 ppm	0	0	0	0	NA
Federal 8-Hour ≥ 9.0 ppm	0	0	0	0	NA
Max. 8-Hour Conc. (ppm)	1.45	1.44	1.16	1.76	NA
Nitrogen Dioxide (NO_2)[2]					
State 1-Hour ≥ 0.18 ppm	1	0	0	0	0
Max. 1-Hour Conc. (ppb)	106.0	71.9	76.4	69.1	81.7
Sulfur Dioxide (SO_2)[2]					
State 1-Hour ≥ 0.04 ppm	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.002	0.002	0.003	0.004	0.001
Coarse Particulates (PM_{10})[1]					
State 24-Hour > 50 µg/m^3	0	1	1	0	2
Federal 24-Hour > 150 µg/m^3	0	0	0	0	0
Max. 24-Hour Conc. (µg/m^3)	52.0	57.0	71.0	48.0	72.0
Fine Particulates ($PM_{2.5}$)[2]					
Federal 24-Hour > 35 µg/m^3	2	2	2	3	1
Max. 24-Hour Conc. (µg/m^3)	46.4	42.6	60.1	39.9	43.6

Source: CARB 2015b.
ppm: parts per million; parts per billion: ppb; µg/m^3: micrograms per cubic meter; NA: not available
[1] Data obtained from the Redands Monitoring Station
[2] Data obtained from the Fontana Monitoring Station.
[3] On October 1, 2015 the EPA adopted a new 8-hour National AAQS for ozone of 0.070 ppm (70 ppb).

SoCAB Multiple Air Toxics Exposure Study

The Multiple Air Toxics Exposure Study (MATES) is a monitoring and evaluation study on ambient concentrations of TACs and estimated the potential health risks from air toxics in the SoCAB. In 2008, SCAQMD conducted its third update to the MATES study (MATES III). The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, accounting for 84 percent of the cancer risk (SCAQMD 2008a).

SCAQMD recently released the fourth update (MATES IV). The results showed that the overall monitored risk for excess cancer from a lifetime exposure to ambient levels of air toxics decreased to approximately 418 in one million. Compared to the 2008 MATES III, monitored excess cancer risks decreased by approximately 65 percent. Approximately 90 percent of the risk is attributed to mobile sources while 10 percent is attributed to TACs from stationary sources, such as refineries, metal processing facilities, gas stations, and chrome

plating facilities. The largest contributor to this risk was diesel exhaust, accounting for approximately 68 percent of the air toxics risk. Compared to MATES III, MATES IV found substantial improvement in air quality and associated decrease in air toxics exposure. As a result, the estimated basinwide population-weighted risk decreased by approximately 57 percent compared to the analysis done for the MATES III time period (SCAQMD 2015c).

The Office of Environmental Health Hazard Assessment (OEHHA) updated the guidelines for estimating cancer risks on March 6, 2015. The new method utilizes higher estimates of cancer potency during early life exposures, which result in a higher calculation of risk. There are also differences in the assumptions on breathing rates and length of residential exposures. When combined together, SCAQMD estimates that risks for a given inhalation exposure level will be about 2.7 times higher using the proposed updated methods identified in MATES IV (e.g., 2.7 times higher than 418 in one million overall excess cancer risk) (SCAQMD 2015c).

Existing Criteria Air Pollutant Emissions

Table 5.3-4, *Existing Yucaipa and SOI Criteria Air Pollutant Emissions Inventory*, is based on existing land uses in the City and SOI. Criteria air pollutant emissions generated in the City and SOI were estimated using EMFAC2014, OFFROAD2007, and CalEEMod 2013.2.2 emission factors.

Table 5.3-4 Existing City of Yucaipa and SOI Criteria Air Pollutant Emissions Inventory

Sector	Criteria Air Pollutant Emissions (pounds per day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
On-Road Transportation[1]	264	2,578	6,769	17	249	120
Energy[2]	30	259	121	2	21	21
Area Sources[3]	939	585	2,041	1	37	37
Total	1,233	3,421	8,932	20	307	177

Source: Values may not add up to 100 percent due to rounding.
1 EMFAC2014; IBI Group 2015.
2 CalEEMod, Version 2013.2.2 emission rates; Southern California Gas Company (SoCalGas) 2015.
3 OFFROAD2007 and CalEEMod, Version 2013.2.2 emission rates.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are also considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and

office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, because the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public.

5.3.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.

AQ-2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

AQ-3 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

AQ-4 Expose sensitive receptors to substantial pollutant concentrations.

AQ-5 Create objectionable odors affecting a substantial number of people.

South Coast Air Quality Management District

The analysis of the project's air quality impacts follows the guidance and methodologies recommended in SCAQMD's *CEQA Air Quality Handbook* and the significance thresholds on SCAQMD's website.[6] CEQA allows the significance criteria established by the applicable air quality management or air pollution control district to be used to assess impacts of a project on air quality. SCAQMD has established regional thresholds of significance. In addition to the regional thresholds, projects are subject to the AAQS.

SCAQMD Regional Significance Thresholds

SCAQMD has adopted regional construction and operational emissions thresholds to determine a project's cumulative impact on air quality in the SoCAB. Table 5.3-5, *SCAQMD Significance Thresholds*, lists SCAQMD's regional significance thresholds. There is growing evidence that although ultrafine particulates (UFPs) contribute a very small portion of the overall atmospheric mass concentration, they represent a greater proportion of the health risk from PM. However, the EPA or CARB have yet to adopt AAQS to regulate UFPs; therefore, SCAQMD has not developed thresholds for them at this time.

[6] SCAQMD's Air Quality Significance Thresholds are current as of March 2011 and can be found at: http://www.aqmd.gov/ceqa/hdbk.html.

Table 5.3-5 SCAQMD Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROGs)/ Volatile Organic Compounds (VOCs)	75 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Nitrogen Oxides (NO_x)	100 lbs/day	55 lbs/day
Sulfur Oxides (SO_x)	150 lbs/day	150 lbs/day
Particulates (PM_{10})	150 lbs/day	150 lbs/day
Particulates ($PM_{2.5}$)	55 lbs/day	55 lbs/day

Source: SCAQMD 2015a.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SoCAB and the state have steadily declined.

Localized Significance Thresholds

SCAQMD identifies localized significance thresholds. Emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at a project site (offsite mobile-source emissions are not included in the LST analysis) could expose sensitive receptors to substantial concentrations of criteria air pollutants. Table 5.3-6, *Localized Significance Thresholds*, shows the localized significance thresholds. A project that generates emissions that trigger a violation of the AAQS when added to the local background concentrations would generate a significant impact.

Table 5.3-6 Localized Significance Thresholds

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (California AAQS)[1]	20 ppm
8-Hour CO Standard (California AAQS/ National AAQS)	9.0 ppm
1-Hour NO_2 Standard (California AAQS)	0.18 ppm
Annual Average NO_2 Standard ((California AAQS)[1]	0.03 ppm
24-Hour PM_{10} Standard – Construction (SCAQMD)[2]	10.4 µg/m^3
24-Hour $PM_{2.5}$ Standard – Construction (SCAQMD)[2]	10.4 µg/m^3
24-Hour PM_{10} Standard – Operation (SCAQMD)[2]	2.5 µg/m^3
24-Hour $PM_{2.5}$ Standard – Operation (SCAQMD)[2]	2.5 µg/m^3
Annual Average PM_{10} Standard (SCAQMD)[2]	1.0 µg/m^3

Source: SCAQMD 2015a and CARB 2015a.
ppm – parts per million; µg/m^3 – micrograms per cubic meter
[1] Based on the more restrictive California AAQS for CO and NO_2.
[2] Threshold is based on SCAQMD Rule 403. Since the SoCAB is nonattainment for PM_{10} and $PM_{2.5}$, the threshold is the allowable change in concentration. Background concentration is irrelevant.

Health Risk Thresholds

Whenever a project would require use of chemical compounds that have been identified in SCAQMD Rule 1401, placed on CARB's air toxics list pursuant to AB 1807, or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the SCAQMD. Table 5.3-7, *Toxic Air Contaminants Incremental Risk Thresholds*, lists the TAC incremental risk thresholds for operation of a project. Residential, commercial, and office uses do not use substantial quantities of TACs, so these thresholds are typically applied to new industrial projects. Although not officially adopted by SCAQMD, these thresholds are also commonly used to determine the air quality land use compatibility when major sources of TACs are within 1,000 feet of a project.

Table 5.3-7 Toxic Air Contaminants Incremental Risk Thresholds

Maximum Incremental Cancer Risk	≥ 10 in 1 million
Cancer Burden (in areas ≥ 1 in 1 million)	> 0.5 excess cancer cases
Hazard Index (project increment)	≥ 1.0

Source: SCAQMD 2015a

5.3.3 Environmental Impacts

Methodology

This air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with future development that would be accommodated by the project. SCAQMD has published guidelines that are intended to provide local governments with guidance for analyzing and mitigating air quality impacts, which were used in this analysis (SCAQMD 1993, SCAMQD 2008, SCAQMD 2015a, and SCAQMD 2015d). The City's criteria air pollutant emissions inventory includes the following sectors:

- **On-Road Transportation.** Transportation emissions forecasts were modeled using CARB's EMFAC2014. Model runs were based on VMT data provided by IBI Group for 2014 and post-2040 conditions for Yucaipa and its SOI using the San Bernardino Association of Governments' (SANBAG) regional transportation demand model and 2014 (existing) and 2040 emission rates.

- **Energy.** Natural gas for residential and non-residential land uses were modeled using data provided by the Southern California Gas Company (SoCalGas) for years 2013 and 2012. Electricity use for residential and non-residential land uses were modeled using data provided by Southern California Edison (SCE) for years 2013 and 2012. Carbon intensity for electricity is based on the California Public Utility Commission's (CPUC) Western Climate Initiative (WCI) Final Default Emission Factor Calculator 2008 Data, Version 2. Residential energy use is adjusted for increases in residential units while non-residential energy use is adjusted for increases in employment in the City of Yucaipa and its SOI.

- **Area Sources.** OFFROAD2007 was used to estimate GHG emissions from construction and mining equipment, lawn and garden equipment, and light commercial equipment, in the City of Yucaipa. OFFROAD2007 is a database of equipment use and associated emissions for each county compiled by CARB. Annual emissions were compiled using OFFROAD2007 for San Bernardino for the year 2014. In order to determine the percentage of emissions attributable to the City of Yucaipa and its SOI, emissions for the City of Yucaipa and its SOI are extrapolated based on building constructions, population, or employment for the City of Yucaipa as a percentage of San Bernardino County as a whole. Forecasts are assumed to be similar to historic for construction while lawn and garden equipment and light commercial equipment are adjusted for increases in population and employment, respectively, in the City of Yucaipa and its SOI.

Permitted sources of emissions (industrial), which require a permit from SCAQMD, are not included in the City's community inventory.

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.3-1:	Buildout of the project would generate slightly more growth than the existing General Plan; therefore, the project would be inconsistent with SCAQMD's air quality management plans. [Threshold AQ-1]

Impact Analysis: The following describes potential air quality impacts of consistency with the AQMP from the implementation of the project.

CEQA requires that general plans be evaluated for consistency with the air quality management plan(s). A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the air quality management plan(s). It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to clean air goals in the air quality management plan(s). Only new or amended general plan elements, specific plans, and major projects need to undergo a consistency review. This is because the air quality management plan strategy is based on projections from local general plans.

SCAQMD considers a project consistent with the air quality management plan if it is consistent with the existing land use plan. Zoning changes, specific plans, general plan amendments, and similar land use plan changes that do not increase dwelling unit density, vehicle trips, or vehicle miles traveled are deemed to not exceed this threshold (SCAQMD 1993). The 2012 RTP/SCS is partially based on the existing General Plan land use designations. The horizon year for the 2012 RTP/SCS is 2035. Table 5.3-8, *Comparison of Population, Employment, and VMT Forecasts*, compares the General Plan Update to the current General Plan, which is used for regional air quality management planning. As shown in Table 5.3-8, buildout of the project would result in slightly more population and employment for the City of Yucaipa and SOI than the current General Plan, resulting in a slight increase in service population and VMT.

Table 5.3-8 Comparison of Population, Employment, and VMT Forecasts in Yucaipa and SOI

Scenario	Population	Employment	Service Population (SP)	Daily VMT
Current General Plan	76,175	16,921	93,096	2,774,090
General Plan Update	77,328	18,488	95,816	2,855,141
General Plan Update – Change from Current General Plan	1,153	1,567	2,720	81,084

Source: IBI Group 2015. VMT is based on the full trip length for inter-jurisdictional trips.

Although individual development projects would be consistent with the control measures/regulations identified in SCAQMD's 2012 AQMP, Table 5.3-8 shows that the project would generate slightly more growth for the City of Yucaipa and SOI than the current General Plan. As identified in Table 5.3-8, the project would not be consistent with the air quality management plans because buildout of the City of Yucaipa and SOI under the project would exceed the forecasts in the air quality attainment plans. Consequently, the project would cumulatively contribute to the existing nonattainment designations in the SoCAB because these emissions are not included in the current regional emissions inventory for the SoCAB. The City would coordinate with SCAQMD on future updates to the SCAG RTP to ensure that buildout projects for Yucaipa are accounted for in the future SCAQMD AQMP. However, the project would be considered inconsistent with the SCAQMD's AQMP, resulting in a significant impact in this regard.

Impact 5.3-2: Construction activities associated with the project would generate a substantial increase in short-term criteria air pollutant emissions that exceed the threshold criteria and would cumulatively contribute to the nonattainment designations of the SoCAB. [Thresholds AQ-2, AQ-3, and AQ-4]

Impact Analysis: The following describes potential regional and localized construction air quality impacts in the City of Yucaipa and SOI from the implementation of the project.

Construction activities associated with development that would be accommodated by the project would occur over the buildout horizon (post-2040) of the project and cause short-term emissions of criteria air pollutants. The primary source of NO_x, CO, and SO_x emissions is the operation of construction equipment. The primary sources of particulate matter (PM_{10} and $PM_{2.5}$) emissions are activities that disturb the soil, such as grading and excavation, road construction, building demolition and construction, and off-road vehicle exhaust. The primary source of VOC emissions is the application of architectural coating and off-gas emissions associated with asphalt paving. A discussion of health impacts associated with air pollutant emissions generated by construction activities is included under "Air Pollutants of Concern" in Section 5.3.1, *Environmental Setting*.

Information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with construction activity. Due to the scale of development activity associated with theoretical buildout of the project, emissions would likely exceed the SCAQMD regional significance thresholds and therefore, in accordance with the SCAMQD methodology, would cumulatively contribute to the nonattainment designations of the SoCAB. The SoCAB is designated

nonattainment for O_3 and $PM_{2.5}$ under the California and National AAQS, nonattainment for lead (Los Angeles County only) under the National AAQS, and nonattainment for PM_{10} under the California AAQS.[7] Emissions of VOC and NO_x are precursors to the formation of O_3. In addition, NO_x is a precursor to the formation of particulate matter (PM_{10} and $PM_{2.5}$). Therefore, the project would cumulatively contribute to the existing nonattainment designations of the SoCAB.

Air quality emissions related to construction must be addressed on a project-by-project basis. For this broad-based General Plan Update, it is not possible to determine whether the scale and phasing of individual projects would result in the exceedance of SCAQMD's short-term regional or localized construction emissions thresholds. In addition to regulatory measures (e.g., new source review, permit to operate, rules for fugitive dust control, and CARB's airborne toxic control measures), mitigation may include extension of construction schedules and/or use of special equipment.

The following project policy would reduce construction-related criteria air pollutant emissions to the extent feasible:

- **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.

- **Policy T-1.3 – Roadway Construction.** Design and construct new roads in a manner that requires minimal grading, accommodates drainage, and preserves the natural topography and scenic views, while still meeting the City's design standards.

- **Policy PSF-9.4 – Construction/Demolition.** Require developers to recycle construction debris for residential, multifamily and commercial construction, and demolition projects that meet certain thresholds.

In addition to the policies in the General Plan Update, state and federal regulations that have been promulgated would reduce emissions from off-road construction vehicles over time. New off-road equipment is required to achieve the new, low-emission standards that have reduced PM and NO_x by 90 percent from the pre-2000 (Tier zero) equipment to equipment built after 2014 under the EPA Tier 4 standards.

Nevertheless, because of the likely scale and extent of construction activities pursuant to the future development that would be accommodated by the project, at least some projects would likely continue to exceed the relevant SCAQMD thresholds. Consequently, construction-related air quality impacts associated with development in accordance with the project are deemed significant.

Mass emissions from a project are not correlated with concentrations of air pollutants. Projects that exceed the regional significance threshold contribute to the nonattainment designation. Since the attainment

[7] CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the national AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM_{10} standards during the period from 2004 to 2007. In June 2013, the EPA approved the State of California's request to redesignate the South Coast PM_{10} nonattainment area to attainment of the PM_{10} National AAQS, effective on July 26, 2013.

designation is based on the AAQS, which are set at levels of exposure that are determined to not result in adverse health, the proposed General Plan Update would cumulatively contribute to health impacts within the SoCAB. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Particulate matter can also lead to a variety of health effects in people. These include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Regional emissions contribute to these known health effects. Mass emissions are not correlated with concentrations of emissions or how many additional individuals in the air basin would be affected by the health effects cited above. Therefore, it is speculative for this broad-based General Plan Update to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment. SCAQMD is the primary agency responsible for ensuring the health and welfare of sensitive individuals to elevated concentrations of air quality in the SoCAB. To achieve the health-based standards established by the EPA, SCAQMD prepares an AQMP that details regional programs to attain the AAQS. However, because cumulative development within the Yucaipa and SOI would exceed the regional significance thresholds, the project could contribute to an increase in health effects in the basin until such time as the attainment standard are met in the SoCAB.

Impact 5.3-3:	Long-term operation of the project would generate a substantial increase in criteria air pollutant emissions that exceed the threshold criteria and would cumulatively contribute to the nonattainment designations of the SoCAB. [Thresholds AQ-2 and AQ-3]

Impact Analysis: The following describes potential regional operational air quality impacts in the City of Yucaipa from implementation of the project. Pursuant to the CEQA Guidelines Section 15126.2, this analysis is based on a comparison of the Proposed Land Use Plan to existing land uses and not to the current General Plan land use map (see Chapter 7, *Alternatives*).

It is important to note that the project is a regulatory document that sets up the framework for future growth and development and does not directly result in development in and of itself. Before any development can occur in the City of Yucaipa and SOI, it must be analyzed for conformance with the General Plan, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

The project guides growth and development within the City of Yucaipa and its SOI by designating land uses in the project and through implementation of the goals and policies of the project. New development would increase air pollutant emissions in the City of Yucaipa and SOI and contribute to the overall emissions inventory in the SoCAB. A discussion of health impacts associated with air pollutant emissions generated by operational activities is included in the "Air Pollutants of Concern" discussion in Section 5.3.1, *Environmental Setting*.

The project sets the direction for the development of residential and non-residential land uses within developed and undeveloped portions of the City of Yucaipa and SOI. Buildout of the project would result in an increase in land use intensity in the City of Yucaipa and SOI, as shown in Table 3-3 in Chapter 3, *Project Description*.

General Plan Buildout

Buildout of the project is not linked to any development time frame. Table 5.3-9, *General Plan Buildout Criteria Air Pollutant Emissions Inventory*, shows a forecast of the City of Yucaipa and SOI criteria air pollutant emissions inventory in post-2040 compared to the daily emissions thresholds.

As shown in Table 5.3-9, buildout of the project would generate long-term emissions that exceed the daily SCAQMD thresholds for VOC, NO_x, CO, PM_{10}, and $PM_{2.5}$. The SoCAB is designated nonattainment for O_3 and $PM_{2.5}$ under the California and National AAQS, nonattainment for lead (Los Angeles County only) under the National AAQS, and nonattainment for PM_{10} under the California AAQS.[8] Emissions of VOC and NO_x are precursors to the formation of O_3. In addition, NO_x is a precursor to the formation of particulate matter (PM_{10} and $PM_{2.5}$). Therefore, the project would cumulatively contribute to the existing nonattainment designations of the SoCAB.

Table 5.3-9 General Plan Buildout Criteria Air Pollutant Emissions Inventory

Sector	Criteria Air Pollutant Emissions (pounds per day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Existing						
On-Road Transportation[1]	58	306	1,489	10	215	87
Energy[2]	30	259	121	2	21	21
Area Sources[3]	939	585	2,041	1	37	37
Total	1,027	1,150	3,652	13	274	145
Buildout						
Energy[1]	89	472	2,296	16	332	135
Transportation[2]	50	436	216	3	35	35
Area [1, 3]	1,673	636	3,288	1	44	43
Total	1,813	1,544	5,800	20	411	213
Net Change in Emissions						
Net Change Land Uses Total	785	1,342	5,151	17	363	187
Daily Significance Threshold (SCAQMD)	55	55	550	150	150	55
Exceeds Daily Significance Threshold	Yes	Yes	Yes	No	Yes	Yes

Source: Values may not sum to 100 percent due to rounding.
1 CalEEMod Version, 2013.2.2 emission rates.
2 EMFAC2014; IBI Group 2015.
3 OFFROAD2007; CalEEMod, Version 2013.2.2 emission rates.

[8] CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the national AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM_{10} standards during the period from 2004 to 2007. In June 2013, the EPA approved the State of California's request to redesignate the South Coast PM_{10} nonattainment area to attainment of the PM_{10} National AAQS, effective on July 26, 2013.

Summary

As identified above, criteria air pollutants generated throughout the lifetime of the project would exceed the significance thresholds of SCAQMD and cumulatively contribute to the nonattainment designations of the SoCAB.

Implementation of project policies would reduce impacts to the extent feasible (see Section 5.3-4, *Applicable General Plan Policies*, below).

- **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.

- **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.

- **Policy S-7.3 – Sensitive Land Uses.** Protect residents from health risks by avoiding the placement of sensitive uses and land uses generating high levels of pollutants within close proximity to one another. Appropriate distances shall be determined based on best available knowledge.

- **Policy S-7.4 – Regional Cooperation**. Work with the South Coast Air Quality Management District, San Bernardino Association of Governments, local cities, and other agencies and stakeholders in implementing programs that reduce air pollution.

- **Policy S-7.5 – Energy Usage.** Support the reduction and conservation of energy usage in residential and nonresidential buildings through adoption of building codes, promotion of energy-saving equipment, solar power, and other technology.

- **Policy T-2.2 – Multimodal Network.** Assess roadway operations for new development and infrastructure projects with a balance between vehicle capacity, vehicle miles traveled, and multimodal transportation modes.

- **Policy T-2.3 – Advanced Technology.** Utilize advanced technology, intelligent transportation systems, and traffic signal synchronization to improve traffic flow on arterial streets and reduce greenhouse gas emissions.

- **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.

- **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.

- **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.

- **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.

- **Policy T-3.6 – Safe Routes to School.** Partner with schools to develop a bike and pedestrian safety program, safe routes to schools, and traffic and active transportation safety programs in classroom curriculums.

- **Policy T-4.1 – Expand Local Transit Service.** Continue to consult with regional operators to maintain and improve the coverage and frequency of transit service with consideration to current and future land use patterns, the built environment, and population needs.

- **Policy T-4.2 – Fare subsidies.** Continue to support specialized transit programs and fare reductions for special needs groups, such as students, seniors, and people with disabilities to encourage use of transit,

- **Policy T-4.3 – Park-Ride Lots.** Support additional locations for park-and-ride facilities that will facilitate and encourage improvements in transit ridership and efficiently reuse parcels along the freeway for productive uses.

Mass emissions are not correlated with concentrations of emissions or how many additional individuals in the air basin would be affected by the health effects cited above. Therefore, it is speculative for this broad-based General Plan Update to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment. Because cumulative development within the Yucaipa and SOI would exceed the regional significance thresholds, the project could contribute to an increase in health effects in the basin until such time the attainment standard are met in the SoCAB. Operational-related air quality impacts associated with future development that would be accommodated by the project are significant.

Impact 5.3-4:	Buildout of the project could result in new source sources of criteria air pollutant emissions and/or toxic air contaminants proximate to existing or planned sensitive receptors. [Threshold AQ-4]

Impact Analysis: The following describes potential localized operational air quality impacts in the City of Yucaipa and SOI from the implementation of the project.

General Plan Update

Operation of new land uses, consistent with the land use plan of the project, would generate new sources of criteria air pollutants and TACs.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9.0 ppm. At the time of the 1993 SCAQMD Handbook, the SoCAB was designated nonattainment under the California AAQS and National AAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SoCAB and in the state have steadily declined. In 2007, the SCAQMD was designated in attainment for CO under both the California AAQS and National AAQS.[9] Furthermore, under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2011). Buildout of the General Plan Update would not produce the volume of traffic required to generate a CO hotspot. Therefore, impacts from CO hotspots are considered less than significant.

Localized Significance Thresholds

SCAQMD consider projects that cause or contribute to an exceedance of the California or National AAQS to result in significant impacts. Information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with future development projects. Due to the scale of development activity associated with theoretical buildout of the project, emissions could exceed the SCAQMD regional significance thresholds and therefore, in accordance with the SCAQMD methodology, may result in significant localized impacts. Air quality emissions would be addressed on a project-by-project basis. For this broad-based General Plan Update, it is not possible to determine whether the scale and phasing of individual projects would result in the exceedance of localized emissions thresholds and therefore contribute to health impacts. Nevertheless, because of the likely scale of future development that would be accommodated by the project, at least some projects would likely exceed the AAQS and result in health impacts, including worsening of bronchitis, asthma, emphysema, decrease in lung function, premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms.

Toxic Air Contaminants

Operation of new land uses, consistent with the project, could also generate new sources of TACs within the City of Yucaipa and SOI from various industrial and commercial processes (e.g., manufacturing, dry cleaning). Stationary sources used as emergency power supplies for communication equipment could also generate new sources of TACs and particulate matter (PM_{10}, $PM_{2.5}$, and UFP). Land uses that have the potential to generate substantial stationary sources of emissions that would require a permit from SCAQMD include industrial land uses, such as chemical processing facilities, dry cleaners, and gasoline-dispensing facilities. In the City of Yucaipa, operators of certain types of facilities must submit emissions inventories.

[9] As identified in SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide, peak carbon monoxide concentrations in the SoCAB were the result of unusual meteorological and topographical conditions and not of congestion at a particular intersection.

The Air Toxics Program categorizes each facility as being high, intermediate, or low priority based on the potency, toxicity, quantity, and volume of its emissions. If the risks are above established levels, facilities are required to notify surrounding populations and to develop and implement a risk reduction plan.

In addition to stationary/area sources of TACs, truck operations could generate a substantial amount of diesel particulate matter emissions from off-road equipment use and truck idling. New land uses in the City of Yucaipa that generate trucks trips (including trucks with transport refrigeration units) could generate an increase in DPM that would contribute to cancer and noncancer health risk in the SoCAB. These new land uses could be near existing sensitive receptors within the City of Yucaipa and SOI.

Stationary sources of emissions would be controlled by SCAQMD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under SCAQMD's New Source Review, as described above. Because the nature of those emissions cannot be determined at this time and they are subject to further regulation and permitting, they will not be addressed further in this analysis but are considered a potentially significant impact of the project.

Implementation of the following project policy would ensure coordination with SCAQMD to improve air quality in Yucaipa and SOI at stationary and area sources.

- **Policy S-7.4 – Regional Cooperation.** Work with the South Coast Air Quality Management District, San Bernardino Association of Governments, local cities, and other agencies and stakeholders in implementing programs that reduce air pollution.

However, operation of new sources of emissions near existing or planned sensitive receptors is considered a potentially significant impact of the project.

Impact 5.3-5:	Placement of new sensitive receptors near major sources of toxic air contaminants in the City of Yucaipa and SOI could expose people to substantial pollutant concentrations. [Threshold AQ-4]

Impact Analysis: The following describes potential impacts of TACs on new sensitive receptors in the City of Yucaipa and SOI from implementation of the project.

General Plan Update

Because placement of sensitive land uses falls outside CARB jurisdiction, CARB developed and approved the *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) to address the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was developed to assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources.

Table 5.3-10, *CARB Recommendations for Siting New Sensitive Land Uses*, shows a summary of CARB recommendations for siting new sensitive land uses within the vicinity of air-pollutant-generating sources. Recommendations in Table 5.3-10 are based on data that show that localized air pollution exposures can be reduced by as much as 80 percent by following CARB minimum distance separations.

Table 5.3-10 CARB Recommendations for Siting New Sensitive Land Uses

Source Category	Advisory Recommendations
Freeways and High-Traffic Roads	▪ Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.
Distribution Centers	▪ Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units [TRUs] per day, or where TRU unit operations exceed 300 hours per week). ▪ Take into account the configuration of existing distribution centers and avoid locating residences and other sensitive land uses near entry and exit points.
Rail Yards	▪ Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. ▪ Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	▪ Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or CARB on the status of pending analyses of health risks.
Refineries	▪ Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	▪ Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	▪ Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district. ▪ Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	▪ Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

Source: CARB 2005.

CARB's recommendations were based on a compilation of studies that evaluated data on the adverse health effects from proximity to air pollution sources. The key observation in these studies is that proximity to air pollution sources substantially increases both exposure and the potential for adverse health effects. There are three carcinogenic toxic air contaminants that constitute the majority of the known health risks from motor vehicle traffic: diesel PM from trucks and benzene and 1,3 butadiene from passenger vehicles. Potential sources of TACs in the City of Yucaipa and SOI include stationary sources permitted by SCAQMD and Interstate 10 (I-10), which has more than 100,000 average daily trips. According to SCAQMD's Facility Information Detail (FIND) database, the majority of permitted sources in the City are located along Yucaipa Boulevard and I-10 (SCAQMD 2015b). Stationary and mobile sources within 1,000 feet of sensitive land uses in the City of Yucaipa and SOI have the potential to expose sensitive receptors to substantial pollutant concentrations.

Other near-roadway pollutants include UFPs, which are toxic and have health impacts. UFPs are emitted from almost every fuel combustion process, including diesel, gasoline, and jet engines, as well as external combustion processes such as wood burning. Consequently, there is growing concern that people living in close proximity to highly trafficked roadways and other sources of combustion-related pollutants (e.g.,

airports and rail yards) may be exposed to significant levels of UFPs and other air toxics. However, UFPs are not specifically regulated since EPA or CARB have yet to adopt AAQS for these particulates (SCAQMD 2013).

Implementation of the following project policy would ensure that review of air quality compatibility would be conducted when siting receptors near major sources.

- **Policy S-7.3 – Sensitive Land Uses.** Protect residents from health risks by avoiding the placement of sensitive uses and land uses generating high levels of pollutants within close proximity to one another. Appropriate distances shall be determined based on best available knowledge.

However, placement of sensitive receptors proximate to the sources above is considered a potentially significant impact of the project.

Impact 5.3-6: Industrial land uses associated with the project could create objectionable odors. [Threshold AQ-5]

Impact Analysis: The following describes potential odor impacts in the City of Yucaipa and SOI from the implementation of the project.

General Plan Update

Growth in the City of Yucaipa and SOI could generate new sources of odors and place sensitive receptors near existing sources of odors. Nuisance odors from land uses in the SoCAB are regulated under SCAQMD Rule 402, Nuisance. Major sources of odors include wastewater treatment plants, chemical manufacturing facilities, food processing facilities, agricultural operations, and waste facilities (e.g., landfills, transfer stations, compost facilities).

There are two types of odor impacts: 1) siting sensitive receptors near nuisance odors, and 2) siting new sources of nuisance odors near sensitive receptors. The project designates residential areas and industrial areas of the City and SOI to prevent potential mixing of incompatible land use types.

- Future non-industrial development would involve minor odor-generating activities, such as lawn mower exhaust and application of exterior paints for building improvement. While restaurants can generate odors, odors generated by restaurants are typically not considered nuisance odors, since restaurants typically do not generate significant odors that affect a substantial number of people.

- Industrial uses, including food processing facilities and waste transfer stations, have the potential to generate substantial odors. Individual projects associated with the project, including commercial, industrial, and office, are also required to comply with SCAQMD's Rule 402 to prevent public nuisances. While these odors would need to be controlled, additional measures may be warranted to prevent a nuisance, depending on the nature of the proposed use. Consequently, industrial land uses associated with the buildout of the project may generate odors that affect a substantial number of people.

- Construction activities would require the operation of equipment that would generate exhaust from either gasoline or diesel fuel. Construction and development would also require the application of paints and the paving of roads, which could generate odors. These types and concentrations of odors are typical of developments and are not considered significant air quality impacts.

SCAQMD Rule 402, Nuisance, requires abatement of any nuisance generated by an odor complaint. Because existing sources of odors are required to comply with SCAQMD's Rule 402, siting sensitive land uses proximate to land uses that generate odors would be less than significant.

Future environmental review could be required for industrial projects listed in Rule 402 to ensure that sensitive land uses are not exposed to nuisance odors. Implementation of the following project policy would ensure that review of odors would be conducted when siting new facilities.

- **Policy S-7.8 – Odor Management.** Work with businesses to address odors and associated potential public nuisances from operations; where permissible under state law, require odor management plans where needed to minimize odors resulting from business operations.

SCAQMD Rule 402 requires abatement of any nuisance generating an odor complaint. Typical abatement includes passing air through a drying agent followed by two successive beds of activated carbon to generate odor-free air. Facilities listed in Rule 402 would need to consider measures to reduce odors as part of their CEQA review. Odor impacts could be significant for new projects that have the potential to generate odors within the odor screening distances.

5.3.4 Applicable General Plan Update Policies

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to air quality.

Housing and Neighborhoods Element

- **Policy HN-3.7 – Resource Conservation.** Design and build homes to incorporate cost-effective best practices in energy conservation and water conservation (including dual plumbing for recycled water) that will effectively address and comply with state and federal mandates.

Parks, Recreation, Trails, and Open Space Element

- **Policy PR-1.6 – Park Maintenance.** Incorporate energy efficiency and water conservation technology in the design and retrofit of parks and recreational facilities, including the use of recycled water.

Transportation Element

- **Policy T-1.1 – Roadway Buildout.** Complete the circulation system by constructing or improving roadways consistent with Figure T-1; allow modified standards where appropriate to allow for transit,

bicycle facilities, sidewalks, and on-street parking to be sensitive to adjacent land uses, districts, and roadway users.

- **Policy T-1.2 – Roadway Design.** Provide community and context-sensitive street standards for rural, semirural, and suburban roadways within the City that reflect surrounding land uses and the environment.

- **Policy T-1.3 – Roadway Construction.** Design and construct new roads in a manner that requires minimal grading, accommodates drainage, and preserves the natural topography and scenic views, while still meeting the City's design standards.

- **Policy T-1.4 –Truck Routes.** Designate truck routes to allow the safe and efficient movement of goods for commerce and industry, minimize conflicts with auto traffic, and minimize incompatibility with other land uses.

- **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.

- **Policy T-2.2 – Multimodal Network.** Assess roadway operations for new development and infrastructure projects with a balance between vehicle capacity, vehicle miles traveled, and multimodal transportation modes.

- **Policy T-2.3 – Advanced Technology.** Utilize advanced technology, intelligent transportation systems, and traffic signal synchronization to improve traffic flow on arterial streets and reduce greenhouse gas emissions.

- **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.

- **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.

- **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.

- **Policy T-3.3 – Utilize Complementary Infrastructure.** Capitalize on existing and future water drainage channel improvements to implement new bicycle and pedestrian infrastructure where possible.

- **Policy T-3.4 – Accessibility Standards.** Design bicycle and pedestrian infrastructure in accordance with federal, state, and local design standards, including ADA accessibility standards. Ensure bicycle and pedestrian infrastructure is accessible for use by people of all abilities.

- **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.

- **Policy T-3.6 – Safe Routes to School.** Partner with schools to develop a bike and pedestrian safety program, safe routes to schools, and traffic and active transportation safety programs in classroom curriculums.

- **Policy T-3.7 – Street Retrofits.** As streets are improved or rehabilitated, incorporate the pedestrian and bicycle facilities to provide a complete street, consistent with the City's roadway design standards.

- **Policy T-3.8 – Intersection and Signal Enhancements.** Enhance pedestrian and bicycle crossing efficiency and safety, including timing of signals, crosswalks, and intersection design features. Provide signal timing that allows intersection crossing at a safe pace.

- **Policy T-4.1 – Expand Local Transit Service**. Continue to consult with regional operators to maintain and improve the coverage and frequency of transit service with consideration to current and future land use patterns, the built environment, and population needs.

- **Policy T-4.2 – Fare subsidies.** Continue to support specialized transit programs and fare reductions for special needs groups, such as students, seniors, and people with disabilities to encourage use of transit,

- **Policy T-4.3 – Park-Ride Lots.** Support additional locations for park-and-ride facilities that will facilitate and encourage improvements in transit ridership and efficiently reuse parcels along the freeway for productive uses.

- **Policy T-4.4 – Bus Stops.** Consult with regional transit operators to provide attractive and convenient bus stops, including shade/weather protection, seats, transit information, and bus shelters as appropriate.

- **Policy T-4.5 – Roadway Design.** Ensure roadways are designed to adequately and safely accommodate transit vehicle circulation (e.g., allowing for turnouts) and transit stops where possible.

- **Policy T-4.6 – Special Needs Population.** Support transit services for special needs groups; maintain and improve access to transit stops for locations that have a population with high mobility needs (e.g., senior housing, affordable housing, group homes).

- **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.

- **Policy T-4.8 – Commuter Express Routes.** Work with transit providers, surrounding communities, SANBAG, other stakeholders and interested parties to expand freeway express commuter routes along Interstate 10 to locations in Yucaipa.

Public Safety Element

- **Policy S-7.1 – Integrated Planning. I**ntegrate air quality planning with land use, economic development, and transportation-related planning to allow for the control and management of air quality.

- **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.

- **Policy S-7.3 – Sensitive Land Uses.** Protect residents from health risks by avoiding the placement of sensitive uses and land uses generating high levels of pollutants within close proximity to one another. Appropriate distances shall be determined based on best available knowledge.

- **Policy S-7.4 – Regional Cooperation.** Work with the South Coast Air Quality Management District, San Bernardino Association of Governments, local cities, and other agencies and stakeholders in implementing programs that reduce air pollution.

- **Policy S-7.5 – Energy Usage.** Support the reduction and conservation of energy usage in residential and nonresidential buildings through adoption of building codes, promotion of energy-saving equipment, solar power, and other technology.

- **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.

- **Policy S-7.7 – Open Spaces Preservation.** Continue to preserve and protect Yucaipa's open natural spaces, maintain a community forest, and plant public landscaping to help filter air pollutants and improve air quality.

- **Policy S-7.8 – Odor Management.** Work with businesses to address odors and associated potential public nuisances from operations; where permissible under state law, require odor management plans where needed to minimize odors resulting from business operations.

Public Services and Facilities Element

- **Policy PSF-5.3 – Water Supply.** Routinely evaluate the impact of new development proposals in Yucaipa and require appropriate measures (fees, water supply assessments, etc.) to ensure long-term water supplies.

- **Policy PSF-5.4 – Use of Recycled Water.** Increase use of recycled water in development projects and landscaping; implement best practices (e.g., dual plumbing) to expand recycled water use when safe, Policy practical, and available.

- **Policy PSF-5.5 – Water Conservation.** Support water conservation measures that comply with state and federal legislation and that are consistent with measures adopted in the urban water management plan.

- **Policy PSF-5.6 – Drought Planning.** Support the implementation of drought contingency plans to ensure adequate water during drought, including emergency water connections and related measures.

- **Policy PSF-5.7 – Groundwater Management.** Continue to pursue capital projects that stabilize groundwater levels, recharge the aquifer, and ensure water demands do not exceed the sustainable groundwater supply.

- **Policy PSF-5.8 – Public Education.** Partner with water treatment agencies to increase public awareness of the need for efficient management of water resources, including but not limited to conservation and reuse practices.

- **Policy PSF-6.4 – Recycled Water.** Work with YVWD and end users to ensure the highest possible quality of wastewater treatment; increase and maximize the use of recycled water for existing and future needs.

- **Policy PSF-6.6 – Reduced System Demand.** Reduce wastewater system demand by: requiring water-conserving designs and equipment; encouraging water-conserving devices; and designing wastewater systems to minimize inflow and infiltration.

- **Policy PSF-8.2 – Renewable Energy.** Encourage the use of renewable energy sources (e.g., solar and other technologies) through demonstration projects at public facilities and development or financial incentives, where feasible.

- **Policy PSF-8.8 – Health and Safety.** Protect the health and safety of residents by considering potential health and safety impacts from utility and communication systems; work with utilities providers to minimize potential risks.

- **Policy PSF-9.1 – Diversion.** Continue implementing waste reduction, reuse, and recycling programs to divert recyclable materials from landfills; expand programs as needed in response to state mandates and local priorities.

- **Policy PSF-9.2 – Organic Wastes.** Continue to encourage and diversify the organic waste program, including landscaping, Christmas trees, composting and mulch, and other sources of organic waste that are deemed appropriate.

- **Policy PSF-9.3 – Hazardous Waste.** Protect the community from the dangers of hazardous waste and materials (oil, household cleaners, pesticides, e-waste, etc.) through education, monitoring, and enforcement of proper use, storage, handling, and disposal.

- **Policy PSF-9.4 – Construction/Demolition.** Require developers to recycle construction debris for residential, multifamily and commercial construction, and demolition projects that meet certain thresholds.

- **Policy PSF-9.5 – Agricultural Waste.** Work with residents and businesses to implement agricultural waste programs that are cost-effective and sanitary, and that minimize adverse impacts on the community and environment.

- **Policy PSF-9.6 – Fees and Funding.** Periodically adjust collection, recycling, and disposal fees to achieve state and federal mandates, meet community expectations, and reflect cost efficiencies or increases for service delivery.

- **Policy PSF-9.7 – Public Education.** Collaborate with the solid waste collection service provider to educate the public on how to help divert recyclable materials from landfills and safely dispose of household hazardous wastes.

5.3.5 Existing Regulations and Standard Conditions

State

- Clean Car Standards – Pavely (AB 1493)
- California Advanced Clean Cars CARB (Title 13 CCR)
- Low-Emission Vehicle Program – LEV III (Title 13 CCR)
- Statewide Retail Provider Emissions Performance Standards (SB 1368).
- Airborne Toxics Control Measure to Limit School Bus Idling and Idling at Schools (13 CCR 2480)
- Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling (13 CCR 2485)
- In-Use Off-Road Diesel Idling Restriction (13 CCR 2449)
- Building Energy Efficiency Standards (Title 24, Part 6)
- California Green Building Code (Title 24, Part 11)
- Appliance Energy Efficiency Standards (Title 20)

SCAQMD

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust

- SCAQMD Rule 1113: Architectural Coatings
- SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD Rule 1186: Street Sweeping

5.3.6 Level of Significance Before Mitigation

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.3-1** Buildout of the project would generate slightly more growth than the existing General Plan; and therefore, the project would be inconsistent with SCAQMD's air quality management plans.

- **Impact 5.3-2** Construction activities associated with the project would generate a substantial increase short-term criteria air pollutant emissions that exceed the threshold criteria and would cumulative contribute to the nonattainment designations of the SoCAB.

- **Impact 5.3-3** Long-term operation of the project would generate a substantial increase in criteria air pollutant emissions that exceed the threshold criteria and would cumulatively contribute to the nonattainment designations of the SoCAB.

- **Impact 5.3-4** Buildout of the project could result in new source sources of criteria air pollutant emissions and/or toxic air contaminants proximate to existing or planned sensitive receptors.

- **Impact 5.3-5** Placement of new sensitive receptors near major sources of toxic air contaminants in the City of Yucaipa and SOI could expose people to substantial pollutant concentrations.

- **Impact 5.3-6** Industrial land uses associated with the project could create objectionable odors.

5.3.7 Mitigation Measures

Impact 5.3-1

Mitigation measures incorporated into future development projects described under Impacts 5.3-2, below, and adherence to the project policies for operation and construction phases would reduce criteria air pollutant emissions associated with buildout of the project. Goals and policies in the project would facilitate continued City participation/cooperation with SCAQMD and SCAG to achieve regional air quality improvement goals, promote energy conservation design and development techniques, encourage alternative transportation modes, and implement transportation demand management strategies. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the air quality management plans due

to the magnitude of growth and associated emissions that would be generated by the buildout of the City of Yucaipa and SOI in accordance with the project.

Impact 5.3-2

3-1 If, during subsequent project-level environmental review, construction-related criteria air pollutants are determined to have the potential to exceed the South Coast Air Quality Management District (SCAQMD) adopted thresholds of significance, the City of Yucaipa shall require that applicants for new development projects incorporate mitigation measures as identified in the CEQA document prepared for the project to reduce air pollutant emissions during construction activities to achieve the SCAQMD performance standards. Mitigation measures that may be identified during the environmental review include but are not limited to:

- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Water all active construction areas at least three times daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Pave, apply water three times daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed, all paved access roads, parking areas, and staging areas at the construction site to control dust.
- Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.

- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water three times daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).

Impact 5.3-3

Goals and policies are included in the project that would reduce air pollutant emissions. However, due to the magnitude of emissions generated by the buildout of residential, office, commercial, industrial, and warehousing land uses in the City of Yucaipa and SOI, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds.

Impact 5.3-4

3-2 New industrial or warehousing land uses that: 1) have the potential to generate 40 or more diesel trucks per day and 2) are located within 1,000 feet of a sensitive land use (e.g. residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Yucaipa prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the applicable air quality management district. If the HRA shows that the incremental cancer risk exceeds ten in one million (I0E-06), particulate matter concentrations would exceed 2.5 $\mu g/m^3$, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs) are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the project.

Impact 5.3-5

3-3 Applicants for sensitive land uses within the following distances as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, from these facilities:

- Industrial facilities within 1,000 feet
- Distribution centers (40 or more trucks per day) within 1,000 feet
- High volume roadways (100,000 or more vehicles per day) within 1,000 feet
- Dry cleaners using perchloroethylene within 500 feet
- Gasoline dispensing facilities within 300 feet

shall submit a health risk assessment (HRA) to the City of Yucaipa prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the applicable air quality management district. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 6 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06) or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify mitigation measures that are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:

- Air intakes located away from high volume roadways and/or truck loading zones, unless it can be demonstrated to the City of Yucaipa that there are operational limitations.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.

  Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City of Yucaipa.

Impact 5.3-6

3-4 If it is determined during project-level environmental review that a project has the potential to emit nuisance odors beyond the property line, an odor management plan may be required, subject to City's regulations. Facilities that have the potential to generate nuisance odors include but are not limited to:

- Wastewater treatment plants
- Composting, greenwaste, or recycling facilities
- Fiberglass manufacturing facilities
- Painting/coating operations
- Large-capacity coffee roasters
- Food-processing facilities

If an odor management plan is determined to be required through CEQA review, the City of Yucaipa shall require the project applicant to submit the plan prior to approval to ensure compliance with the South Coast Air Quality Management District's Rule 402, for nuisance odors. If applicable, the Odor Management Plan shall identify the Best Available Control Technologies for Toxics (T-BACTs) that will be utilized to reduce potential odors to

acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, scrubbers (e.g., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

5.3.8 Level of Significance After Mitigation

Impact 5.3-1

Buildout of the General Plan Update would generate slightly more population and employment and slightly more VMT than the Current General Plan; therefore, the project would be inconsistent with SCAQMD's 2012 AQMP. Mitigation measures incorporated into future development projects described under Impacts 5.3-2 and adherence to the project policies for operation and construction phases would reduce criteria air pollutant emissions associated with buildout of the project. Goals and policies included in the project would facilitate continued City participation/cooperation with SCAQMD and SCAG to achieve regional air quality improvement goals, promote energy conservation design and development techniques, encourage alternative transportation modes, and implement transportation demand management strategies. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the air quality management plan due to the magnitude of growth and associated emissions that would be generated by the buildout of the City of Yucaipa and SOI in accordance with the project. The City would coordinate with SCAQMD on future updates to the SCAG RTP to ensure that buildout projects for Yucaipa are accounted for in the future SCAQMD AQMP. However, Impact 5.3-1 would remain Significant and Unavoidable.

Impact 5.3-2

Construction activities associated with the buildout of the project would generate criteria air pollutant emissions that would exceed SCAQMD's regional significance thresholds and would contribute to the nonattainment designations of the SoCAB and contribute to known health effects from poor air quality, including worsening of bronchitis, asthma, and emphysema; a decrease in lung function; premature death of people with heart or lung disease; nonfatal heart attacks; irregular heartbeat; decreased lung function; and increased respiratory symptoms. Goals and policies are included in the project that would reduce air pollutant emissions. Mitigation Measure 3-1 would require implementation of enhanced fugitive dust control measures and/or equipment performance standards to reduce construction emissions for individual projects that exceed the SCAQMD construction significance thresholds. However, due to the magnitude of emissions generated by future construction activities associated with the buildout of the project, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Impact 5.3-2 would remain Significant and Unavoidable.

Impact 5.3-3

Buildout of the proposed land use plan would generate additional vehicle trips and area sources of criteria air pollutant emissions that exceed SCAQMD's regional significance thresholds and would contribute to the nonattainment designations of the SoCAB and to known health effects from poor air quality. Goals and

policies are included in the project that would reduce air pollutant emissions. However, due to the magnitude of emissions generated by the buildout of the project, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Impact 5.3-3 would remain Significant and Unavoidable.

Impact 5.3-4

Buildout of the project could result in new sources of criteria air pollutant emissions and/or toxic air contaminants near existing or planned sensitive receptors. Goals and policies are included in the project that would reduce concentrations of criteria air pollutant emissions and TACs generated by new development.

Review of projects by SCAQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure health risks are minimized. Mitigation Measure 3-2 would ensure mobile sources of TACs not covered under SCAQMD permits are considered during subsequent project-level environmental review. Development of individual projects would be required to achieve the incremental risk thresholds established by SCAQMD, and TACs would be less than significant.

However, localized emissions of criteria air pollutants could exceed the SCAQMD significance thresholds because of the scale of development activity associated with buildout of the project. For this broad-based General Plan Update, it is not possible to determine whether the scale and phasing of individual projects would result in the exceedance of the localized emissions thresholds and contribute to known health effects. Therefore, in accordance with the SCAQMD methodology, Impact 5.3-4 would remain Significant and Unavoidable.

Impact 5.3-5

Placement of new sensitive receptors within the City of Yucaipa and SOI near major sources of TACs could expose people to substantial pollutant concentrations. Goals and policies are included in the project that would reduce concentrations of criteria air pollutant emissions and air toxics generated by new development. Mitigation Measure 3-3 would ensure that placement of sensitive receptors near major sources of air pollution would achieve the incremental risk thresholds established by SCAQMD, and Impact 5.3-5 would be less than significant.

Impact 5.3-6

Mitigation Measure 3-4 would ensure that odor impacts are minimized and facilities would comply with SCAQMD Rule 402. Impact 5.3-6 would be less than significant.

5.3.9 References

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5.4 BIOLOGICAL RESOURCES

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Yucaipa General Plan Update to impact biological resources in the City of Yucaipa and its sphere of influence (SOI). Cumulative impacts related to biological resources would be within the City and SOI boundary but consider regional habitat loss in the southern California region based on the range of the protected species. The analysis in this section is based in part:

- *Biological Technical Report, City of Yucaipa General Plan Update*, Alden Environmental, Inc., February 2015

A complete copy of this report is included as Appendix D to this DEIR.

Preparation of the biological technical report for the City of Yucaipa General Plan Update included a site visit to the City and review of existing literature and databases, including current federal, state, and local regulations; historical and current aerial photographs; US Geological Survey (USGS) topographic maps; US Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) soil survey maps; historical weather information for the City; US Forest Service (USFS) vegetation maps; literature from peer-reviewed journals; and reputable online resources that provide data for the region. In addition, existing biological resource documents for various projects in the City were also reviewed for pertinent information.

The California Natural Diversity Database (CNDDB) was reviewed to identify known sensitive biological resources in the vicinity of the City. The CNDDB, administered by the California Department of Fish and Wildlife (CDFW), provides an inventory of vegetation communities, plant species, and wildlife species that are considered sensitive by state and federal resource agencies, academic institutions, and other conservation groups. Historical occurrences of sensitive species from the Yucaipa USGS 7.5-minute topographic quadrangle map and for the adjacent quadrangles were used to determine species with a potential to occur within and adjacent to the City of Yucaipa.

5.4.1 Environmental Setting

5.4.1.1 REGULATORY SETTING

Federal Regulations

Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, was promulgated to protect and conserve any species of plant or animal that is endangered or threatened with extinction and the habitats in which these species are found. "Take" of endangered species is prohibited under Section 9 of the FESA. "Take," as defined under the FESA, means to "harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct." Section 7 of the FESA requires federal agencies to consult with the US Fish and Wildlife Service (USFWS) on proposed federal actions which may affect any endangered, threatened or proposed (for listing) species or critical habitat that may support the species. Section 4(a) of the FESA requires that critical habitat be designated by the USFWS "to the maximum extent prudent and determinable,

at the time a species is determined to be endangered or threatened." Critical habitat is formally designated by USFWS to provide guidance for planners/managers and biologists with an indication of where suitable habitat may occur and where high priority of preservation for a particular species should be given. Section 10 of the FESA provides the regulatory mechanism that allows the incidental take of a listed species by private interests and non-federal government agencies during lawful activities. Habitat conservation plans (HCPs) for the impacted species must be developed in support of incidental take permits for nonfederal projects to minimize impacts to the species and develop viable mitigation measures to offset the unavoidable impacts.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA), is the domestic law that affirms, or implements, the United States' commitment to four international conventions with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities except under a valid permit or as permitted in the implementing regulations. USFWS administers permits to take migratory birds in accordance with the regulations promulgated by the MBTA.

Bald and Golden Eagle Protection Act (16 USC 668)

The Bald and Golden Eagle Protection Act (BGEPA) prohibits the "take" of either of these species, including their parts, nests, or eggs. The MBTA defines "take" as to "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb" any bald or golden eagle. The BGEPA is administered by the USFWS, and limited take authorizations are granted for qualifying activities. Persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle [or any golden eagle], alive or dead, or any part, nest, or egg thereof" without prior approval are subject to criminal penalties.

Clean Water Act

The United States Army Corps of Engineers (Corps) regulates discharges of dredged or fill material into "waters of the U.S."[1] (including wetlands and non-wetland bodies of water that meet specific criteria) pursuant to Section 404 of the federal Clean Water Act (CWA). A permit is required for any filling or dredging within waters of the U.S. The permit review process entails an assessment of potential adverse impacts to Corps wetlands and jurisdictional waters, wherein the Corps may require mitigation measures. Where a federally listed species may be affected, a Section 7 consultation with USFWS may be required. If there is potential for cultural resources to be present, Section 106 review may be required. Also, where a

[1] "Waters of the United States," as it applies to the jurisdictional limits of the authority of the Corps of Engineers under the Clean Water Act, includes: all waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide; all interstate waters including interstate wetlands; all other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce; water impoundments; tributaries of waters; territorial seas; wetlands adjacent to waters. The terminology used by Section 404 of the Clean Water Act includes "navigable waters" which is defined at Section 502(7) of the Act as "waters of the United States including the territorial seas."

Section 404 permit is required, a Section 401 Water Quality Certification would also be required from the Regional Water Quality Control Board (RWQCB).

Section 401(a)(1) of the CWA specifies that any applicant for a federal license or permit to conduct any activity that may result in any discharge into navigable waters shall provide the federal permitting agency a certification, issued by the state in which the discharge originates, that any such discharge will comply with the applicable provisions of the CWA. In California, the applicable RWQCB must certify that the project will comply with water quality standards. Permits requiring Section 401 certification include Corps Section 404 permits and National Pollutant Discharge Elimination System (NPDES) permits issued by the Environmental Protection Agency under Section 402 of the CWA. NPDES permits are issued by the applicable RWQCB. The City of Yucaipa is within the jurisdiction of the Santa Ana RWQCB (Region 8).

Fish and Wildlife Coordination Act (16 USC 661 et seq.)

The Fish and Wildlife Coordination Act of 1934, as amended, requires coordination with USFWS and CDFW so that these agencies may evaluate impacts to fish and wildlife species that have the potential to result from proposed water resource development projects. Specifically, the act requires that fish and wildlife species as well as habitats that may support them be given equal consideration as other project features. This act also requires federal agencies that construct, license, or permit water resource development projects to first coordinate with USFWS and CDFW to determine impacts that may occur to fish and wildlife resources and to establish appropriate avoidance, minimization, and/or mitigation measures to reduce these potential impacts.

Floodplain Management and Protection of Wetlands (42 FR 26961, 52 FR 34617)

Executive Order 11990, Protection of Wetlands, as amended, requires federal agencies to minimize the destruction, loss, or degradation of wetlands and to preserve and enhance functions and values of these wetlands while carrying out their responsibilities pertaining to water supply, erosion and flood prevention, and maintenance of natural systems, among others.

Invasive Species (64 FR 6138)

Executive Order 13112, Invasive Species, as amended, requires federal agencies to coordinate efforts that prevent the introduction of invasive species (both plant and wildlife species not native to the United States, manage existing invasive species, and minimize the economic, ecological, and human health impacts that invasive species cause. This order defines invasive species, requires federal agencies to address invasive species concerns, and prohibits new actions that would cause or promote the introduction of invasive species. To comply with this order, all enhancement, restoration, and creation activities should use native plants and should include measures to prevent the introduction of invasive species.

State Regulations

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the CDFW. Its intent is to prohibit take and protect state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Wildlife Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions, CESA has provisions for take through a 2081 permit or Memorandum of Understanding (MOU). In addition, some sensitive mammals and birds are protected by the state as Fully Protected Species. California Species of Special Concern are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFW's CNDDB project, which maintains a database of known and recorded occurrences of sensitive species. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

California Porter-Cologne Water Quality Control Act

The California Porter-Cologne Water Quality Control Act was enacted in 1969 and is administered by either the State Water Resources Control Board (SWRCB) and/or the RWQCB. This act provides protection for Waters of the State, which are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state." If a proposed project involves alteration to any Waters of the State, the project proponent must file a Report of Waste Discharge with the appropriate RWQCB to obtain "Waste Discharge Requirements" (WDRs), which serve as the project discharge permit.

California Department of Fish and Game Code

Section 2081

Section 2081 of the California Fish and Game Code allows CDFW to issue an incidental take permit for projects that have the potential to take a special status species, including a state-listed species, as long as the impacts are minimized and fully mitigated and will not jeopardize the continued existence of a state-listed species. The measures required to minimize and fully mitigate impacts must be roughly proportional to the extent of the proposed impact to the species and must be capable of successful implementation while maintaining the applicant's objectives to the greatest extent feasible. The applicant must show that adequate funding is available to implement the required avoidance and mitigation measures and monitor their effectiveness.

Sections 1600 to 1616

CDFW regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. These code sections discuss the process by which an individual, government agency, or public utility must notify the CDFW prior to any

activity that would substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake. The CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by the CDFW. Following such notification, the CDFW must inform the individual, agency, or utility of the existence of any fish and wildlife resources that may be substantially adversely affected by the activity. The CDFW must also include a proposal called a Streambed Alteration Agreement for measures to protect fish and wildlife resources.

The CDFW has jurisdiction over all waters of the state, such as streams, rivers (measured from bank to bank), and any "riparian" vegetation associated with the waters. Streams and rivers are defined by the presence of a channel bed and banks, and at least an intermittent flow of water. The term "riparian" vegetation refers to vegetation that occurs in and/or adjacent to a watercourse. Typical "riparian" vegetation includes willows, mulefat, western sycamores (*Platanus racemosa*), Fremont cottonwoods, cattails (*Typha* spp.), and other vegetation found in moist areas and typically associated with the banks of a stream or lake shoreline. CDFW jurisdictional areas are delineated by the outer edge of riparian vegetation or from the top of one channel bank to the top of the opposite channel bank, whichever is wider. Thus, defining the limits of the CDFW jurisdiction based on riparian habitat will include wetland areas and may include areas that do not meet the Corps criteria for soils and/or hydrology. In addition, the CDFW may take jurisdiction over isolated wetlands and streambeds in cases where the Corps may not. Therefore, the CDFW jurisdiction is typically equal to or greater than the Corps jurisdiction.

Additional Sections

Several additional sections of the California Fish and Game Code also may apply to future projects proposed in the City. Each of these sections is discussed in detail in Appendix D.

Local Regulations

Yucaipa Municipal Code/Development Code

The City of Yucaipa Municipal Code identifies land use categories, development standards, and other general provisions that ensure consistency between the City's General Plan and proposed development projects. The following provisions from the City's municipal code are related to biological resources associated with new development projects.

- **Division 9 (Plant Protection and Management).** Provides regulations and guidelines for the management of plant resources while promoting the continued health of the City's abundant and diverse plant resources. The purpose is to promote and sustain the health, vigor, and productivity of plant life and aesthetic values within the City through appropriate management techniques; conserve the plant life heritage; protect trees and plants from indiscriminate removal; provide a uniform standard for appropriate removal of trees and plants in public and private places and streets to promote conservation of these valuable natural resources; protect and maintain water productivity and quality in local watersheds; and preserve habitats for rare, endangered, or threatened plants and to protect animals with limited or specialized habitats. In addition, specific measures for tree protection from insects and

diseases, mountain forest and valley tree conservation, riparian plant conservation, and oak tree conservation are also provided.

- **Division 5 (Overlay Districts), Chapter 3 (Resource Preservation), Article 2 (Biotic Resources Overlay District).** Provides regulations and guidelines to implement General Plan policies regarding the protection and conservation of beneficial rare and endangered plants and animal resources and their habitats which have been identified within incorporated areas of the City. The Biotic Resources Overlay District is intended to be applied to incorporated areas of the City which have been identified by a city, county, state, and/or federal agency as habitat for species of unique, rare, threatened, or endangered plants or animals, or their habitats.

  According to this article, when a land use is proposed or an existing land use is increased by more than 25 percent within a Biotic Resources Overlay District, a project applicant would be required to submit a report, prepared by a qualified biologist, that identifies all biotic resources within and adjacent to the site that could be impacted by the proposed development. The report must also include appropriate avoidance, minimization, and/or mitigation measures to reduce or eliminate impacts to the sensitive resource(s). This report must be submitted along with the application for the proposed development, and the conditions of approval of the proposed development will incorporate the identified avoidance, minimization, and/or mitigation measures to protect and preserve the habitats of the identified plants and/or animals.

5.4.1.2 EXISTING CONDITIONS

Regional Conservation Framework

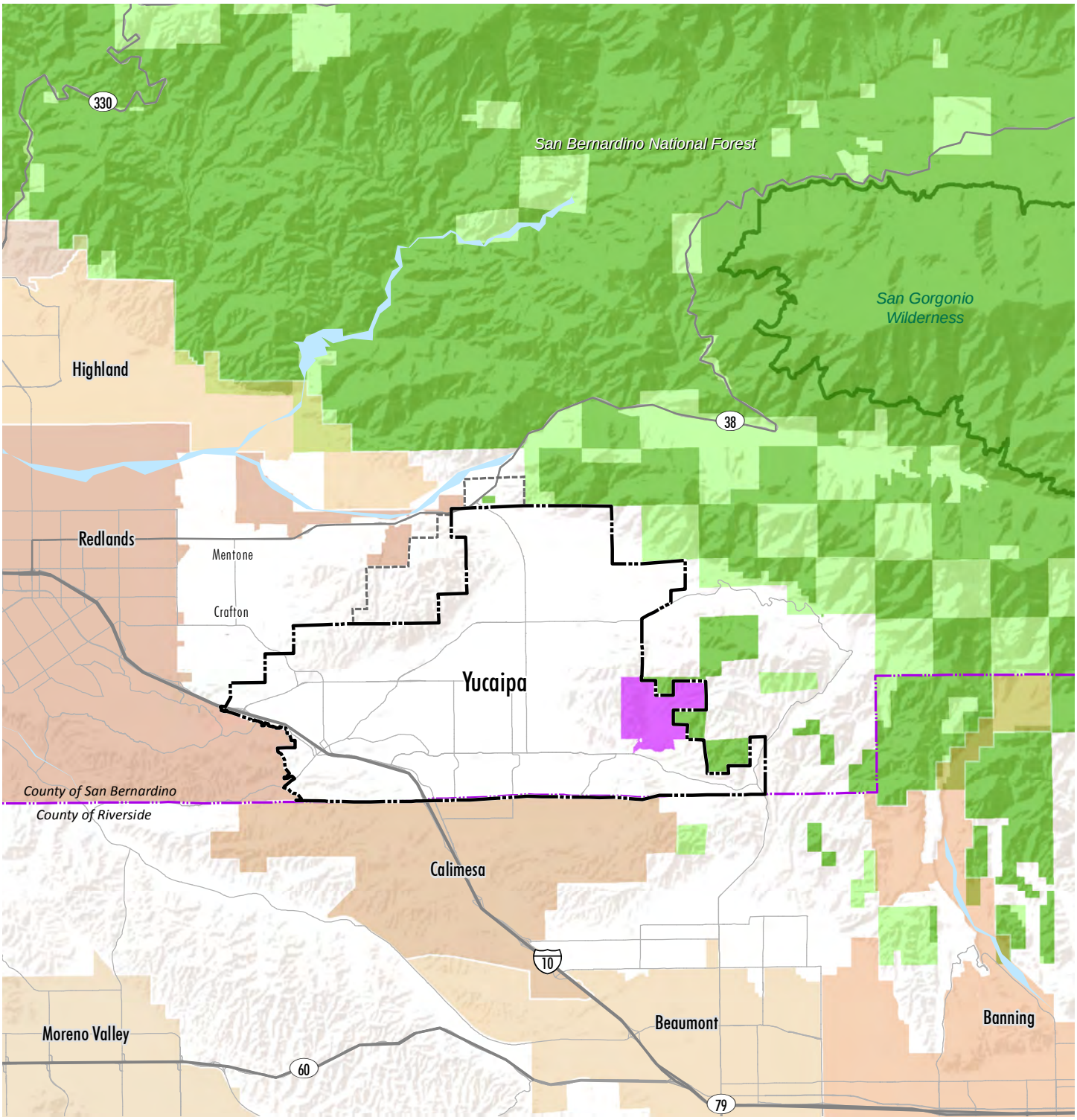
As shown on Figure 5.4-1, *Regional Plan and Preserve Boundaries*, several management plans and preserves provide a regional conservation framework for the City of Yucaipa. These include, but are not limited to:

- County of San Bernardino General Plan Conservation Element
- San Bernardino National Forest
- San Gorgonio Wilderness
- Crafton Hills Open Space
- Wildwood Canyon State Park

County of San Bernardino General Plan Conservation Element

The County of San Bernardino General Plan is the fundamental policy document for the unincorporated, privately owned lands in San Bernardino County. While this General Plan does not apply directly to the lands within the City of Yucaipa, some of the areas immediately adjacent to Yucaipa that could be indirectly impacted by future City projects would fall within the County General Plan area. Therefore, the county General Plan Conservation Element may apply to some future proposed projects within the City of Yucaipa.

Figure 5.4-1 REGIONAL PLAN AND PRESERVE BOUNDARIES



Source: US Forest Service 2013; ALDEN 2014

Yucaipa City Limits
Yucaipa Sphere of Influence
San Gorgonio Wilderness
Wildwood Canyon State Park
National Forest
US Forest Service
Private Ownership

YUCAIPA GENERAL PLAN DRAFT EIR

0 1 2 3 Miles

PLACEWORKS

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The County General Plan Conservation Element provides guidelines for the conservation, development, and utilization of the natural resources found in the unincorporated, privately owned lands in San Bernardino County. The Conservation Element aims to prevent the destruction and neglect of the county's natural resources by establishing policies to mitigate potential impacts to these resources. The Conservation Element requires the identification of the natural resources, both terrestrial and aquatic, and the adoption of policies for their preservation, development, or sensible utilization.

San Bernardino National Forest

The San Bernardino National Forest encompasses approximately 679,380 acres of wildlands in the San Bernardino, San Jacinto, and Santa Rosa mountain ranges, and is to the north, east, and southeast of the City. This national forest is public land that was set aside for recreational use as well as the conservation of natural resources, including the forest, water, and both common and sensitive plants and wildlife. The San Bernardino National Forest provides hiking trails, paved and unpaved roads, visitor centers, campgrounds, cultural and historic features, and other educational and recreational uses. It protects water resources and supports 71 sensitive animal species and 85 sensitive plant species (Alden 2015).

San Gorgonio Wilderness

The San Gorgonio Wilderness, part of the San Bernardino National Forest, is east and northeast of the City boundary and covers approximately 95,000 acres in Riverside and San Bernardino counties. The topography within the San Gorgonio Wilderness changes rapidly from canyons and low, rolling foothills to steep, rugged mountain. Elevations range from approximately 2,300 feet above mean sea level to approximately 11,500 feet above mean sea level at Mt. San Gorgonio. With its diverse landscape and large elevation range, the San Gorgonio Wilderness is a unique transition zone between the desert, mountain, and coastal ecosystems. It provides over a hundred miles of hiking trails that pass through rugged terrain. The San Gorgonio Wilderness is managed jointly by the Bureau of Land Management and the USFS, San Bernardino National Forest.

Wildwood Canyon State Park

Wildwood Canyon State Park, which currently consists of approximately 900 acres, is in the foothills in the eastern portion of the City. This state park was created by Yucaipa residents, with the help of the Yucaipa Valley Conservancy and The Wildlands Conservancy, with the goal of preserving the scenic and natural state of two historic ranches. Wildwood Canyon State Park provides wide open space and many trails that encourage the recreational and educational use of the park, which provides habitat for many plant and wildlife species found within the region. Very little funding has been provided to the park by the state, but the Yucaipa Valley Conservancy and the Supporters of Wildwood Canyon State Park—a group of local activist—have been managing and maintaining the park through donated labor and monetary donations. These groups are also working together to expand Wildwood Canyon State Park by preserving another 3,500 acres within Wildwood Canyon.

Crafton Hills Open Space

The approximately 4,500-acre Crafton Hills Open Space is in the northwestern portion of the City and is managed by the Crafton Hills Open Space Conservancy. The area provides many miles of trails for birders, hikers, mountain bikers, horseback riders, and others. The Crafton Hills Open Space trail system is part of the regional trail system that connects the Pacific Crest Trail in the San Bernardino Mountains to the Pacific Coast via the Santa Ana River greenbelt. Also, because of its proximity to many schools, from elementary schools to colleges, this area provides many outdoor education and field laboratory opportunities for City students to learn about the natural history of the region.

El Dorado Ranch Park

The 334-acre El Dorado Ranch Park is in the northwestern portion of the City. El Dorado Ranch Park was donated to the City by the Yucaipa Valley Conservancy, with the stipulation that the open space be preserved in perpetuity to protect the natural history of the site, which includes both cultural and biological resources. The park provides hiking trails and other recreational uses to the City residents and visitors, and it provides important biological value to the region by protecting a variety of both common and sensitive vegetation communities and providing critical flood control for the City.

Existing Natural Open Space

The City has numerous open spaces and parklands, including Wildwood Canyon State Park, Yucaipa Regional Park, and 14 other City parks, that protect and preserve the beauty and natural open space found within and adjacent to the City. Wildwood Canyon State Park was described previously. The 385-acre Yucaipa Regional Park offers a wide range of outdoor recreation activities, including three lakes for swimming, boating, and fishing, as well as campgrounds and playgrounds. The 14 other city parks provide opportunities for residents and visitors alike to connect with nature, even in an urban environment.

Topography

The topography within the approximately 28-square-mile City is generally characterized by somewhat flat, low-lying plains to gently rolling hills within the central portion of the City, which sits at about 2,200 feet above sea level. This topography, however, gradually changes into foothills and steep hillsides that rise into the San Bernardino Mountains to the north and east.

Climate

The City is in the foothills of the San Bernardino Mountains, which results in varied weather conditions throughout the year. Summer temperatures (June to August) in the City average highs between 89 and 97 degrees Fahrenheit and lows between 54 and 61 degrees Fahrenheit. Winter temperatures (December to February) average highs between 63 and 65 degrees Fahrenheit and lows between 40 and 41 degrees Fahrenheit. The spring (March to May) is characterized by rapidly increasing temperatures, and the fall (September to November) has rapidly decreasing temperatures.

Land Cover Types

Land cover types in the City of Yucaipa, currently and historically, are illustrated on Figure 5.4-2, *Land Cover Types and Sensitive Species*, and were identified through an analysis of the most current USFS vegetation mapping. Based on this information, 11 land cover types occur within the City and SOI. Each of the land cover types are described below.

Water

Water includes reservoirs, lakes, ponds, and relatively large sloughs, channels, and rivers or streambeds that contain water throughout most of the year. Water mapped includes the three lakes at Yucaipa Regional Park as well as several other freshwater ponds within the City.

Forest Land

Forest land is defined as land that is at least 10 percent stocked with trees (of any size), or that formerly had such tree cover and is not currently developed for a nonforest use. The minimum area required to be classified as forest land is one acre. The individual components that make up forest land are timberland and all noncommercial forest land. The majority of the forest land is mapped within the eastern half of Yucaipa with a small portion of the forest land located in the southwestern portion of the City.

Coastal Sage Scrub

Coastal sage scrub is comprised of low, soft-woody subshrubs that grow to approximately three feet high, many of which are drought-deciduous. This association is typically found on dry sites, such as steep, south-facing slopes or clay-rich soils that are slow to release stored water. Patches of coastal sage scrub are mapped throughout the City and SOI, with the highest concentrations of coastal sage scrub mapped in the northern and eastern portions of the area.

Montane Scrub

Montane scrub includes a variety of classifications, including – but not limited to – montane riparian scrub, montane wetland scrub, and montane chaparral scrub. Montane scrub is limited to a few small patches that were mapped along the northwestern boundary of the City and SOI.

Chaparral

Chaparral is distributed throughout California on dry slopes and ridges at low and medium elevations where it occupies thin, rocky, or heavy soils. It is typically composed of broad-leaved, sclerophyllous shrubs, although species composition varies considerably with location. The plants of this community have developed the ability to survive wildfires by producing seeds that require a fire-related cue to stimulate germination and/or by stump sprouting after being burned. Three chaparral communities are mapped within the City and include ceanothus mixed chaparral, scrub oak mixed chaparral, and chamise chaparral.

Ceanothus Mixed Chaparral

Ceanothus mixed chaparral tends to occur on steep, mesic slopes. This vegetation community type is characterized by relatively high species diversity and is dominated by ceanothus (*Ceanothus* spp.). The understory component is generally more developed in this association than in chamise chaparral, and may include species such as mariposa-lily (*Calochortus* spp.), soap plant (*Chlorogalum* spp.), and bedstraw (*Galium* spp.), among others. Ceanothus mixed chaparral is limited to a few small patches that were mapped near the northern-most boundary of the City.

Scrub Oak Mixed Chaparral

Scrub oak mixed chaparral is a dense, evergreen chaparral association that approaches 20 feet in height and is dominated by scrub oak. This habitat occurs on more mesic sites than other chaparral associations and often at slightly higher elevations. These more favorable sites often allow scrub oak mixed chaparral to recover from fire more quickly than other chaparral types. Scrub oak chaparral is mapped mainly in the eastern portion of the City with a few small, isolated patches mapped in the southern and southwestern portions of the City.

Chamise Chaparral

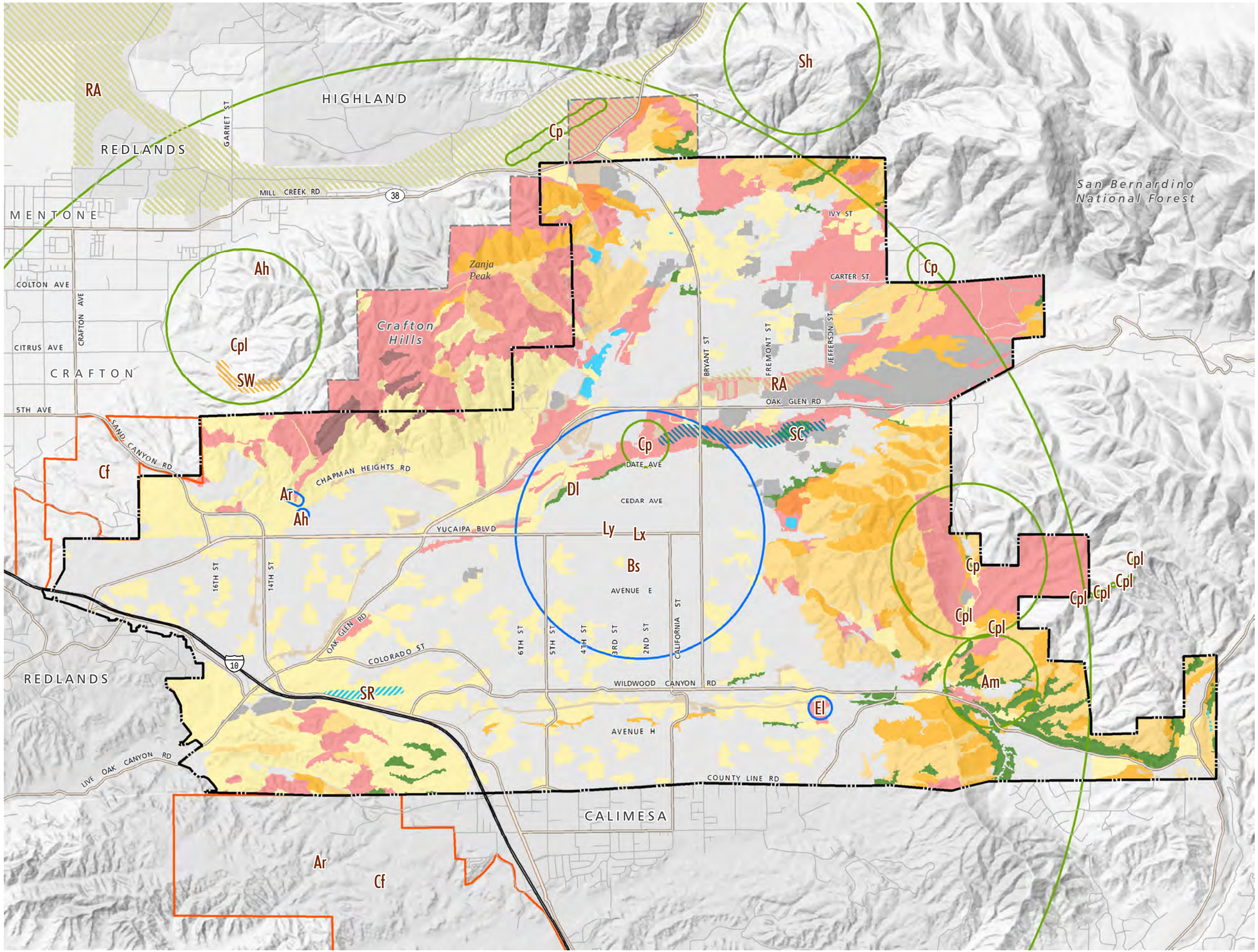
Chamise chaparral is characterized by nearly monotypic stands of chamise (*Adenostoma fasciculatum*) usually between 3 and 9 feet in height. Additional shrub species, such as manzanita (*Xylococcus* spp.) and our Lord's candle (*Yucca whipplei*) may be present. Chamise chaparral occurs on xeric slopes and ridges, and is found on shallower, drier soils or at somewhat lower elevations than southern mixed chaparral. Chamise chaparral is mapped mainly in the eastern portion of the City with a few small, isolated patches mapped in the southwestern portion of the City.

Valley Grassland

Vegetation classified as valley grassland includes both areas dominated by native bunchgrasses and previously disturbed areas dominated by nonnative grasses and other annual species. Native grassland is characterized by a relatively low (greater than 10 percent) to dense herbaceous cover of the perennial, tussock-forming needlegrass species. Native and introduced annuals occur between the needlegrass, often actually exceeding the bunchgrass in cover. This habitat is a disturbance-related community most often found in old agricultural fields or openings in native scrub habitats. This association has replaced native grassland and coastal sage scrub at many localities throughout southern California.

Valley grassland is mapped throughout the City and SOI. It occurs in the native, open space areas and is the primary natural community that occurs within the urbanized areas.

Figure 5.4-2
LAND COVER TYPES AND SENSITIVE SPECIES



Sensitive Species and Habitats

- Am, Yucaipa onion (Allium marvinii)
- Cp, Parry's spineflower (Chorizanthe parryi var. parryi)
- Cpl, Plummer's mariposa-lily (Calochortus plummerae)
- Dl, slender-horned spineflower (Dodecahema leptoceras)
- Sh, Parish's checkerbloom (Sidalcea hickmanii ssp. parishi)
- Ar, Southern California rufous-crowned sparrow (Aimophila ruficeps canescens)
- Ah, orangethroat whiptail (Aspidoscelis hyperythra)
- Bs, Swainson's hawk (Buteo swainsoni)
- El, white-tailed kite (Elanus leucurus)
- Ly, lesser long-nosed bat (Leptonycteris yerbabuenae)
- Lx, western yellow bat (Lasiurus xanthinus)
- Cf, northwestern San Diego pocket mouse (Chaetodipus fallax fallax)
- RA, Riversidian Alluvial Fan Sage Scrub
- SW, Southern Willow Scrub
- SC, Southern Cottonwood Willow Riparian Forest
- SR, Southern Riparian Forest

Land Cover Types

- Water
- Forest Land
- Coastal sage shrub
- Montane shrubland
- Ceanothus mixed chaparral
- Scrub oak mixed chaparral
- Chamise chaparral
- Valley grassland
- Barren Land
- Agriculture
- Urban

Note: Agriculture land cover type includes both existing and historic agricultural use.

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: Alden Environmental, Inc. 2014; CNDDB 2014

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Barren Land

Barren land lacks vegetation, typically because of recent and/or continuous clearing of vegetation. These areas differ from "urban", discussed below, because they do not support buildings, paved roads, parking lots, or ornamental plantings and typically the soil is exposed. Patches of barren land are mapped throughout the City and SOI, primarily in the northern and western portions.

Agriculture

Agriculture, defined broadly, is land that is used primarily for production of food and/or fiber. Agriculture includes actively or previously cultivated lands, lands that support nursery operations, and active pasturelands. Agriculture is mapped primarily in the northeastern portion of the City, with a few isolated patches in the northern and southwestern areas.

Urban

Urban lands typically support little to no native vegetation and are characterized by the presence of man-made structures such as buildings, paved roads, parking lots, parks, and residential areas that are either unvegetated or are dominated by exotic, ornamental plant species. Urban land is mapped throughout the City and is the dominant land cover type.

Plants

The City is situated in a transition zone between the valley and the slopes of the San Bernardino Mountains. Given its location, the City's land cover types support a diversity of common and special-status plant species. In addition, because of the mixed land use types that range from pristine open space to agricultural lands to built environments, a variety of both native and nonnative species occur within the City.

Despite the urbanization of many portions of the City, there are still areas within the City that provide open space and relatively untouched habitats that support native plant species. In the spring, these undeveloped areas exhibit an abundance of blooming native wildflowers, including California poppy (E*schscholzia californica*), California lilacs (*Ceanothus* spp.), white sage (*Salvia apiana*), black sage (*Salvia mellifera*), sage brush (*Artemesia* spp.), buckwheat (*Eriogonum* spp.), and several species of monkey flower, lupine, and phacelia, just to name a few. In addition, these areas support large stands of woodlands, including native oak woodlands that support several oak species, and some of the oak trees are hundreds of years old.

The City also supports many agricultural lands and developed areas that support planted crops, orchards, and ornamental species. They also support native and nonnative plant species. Native plant species that can tolerate disturbance or thrive in disturbed areas can be found growing alongside of the planted crops or in the understory of orchards. Unfortunately, however, many nonnative, weedy species that were once planted as agricultural crops or landscaping plants have also proliferated in the surrounding areas and replaced native species by outcompeting them, especially in disturbed areas. Additional invasive species known in the City include giant reed (*Arundo donax*) and salt cedar (*Tamarix* spp.).

Wildlife

A variety of resident and migratory wildlife species occur within and adjacent to the City of Yucaipa. The City provides habitat for both common and special-status species, including invertebrates, amphibians, reptiles, birds, and both small and large mammals.

Birds and mammals are the most numerous wildlife species that occur within Yucaipa. Common bird species in the area include: California towhee (*Melozone crissalis*), spotted towhee (P*ipilo maculatus*), western meadowlark (*Sturnella neglecta*), California quail (*Callipepla californica*), Bewick's wren (*Thryomanes bewickii*), Bullock's oriole (*Icterus bullockii*), and rufous-crowned sparrow (*Aimophila ruficeps*). The City also supports a variety of raptor species, including red-tailed hawk (*Buteo jamaicensis*), white-tailed kite (*Elanus leucurus*), Cooper's hawk (*Accipiter cooperii*), and sharp-shinned hawk (*Accipiter striatus*).

Common small and large mammals in Yucaipa include several species of wood rat and pocket mouse, coyote (*Canis latrans*), grey fox (*Urocyon cinereoargenteus*), raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), striped skunk (*Mephitis mephitis*), and bobcat (*Lynx rufus*). The black bear (*Ursus americanus*) and mountain lion (*Puma concolor*) have also been reported in the Yucaipa area, but because of their large home ranges are not reported as frequently as other mammal species.

Sensitive Biological Resources

Sensitive biological resources include sensitive vegetation communities, special status plant species, special status wildlife species, wildlife movement corridors, and native wildlife nursery sites (i.e., places where native wildlife birth and rear their young), and wetland resources. In general, the principal reason that a species, subspecies, or variety is considered sensitive is the documented or perceived decline or limitation of its population size or geographical extent and/or distribution, resulting in most cases from habitat loss. Wildlife movement corridors or linkages are also considered sensitive by local, state, and federal resource and conservation agencies because these corridors allow wildlife to move between adjoining open space areas, which are becoming increasingly isolated as open space becomes fragmented by urbanization, rugged terrain, or changes in vegetation (Alden 2015). In addition, wetland resources are considered sensitive because of their limited distribution and high wildlife value.

Many sensitive biological resources are known to occur or have the potential to occur within or adjacent to the Yucaipa area based on historical data for the region identified through a query of the CNDDB (see Figure 5.4-2, *Land Cover Types and Sensitive Species*), the presence of suitable habitat, and/or presence of other requisite environmental components. The following section describes the sensitive biological resources within and adjacent to the City.

Sensitive Plant Communities

Sensitive plant communities are vegetation assemblages, associations, or subassociations that have cumulative losses throughout the region, have relatively limited distribution, support or potentially support sensitive plant or wildlife species, or have particular value to other wildlife. Typically, sensitive vegetation communities are considered sensitive whether or not they have been disturbed, and are regulated by various local, state, and

federal resource agencies. The CNDDB provides an inventory of vegetation communities that are considered sensitive by state and federal resource agencies, academic institutions, and conservation groups such as the California Native Plant Society (CNPS). Determination of the level of sensitivity is based on the Nature Conservancy Heritage Program Status Ranks, which rank species and plant communities on a global and statewide basis according to the number and size of remaining occurrences as well as recognized threats such as proposed development, habitat degradation, and invasion by nonnative species. The CNDDB database, however, is based on sensitive vegetation communities that have been reported and does not include a complete list and/or mapping of sensitive vegetation communities for a selected region.

Based on a CNDDB search, eight sensitive vegetation communities were identified within the Yucaipa area, including Riversidian Alluvial Fan Sage Scrub, Southern Sycamore Alder Riparian Woodland, Southern Cottonwood Riparian Woodland, Southern Coast Live Oak Riparian Forest, Southern Riparian Scrub, Southern Riparian Forest, Southern Willow Scrub, and Canyon Live Oak Ravine Forest.

Special Status Plant Species

Special status plant species include those that are listed or proposed for listing by federal or state agencies as threatened or endangered; on List 1B (considered endangered throughout its range) or List 2 (considered endangered in California but more common elsewhere) of the CNPS's Inventory of Rare and Endangered Vascular Plants of California; or considered rare, endangered, or threatened by the CDFW or other local conservation organizations or specialists. Noteworthy plant species are considered to be those on List 3 (more information about the plant distribution and rarity needed) and List 4 (plants of limited distribution) in the CNPS Inventory. The CNPS is a statewide resource conservation organization that has developed an inventory of California's sensitive plant species. The CNPS listing is sanctioned by the CDFW and essentially serves as an early warning list of potential candidate species for threatened or endangered status.

According to USFWS, a federally endangered species is defined as a species facing extinction throughout all or a significant portion of its geographic range, and a federally threatened species is defined as a species that is likely to become endangered within the foreseeable future throughout all or a significant part of its range. Similarly, CDFW defines an endangered species as one whose prospects of survival and reproduction are in immediate jeopardy, a threatened species as one present in such small numbers throughout its range that it is likely to become an endangered species in the near future in the absence of special protection or management, and a rare species as one present in such small numbers throughout its range that it may become endangered if its present environment worsens.

Special status plant species are afforded a degree of protection that entails a permitting process, including specific mitigation measures to compensate for impacts to the species. Species that are proposed to be listed by the USFWS are treated similarly to listed species by that agency. Recommendations of the USFWS, however, are advisory rather than mandatory in the case of proposed species. Although plant species that are classified as List 3 or 4 species by CNPS are not provided legal protection, this designation is used to identify declining plant species that are considered sensitive by the CNPS but not considered threatened or endangered.

Based on a CNDDB search of the region, 106 special status plant species are known to occur within or immediately adjacent (i.e., within 1,000 feet) to the City of Yucaipa, or they are known to occur historically from the region (Alden 2015). Of these, 60 species occur outside of the elevation ranges in Yucaipa, and 2 additional species are thought to have been extirpated from the region. Of the remaining 44 species, 4 species have been reported within the City, and 1 has been reported immediately adjacent to the City. Table 5.4-1, *Sensitive Plant Species Potentially Present in City and Vicinity*, summarizes these 44 special status plant species, and detailed discussion of each species is provided in Appendix D. No critical habitat for any of these or other special status plant species has been designated within or immediately adjacent to the City.

Table 5.4-1 Sensitive Plant Species Potentially Present in City and Vicinity

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Abronia villosa var. aurita	chaparral sand-verbena	List 1B.1	Annual herb. Blooms Jan-Sep. Sandy areas in chaparral, coastal scrub, and desert dunes. Elevations 240-5,250ft.	May occur within the City because it is known from the region based on historical data for the species.
Allium marvinii	Yucaipa onion	List 1B.1	Perennial herb. Blooms Apr–May. Clay openings in chaparral. Elevations 2,490-3,495ft.	Known to occur within the City based on historical data for the species.
Ambrosia monogyra	singlewhorl burrobush	List 2.2	Shrub. Blooms Aug-Nov. Sandy areas in chaparral and Sonoran desert scrub. Elevations 30-1,640ft.	May occur within the City because it is known from the region based on historical data for the species.
Astragalus bernardinus	San Bernardino milk-vetch	List 1B.2	Perennial herb. Blooms Apr-Jun. Often granitic or carbonate areas in Joshua tree woodland and pinyon/juniper woodland. Elevations 2,950-6,565ft.	May occur within the City because it is known from the region based on historical data for the species.
Astragalus hornii var. hornii	Horn's milk-vetch	List 1B.1	Annual herb. Blooms May-Oct. Lake margins and alkaline areas in meadows/seeps, and playas. Elevations 195-2,790ft.	May occur within the City because it is known from the region based on historical data for the species.
Astragalus lentiginosus var. coachellae	Coachella Valley milk-vetch	FE List 1B.2	Annual/perennial herb. Blooms Feb-May. Sandy areas in Sonoran desert scrub and desert dunes. Elevations 130-2,150ft.	May occur within the City because it is known from the region based on historical data for the species.
Astragalus pachypus var. jaegeri	Jaeger's bush milk-vetch	List 1B.1	Shrub. Blooms Dec-Jun. Sandy or rocky areas in chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland. Elevations 1,195-3,005ft.	May occur within the City because it is known from the region based on historical data for the species.
Astragalus tricarinatus	triple-ribbed milk-vetch	FE List 1B.2	Perennial herb. Blooms Feb-May. Sandy or gravelly areas in Joshua tree woodland and Sonoran desert scrub. Elevations 1,475-3,905ft.	May occur within the City because it is known from the region based on historical data for the species.
Atriplex parishii	Parish's brittlescale	List 1B.1	Annual herb. Blooms Jun-Oct. Alkaline areas in chenopod scrub, playas, and vernal pools. Elevations 80-6,235ft.	May occur within the City because it is known from the region based on historical data for the species.
Berberis nevinii	Nevin's barberry	FE SE List 1B.1	Evergreen shrub. Blooms Mar-Jun. Sandy and gravelly areas in chaparral, cismontane woodland, coastal scrub, and riparian scrub. Elevations 895-2,710ft.	May occur within the City because it is known from the region based on historical data for the species.
Boechera shockleyi	Shockley's rockcress	List 2.2	Perennial herb. Blooms May-Jun. Carbonate or quartzite areas in rocky or gravelly substrates in pinyon/juniper woodland. Elevations 2,870-7,580ft.	May occur within the City because it is known from the region based on historical data for the species.

Table 5.4-1 Sensitive Plant Species Potentially Present in City and Vicinity

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Botrychium crenulatum	scalloped moonwort	List 2.2	Rhizomatous herb. Blooms Jun-Sep. Lower and upper montane coniferous forest, bogs and fens, meadows/seeps, freshwater marshes/swamps. Elevations 4,160-10,765ft.	May occur within the City because it is known from the region based on historical data for the species.
Brodiaea filifolia	thread-leaved brodiaea	FT SE List 1B.1	Bulbiferous herb. Blooms Mar-Jun. Openings, often with clay soils, in chaparral, cismontane woodland, coastal scrub, playas, valley and foothill grassland, and vernal pools. Elevations 80-3,675ft.	May occur within the City because it is known from the region based on historical data for the species.
Calochortus palmeri var. palmeri	Palmer's mariposa lily	List 1B.2	Bulbiferous herb. Blooms Apr-Jul. Mesic areas in chaparral, lower montane coniferous forest, and meadows/seeps. Elevations 3,280-7,845ft.	May occur within the City because it is known from the region based on historical data for the species.
Calochortus plummerae	Plummer's mariposa lily	List 4.2	Bulbiferous herb. Blooms May–Jul. Granitic and rocky soils in chaparral, coastal scrub, cismontane woodland, lower montane coniferous forest, valley and foothill grasslands. Elevations 325-5,575ft.	Known to occur within the City based on historical data for the species.
Carex comosa	bristly sedge	List 2.1	Rhizomatous herb. Blooms May-Sep. Lake margins in coastal prairie, valley and foothill grassland, and marshes/swamps. Elevations 0-2,050ft.	May occur within the City because it is known from the region based on historical data for the species.
Caulanthus simulans	Payson's jewel-flower	List 4.2	Annual herb. Blooms Mar-May. Sandy or granitic areas in chaparral and coastal scrub. Elevations 295-7,220ft.	May occur within the City because it is known from the region based on historical data for the species.
Centromadia pungens ssp. laevis	smooth tarplant	List 1B.1	Annual herb. Blooms Apr-Sep. Alkaline areas in chenopod scrub, meadows/seeps, playas, riparian woodland, valley and foothill grassland. Elevations below 2,100ft.	May occur within the City because it is known from the region based on historical data for the species.
Chorizanthe parryi var. parryi	Parry's spineflower	List 1B.1	Annual herb. Blooms Apr–Jun. Sandy or rocky openings in chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Elevations 900-4,005ft.	Known to occur within the City based on historical data for the species and recent studies.
Chorizanthe polygonoides var. longispina	long-spined spineflower	List 1B.2	Annual herb. Blooms Apr-Jul. Usually clay areas in chaparral, coastal scrub, meadows/seeps, valley and foothill grassland, and vernal pools. Elevations 95-5,020ft.	May occur within the City because it is known from the region based on historical data for the species.
Chorizanthe xanti var. leucotheca	white-bracted spineflower	List 1B.2	Annual herb. Blooms Apr-Jun. Sandy or gravelly areas in coastal scrub, Mojavean desert scrub, pinyon and juniper woodland. Elevations 980-3,940ft.	May occur within the City because it is known from the region based on historical data for the species.
Deinandra mohavensis	Mojave tarplant	SE List 1B.3	Annual herb. Blooms Jun-Oct. Mesic areas in chaparral, coastal scrub, and riparian scrub. Elevations 2,095-5,250ft.	May occur within the City because it is known from the region based on historical data for the species.
Dodecahema leptoceras	slender-horned spineflower	FE SE List 1B.1	Annual herb. Blooms Apr–Jun. Alluvial fans and sandy areas in chaparral, cismontane woodland, coastal scrub. Elevations 655-2,495ft.	Known to occur within the City based on historical data for the species.

Table 5.4-1 Sensitive Plant Species Potentially Present in City and Vicinity

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Eriastrum densifolium ssp. sanctorum	Santa Ana River woollystar	FE SE List 1B.1	Perennial herb. Blooms Apr-Sep. Alluvial fans, riverbeds, and sandy or gravelly soils in chaparral and coastal scrub. Elevations 295-2,005ft.	May occur within the City because it is known from the region based on historical data for the species.
Erigeron parishii	Parish's daisy	FT List 1B.1	Perennial herb. Blooms May-Aug. Typically carbonate and sometimes granitic areas in Mojavean desert scrub and pinyon and juniper woodland. Elevations 2,620-6,565ft.	May occur within the City because it is known from the region based on historical data for the species.
Fimbristylis thermalis	hot springs fimbristylis	List 2.2	Rhizomatous herb. Blooms Jul-Sep. Alkaline areas near hot springs in meadows/seeps. Elevations 360-4,400ft.	May occur within the City because it is known from the region based on historical data for the species.
Horkelia cuneata var. puberula	mesa horkelia	List 1B.1	Perennial herb. Blooms Feb-Jul. Sandy or gravelly areas in chaparral, cismontane woodland, and coastal scrub. Elevations 225-2,660ft.	May occur within the City because it is known from the region based on historical data for the species.
Imperata brevifolia	California satintail	List 2.1	Rhizomatous herb. Blooms Sep-May. Chaparral, coastal scrub, Mojavean desert scrub; meadows/seeps (often alkali), riparian scrub on mesic soils. Elevations below 3,990ft.	May occur within the City because it is known from the region based on historical data for the species.
Lasthenia glabrata ssp. coulteri	Coulter's goldfields	List 1B.1	Annual herb. Blooms Feb-Jun. Coastal salt marsh, playas, and vernal pools. Elevations 3-4,005ft.	May occur within the City because it is known from the region based on historical data for the species.
Lepidium virginicum var. robinsonii	Robinson's peppergrass	List 1B.2	Annual herb. Blooms Jan-Jul. Coastal scrub, chaparral. Elevations below 2,905ft.	May occur within the City because it is known from the region based on historical data for the species.
Linanthus maculatus	Little San Bernardino Mountains linanthus	List 1B.2	Annual herb. Blooms Mar-May. Sandy areas in desert dunes, Joshua tree woodland, Mojavean desert scrub, and Sonoran desert scrub. Elevations 635-6,810ft.	May occur within the City because it is known from the region based on historical data for the species.
Linanthus orcuttii	Orcutt's linanthus	List 1B.3	Annual herb. Blooms May-Jun. Openings in chaparral, lower montane coniferous forest, and pinyon and juniper woodland. Elevations 3,000-7,040ft.	May occur within the City because it is known from the region based on historical data for the species.
Lycium parishii	Parish's desert-thorn	List 2.3	Shrub. Blooms Mar-Apr. Coastal scrub and Sonoran desert scrub. Elevations 1,000-3,280ft.	May occur within the City because it is known from the region based on historical data for the species.
Mentzelia tricuspis	spiny-hair blazing star	List 2.1	Annual herb. Blooms Mar-May. Sandy or gravelly areas on slopes or in washes found in Mojavean desert scrub. Elevations 490-4,200ft.	May occur within the City because it is known from the region based on historical data for the species.
Monardella macrantha ssp. hallii	Hall's monardella	List 1B.3	Rhizomatous herb. Blooms Jun-Oct. Broadleaf upland forest, chaparral, cismontane woodland, lower montane coniferous forest, valley and foothill grassland. Elevations 2,395-7,205ft.	May occur within the City because it is known from the region based on historical data for the species.
Navarretia fossalis	spreading navarretia	FT List 1B.1	Annual herb. Blooms Apr-Jun. Shallow freshwater in marshes/swamps, chenopod scrub, playas, and vernal pools. Elevations 95-2,150ft.	May occur within the City because it is known from the region based on historical data for the species.

Table 5.4-1 Sensitive Plant Species Potentially Present in City and Vicinity

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Schoenus nigricans	black bog-rush	List 2.2	Perennial herb. Blooms Aug-Sep. Marshes and swamps, often alkaline. Elevations 490-6,565ft.	May occur within the City because it is known from the region based on historical data for the species.
Selaginella eremophila	desert spike-moss	List 2.2	Rhizomatous herb. Blooms Jun. Gravelly or rocky areas in chaparral and Sonoran desert scrub. Elevations 660-2,955ft.	May occur within the City because it is known from the region based on historical data for the species.
Sidalcea neomexicana	salt spring checkerbloom	List 2.2	Perennial herb. Blooms Mar-Jun. Alkaline and mesic areas in chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, and playas. Elevations 45-5,020ft.	May occur within the City because it is known from the region based on historical data for the species.
Sphenopholis obtusata	prairie wedge grass	List 2.2	Perennial herb. Blooms Apr-Jul. Mesic areas in cismontane woodland and meadows/seeps. Elevations 980-6,565ft.	May occur within the City because it is known from the region based on historical data for the species.
Streptanthus bernardinus	Laguna Mountains jewel-flower	List 4.3	Perennial herb. Blooms May-Aug. Chaparral and lower montane coniferous forest. Elevations 2,195-8,205ft.	May occur within the City because it is known from the region based on historical data for the species.
Streptanthus campestris	southern jewel-flower	List 1B.3	Perennial herb. Blooms May-Jul. Rocky areas in chaparral, lower montane coniferous forest, pinyon/juniper woodland. Elevations 2,950-7,550ft.	May occur within the City because it is known from the region based on historical data for the species.
Symphyotrichum defoliatum	San Bernardino aster	List 1B.2	Rhizomatous herb. Blooms Jun-Nov. Vernally mesic areas near ditch, streams, and springs in cismontane woodland, coastal scrub, lower montane coniferous forest, meadows/seeps, marshes/swamps, valley and foothill grassland. Elevations below 6,695ft.	May occur within the City because it is known from the region based on historical data for the species.
Thelypteris puberula var. sonorensis	Sonoran maiden fern	List 2.2	Rhizomatous herb. Blooms Jan-Sep. Seeps and streams in meadows/seeps. Elevations 160-2,005ft.	May occur within the City because it is known from the region based on historical data for the species.

Source: Alden 2015.
Notes: FT: Federal Threatened FE: Federal Endangered SE: State Endangered
CNPS: Classifications
1A Plants presumed by CNPS to be extinct in California
1B Plants considered by CNPS to be rare or endangered in California and elsewhere
2 Plants considered by CNPS to be rare, threatened or endangered in California, but which are more common elsewhere
3 Review list of plants suggested by CNPS for consideration as endangered but about which more information is needed.
4 Watch list of plants of limited distribution whose status should be monitored.
Threat Ranks
0.1 Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
0.2 Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)
0.3 Not very threatened in California (less than 20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

Special Status Wildlife

Special status wildlife species include those that are (1) listed or proposed for listing as threatened or endangered by the USFWS or the CDFW; and/or (2) designated as California Fully Protected by the CDFW. Noteworthy wildlife species are given the informal designation of California Species of Concern by the CDFW. This designation applies to animals not listed under FESA or CESA but which nonetheless (1) are

declining at a rate that could result in listing, or (2) historically occurred in low numbers and known threats to their persistence currently exist.

According to the USFWS, a federally endangered species is defined as a species facing extinction throughout all or a significant portion of its geographic range, and a federally threatened species is defined as a species that is likely to become endangered within the foreseeable future throughout all or a significant part of its range. The CDFW defines an endangered species as one whose prospects of survival and reproduction are in immediate jeopardy, a threatened species as one present in such small numbers throughout its range that it is likely to become an endangered species in the near future in the absence of special protection or management, a fully protected species as one that is rare or faces possible extinction, and a California Species of Concern as one that is declining in numbers.

Species that are federally or state-listed threatened or endangered are afforded a degree of protection that entails a permitting process, including specific mitigation measures to compensate for impacts to the species. Species that are proposed to be listed by the USFWS are treated similarly to listed species. Recommendations of the USFWS, however, are advisory rather than mandatory in the case of proposed species. As regulated by the CDFW, fully protected species may not be taken or possessed at any time, and no licenses or permits may be issued for their take except for necessary scientific research and relocation of the bird species for the protection of livestock. Wildlife species classified as California Species of Concern by the CDFW are not typically provided legal protection; however, there are exceptions for some species, such as the burrowing owl.

Based on a CNDDB search, 46 special status wildlife species are known to occur within or immediately adjacent (i.e., within a 1,000-foot buffer) to the City or from the region based on historical data (Alden 2015). All 46 species are summarized in Table 5.4-2, *Sensitive Wildlife Species Potentially Present in Highland and Vicinity*.

Table 5.4-2 Sensitive Wildlife Species Potentially Present in Highland and Vicinity

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
INSECTS				
Dinacoma caseyi	Casey's June beetle	FE	Sandy, dry washes with ephemeral flow, and dry upland areas associated with soil deposition from extreme flood events.	May occur within the City because it is known from the region based on historical data for the species.
Rhaphiomidas terminates abdominalis	Delhi Sands flower-loving fly	FE	Arid, sandy habitats, usually on dune systems of inland desert valleys, rivers, deltas, and beach strands with fine, sandy soils classified as belonging to the "Delhi" series.	May occur within the City because it is known from the region based on historical data for the species.
FISH				
Rhinichthys osculus ssp. 3	Santa Ana speckled dace	CSC	Gravel and cobble-bottomed permanent streams with runs and riffles; overhanging riparian plants for cover. Summer water temperatures of approximately 17-20° C.	May occur within the City because it is known from the region based on historical data for the species.

Table 5.4-2 Sensitive Wildlife Species Potentially Present in Highland and Vicinity

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Gilia orcuttii	arroyo chub	CSC	Warm fluctuating streams with substrates of sand and mud. Pools or quiet edge water required for spawning.	May occur within the City because it is known from the region based on historical data for the species.
Catostomus santaanae	Santa Ana sucker	FT CSC	Perennial streams with a wide range in depth and flow. Require a mix of gravel, cobble, and sand, combined with shallow riffles and deeper runs and pools. In-stream and bank-side riparian vegetation is preferred for shade and cover for larvae and juveniles.	May occur within the City because it is known from the region based on historical data for the species.
Gasterosteus aculeatus williamsoni	unarmored threespine stickleback	FE SE SFP	Shallow pools and riffles of freshwater rivers or streams that contain densely vegetative cover for breeding.	May occur within the City because it is known from the region based on historical data for the species.
AMPHIBIANS				
Spea hammondii	western spadefoot	CSC	Washes, river floodplains, alluvial fans, playas, alkali flats, temporary ponds, vernal pools in mixed woodlands, grasslands, coastal sage scrub, and chaparral. Surface activity October to April. Oviposition late February to May in temporal pools and slow-moving sections of streams.	May occur within the City because it is known from the region based on historical data for the species.
Anaxyrus californicus	arroyo toad	FE CSC	Breeds in shallow pools along stream edges with sand/gravel flats between March and June. Adults use sage scrub, mixed chaparral, oak woodland habitats up to within one mile of breeding sites.	May occur within the City because it is known from the region based on historical data for the species.
Rana draytonii	California red-legged frog	FT CSC	Slow-moving streams and ponds with dense vegetation cover providing shade over water surface. Non-breeding estivation sites in small mammal burrows and beneath leaf litter up to 2 miles from the stream. Breed November through April.	May occur within the City because it is known from the region based on historical data for the species.
Rana muscosa	Sierra Madre yellow-legged frog	FE CSC	High mountain lakes, ponds, and streams. Prefers shorelines that gently slope into shallows.	May occur within the City because it is known from the region based on historical data for the species.
REPTILES				
Phrynosoma blainvillii	coast horned lizard	CSC	Scrubland, grassland, coniferous woods, and broadleaf woodlands, especially in areas with sandy soils, scattered shrubs, and ant colonies, such as along the edges of arroyo bottoms or dirt roads. Elevations from sea level to approximately 6,000 feet.	May occur within the City because it is known from the region based on historical data for the species.

Table 5.4-2 Sensitive Wildlife Species Potentially Present in Highland and Vicinity

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Aspidoscelis hyperythra	orange-throated whiptail	CSC	Open coastal sage scrub, chaparral, and streamside growth with loose sandy soils, revegetation sites.	Known to occur within the City based on historical data for the species.
Anniella pulchra pulchra	silvery legless lizard	CSC	Found in leaf litter and loose soil on beaches and in coastal scrub, chaparral, and open riparian habitats. Sandy washes and beach dunes are used for burrowing, while logs and leaf litter are used for cover and feeding.	May occur within the City because it is known from the region based on historical data for the species.
Charina umbratica	southern rubber boa	ST	Oak-conifer and mixed-conifer forests at elevations between approximately 5,000 and 8,200 feet. Prefers rocks and logs or other debris for cover.	May occur within the City because it is known from the region based on historical data for the species.
Lampropeltis zonata parvirubra	California mountain king snake (San Bernardino population)	CSC	Coniferous forest, oak-pine woodlands, riparian woodland, chaparral, Manzanita, and coastal sage scrub from 800 to 9,000 feet amsl. Prefers wooded areas near a stream with rock outcrops, talus or rotting logs that are exposed to sun.	May occur within the City because it is known from the region based on historical data for the species.
Thamnophis hammondii	two-striped garter snake	CSC	Permanent fresh water, inhabiting streams, ponds, vernal pools. Occupies adjacent coastal sage scrub and grasslands during the winter.	May occur within the City because it is known from the region based on historical data for the species.
Crotalus ruber	red-diamond rattlesnake	CSC	Coastal sage scrub, open chaparral, woodland, grassland, and cultivated areas.	May occur within the City because it is known from the region based on historical data for the species.
BIRDS				
Aquila chrysaetos	golden eagle	SFP	Require vast foraging areas in grassland, broken chaparral, or sage scrub. Nest in cliffs and boulders. In the county, wintering range does not differ greatly from breeding distribution. Uncommon resident.	May occur within the City because it is known from the region based on historical data for the species.
Buteo swainsoni	Swainson's hawk	SE	Scrubby, forested areas adjacent to patches of lightly irrigated agriculture, particularly with alfalfa and hay crops, or non-agricultural areas with low to medium height vegetation. Breeding resident.	Known to occur within the City based on historical data for the species.
Elanus leucurus	white-tailed kite	SFP	Nest in riparian woodland, oaks, sycamores. Forage in open, grassy areas. Year-round resident.	Known to occur within the City based on historical data for the species and recent studies.
Haliaeetus leucocephalus	bald eagle	FDL SE SFP	Rivers, lakes. Rare winter visitor, rare fall migrant. Feed mainly on fish.	Known to occur within the City based on historical data for the species.
Coccyzus americanus occidentalis	western yellow-billed cuckoo	FC SE	Extensive riparian woodlands. Summer resident. Very localized breeding.	May occur within the City because it is known from the region based on historical data for the species.

Table 5.4-2 Sensitive Wildlife Species Potentially Present in Highland and Vicinity

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Athene cunicularia	burrowing owl (burrow sites & some wintering sites)	CSC	Grassland, agricultural land, coastal dunes. Declining resident.	May occur within the City because it is known from the region based on historical data for the species.
Cypseloides niger	black swift	CSC	Nests around waterfalls and sea cliffs.	May occur within the City because it is known from the region based on historical data for the species.
Empidonax traillii extimus	southwestern willow flycatcher	FE SE	Nests in extensive willow-dominated riparian forests and woodlands, occasionally oak woodlands. Rare spring and fall migrant, rare summer resident.	May occur within the City because it is known from the region based on historical data for the species.
Lanius ludovicianus	loggerhead shrike	CSC	Open-canopied valley foothill hardwood, valley foothill hardwood-conifer, valley foothill riparian, pinyon-juniper, juniper, desert riparian, and Joshua tree woodland habitats with scattered shrubs, trees, posts, fences, utility lines, or other perches.	May occur within the City because it is known from the region based on historical data for the species.
Vireo bellii pusillus	least Bell's vireo	FE SE	Dense, stratified canopy within willow-dominated woodland or scrub, Baccharis scrub, mixed oak/willow woodland, mesquite woodland, and elderberry scrub in riparian habitat.	May occur within the City because it is known from the region based on historical data for the species.
Polioptila californica californica	coastal California gnatcatcher	FT CSC	Coastal sage scrub, maritime succulent scrub. Resident.	May occur within the City because it is known from the region based on historical data for the species.
Dendroica petechia brewsteri	yellow warbler	CSC	Well-developed riparian habitats, often with mature willows, usually in close proximity to water along streams and meadows.	May occur within the City because it is known from the region based on historical data for the species.
Icteria virens	yellow-breasted chat	CSC	Dense riparian woodland. Localized summer resident.	May occur within the City because it is known from the region based on historical data for the species.
Agelaius tricolor	tricolored blackbird	CSC	Freshwater marshes agricultural areas, lakeshores, parks. Localized resident.	May occur within the City because it is known from the region based on historical data for the species.
MAMMALS				
Leptonycteris verbabuenae	lesser long-noised bat	FE	Semi-desert grasslands, desert scrub, and oak woodlands. Roosts primarily in old mines and caves at the base of mountains and near alluvial fans that support desert vegetation, particularly agave, yucca, and other cactus species.	Known to occur within the City based on historical data for the species.

5. Environmental Analysis
BIOLOGICAL RESOURCES

Table 5.4-2 Sensitive Wildlife Species Potentially Present in Highland and Vicinity

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Antrozous pallidus	pallid bat	CSC	Open desert scrub, grasslands, shrub lands, woodlands, and forests. Roosts in rock crevices, caves, mines, tree hollows, and buildings.	May occur within the City because it is known from the region based on historical data for the species.
Corynorhinus townsendii	Townsend's big-eared bat	CSC	Caves, mines, buildings. Found in a variety of habitats, arid and mesic. Individual or colonial. Extremely sensitive to disturbance.	May occur within the City because it is known from the region based on historical data for the species.
Lasiurus xanthinus	western yellow bat	CSC	Valley foothill riparian, desert riparian, desert wash, and palm oasis habitats. Roosts in palm trees and forages for flying insects over water and among trees in palm oases and riparian habitat.	Known to occur within the City based on historical data for the species.
Eumops perotis californicus	western mastiff bat	CSC	Occurs in many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc.; roosts in crevices in vertical cliff faces, high buildings, trees, and tunnels, and travels widely when foraging.	May occur within the City because it is known from the region based on historical data for the species.
Lepus californicus bennettii	San Diego black-tailed jackrabbit	CSC	Open areas of scrub, grasslands, agricultural fields with ample grasses and forbs.	May occur within the City because it is known from the region based on historical data for the species.
Glaucomys sabrinus californicus	San Bernardino flying squirrel	CSC	Coniferous and deciduous forest, including riparian forests. Prefers old growth forests. Second growth forests may be essential to dispersal. Elevations between approximately 3,930 to 8,200 feet amsl.	May occur within the City because it is known from the region based on historical data for the species.
Chaetodipus fallax fallax	northwestern San Diego pocket mouse	CSC	Sparse, disturbed coastal sage scrub or grasslands with sandy soils.	Known to occur within the City based on historical data for the species and recent studies.
Dipodomys merriami parvus	San Bernardino kangaroo rat	FE CSC	Riversidean alluvial fan sage scrub and sandy loam soils, alluvial fans and flood plains, and along washes with nearby sage scrub.	May occur within the City because it is known from the region based on historical data for the species.
Dipodomys stephensi	Stephens' kangaroo rat	FE ST	Open grasslands, fallow agricultural fields, and sparse coastal sage scrub vegetation types in areas with penetrable soils and a flat to fairly steep sloping topography. Can live without a permanent source of water.	May occur within the City because it is known from the region based on historical data for the species.
Perognathus longimembris brevinasus	Los Angeles pocket mouse	CSC	Yucaipa CNDDB. Lower elevation grassland, alluvial sage scrub, and coastal sage scrub. Sandy soils for burrowing, but is also found on gravel washes and on stony soils	May occur within the City because it is known from the region based on historical data for the species.

Table 5.4-2 Sensitive Wildlife Species Potentially Present in Highland and Vicinity

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Neotoma lepida intermedia	San Diego desert wood rat	CSC	Yucaipa CNDDB. Coastal sage scrub and chaparral. Prefers rock outcrops.	May occur within the City because it is known from the region based on historical data for the species.
Onychomys torridus ramona	southern grasshopper mouse	CSC	Yucaipa extended CNDDB. Coastal sage scrub, mixed chaparral, sagebrush, low sage, and bitterbrush. Low to moderate shrub cover preferred.	May occur within the City because it is known from the region based on historical data for the species.
Taxidea taxus	American badger	CSC	Yucaipa CNDDB. Drier, open stages of shrub steppes, agricultural fields, open woodland forests, and large grass and sagebrush meadows and valleys with friable soils.	May occur within the City because it is known from the region based on historical data for the species.
Ovis Canadensis nelson DPS	peninsular bighorn sheep	FE SE SFP	Yucaipa extended CNDDB. Mountainous habitat, primarily on or near steep, rugged "escape terrain." Boulders and cliffs for shade; caves or sheltered slopes for protection during inclement weather; and alluvial fans and washes nearby as water sources.	May occur within the City because it is known from the region based on historical data for the species.

Source: Alden 2015.
Notes:

CSC	California Species of Concern	SE	State Endangered
FE	Federal Endangered	SFP	State Fully Protected
FDL	Federal De-listed	ST	State Threatened
FT	Federal Threatened		

Wildlife Movement Corridors

Wildlife corridors are essential to maintain populations of healthy and genetically diverse plant and wildlife species. Wildlife corridors are considered sensitive by local, state, and federal resource and conservation agencies because these corridors allow wildlife to move between adjoining open space areas that are increasingly isolated by urbanization, rugged terrain, and/or changes in vegetation (Alden 2015). In southern California, habitat fragmentation is one of the main concerns for the maintenance of healthy wildlife populations, because natural areas are often scarce, and maintaining connectivity between these habitats is perhaps one of the best feasible options for preventing localized extinctions and enhancing biodiversity.

Wildlife corridors can be classified as either regional corridors or local corridors. Regional corridors are defined as those linking two or more large areas of natural open space while local corridors are defined as those allowing resident animals to access critical resources (e.g., food, cover, water) in a smaller area that might otherwise be isolated by some form of urban development (e.g., roads, housing tracts). Both regional and local wildlife corridors reduce the effects of habitat fragmentation by (1) allowing wildlife to move between remaining habitat fragments, thereby permitting depleted populations to be replenished and promoting genetic exchange; (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk of catastrophic events (such as fire or disease) on a population that may cause local species

extinction; and (3) serving as travel routes for individual animals as they move within their home ranges in search of food, water, mates, and other life cycle requirements.

Within these wildlife corridors, wildlife movement typically falls into one of three categories: (1) dispersal (i.e., juvenile animals from natal areas or individuals extending range distributions), (2) seasonal migration, and (3) movement related to home range activities (e.g., foraging for food or water, defending territories, searching for mates). To facilitate this discussion on wildlife movement in this evaluation, these terms are defined as follows:

- **Travel Route.** A travel route is a landscape feature—such as a ridgeline, drainage, canyon, or riparian strip—within a larger natural habitat area that is used frequently by animals to facilitate movement and provide access to necessary resources (e.g., water, food, cover, den sites). The travel route is generally preferred because it provides the least amount of topographic resistance in moving from one area to another. It contains adequate food, water, and/or cover for wildlife moving between habitat areas and provides a relatively direct link between suitable habitat areas.

- **Wildlife Corridor.** A wildlife corridor is an area of habitat, usually linear, which connects two or more habitat patches that would otherwise be fragmented or isolated from one another. Wildlife corridors are often bounded by urban land uses or other areas that are unsuitable for wildlife. A corridor generally contains suitable cover, food, and/or water to support species and facilitate movement in the corridor.

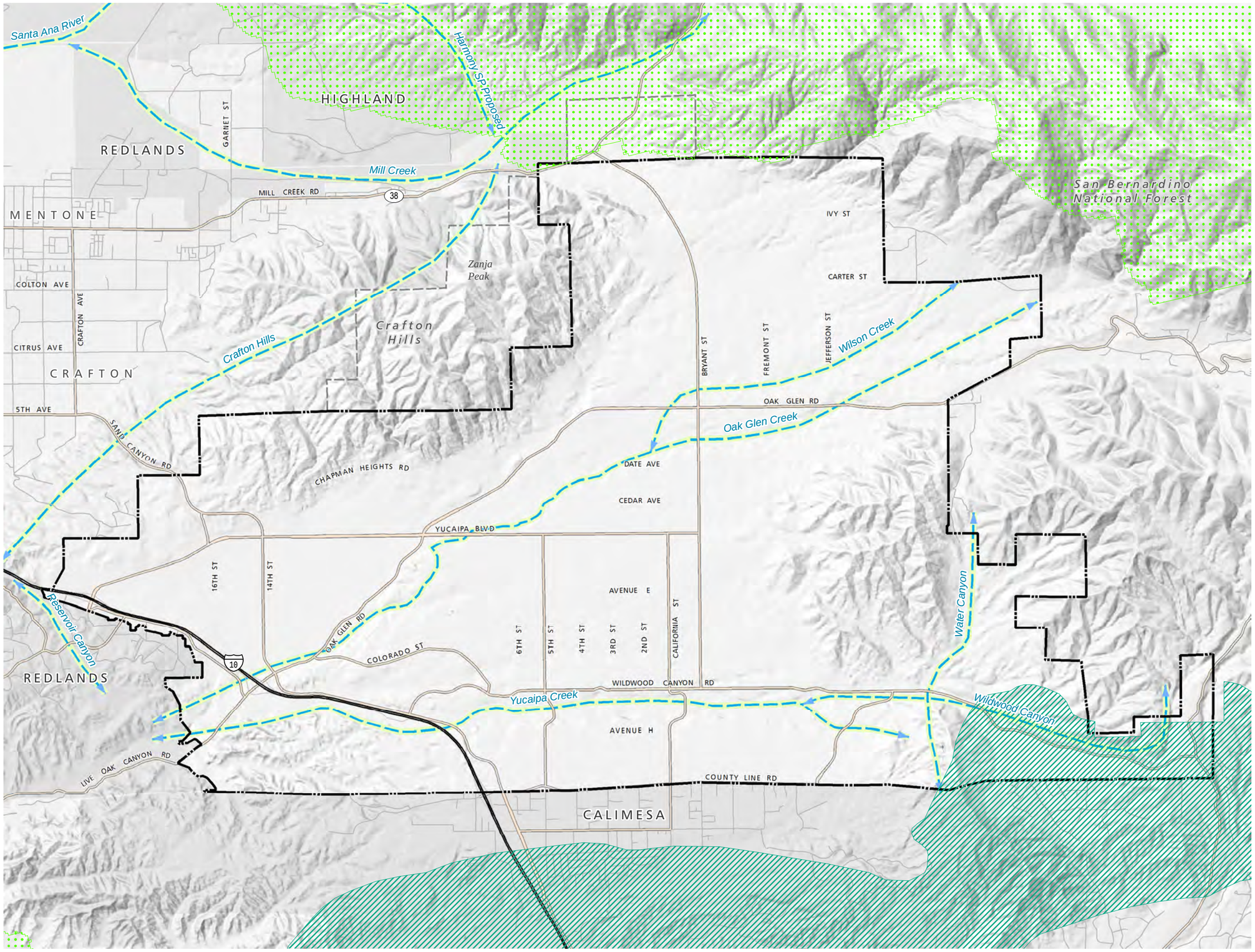
- **Wildlife Crossing.** A wildlife crossing is a small, narrow area—relatively short in length and generally constricted—that allows wildlife to pass under, over, or through an obstacle. Crossings typically are man-made and include culverts, underpasses, overpasses, drainage pipes, and tunnels that provide access across or under roads, highways, pipelines, or other physical obstacles.

As discussed above, wildlife corridors provide routes for migration and dispersal. In addition, several studies have demonstrated the importance of corridors in preventing extinctions and increasing species diversity. Wildlife corridors also play a very important role in linking reserves and reducing the negative effects of fragmentation. While corridors are not reserves themselves, they can be viewed as a means to effectively increase reserve size. To some wide-ranging animals such as bobcat (*Felis rufus*), coyote, and mountain lion (*Felis concolor*), even a relatively large isolated reserve may not be capable of sustaining populations. However, by allowing these and other species to disperse to and move between reserves via wildlife corridors, these animals have more space to utilize and are more likely to maintain stable populations.

A statewide comprehensive wildlife corridor analysis—The California Essential Habitat Connectivity Project—was initiated by the CDFW and the California Department of Transportation and implemented by South Coast Wildlands. The analysis identified large blocks of intact habitat or natural landscape within California, and modeled linkages between these natural landscape blocks that need to be maintained, to provide guidance to help infrastructure, land use, and conservation. Figure 5.4-3, *Wildlife Corridors*, identifies potential wildlife corridors within the City and SOI.

Figure 5.4-3
WILDLIFE CORRIDORS

CDFW Essential Connectivity Areas
South Coast Wildlands Linkage Design
Potential Local Wildlife Linkages



YUCAIPA GENERAL PLAN DRAFT EIR

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PLACEWORKS

Source: Alden Environmental, Inc. 2014

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- **The San Bernardino Mountains to San Jacinto Mountains Connection** connects the extensively forested slopes of the San Bernardino Mountains with the rugged, montane habitats found in the San Jacinto Mountains. This linkage is critical because it provides an important piece of the linkage between the coastal, mountain, and desert habitats and supports high species diversity. While some smaller species, such as horned lizards, whiptails, speckled rattlesnake, and various kangaroo rats, may use the linkage on a more local level, wider-ranging species—such as mule deer, American badgers, bobcats, and mountain lions—may use it on a more regional level, moving across the entire linkage and between core habitat areas for dispersal, seasonal migrations, or to find essential resources.

- **Other Wildlife Connections in Yucaipa**: In addition to the San Bernardino Mountains to San Jacinto Mountains Connection, several wildlife corridors that provide both local and regional movement opportunities are known to occur within the City. Yucaipa Regional Park provides local movement potential for wildlife species and provides connectivity to Crafton Hills Open Space. Both Crafton Hills Open Space and Wildwood Canyon State Park provide broader movement opportunities within the City as well as connectivity between these open space areas and the San Bernardino National Forest and San Gorgonio Wilderness. Shown as dashed lines on Figure 5.4-3, ridgelines and canyons that occur throughout the City could also be used as travel routes by wildlife species for both local and regional movement to access food, cover, and water resources. In addition, the freeway underpasses and culverts found throughout the City could provide wildlife crossing opportunities that allow some species to safely cross busy roadways. In a built, urban environment, maintaining these parks, open spaces, and potential crossing locations is crucial to maintaining wildlife movement corridors and sustaining healthy plant and wildlife populations locally and regionally.

Wetlands and Riparian Resources

Wetlands and riparian resources within the Yucaipa area are considered sensitive biological resources and are regulated by the Corps, CDFW, and/or RWQCB pursuant to several federal and state regulations. Figure 5.4-4, *Wetlands and Riparian Resources,* illustrates the wetlands and riparian resources in the City, based on the data from the USFWS National Wetland Inventory as well as information provided in environmental documents prepared for projects in the City of Yucaipa. While the USFWS National Wetlands Inventory shows freshwater ponds as the only wetland vegetation community within the City, wetland and riparian resources within the City that have been identified in other documents include creeks, washes, underground water (aquifers), and other water courses as well as various riparian vegetation communities that are associated with these water courses. Given the limited water availability within the region, all wetland and riparian habitats would be protected according to federal, state, and local regulations.

Aerial imagery associated with the USFWS National Wetland Inventory and Google Earth clearly shows natural freshwater lakes/ponds and other natural and manmade fresh water resources (see Figure 5.4-4, *Wetlands and Riparian Resources*). The largest freshwater resources in the City include the three large lakes in Yucaipa Regional Park and several freshwater ponds on the Yucaipa Valley Golf Course. In addition, several man-made detention basins, such as the Wilson Creek Flood Control Basin, and stock ponds are scattered throughout the City.

Along with the freshwater lakes/ponds, detention basins, and stock ponds, the City also supports rivers, creeks, and other drainages. The City is located in the Yucaipa Creek Watershed, which generally drains from east to west from the San Bernardino Mountains into San Timoteo Creek and eventually into the Santa Ana River (see Figure 5.9-1, *Watersheds and Streams*, in Section 5.9, *Hydrology and Water Quality*). The Yucaipa Creek Watershed is composed of six drainages: two major drainages (Wilson Creek and Wildwood Creek) and four smaller drainages (Yucaipa Creek, Oak Glen Creek, Gateway Wash, Chicken Springs Wash). These drainages support many biological resources, including riparian vegetation and associated wildlife species, while also supporting the majority of the water resources found in the City.

5.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

B-1 Have a substantial 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-2 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 U.S. Fish and Wildlife Service.

B-3 Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

B-4 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.

B-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

B-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold B-6

This impact will not be addressed in the following analysis.

5.4.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.4-1: Development of the proposed project could impact the sensitive plant and animal species known to occur in and/or near the City of Yucaipa. [Threshold B-1]

Impact Analysis: Future development in accordance with the proposed land use plan may replace existing vacant or undeveloped lands in the City with developed land uses or redevelop existing uses. Figure 5.4-2, *Land Cover Types and Sensitive Species*, designates approximately 7,787 acres of urban (disturbed) land. Therefore, development outside of these urban areas could impact approximately 9,732 acres (does not include 2,235 acres of open space to be preserved in perpetuity) of previously undisturbed habitat.

Buildout of the City and SOI in accordance with the proposed project could impact sensitive plant and animal species in the City, detailed in Tables 5.4-1 and 5.4-2. Based on the CNDDB search, 44 special status plant species and 46 special status wildlife species are known to occur within or immediately adjacent (i.e., within a 1,000-foot buffer) to the City or are known to occur in the region based on historical data. Local, state, and federal agencies regulate sensitive biological resources and require an assessment of their presence or potential presence in the project vicinity prior to the approval and construction of a proposed development project. These assessments should be conducted for all sensitive vegetation communities and special status species that have the potential to occur within or immediately adjacent to a proposed development project site prior to the approval and implementation of that proposed development project.

The City's environment is not static and may change over time as a result of development, fire, climate change, and other environmental factors. Therefore, vegetation communities may become sensitive and/or species may be listed in the future.

The proposed General Plan Parks, Recreation, Trails, and Open Space Element identifies several goals and policies to reduce impacts to Yucaipa's diverse biological resources. For example, Goal PR-4 includes conservation and stewardship of Yucaipa's open spaces, hills, canyons, ridgelines, and channels for visual, recreational, wildlife, and educational benefits. Goal PR-5, policies encourage the protection of the City's hillsides, oak trees, creeks, and scenic resources, as well as the Crafton Hills and Wildwood Canyon (Policies PR-4.1 through 4.7). Goal CDL-2 also encourages preservation of prominent ridgelines and hillsides to protect sensitive biological resources and ecological benefits. Further, Goal PR-5 promotes the preservation, conservation, and management of Yucaipa's biological resources, including habitats, wildlife, and natural environments. Policies under Goal PR-5 discuss resource protection, habitat conservation, biodiversity, wildlife corridors, channels and creeks, and interagency coordination to preserve and protect the City's natural plants, wildlife, and communities (Policies PR-5.1 through PR-5.7).

The following policies require proposed development projects to conduct biological assessments to determine if sensitive biological resources and wildlife corridors would be impacted and to adopt a process and mitigation regulations for potential resource impacts, as required by USFWS and CDFW:

- **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.

- **Policy PR-5.4 – Biotic Resources Overlay.** Require proposed land uses and development projects to conduct appropriate biological resource studies and propose mitigations where needed to address potential resource impacts.

- **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.

- **Policy PR-5.7 – Mitigation Program.** Develop, periodically update, and implement a community-wide mitigation program to preserve and enhance sensitive biological resources and associated habitats in 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.

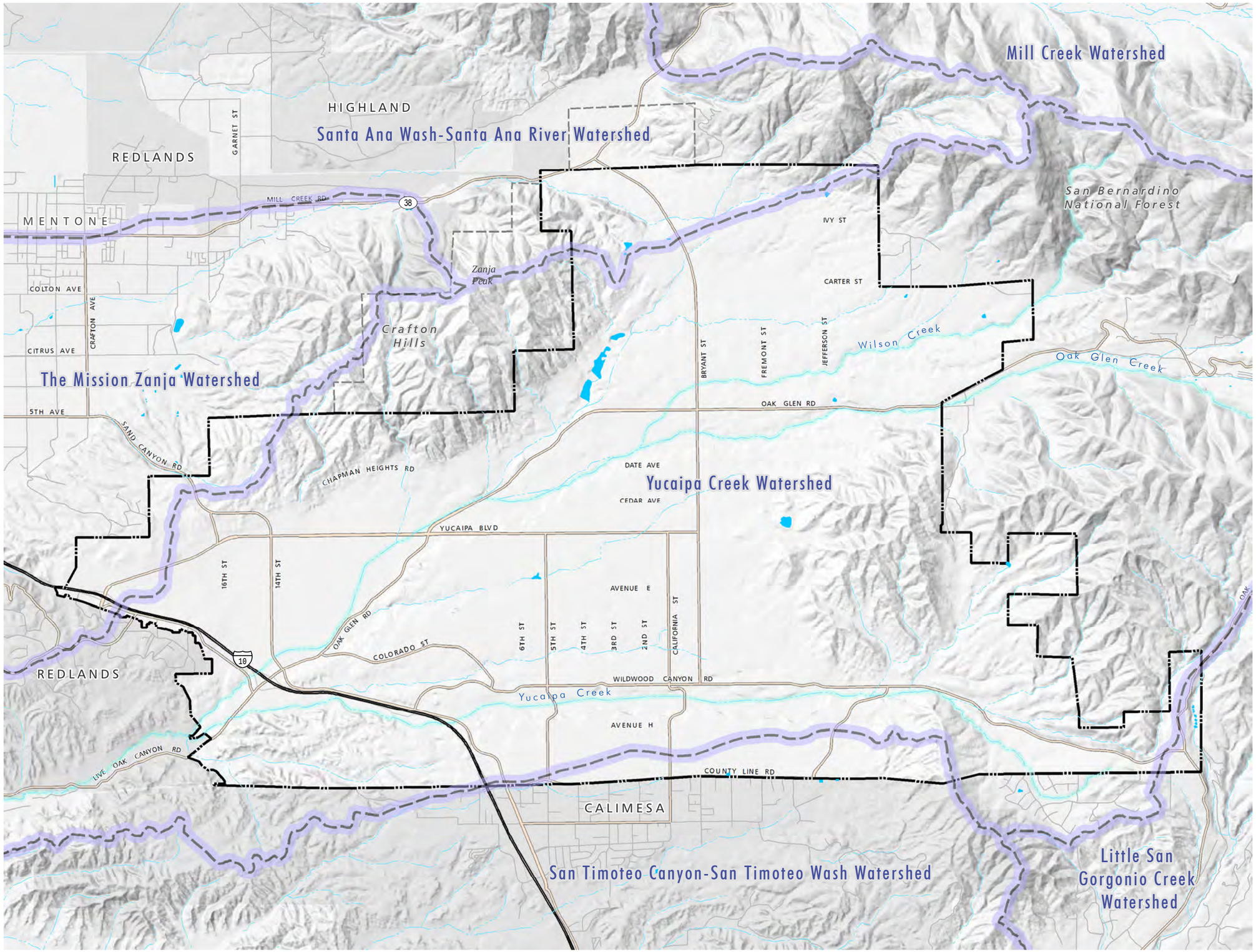
While these policies would assist in reducing impacts, under the CESA and FESA, future development projects would require more detailed evaluations of biological resources and formulation of mitigation measures, if needed, by a qualified biologist. Consequently, impacts to sensitive plant and animal species are considered potentially significant.

Impact 5.4-2: Implementation of the proposed General Plan Update could impact sensitive natural communities, including wetlands and riparian habitat. [Threshold B-2 (part)]

Impact Analysis: As detailed above under Impact 5.4-1, approximately 9,732 acres of previously undisturbed habitat may be impacted by development in accordance with the General Plan Update. Wetlands and riparian habitats within the 9,732 acres of undisturbed habitat may include those mapped on Figure 5.4-4, *Wetlands and Riparian Resources*, and include freshwater lakes/ponds, creeks, washes, aquifers, and other blue line streams identified on the figure. Specifically, there are three large lakes located within the Yucaipa Regional Park; several freshwater ponds on the Yucaipa Valley Golf Course; a number of man-made detention basins, such as the Wilson Creek Flood Control Basin; and stock ponds scattered throughout the City. These water resources may support biological resources, including riparian vegetation and associated wildlife species. Additionally, seven of the eight sensitive vegetation communities found within the Yucaipa area are riparian communities, which include Riversidian Alluvial Fan Sage Scrub, Southern Sycamore Alder Riparian Woodland, Southern Cottonwood Riparian Woodland, Southern Coast Live Oak Riparian Forest, Southern Riparian Scrub, Southern Riparian Forest, and Southern Willow Scrub (see Figure 5.4-2, *Land Cover Types and Sensitive Species*).

Figure 5.4-4

WETLAND AND RIPARIAN RESOURCES



Watershed Boundary
Stream/River
Lake/Pond

YUCAIPA GENERAL PLAN DRAFT EIR

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PLACEWORKS

Source: USGS NHD, 2013 & Michael Baker International, 2014

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Of the sensitive plant and animal species that are known to occur within or immediately adjacent to Yucaipa, the following sensitive species occur in riparian habitats: Nevin's barberry, smooth tarplant, Mojave tarplant, California satintail, Santa Ana speckled dace, Santa Ana sucker, silvery legless lizard, California mountain king snake, white-tailed kite, western yellow-billed cuckoo, southwestern willow flycatcher, loggerhead shrike, least Bell's vireo, yellow warbler, yellow-breasted chat, western yellow bat, and the San Bernardino flying squirrel (see Tables 5.4-1 and 5.4-2 for more detail).

As described in the analysis for Impact 5.4-1, policies under the Parks, Recreation, Trails, and Open Space Element Goals PR-4 and PR-5 would help conserve, protect, and manage Yucaipa's biological resources, including natural and open space areas, habitats, hillsides, and wildlife. However, implementation of the General Plan policies would not completely avoid impacts on wetlands and riparian resources. Future site-specific projects built in accordance with the proposed project could potentially impact these sensitive riparian habitats and may be required to create or restore onsite or offsite habitat as determined by the USFWS and/or CDFW as a condition of allowing impacts to sensitive species. To determine site-specific impacts and necessary mitigation, future projects would require more detailed evaluations of biological resources. Therefore, impacts are potentially significant.

Impact 5.4-3: Buildout of the proposed project could impact undetermined amounts of wetlands and jurisdictional waters regulated by the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and Santa Ana Regional Water Quality Control Board. [Threshold B-2 (part) and B-3]

Impact Analysis: Development in accordance with the General Plan Update could impact waters and wetlands jurisdictional to the CDFW, Corps, and Santa Ana RWQCB. Waters of the United States are jurisdictional to the Corps; Waters of the State are jurisdictional to the Santa Ana RWQCB and the CDFW; and wetlands meeting certain criteria are jurisdictional to the Corps and/or the CDFW.

As mapped on Figure 5.4-4, *Wetlands and Riparian Resources*, the City of Yucaipa has a number of potential wetlands and riparian habitats that may be regulated by the Corps, CDFW, and/or Santa Ana RWQCB pursuant to several federal and state regulations. These include freshwater ponds, creeks (e.g., Wilson Creek and Wildwood Creek), washes (e.g., Gateway Wash and Chicken Springs Wash), underground water (aquifers), and other water courses, as well as various riparian vegetation communities along these waterways. In addition, wetlands and riparian habitats are found in the following areas: three large lakes within the Yucaipa Regional Park, several freshwater ponds within the Yucaipa Valley Golf Course, and a number of man-made detention basins and stock ponds scattered through the City.

The proposed Parks, Recreation, Trails, and Open Space Element includes goals and policies that minimize potential impacts to jurisdictional waters and wetlands for future development within Yucaipa. For example, Policy PR-4.5 encourages creek restoration by securing grants and working with public and private agencies to restore and preserve Yucaipa's creeks in a natural state for its aesthetic, recreational, and wildlife value; Policy PR-5.1 protects Yucaipa biological resources, including sensitive, rare, or endangered species of plants, wildlife, and their habitat; and Policy PR-5.3 promotes biodiversity by protecting wildlife corridors with high habitat value and potential habitat linkages.

Future development in accordance with the proposed General Plan Update could impact jurisdictional waters and/or wetlands directly (e.g., building over the jurisdictional resources by filling the land) or indirectly (e.g., increased stormwater drainage or runoff into nearby jurisdictional waters). Thus, a more site-specific biological assessment would be required to protect waters onsite. A jurisdictional delineation may also be required by CDFW if there is potential riparian habitat onsite. If the assessment identified jurisdictional resources onsite, mitigation measures for impacts to jurisdictional waters, wetlands, and/or riparian habitat would be required. Thus, impacts considered potentially significant.

Impact 5.4-4: Development pursuant to the proposed General Plan Update could adversely impact wildlife movement in the San Bernardino Mountains to San Jacinto Mountains Connection, and several local and regional wildlife corridors in the Yucaipa area. [Threshold B-4 (part)]

Impact Analysis: As stated above, the California Essential Habitat Connectivity Project identified one linkage design within the vicinity of Yucaipa, the San Bernardino Mountains to San Jacinto Mountains Connection. The linkage is located just south of Calimesa and connects the extensively forested slopes of the San Bernardino Mountains with the rugged, montane habitats found in the San Jacinto Mountains. This linkage provides a connection between the coastal, mountain, and desert habitats and supports high species diversity. Smaller species use the linkage on a local level while larger species may use it on a regional level, moving between core habitats during migrations, dispersals, or to find essential resources.

In addition to the San Bernardino Mountains to San Jacinto Mountains Connection, more localized linkages such as the Yucaipa Regional Park—Crafton Hills Open Space—Wildwood Canyon State Park connection provide connectivity between these open space areas and to the San Bernardino National Forest and San Gorgonio Wilderness.

Future development in accordance with the proposed General Plan Update could disrupt the wildlife linkages described above. For example, future developments such as large, planned residential communities, business parks, or major roadways may obstruct existing local wildlife linkages and impede wildlife movement along these corridors. The proposed Parks, Open Space and Conservation Element identifies several policies to reduce impacts to wildlife movement: Policy PR-4.5 encourages restoring Yucaipa's creeks to enhance wildlife value, Policy PR-5.2 supports habitat conservation to set aside and preserve suitable habitats for rare and endangered species, and Policy PR-5.3 suggests participating in the planning of multiuse corridors along the City's many drainage channels and ridgelines to provide wildlife corridors and interconnections between open space areas in the community and vicinity.

Development within the City could still interfere with the regional and local wildlife movement connections. As stated above, future projects considered for approval by the City would require biological resources assessments of each respective project site by a qualified biologist. Mitigation measures would be required if impacts to wildlife movement and/or migration are identified. Consequently, impacts to wildlife movement are considered potentially significant in the absence of further biological assessment.

Impact 5.4-5: Migratory birds known to occur within the City of Yucaipa would be protected under the Migratory Bird Treaty Act. [Thresholds B-4 (part)]

Impact Analysis: A number of migratory bird species are known to occur within the City (see Table 5.4-2). Buildout of the proposed project could impact these migratory birds through future development and removal of vegetation that could be used for nesting.

The Migratory Bird Treaty Act administered by the USFWS governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. Additional mitigation requiring preconstruction general nesting bird surveys is provided to ensure that active nests and suitable nesting habitats are not impacted during the general avian breeding season. Impacts to migratory birds are considered potentially significant in the absence of mitigation.

Impact 5.4-6: Future projects in accordance with the General Plan Update would be required to comply with local biological resources policies and ordinances, including the City's plant protection and management regulations. [Thresholds B-5]

Impact Analysis: The City of Yucaipa is home to a diverse array of plant species that are considered valuable and warrant protection. Division 9 (Plant Protection and Management) of the City's Municipal Code provides regulations and guidelines for the City's plant species. The provisions apply to all private land within unincorporated areas of the City and to public lands owned by the City.

Under Division 9, a removal permit is required for the removal of any tree or plant in conjunction with a land use application or development permit. Generally, no person is allowed to remove or cut a tree or plant protected under Division 9 without a valid permit that has been justified with one of the following reasons:

- The location of the tree or plant and/or its dripline interferes with an allowed structure, sewage disposal area, paved area, or other approved improvement or ground disturbing activity.
- The location of the tree or plant and/or its dripline interferes with the planned improvement of a street or development of an approved access to the subject or adjoining private property.
- The location of the tree or plant is hazardous to pedestrian or vehicular travel or safety.
- The tree or plant or its presence interferes with or is causing extensive damage to utility services or facilities, roadways, sidewalks, curbs, gutters, pavement, sewer line(s), drainage or flood control improvements, foundations, existing structures, or municipal improvements.
- The condition or location of the plant or tree is adjacent to and in such close proximity to an existing or proposed structure that the plant or tree has or will sustain significant damage.

- In the mountain area only, a Registered Professional Forester must certify in writing that the condition or location of the subject tree is contributing to an overstocked tree stand condition such that its removal will improve the overall health, safety, and vigor of the stand of trees containing the subject tree.

Additional guidelines and provisions related to mountain forest and valley trees, riparian plants, and oak trees are provided in Chapters 3 through 5 under Division 9. Buildout of the proposed General Plan Update could impact valuable plant and tree species in the City. However, compliance with regulations under Division 9 of the City's municipal code would protect the City's trees and plants. In addition, the proposed Parks, Recreation, Trails, and Open Space Element includes Policy PR-4.4, which protects the City's heritage oak trees through adherence to the Oak Tree Conservation regulations in the municipal code and through proper tree care and maintenance. Therefore, impacts are less than significant.

5.4.4 Applicable General Plan Update Policies

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to biological resources.

Community Design and Land Use Element

- **Policy CDL-2.1 – Ridgeline/Hillside Protection.** Adhere to the protections for ridgelines and hillsides codified in Ordinance 81, Ridgeline/Hillside Development Ordinance, Hillside Overlay District, and Grading Manual.

- **Policy CDL-2.3 – Development Projects.** Concentrate hillside development in areas with the least environmental impacts. Density, open space, and building design and site planning are to be correlated with steepness of the terrain; allow clustering to maximize open space.

- **Policy CDL-2.4 – Grading.** Encourage natural grading techniques that blend with existing topography; grading should use rounded contours on slopes to minimize disturbance. Encourage the preservation of the physical shape of the hillside and views where feasible.

- **Policy CDL-2.5 – Slope Protection.** Require revegetation with native and/or naturalized species where grading or other activities have disturbed the site. In general, planting species that are native to the region, drought resistant, and effective at erosion control.

- **Policy CDL-2.6 – Roadway 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.

Housing and Neighborhoods Element

- **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.

- **Policy HN-3.5 – Overlay Districts.** Require adherence to housing-related regulations in the City's overlay districts—hillside, custom home, natural hazards, scenic resources, biological resources, noise, cultural resources, and others, as applicable.

- **Policy HN-3.6 – Compatibility.** Require that residential development and rehabilitation projects are compatible with the character of their neighborhood, comply with municipal code development standards, and follow appropriate site planning and project design practices.

- **Policy HN-3.7 – Resource Conservation.** Design and build homes to incorporate cost-effective best practices in energy conservation and water conservation (including dual plumbing for recycled water) that will effectively address and comply with state and federal mandates.

Parks, Recreation, Trails, and Open Space Element

- **Policy PR-4.1 – Crafton Hills.** Cooperatively work with the Crafton Hills Open Space Conservancy to expand, preserve, and protect the Crafton Hills for educational, recreational, habitat, and wildlife preservation purposes.

- **Policy PR-4.2 – Wildwood Canyon.** Cooperatively work with the Wildlands Conservancy, Yucaipa Valley Conservancy, State of California, and other stakeholders to expand the park and preserve its visual and natural resources.

- **Policy PR-4.3 – Hillside Preservation.** Protect lands with steep topography, prominent natural features, ridgelines, and view sheds through adherence to Yucaipa's Hillside Preservation Ordinance.

- **Policy PR-4.4 – Oak Tree Preservation.** Preserve the City's heritage oak trees through adherence to the Oak Tree Conservation regulations in the Yucaipa Municipal Code, proper tree care and maintenance, and other efforts.

- **Policy PR-4.5 – Creek Preservation and Restoration.** Protect the integrity of natural drainage channels; secure grants and support to restore and preserve Yucaipa's creeks in a naturalized state for aesthetic, recreational, and wildlife value to the extent practical.

- **Policy PR-4.6 – Development Regulations.** Require proposed private and public development to respect the integrity of the natural terrain of the city; ensure that potential impacts are fully mitigated, to the extent practical.

- **Policy PR-4.7 – Scenic Resources.** Protect Yucaipa's scenic resources, including scenic corridors along roads and views of the hillsides, prominent ridgelines, canyons, and other significant natural features, to the extent practical.

- **Policy PR-4.8 – Education.** Work with state, federal, and community partners to develop educational and other materials that promote the preservation and conservation of Yucaipa's natural resources, to the extent practical.

- **Policy PR-4.9 – Dark Skies.** Protect views of night skies in appropriate locations in Yucaipa through the regulation of project design, street lights, lighting and glare from buildings and land uses, and other features, to the extent practical.

- **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.

- **Policy PR-5.2 – Habitat Conservation.** Support habitat conservation efforts to set aside and preserve suitable habitats, with priority given to habitats for rare and endangered species in Yucaipa in accordance with state and federal resource agency requirements.

- **Policy PR-5.3 – Wildlife Corridors.** Participate in the planning of drainage channels, ridgelines, and other areas that provide potential wildlife linkages between open space areas in the community and the vicinity.

- **Policy PR-5.4 – Biotic Resources Overlay.** Require proposed land uses and development projects to conduct appropriate biological resource studies and propose mitigations where needed to address potential resource impacts.

- **Policy PR-5.5 – Channels and Creeks.** While completing necessary safety improvements, preserve the ecological integrity of watersheds and creek corridors that support riparian and wildlife resources by restoring native plants and other best practices to the extent practical.

- **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.

- **Policy PR-5.7 – Mitigation Program.** Develop, periodically update, and implement a community-wide mitigation program to preserve and enhance sensitive biological resources and associated habitats in Yucaipa.

- **Policy PR-5.8 – Education and Appreciation.** With community partners, support a range of educational programs that cultivate an appreciation of Yucaipa's natural environment and biological resources..

5.4.5 Existing Regulations and Standard Conditions

5.4.5.1 FEDERAL

- Endangered Species Act
- Clean Water Act, Sections 401, 402, and 404
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act
- Floodplain Management and Protection of Wetlands, Executive Order 11990
- Invasive Species, Executive Order 13112

5.4.5.2 STATE

- California Endangered Species Act
- California Fish and Game Code Sections 2081, 1600-1616, etc.

5.4.5.3 LOCAL

- City of Yucaipa Municipal Code, Division 9 (Plant Protection and Management)

5.4.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: Impact 5.4-6.

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.4-1** Sensitive plant and animal species known to occur within Yucaipa could be adversely impacts by development in accordance with the proposed project.

- **Impact 5.4-2** Buildout of the General Plan Update could potentially impact the City's wetlands and riparian resources.

- **Impact 5.4-3** Development pursuant to the proposed project may impact waters and wetlands jurisdictional to the Corps, CDFW or Santa Ana RWQCB.

- **Impact 5.4-4** Regional and local wildlife movement could be adversely impacts by buildout of the proposed project.

- **Impact 5.4-5** Migratory birds known to occur in the Yucaipa Area are protected under the Migratory Bird Species Act.

5.4.7 Mitigation Measures

Impact 5.4-1

4-1 The City of Yucaipa shall require applicants for future development projects that disturb undeveloped land to conduct a biological resources survey to determine if sensitive biological resources would be impacted. The biological resources survey shall be prepared by a qualified biologist. The biological resources survey shall include, but not be limited to:

- An analysis of available literature and biological databases, such as CNDDB, to determine sensitive biological resources that have been reported historically from the proposed development project vicinity,
- A review of current land use and land ownership within the proposed development project vicinity,
- An assessment and mapping of vegetation communities present within the proposed development project vicinity,
- An evaluation of potential local and regional wildlife movement corridors.
- A general assessment of potential jurisdictional areas, including wetlands and riparian habitats.

If the proposed development project site supports vegetation communities that may provide habitat for plant or wildlife species, a focused habitat assessment shall be conducted by a qualified biologist to determine the potential for special status plant and/or animal species to occur within or adjacent to the proposed development project area.

If one or more special status species has the potential to occur within the proposed development project area, focused species surveys shall be conducted to determine the presence/absence of these species to adequately evaluate potential direct and/or indirect impacts to these species.

If construction activities are not initiated immediately after focused surveys have been completed, additional pre-construction special status species surveys may be required to assure impacts are avoided or minimized to the extent feasible. If pre-construction activities are required, a qualified biologist would perform these surveys as required for each special status species that is known to occur or has a potential to occur within or adjacent to the proposed development project area.

The results of the biological survey shall be presented in a biological survey letter report for proposed development projects with no significant impacts, or in a biological technical report for proposed development projects with significant impacts that require mitigation to reduce the impacts to below a level of significance.

4-2 If sensitive biological resources are identified within or adjacent to the proposed development project area, the construction limits shall be clearly flagged so that impacts to sensitive biological resources are avoided or minimized to the extent feasible. Prior to implementing construction activities, a qualified biologist shall verify that the flagging clearly delineates the construction limits and sensitive resources to be avoided.

4-3 If sensitive biological resources are known to occur within or adjacent to the proposed development project area, the City of Yucaipa shall require applicants to contract with a qualified biologist to develop and implement a project-specific contractor training program to educate project contractors on the sensitive biological resources within and adjacent to the proposed development project area and on measures being implemented to avoid and/or minimize impacts to these species.

4-4 If sensitive biological resources are present within or adjacent to the proposed development project area and impacts may occur from implementation of construction activities, a qualified biological monitor may be required during a portion or all of the construction activities to ensure that impacts to the sensitive biological resources are avoided or minimized to the extent feasible. The specific biological monitoring requirements shall be evaluated on a project-by-project basis. The qualified biological monitor shall be approved by the City on a project-by-project basis based on applicable experience with the sensitive biological resources that may be impacted by the proposed development.

Impact 5.4-2

Mitigation Measures 4-1, 4-2, 4-3, and 4-4 are also applicable to Impact 5.4-2.

Impact 5.4-3

4-5 The City of Yucaipa shall require applicants of development project that have the potential to affect jurisdictional resources to contract with a qualified biologist to conduct a jurisdictional delineation following the methods outlined in the 1987 Corps of Engineers *Wetland Delineation Manual* and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (2008) to map the extent of wetlands and nonwetland waters, determine jurisdiction, and assess potential impacts. The results of the delineation shall be presented in a wetland delineation letter report and shall be incorporated into the CEQA document(s) required for approval and permitting of the proposed development project.

Applicants of development projects that have the potential to impact jurisdictional features, as identified in the wetland delineation letter report, shall obtain permits and authorizations from the Army Corps of Engineers, California Department of Fish and Wildlife, and/or Santa Ana Regional Water Quality Control Board. The regulatory agency authorization(s) would include impact avoidance and minimization measures as well as mitigation measures for unavoidable impacts. Specific avoidance, minimization, and mitigation measures for impacts to jurisdictional resources shall be determined through discussions with the regulatory agencies during the proposed development project permitting process and may include monetary contributions to a mitigation bank or habitat creation, restoration, or enhancement.

Impact 5.4-4

4-6 The City of Yucaipa shall require a habitat connectivity/wildlife corridor evaluation for future development projects that may impact existing connectivity areas and wildlife linkages identified in Figure 5.4-3, *Wildlife Corridors,* of the Draft EIR. The results of the evaluation shall be incorporated into the project's biological report required under Mitigation Measure 4-1. The habitat connectivity evaluation shall assess the potential for the project to adversely affect the San Bernardino Mountains to San Jacinto Mountains Connection, identified by the California Essential Habitat Connectivity Project, and local and regional wildlife corridors in Yucaipa, including areas within and between the Yucaipa Regional Park, Crafton Hills Open Space, Wildwood Canyon State Park, and El Dorado Ranch Park. The evaluation shall also identify project design features that would reduce potential impacts and maintain habitat and wildlife movement. To this end, the City shall incorporate the following measures, to the extent practicable, for projects impacting wildlife movement corridors:

- Adhere to low density zoning standards
- Encourage clustering of development
- Avoid known sensitive biological resources
- Provide shielded lighting adjacent to sensitive habitat areas
- Encourage development plans that maximize wildlife movement
- Provide buffers between development and wetland/riparian areas
- Protect wetland/riparian areas through regulatory agency permitting process
- Encourage wildlife-passable fence designs (e.g., 3-strand barbless wire fence) on property boundaries
- Encourage preservation of native habitat on the undeveloped remainder of developed parcels

- Minimize road/driveway development to help prevent loss of habitat due to roadkill and habitat loss
- Use native, drought-resistant plant species in landscape design
- Encourage participation in local/regional recreational trail design efforts

Impact 5.4-5

4-7 The City of Yucaipa shall require applicants for future development projects to contract with a qualified biologist to conduct a preconstruction general nesting bird survey within all suitable nesting habitats that may be impacted by active construction during general avian breeding season (February 1 through August 31). The preconstruction surveys shall be conducted no more than 7 days prior to initiation of construction. If no active avian nests are identified within the proposed development project area or within a 300-foot buffer of the proposed development project area, no further mitigation is necessary. If active nests of avian species covered by the MBTA are detected within the proposed development project area or within a 300-foot buffer of the proposed development project area, construction shall be halted until the young have fledged, until a qualified biologist has determined the nest is inactive, or until appropriate mitigation measures that respond to the specific situation have been developed and implemented in consultation with the regulatory agencies. Based on the discretion of the qualified biologist, the 300-foot buffer may be expanded as appropriate to the species.

5.4.8 Level of Significance After Mitigation

Impact 5.4-1

Buildout of the General Plan Update would impact sensitive species. Implementation of Mitigation Measures 4-1 through 4-4, including required preparation of a biological resources assessment surveying existing biological resources in the project area in compliance with the CESA and FESA, would ensure that impacts to special status species are avoided and/or minimized. Impact 5.4-1 would be less than significant.

Impact 5.4-2

Growth accommodated through long-term buildout of the City of Yucaipa General Plan would result in significant loss of habitat. The CESA and FESA regulate the loss of habitat as it pertains to special status plant and animal species. Coordination with the USFWS and CDFW would ensure that, on a project-by-project basis, habitat is replaced or conserved in accordance with the agency-determined ratios if it is determined, through consultation, that special status plant and animal species occur or are likely to occur onsite. Implementation of Mitigation Measures 4-1 through 4-4 would mitigate impacts for each individual project site. However, to this date, no regional habitat conservation plan/natural communities conservation plan has been prepared for the San Bernardino valley region that mitigates for the cumulative loss of habitat as a result of future development. Consequently, while impacts from loss of habitat would be mitigated for each individual development through consultation with the relevant federal and state agencies, cumulative

impacts of habitat loss associated with full buildout of the General Plan under Impact 5.4.2 are considered significant and unavoidable.

Impact 5.4-3

Implementation of the General Plan Update could cause the loss of undetermined amounts of riparian habitat, including jurisdictional waters. Mitigation Measure 4-5 would require preparation of jurisdictional delineations mapping waters, wetlands, and riparian habitats jurisdictional to the Corps, CDFW, and RWQCB and specifying impacts to such resources. Mitigation Measure 4-5 would also require project applicants to obtain permits and authorizations from the Corps, CDFW, and RWQCB specifying measures to avoid, minimize, and mitigate impacts. Impacts to jurisdictional riparian habitats would be less than significant.

Impact 5.4-4

Implementation of the General Plan Update would involve developments in areas that may impact existing connectivity areas and wildlife linkages. Mitigation Measure 4-6 would require preparation of habitat connectivity/wildlife corridor evaluations for each project proposed in an existing connectivity area or wildlife linkage, as identified in Figure 5.4-3, *Wildlife Corridors*, and specifies measures to be taken, to the extent practicable, to minimize impacts on wildlife movement. Impacts on wildlife movement would be less than significant.

Impact 5.4-5

General Plan Update implementation could impact migratory birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code. Mitigation Measure 4-7 would require preconstruction general nesting bird surveys and avoidance of impacts to active nests of bird species protected by federal and state laws. Impacts to migratory birds would be less than significant.

5.4.9 References

Alden Environmental, Inc. 2015, February. Biological Technical Report, City of Yucaipa General Plan Update.

California Department of Fish and Wildlife (CDFW). 2014. California Natural Diversity Database. QuickView Tool in BIOS. https://map.dfg.ca.gov/bios/?tool=cnddbQuick.

5.5 CULTURAL RESOURCES

Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Yucaipa General Plan Update to impact cultural resources in the City of Yucaipa and its Sphere of Influence (SOI). Cultural resource impacts are assessed by reviewing cultural resource record searches and by coordinating with Native American groups for a sacred land files (SLF) search and further consultation with tribes per Senate Bill (SB) 18. The results and recommendations of these assessments are discussed in this section of the DEIR. Cumulative impacts related to cultural resources would be contiguous with the City and SOI boundary.

The analysis in this section is based, in part, upon the following information:

- *Cultural Resources Assessment for the City of Yucaipa General Plan Update, San Bernardino County, California*, Cogstone, November 2014.

A complete copy of the study is included in the Technical Appendices to this DEIR (Volume II, Appendix E)

5.5.1 Environmental Setting

5.5.1.1 REGULATORY BACKGROUND

Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act (NHPA) of 1966 authorized the National Register of Historic Places (NRHP or National Register) and coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The National Register includes districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106, *Protection of Historic Properties*, of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review refers to the federal review process designed to ensure that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process, with assistance from the Office of Historic Preservation (OHP).

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites which are on federal and Indian lands.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA) is a federal law passed in 1990 that provides a process for museums and Federal agencies to return certain Native American cultural items, such as human remains, funerary objects, sacred objects, or objects of cultural patrimony, to lineal descendants, and culturally affiliated tribes.

National Register of Historic Places

The NRHP is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture. The NRHP recognizes resources of local, state, and national significance which have been documented and evaluated according to uniform standards and criteria.

Authorized under the NHPA, the NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. The NRHP is administered by the National Park Service, which is part of the US Department of the Interior.

To be eligible for listing in the National Register, a resource must meet at least one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of our history.
- Is associated with the lives of persons significant in our past.
- Embodies the distinctive characteristics of a type, period or method of construction, represents the work of a master, possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- Has yielded, or may be likely to yield, information important in history or prehistory.

To retain historic integrity a property will always possess several and often most of the aspects of integrity: These are location, design, setting, materials, workmanship, feeling, and association.

State Regulations

California Public Resources Code

Archaeological, paleontological, and historical sites are protected pursuant to a wide variety of state policies and regulations enumerated under the California Public Resources Code. In addition, cultural and paleontological resources are recognized as a non-renewable resource and therefore receive protection under the California Public Resources Code (PRC) and California Environmental Quality Act (CEQA).

- **California Public Resources Code Section 5020–5029.5** continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The Commission oversees the

administration of the California Register of Historical Resources (CRHR) and is responsible for the designation of State Historical Landmarks and Historical Points of Interest.

- **California Public Resources Code Section 5079–5079.65** defines the functions and duties of the OHP. The OHP is responsible for the administration of federally and state mandated historic preservation programs in California and the California Heritage Fund.

- **California Public Resources Code Section 5097.9–5097.991** provides protection to Native American historical and cultural resources and sacred sites and identifies the powers and duties of the Native American Heritage Commission (NAHC). It also requires notification of discoveries of Native American human remains, and descendants and provides for treatment and disposition of human remains and associated grave goods.

California Register of Historical Resources

The State Historical Resources Commission has designed this program for use by state and local agencies, private groups and citizens to identify, evaluate, register, and protect California's historical resources. The CRHR is the authoritative guide to the state's significant historical and archeological resources.

The CRHR program encourages public recognition and protection of resources of architectural, historical, archeological, and cultural significance; identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA.

To be eligible for listing in the CRHR, a resource must meet at least one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.

- Is associated with the lives of persons important to local, California, or national history.

- Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values.

- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation

In addition to having significance, resources must have integrity for the period of significance. The period of significance is the date or span of time within which significant events transpired, or significant individuals made their important contributions. Integrity is the authenticity of a historical resource's physical identity as evidenced by the survival of characteristics or historic fabric that existed during the resource's period of significance. Alterations to a resource or changes in its use over time may have historical, cultural, or architectural significance. Simply, resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost

its historic character or appearance may still have sufficient integrity for the CRHR if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data.

California Historical Landmarks

California Historical Landmarks are buildings, structures, sites, or places that have been determined to have statewide historical significance. The resource must be approved for designation by the County Board of Supervisors or the City/Town Council in whose jurisdiction it is located; be recommended by the State Historical Resources Commission; and be officially designated by the Director of California State Parks. A resource must meet at least one of these following criteria:

- Be the first, last, only, or most significant of its type in the state or within a large geographic region (Northern, Central, or Southern California).
- Be associated with an individual or group having a profound influence on the history of California.
- Be a prototype of, or an outstanding example of, a period, style, architectural movement or construction or is one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder.

California Points of Historical Interest

California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. Points of Historical Interest designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historical resource may be designated as both a landmark and a point. If a point is subsequently granted status as a landmark, the point designation is retired.

To be eligible for designation as a Point of Historical Interest, a resource must meet at least one of the following criteria:

- Be the first, last, only, or most significant of its type within the local geographic region (city or county).
- Be associated with an individual or group having a profound influence on the history of the local area.
- Be a prototype of, or an outstanding example of, a period, style, architectural movement or construction or is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer or master builder.

California Senate Bill 18 and Assembly Bill 52

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious, ceremonial sites, shrines,

burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

Senate Bill 18: This bill on Traditional Tribal Cultural Places (TTCP) was signed into law in September 2004 and went into effect on March 1, 2005. It places new requirements upon local governments for developments within or near TTCP. Per SB 18, the law requires local jurisdictions to provide opportunities for involvement of California Native Americans tribes in the land planning process for the purpose of preserving TTCP. The Final Tribal Guidelines recommends that the NAHC provide written information as soon as possible, but no later than 30 days, to inform the Lead Agency if the proposed project is determined to be in proximity to a TTCP and another 90 days for tribes to respond to a local government if they want to consult with the local government to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration. 45 days before the action is publicly considered by the local government council, the local government refers action to agencies, following the CEQA public review time frame. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation, or it may not. If the NAHC, the tribe, and interested parties agree upon the mitigation measures necessary for the proposed project, it would be included in the project's EIR. If the local agency and the tribe disagree on adequate mitigation or preservation, then neither party is obligated to take action.

Per SB 18, the law institutes a new process which would require a city or county to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant TTCP prior to the adoption, revision, amendment, or update of a city's or county's general plan. While SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, the Final Tribal Guidelines advises that SB 18 requirements extend to specific plans as well, as state planning law requires local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code § 65453). In addition, SB 18 provides a new definition of TTCP requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies, or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. Previously, the site was defined to require only an association with traditional beliefs, practices, lifeways, and ceremonial activities. In addition, SB 18 also amended Civil Code Section 815.3 and adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

Assembly Bill 52: Assembly Bill 52 (AB 52) took effect July 1, 2015, and requires inclusion of a new section in CEQA documents titled Tribal Cultural Resources (TCR), which include heritage sites, for projects where the Notice of Preparation or notices to adopt a Negative Declaration or Mitigated Negative Declaration are filed after this date. Similar to SB 18, AB 52 requires consultation with tribes at an early stage to determine whether the project would have an adverse impact on the TCR and mitigation to protect them.

2010 California Historic Building Code

The 2010 California Historic Building Code—California Code of Regulations, Title 24, Part 8—provides regulations for the preservation, restoration, rehabilitation, relocation, or reconstruction of buildings or properties designated as qualified historical buildings or properties. The California Historic Building Code is

intended to provide solutions for the preservation of qualified historical buildings or properties, to promote sustainability, to provide access for persons with disabilities, to provide a cost-effective approach to preservation, and to provide for the reasonable safety of the occupants or users.

Mills Act

Under the Mills Act, California Government Code Sections 50280 et seq., a city or county may contract with the owner of any qualified historical property to restrict the use of the property.

5.5.1.2 EXISTING CONDITIONS

Natural Setting

The City of Yucaipa is located in the Yucaipa Valley in the southern foothills of the San Bernardino Mountains, within the Transverse Ranges Geomorphic Province. The Santa Ana River is located to the northwest of the City, Wildwood Canyon (formerly known as Hog Canyon) and Wildwood Canyon Creek are near the southern boundary, and San Timoteo Canyon is to the southwest. In addition, there are unnamed streams trending northeast to southwest to a marsh in the area of lowest elevation north of Live Oak Canyon. Areas close to the waterways would have been preferred village locations for Native American Tribes (see *Local Villages* below).

Inland sage scrub composed of white sage, monkey flower, California buckwheat, rock rose, yerba santa, birds-foot, buckthorn, and nightshade are characteristic in modern times. In prehistoric times, water was much more abundant locally, and a variety of vegetation communities including riparian, oak woodland, chaparral, and mixed chamise-chaparral-scrub would have been present.

Geologic Setting

The City of Yucaipa is in one of the most tectonically active regions of North America. To the northwest of the City, the San Andreas Fault Zone travels up Cajon Pass where it is the boundary between the Pacific Plate and the North American Plate. The Transverse Ranges are a result of these two plates grinding past each other and "catching" along the bend in the San Andreas. The Pacific Plate is composed of numerous blocks that can move independently.

The Transverse Range Province is an east-west trending series of steep mountain ranges and valleys, oblique to the normal northwest trend of coastal California, hence the name "Transverse." The province extends offshore to include San Miguel, Santa Rosa, and Santa Cruz islands. Its eastern extension, the San Bernardino Mountains, has been displaced to the south along the San Andreas Fault. Intense north-south compression is squeezing the Transverse Ranges, and as a result this is one of the most rapidly rising regions of the earth.

Geologic mapping shows Yucaipa and its SOI as having twenty-four rock units with seventeen subunits. These include Holocene to Pleistocene alluvial deposits, Miocene sediments, and Oligocene volcanics, with Oligocene, Mesozoic, and Precambrian granitic and metamorphic basement rocks (see Appendix E for additional detail).

Prehistoric Setting

The Greven Knoll pattern of the Encinitas Tradition are applicable to inland San Bernardino, Riverside, Los Angeles, and Orange counties. This pattern is subsequently replaced in the project area by the Peninsular pattern of the Palomar Tradition later in time, as described below.

Greven Knoll sites tend to be in valleys such as the City of Yucaipa. These inland peoples did not switch from manos/metates to pestles/mortars like coastal peoples (circa 5,000 years ago); this may reflect their closer relationship with desert groups who did not exploit acorns. The Greven Knoll toolkit is dominated by manos and metates throughout its 7,500 year extent. In Phase I, other typical characteristics were pinto dart points for atlatls or spears, charmstones, cogged stones, absence of shell artifacts and flexed position burials. In Phase II, Elko dart points for atlatls or spears and core tools are observed along with increased indications of gathering. In Phase III, stone tools including scraper planes, choppers, and hammerstones are added to the tool kit; yucca and seeds are staple foods; animals bones are heavily processed (broken and crushed to extract marrow); and burials have cairns above (see Appendix E).

Early Peninsular sites tend to be near sources of freshwater in valleys, some of which are now considered desert areas. Peninsular I phase is marked by small points for arrows, appearance of bedrock mortars indicating use of acorns, pottery, increased shell ornaments, pit cremations, continued hunting and gathering of terrestrial resources, and exploitation of lacustrine resources including new technologies for decoys, traps, and/or nets. Peninsular II phase has some important new material traits including brownware pottery, ceramic pipes, ceramic figurines, and secondary burials in containers. The Peninsular III phase reflects the archaeological signature of the ethnographic groups that had become established in Peninsular I and II and some Euroamerican material culture and subsistence resources were adopted (see Appendix E).

Ethnographic Context

Ethnographically, Yucaipa appears to have been inhabited by the Mountain Serrano even though it is within the boundaries of traditional Cahuilla territory. The Mountain Serrano inhabited the San Bernardino Mountains from Cajon Pass eastward but also the valleys immediately adjacent to the mountains, both north and south, with poorly defined boundaries. The Cahuilla territory was bordered by the San Bernardino Mountains to the north, Borrego Springs and the Chocolate Mountains to the south, the Colorado Desert to the east, and the San Jacinto Plain near Riverside to the west. Given the territory's close proximity to the Cocopa-Maricopa Trail that linked the Colorado Desert with the Pacific Coast, interactions with surrounding tribes were extensive.

Local Villages

The Yucaipa Valley was home to a minimum of three Native American villages associated with permanent streams and/or the prehistoric marsh: (1) Yucaipa Creek Village that extended from about Interstate 10 north to the current Western Heights Water reservoir, (2) Oak Glen Creek Village and (3) Wildwood Canyon Village. The first was occupied into historic times and contains Euroamerican as well as native artifacts. It is entirely possible that the villages were components of one very large village with use areas along all of the major water sources.

Historical Setting

The San Bernardino Valley was first visited by Pedro Fages, explorer and Spanish Military Commander of California, in 1772, and by Father Francisco Garces, a missionary priest, in 1774. In 1810, Franciscan missionary Francisco Dumatz of the San Gabriel Mission named the valley San Bernardino in observance of the feast day of St. Bernardine of Siena.

In 1869, John Dunlap purchased the land and expanded agricultural operations. Dunlap farmed grain and cattle. Beginning about 1870, he then leased land, known as China Gardens, to former Chinese railroad workers to cultivate vegetables. At the peak, China Gardens farmed about 300 acres (Willits 1971:12). Additionally, Chinese were hired by the Bear Valley Water Company to dig ditches and waterways in Redlands, and farmers hired them to help harvest grain and fruit. After passage of the Geary Act in 1892, which required all Chinese to carry a residence permit, San Bernardino County Sheriffs rounded up the Yucaipa Chinese and deported them back to China in 1882. The Dunlaps built a house known as Casa Blanca and the first school in the area.

In 1884, Octavius Gass patented a quartz mine on the Yucaipa side of the Crafton Hills (approximately where Crafton Hills Community College is located today). This is the only historic mine known in Yucaipa. About 1890, the Yucaipa Quartz Mill was constructed on the creek at the site of the old Yucaipa Creek Village and used a 20 foot diameter water wheel to power crushing quartz to extract gold. In the early 20th century, Yucaipa ranchers began cultivating apples, and within a few years over 4,000 acres were in production. Cultivation then expanded to include citrus, peaches and plums.

Also in the early 20th century, land companies began to develop Yucaipa. Streets, homes, churches and business began to populate Yucaipa. The areas east of town were planted with cherries and apples. These apples were replaced by peach, plum and walnut groves by the 1930s. Poultry and rabbit ranching were added as new industries, and a downtown business district appeared. The last half of the 20th century brought increasing urbanization to Yucaipa. This included a hospital, expanded fire service, roads, and parks. Ranches and orchards were redeveloped as housing tracts, and more schools were built. Crafton Hills College opened, a bridge was built at Interstate 10, and a new sewer plant was constructed spurring more residential development. Yucaipa incorporated as a city in 1989.

Cultural Resources

Archaeological and Historical Resources

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic. Archaeological sites contain significant evidence of human activity. Generally a site is defined by a significant accumulation or presence of the following: food remains, waste from the manufacturing of tools, tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, and/or human skeletal remains.

Historical resources are buildings, structures, objects, sites, and districts of significance in history, archaeology, architecture, and culture. These resources include intact structures of any type that are at least 50 years old.

They are sometimes called the built environment and can include, in addition to houses, structures such as irrigation works and engineering features. Historical resources are preserved because they provide a link to a region's past and a frame of reference for a community.

A search for archaeological and historical records in the City of Yucaipa and its SOI was completed at the San Bernardino Archaeological Information Center (SBAIC) of the California Historic Resources Inventory System (CHRIS) on August 1 and 8, 2014. As detailed in Table 5.5-1, *Recorded Cultural Resources*, there are 49 cultural resources within the City and SOI: 20 prehistoric resources, 4 historical archaeological resources, 1 multi-component (both prehistoric and historical archaeological) site, and 24 historic built environment resources. The record search indicates a total of 136 cultural resources investigations have been completed previously (see also Appendix C of Cogstone's Cultural Resources Assessment, which is included as Appendix E to the EIR).

Table 5.5-1 Recorded Cultural Resources

Primary No. (P-36-)	Class	Type	Description	Quad
428	Native	Prehistoric	Habitation: midden, metates, manos, hammerstones	Yucaipa
429	Native	Prehistoric	Several burials, pottery, cooking rocks, debitage, manos	Yucaipa
908	Native	Prehistoric	Habitation: metates, mano, burned stone, points, hammerstones, pottery	Yucaipa
909	Native	Prehistoric	Habitation: mano, metates, black painted stone, discoidal	Yucaipa
911	Native	Prehistoric	Food Processing Area: manos, metates, hammerstones	Yucaipa
912	Native	Prehistoric	Burial with shell beads, debitage	Yucaipa
913	Native	Prehistoric	Cremations and burials, clay objects, debitage, manos, broken stone tools, pottery	Yucaipa
915	Native	Prehistoric	Discoidals, metates, manos, hammerstones	Yucaipa
1000	Native	Multi-component	Habitation: flaked and ground stone tools, pottery, worked shell, points, and faunal remains; also trade beads, tinned cans, square nails, ceramics, glass bottles, shell buttons	Yucaipa
1001	Native	Prehistoric	Habitation: midden, metates, manos, debitage, scrapers	Yucaipa
1053	Native	Prehistoric	Milling tools: metate isolate	Yucaipa
2303	Native	Prehistoric	Food Processing: milling station	Forest Falls
2304	Native	Prehistoric	Food Processing: milling station	Forest Falls
2305	Native	Prehistoric	Food Processing: milling station	Forest Falls
2365	Native	Prehistoric	Habitation: 18 rock shelters, house rings, stone pile figures, knives, debitage, choppers, metates, manos, hammerstones	Yucaipa
2624	Native	Prehistoric	Metates	Yucaipa
2631	Native	Prehistoric	Food Processing: metates, hammerstones, core, fire-affected rock	Forest Falls
3027	Built	Ranch complex, late 19th C.	Concrete house, outhouse, chicken coop, tin shed, rock wall & concrete foundations B. ca. 1899	Forest Falls
5475	Native	Prehistoric	Habitation: mano, metates	Yucaipa
5826	Native	Prehistoric	Habitation: rock rings, metates, manos, scrapers, cores, hammerstones, debitage	Yucaipa
6118	Built	Ranch adobe, mid 19th C.	Yucaipa Adobe ca. 1850s: bottle glass, ceramics, buttons, cartridge cases, nails, window glass, faunal remains	Yucaipa

5. Environmental Analysis
CULTURAL RESOURCES

Table 5.5-1 Recorded Cultural Resources

Primary No. (P-36-)	Class	Type	Description	Quad
6197	Built	Ranch complex. Late 19th C.	Ranch: T. J. Wilson house & carriage house, Pearl Prudholm House, Yucaipa Gun Club, water system remnants, hog pens, shed, turkey pen, concrete butchering house	Forest Falls
6336	Built	Ranch complex. Late 19th C.	Ranch: late 19th C to 1952; house, well, windmill, animal pen, introduced trees; milk glass, crockery, iron water pipe, red brick	Yucaipa
7798	Built	Ranch water system, 20th C.	Water system with cisterns and pipeline	Forest Falls
7799	Built	Ranch complex, mid 20th C.	Hi Up Ranch (McCullough 1938-1940)/Porter Ranch: house, barn, check dams, irrigation system, metal water tanks, well	Forest Falls
8134	Built	Ranch water system, late 19th C.	Concrete irrigation box	Yucaipa
10322	Built	Ranch complex, mid 20th C.	Ranch (1930s-50s?): concrete pads, concrete block walls, concrete block pedestal; well pump, concrete stand pipe, lumber, plywood, electrical boxes, metal pipes	Yucaipa
10605	Built	Ranch water system, 20th C.	Ranch: rock and cement cistern	Yucaipa
11247	Historical Archaeologi-cal	Refuse Dump, early 20th C.	1920s-1930s Refuse Deposit: bottle glass, canning jars, milk bottle, medicine bottle, electric light cover, porcelain insulator, shoe, auto lamp socket and 1928 license plate	Yucaipa
11260	Historical Archaeologi-cal	Mining Pit	Mine-related prospecting pit	Yucaipa
12128	Historical Archaeologi-cal	Refuse Dump, mid 20th C.	Post-1945 Roadside Dump: milk cans, sanitary cans, coffee can, glass jug, bottles, earthenware	Yucaipa
13963	Built	House, mid 20th C.	Post-1945 homestead house constructed from railroad cars and bird coops	Yucaipa
13964	Built	Built	Chapman Ranch: ca. 1935 two adobe buildings with corrugated tin roofs, 3 wood frame tin buildings, smudge pots, other ranch equipment	Yucaipa
13965	Built	Airport, mid 20th C.	Post-1945 Airport Hangar and Runway: glass, metal, tin	Yucaipa
13966	Built	Ranch house 1932	Chapman Ranch Craftsman Bungalow: ca. 1932 associate citrus grove	Yucaipa
13967	Built	Ranch complex, late 19th C.	Chapman Ranch: ca. 1890 adobe barbecue and two-seat privy, buried cistern, metal, nails, ironstone	Yucaipa
13968	Built	Industrial facility, mid 20th C.	Chapman Ranch: ca. 1950 industrial cement batch plant with access road and non-native trees	Yucaipa
13969	Built	Ranch storage, mid 20th C.	Chapman Ranch: 1950 equipment storage building	Yucaipa
13975	Built	Industrial facility, mid 20th C.	Post-1945 lime rock crusher-extraction facility & refuse dump	Yucaipa
14490	Built	Refuse Dump, mid 20th C.	Post-1945 neighborhood dump: soda, bleach, water and furniture polish bottles, ceramic dishes, butchered animal bone, remnants of 1954 Plymouth Tow-Door Special Deluxe Sedan, appliances, car parts and building materials	Yucaipa
18748	Built	Community Building	Yucaipa Women's Clubhouse b. 1922	Yucaipa

Table 5.5-1 Recorded Cultural Resources

Primary No. (P-36-)	Class	Type	Description	Quad
21110	Built	Commercial Building, 1935	1935 Commercial building: two story building and two sheds; formerly a pool supply, auto sales, La Posada Inn	Yucaipa
22238	Native	Prehistoric	Milling slab isolate	Forest Falls
22623	Historical Archaeologi-cal	Refuse Dump, mid 20th C.	Post-1945 refuse deposit: glass, metal, auto jack, ceramics, cans	Yucaipa
22624	Native	Prehistoric	Mano isolate	Yucaipa
23368	Built	Ranch water system, 20th C.	Rock and concrete retention dam	Yucaipa
23369	Built	Ranch water system, 20th C.	Diversion canal/berm lined with rock	Yucaipa
24031	Built	Road	Roadway: main link between Redlands and Yucaipa prior to I-10	Yucaipa
26222	Built	Industrial facility, late 20th C.	Electrical substation facility: ca. 1970 SCE	Yucaipa

Source: Cogstone 2014.

Yucaipa Valley Historical Society

The Yucaipa Valley Historical Society maintains a list of local historical resources. Based on the Yucaipa Historical Society listings, there are over 100 locally historic resources with the City limits, most of which, including Casa Blanca, do not have California Site Record forms on file. These resources are predominantly located in the Central Core area of Yucaipa.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These are valued for the information they yield about the history of the earth and its past ecological settings. There are two types of resources: vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are areas that show evidence of prehuman activity. Often they are simply small outcroppings visible on the surface or sites encountered during grading. While the sites are important indications, it is the geologic formations that are the most important, since they may contain important fossils. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation.

Searches for paleontological records were completed by the San Bernardino County Museum (SBCM), as well as published, unpublished, and online resources. A copy of the SBCM records search is provided in Appendix B of Cogstone's Cultural Resources Assessment (Appendix E to the EIR).

The closest known fossil localities are detailed in Table 5.5-2, *Fossil Localities in Yucaipa*, and include (1) a bison fossil from Beaumont (southwest of the City), (2) a wide variety of land and freshwater animals from the San Timoteo Formation (southeast of the City) and (3) an assemblage of fossil plants from the Mill Creek Formation/Potato Sandstone (northeast edge of the City).

Table 5.5-2 Fossil Localities in Yucaipa

Common name	Taxon	Locality
Located in late Pleistocene deposits		
Ancient bison	† Bison antiquus	Older alluvium, Beaumont, Riverside County; Rancholabrean
Located in the Pleistocene San Timoteo Formation		
stickleback (fish)	*Gasterosteus* sp.	Upper San Timoteo Formation, San Timoteo Badlands, Riverside County. From El Casco, Olive Dell or Shutt Ranch locality
giant ground sloth	† *Megalonyx* sp.	Upper San Timoteo Formation, San Timoteo Badlands, Riverside County. El Casco locality, Irvingtonian I age;
small wolf	† *Canis priscolatrans* (*C. edwardii)*	
short-faced bear	† *Arctodus* sp.	
weasel family	Mustelidae	
Merriam's tapir	† *Tapirus merriami*	
horse	† *Equus* (*Equus*) sp.	
horse	† *Equus* (*Hemionus*) sp.	
yesterday's camel	† *Camelops hesternus*	
El Casco deer	† *Odocoileus cascoensis* (type)	
rabbit family	Leporidae	
woodrat	† *Neotoma* sp. (prealbigula)	
woodrat	† *Neotoma* sp. (prefucipes)	
woodrat	† *Neotoma* sp. (prelepida)	
muskrat	† *Ondatra annectens*	
bog lemming	† *Mictomys kansasensis*	
El Casco coendou	† *Coendou cascoensis* (type)	
bony fish	Osteichthyes	Upper San Timoteo Formation, San Timoteo Badlands, Riverside County. Highland Springs Road locality, Irvingtonian age.
deer	*Odocoileus* sp.	Upper San Timoteo Formation, San Timoteo Badlands, Riverside County. Olive Dell locality, early Irvingtonian II age
rabbit family	Leporidae	
Gidley's pocket gopher	† *Thomomys* sp. cf. *T. gidleyi*	
kangaroo rat	† *Prodipodomys* sp. cf. *P. idahoensis*	
pinyon mouse	*Peromyscus* sp. cf. *P. turei*	
woodrat	† *Neotoma* sp. (prefucipes)	
California vole	*Microtus californicus*	
cricetid rodent	† *Allophaiomys* sp. (large-size)	
giant ground sloth	† Edentata	Upper San Timoteo Formation, San Timoteo Badlands, Riverside County. Shutt Ranch locality, Irvingtonian age, Age estimate: 1.3 + 0.5 Ma BP.
small wolf	† *Canis* sp. cf. ?*Canis priscolatrans* (*C. edwardii)*	
weasel family	Mustelidae	
primitive elephant family	† Gomphotheriidae	
deer family	Cervidae	
chipmunk	*Eutamias* sp.	
pocket gopher	*Thomomys* sp.	
kangaroo rat	*Dipodomys* sp.	
pocket mouse	*Perognathus* sp.	
deer mouse	*Peromyscus* sp.	

Table 5.5-2 Fossil Localities in Yucaipa

Common name	Taxon	Locality
woodrat	† *Neotoma* sp. (prefucipes)	
woodrat	† *Neotoma* sp. (prelepida)	
California vole	*Microtus californicus*	
cottontail rabbit	*Sylvilagus* sp.	
jack rabbit	*Lepus* sp.	
shrew	*Sorex* sp.	
Located in the middle Miocene Mill Creek Formation		
Mexican stone pine	Pinus cf. cemhroides	Flora are recorded from the highest part of the Mill Creek beds (= Potato Sandstone) east of Redlands, California. The flora are preserved in fine sandstone associated with coarse conglomeratic sandstone and shaley interbeds on the crest of the ridge south of Mill Creek at an elevation close to 1,525 m (5,000 ft). The formation coarsens to the east where conglomerates increase in frequency, the clasts become larger, and the sandstones become more massive and conglomeratic, indicating that their source lies farther east.
early Tecate cypress	†Cupressus preforbesii	
early Fremont's cottonwood	†Populus prefremontii	
Sonora cottonwood	†Populus sonorensis	
Mount Eden willow	†Salix edenensis	
Hesperia willow	†Salix hesperia	
willow	†Salix laevigatoides	
Pliocene oak	†Quercus pliopalmeri	
blue holly leaf oak	Quercus cf. turhinella	
Fremont's barberry	Mahonia cf. fremontii	
magnolia	Magnolia cf. schiedeana	
sycamore	†Platanus paucidentata	
acacia	Acacia cf. anisophylla,	
acacia	Acacia cf. pringlei	
Anaverde kidneywood	†Eysenhardtia anaverdiana	
ancient mountain mahogany	†Cercocarpus antiquus	
balloon plant	Cardiospermum cf. halicacabum	
torote	†Bursera cf. laxiflora	
pronghorn family	Antilocapridae	Mill Creek, originally RV7403-15971- now UCMP 31971.

Source: Cogstone 2014.
Note: † indicates extinct species

The Potential Fossil Yield Classification (PFYC) system is a multilevel ranking system developed by professional resource managers as a practical tool for evaluating potential for paleontological resources. Using the PFYC system, geologic units are classified based on the relative abundance of vertebrate fossils or scientifically significant invertebrate or plant fossils and their sensitivity to adverse impacts. The system has five numbered scores from 1 to 5. Sensitivity of Yucaipa's rock units is illustrated in Figure 5.5-1, *Paleontological Sensitivity Map*, using a double color scheme with green for non-sensitive rocks and purple for sensitive rocks (see also Table 11 of Appendix E).

The Quaternary alluvium has a low sensitivity for fossil resources due to the young age of the sediments. However, these units do cover older, fossiliferous units. Pleistocene deposits range in sensitivity based on the depositional environment and the coarseness of the deposit. So fossils may be found at the base of an alluvial fan on the valley floor where sediments consist of silts and sands, but may not be found near the top of the same unit where the deposits are sands to boulders. In general these units have a moderate but patchy

sensitivity for fossil resources as the location of the fossils is variable. Of the Miocene deposits, the Mill Creek Formation and the Potato Sandstone also have a moderate but patchy sensitivity. All older rocks are granitic or metamorphic and have a very low sensitivity for fossil resources.

Native American Consultation

A Sacred Lands File search was requested from the Native American Heritage Commission (NAHC) on August 8, 2014. On August 12, 2014, the Commission replied that there are no known sacred lands within a half mile of the City. The NAHC provided a list of seven Native American tribes or individuals to contact for further information.

Cogstone sent letters to the seven Native American contacts on August 14, 2014, requesting any information related to cultural resource or heritage sites within or adjacent to the Project site. On August 25, 2014, William Madrigal, Jr., Cultural Resource Manager for the Morongo Band of Mission Indians, replied by phone and stated that they know of sites within the Yucaipa area and that they would like to have input in the General Plan process. Daniel McCarthy, Cultural Resources Manager of the San Manuel Band of Mission Indians, responded by email on August 27, 2014. Mr. McCarthy stated that the tribe will request consultation on this project and requested a map of the previously recorded sites and copies of the site records, which were later provided to him. On January 16, 2015, Joseph Ontiveros of the Soboba Band of Luiseño Indians Cultural Resources Department replied by email stating that culturally sensitive Tribal Traditional Use Areas are found within the City and SOI. The Soboba Band of Luiseño Indians requested consultation concerning the Yucaipa General Plan Update and to be put on the distribution list for future project notices. No other responses were received.

In accordance with SB 18, the City contacted the Morongo Band of Mission Indians, San Manuel Band of Mission Indians, and Soboba Band of Luiseño Indians via email on May 20, 2015 verifying the Tribes correspondence that they wished to consult and requested that the Tribes contact the City to schedule a meeting on or before June 18, 2015. The Soboba Band of Luiseño Indians, the San Manuel Band of Mission Indians, and the Morongo Band of Mission Indians contacted the City to verify the Tribal consultation request and set a meeting date. The City met with the Soboba Band of Luiseño Indians on May 26, 2015, the San Manuel Band of Mission Indians on June 3, 2015, and the Morongo Band of Mission Indians on July 2, 2015, to receive input on the General Plan and EIR and fulfill the requirements of tribal consultation under SB 18.

5.5.2 Thresholds of Significance

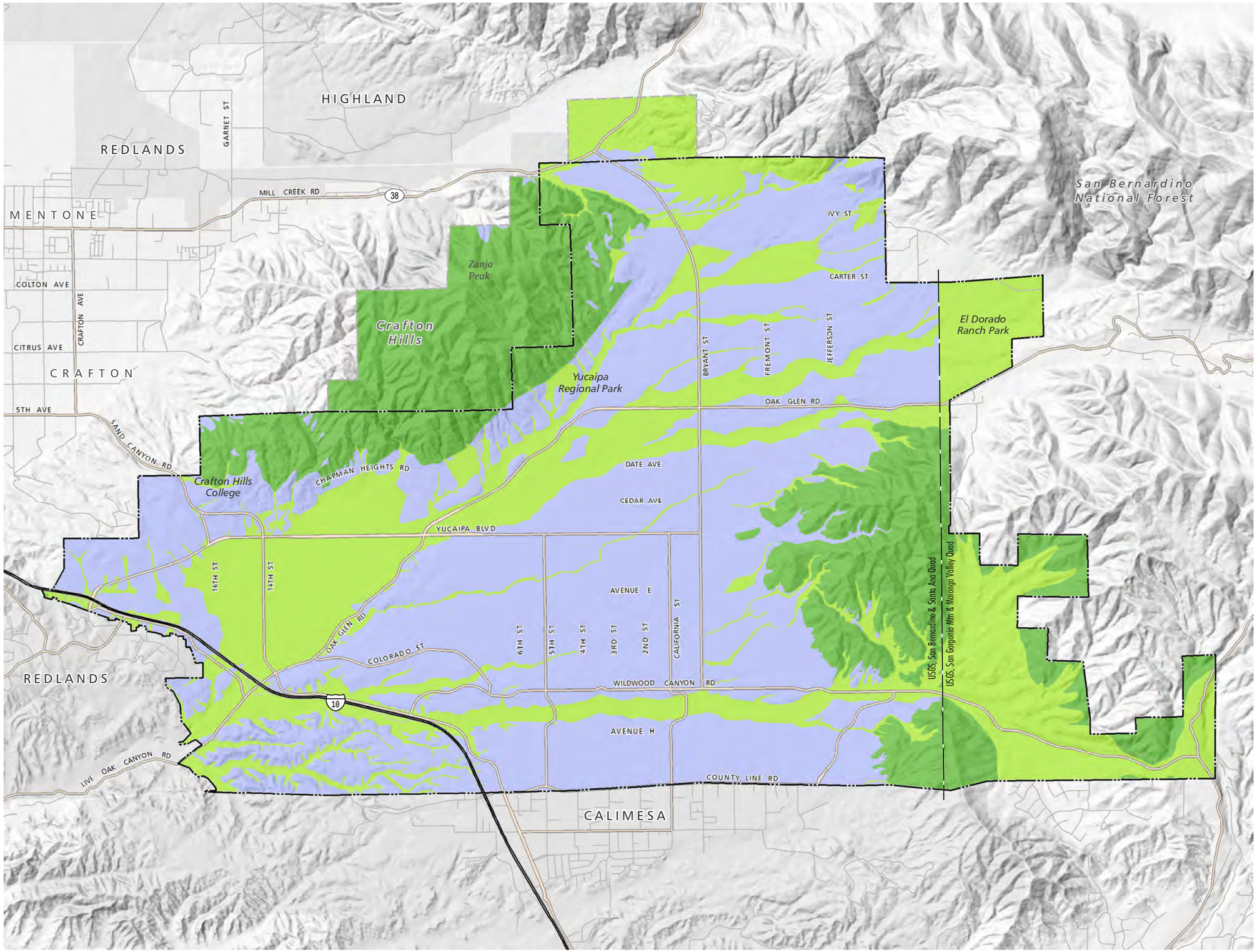
According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

C-1 Cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5.

C-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

Figure 5.5-1

PALEONTOLOGICAL SENSITIVITY MAP



City Limits

Yucaipa Sphere of Influence

PFYC Ranking

- Very Low
- Low
- Moderate-patchy

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: Cogstone 2014

8/20/2015

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C-3 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

C-4 Disturb any human remains, including those interred outside of formal cemeteries.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold C-4

This impact will not be addressed in the following analysis.

5.5.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.5-1: Buildout of the Yucaipa General Plan could impact known and unknown historic, prehistoric, and historic archeological resources and tribal cultural resources. [Threshold C-1 and C-2]

Impact Analysis: There are 49 cultural resources within the City, which include 21 prehistoric resources, four historical archaeological resources, one multi-component (both prehistoric and historical archaeological) site, and 24 historic built environment resources. Figure 5.5-2, *Cultural Resources Sensitivity Map*, illustrates culturally sensitive areas in Yucaipa based on existing site records.

This figure delineates three zones of prehistoric use: the Yucaipa Creek, Oak Glen Creek, and Wildwood Canyon villages. However, these prehistoric use sites (i.e., archeological resources) may be parts of one, large village (shown as blue areas on Figure 5.5-2).

Figure 5.5-2 also identifies other historical archaeological sites which include building remnants and refuse deposits in multiple areas of the City. Historic ranches and residences have a high potential to contain buried (i.e., historic archeological resources) refuse deposits and buried privy deposits until indoor plumbing and trash collection developed in the 1930s and 1950s, respectively.

Further, the Yucaipa Valley Historical Society has a list of more than one hundred historically important buildings within Yucaipa, most of which, including Casa Blanca, do not have California Site Record forms.

Development in accordance with the proposed project could adversely impact any of these historic and archaeological resources during infill and redevelopment in or near the archaeological sites and areas. Future development in undeveloped areas of the City could also uncover previously undiscovered historic and/or archaeological resources as well.

Under the General Plan Update, the City would also implement policies to reduce impacts of potential developments on cultural resources. For example, in the Parks, Recreation, Trails, and Open Space Element, Goal PR-6 strives to protect and preserve Yucaipa's archaeological, historical, and other cultural resources as

reminders of the City's heritage and values. Policies under Goal PR-6 include Policy PR-6.1 which encourages establishing a formal historic resource program; Policy PR-6.2 which suggests working with the Yucaipa Valley Historical Society to identify, inventory, and prepare site records for cultural resources; Policy PR-6.3 which requires developers to adhere to cultural resources overlay district requirements to preserve and mitigate potential impacts; Policy PR-6.4 which encourages actively cooperating with the Yucaipa Valley Historical Society to preserve historic buildings, structures, districts, sites, landscapes, and natural resources; and Policy PR-6.7 which encourages public awareness of Yucaipa's history.

In addition, the proposed Housing and Neighborhoods Element includes Policy HN-1.9 that promotes the preservation of historically and architecturally significant buildings and neighborhoods through land use, design, and housing policies, and to record and inventory historic structures as part of the development review process.

Tribal Cultural Resources

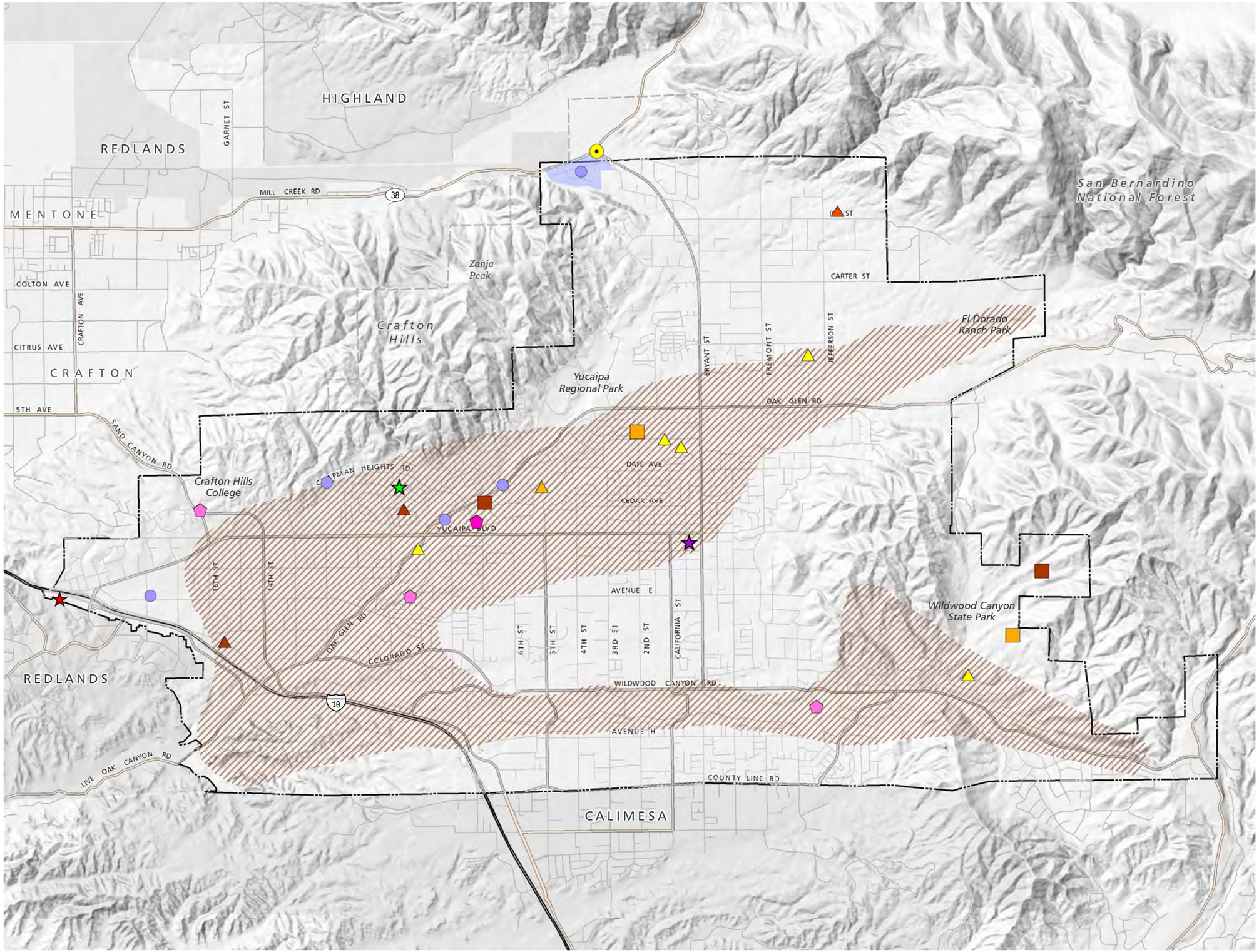
In accordance with SB 18 requirements, the City sent invitation letters to representatives of the Native American contacts provided by the NAHC on October 3, 2014, formally inviting tribes to consult with the City during the development of the City's General Plan Update and accompanying DEIR. The Soboba Band of Luiseño Indians, the San Manuel Band of Mission Indians, and the Morongo Band of Mission Indians contacted the City to verify the Tribal consultation request and set meeting dates. The City of Yucaipa met with the Soboba Band of Luiseño Indians on May 26, 2015, the San Manuel Band of Mission Indians on June 3, 2015, and the Morongo Band of Mission Indians on July 2, 2015. The intent of the consultations was to provide an opportunity for interested Native American contacts to work together with the City during the project planning process to identify and protect tribal cultural resources.

Additionally, a Sacred Lands File search was requested from NAHC as a part of the Cultural Resources Assessment prepared by Cogstone. While the NAHC did not identify known sacred lands within a half mile of the City, a representative from the Morongo Band of Mission Indians and the San Manuel Band of Mission Indians identified that there are tribal cultural resources in the City of Yucaipa.

Under the General Plan Update, the City would also implement Public Facilities Element Policy PR-6.6 which encourages continued consultation with the Native American Heritage Commission on various development proposals and through the distribution of projects and environmental review documents to the State Clearinghouse.

Figure 5.5-2

CULTURAL RESOURCES SENSITIVITY MAP



- City Limits
- Yucaipa Sphere of Influence
- Industrial Facility, Mid 20th C.
- Prehistoric and Cultural Sensitivity Areas
- Historic Industrial Area
- Commercial Building, 1935
- Community Building
- House, Mid 20th C.
- Ranch Complex, Late 19th C.
- Ranch Component, Mid 19th C.
- Ranch Component, Late 19th C.
- Ranch Complex, Mid 20th C.
- Ranch Component, mid 20th C.
- Ranch Component, 20th C.
- Refuse Dump, early 20th C.
- Refuse Dump, mid 20th C.
- Road

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: Cogstone 2014

5/28/2015

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Summary

It is also important to note that the General Plan Update is a regulatory document that sets the framework for future growth and development in the City and does not result in development in and of itself. Before any development or redevelopment activities can occur in the City, they must be analyzed for conformance with the General Plan, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits. Long-term implementation of the General Plan Update could allow development, including grading, of unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of unknown cultural resources. Therefore, future development that would be accommodated by the General Plan Update could potentially impact unknown/unrecorded archeological or historic resources and/or impact tribal cultural resources.

Impact 5.5-2: The proposed project could impact paleontological resources or a unique geologic feature. [Threshold C-3]

Impact Analysis: Sensitivity of Yucaipa's rock units is illustrated in Figure 5.5-1, *Paleontological Sensitivity Map*, and identifies areas that have "very low", "low" and "moderate" sensitivity for paleontological resources, which correspond to the values in the PFYC ranking system.

Areas with moderate sensitivity for paleontological resources include the Mill Creek Formation/Potato Sandstone, where fossils are known to be found. The only other rock unit sensitive both at, and below, the surface is the San Timoteo Formation. Paleontological resources may be encountered during any excavations of more than five feet below original ground surface in these rocks. Very deep excavations have potential to encounter Pleistocene fossils under the younger alluvial sediments. Therefore, there is potential for additional paleontological resources to be discovered in the City and SOI, especially in areas classified with a moderate sensitivity for paleontological resources.

The proposed General Plan Update would also allow for more development in areas that are currently undeveloped. This would allow for more potential discovery of paleontological resources during construction and ground-disturbing activities that consist of grading and/or excavation. In general, any development that requires excavation of undisturbed ground or to levels below current foundations has the potential to unearth unique paleontological resources.

As stated above, it is important to note that the General Plan Update is a regulatory document that sets the framework for future growth and development in the City and does not result in development in and of itself. Future development must be analyzed for conformance with the General Plan, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits. Nevertheless, implementation of the General Plan Update could allow development, including grading, of unknown sensitive areas. Additionally, grading and construction of undeveloped areas, or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of unknown paleontological resources.

5.5.4 Applicable General Plan Update Policies

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to cultural and historic resources.

Housing and Neighborhoods Element

- **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.

Parks, Recreation, Trails, and Open Space Element

- **Policy PR-6.1 – Historic Resource Program.** Establish a formal historic and cultural resources program, in partnership with community groups, whereby the City can become a Certified Local Government.

- **Policy PR-6.2 – Resource Identification.** Work with the Yucaipa Valley Historical Society to inventory cultural resources (archaeological and historical); prepare site records for identified resources.

- **Policy PR-6.3 – Cultural Resources** Overlay. Require developers of qualified projects to adhere to requirements of the cultural resources overlay district and applicable laws that require the identification, preservation of, and mitigation of potential impacts to cultural resources.

- **Policy PR-6.4 – Resource Preservation.** Actively cooperate with Yucaipa Valley Historical Society and partners to preserve historic buildings, structures, districts, sites, objects, landscapes, and natural resources.

- **Policy PR-6.5 – Cultural Reminders.** Seek to incorporate reminders of Yucaipa's culture in the built and natural environment through adaptive reuse, signage, markers, and other reminders of Yucaipa's cultural heritage.

5.5.5 Existing Regulations and Standard Conditions

- California Historical Building Code (Title 24, Part 8)
- California Public Resources Code Sections 5020–5029.5; 5079–5079.65; 5097.9–5097.998; 5097.98
- California State Health and Safety Code, Section 7050.5
- California Government Code Sections 50280 et seq.: Mills Act
- Senate Bill (SB) 18 and Assembly Bill (AB) 52

5.5.6 Level of Significance Before Mitigation

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.5-1** The City of Yucaipa is rich in historic and archaeological resources that may be adversely impacted by development in accordance with the General Plan Update.
- **Impact 5.5-2** Implementation of the proposed project would potentially impact geologic units in the City of Yucaipa with paleontological sensitivity.

5.5.7 Mitigation Measures

Impact 5.5-1

5-1 Applicants for future development projects in undeveloped and developed areas where grading is proposed five feet below current elevation and in areas of known or inferred archaeological resources, prehistoric or historic (see Figure 5.5-2, *Cultural Resources Sensitivity Map*), shall provide a cultural resources assessment to the City of Yucaipa Planning Department prepared by a qualified archaeologist. The cultural resources report shall assess the cultural and historical significance of known archaeological resources on, or next to, the respective development site and assess the sensitivity of sites for buried archaeological resources. The assessment shall include:

- A record search at the San Bernardino Archaeological Information Center (SBAIC).
- Sacred lands search requested from the Native American Heritage Commission (NAHC).
- Native American consultation in accordance with Assembly Bill 52.
- Field survey.

The format of the report and standards for evaluation shall follow the Archaeological Resources Management Reports Recommended Contents and Format. All cultural resources work done in the City shall include submission of GIS shapefiles with metadata for City use. On properties where resources are identified, or that are determined to be moderately to highly sensitive for buried archaeological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:

- An archaeologist shall be retained for the development project and shall be on call during grading and other significant ground-disturbing activities.
- Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the City concurs in writing that adequate provisions are in place to protect these resources and necessary archaeological and historical field work has been completed.

- Unanticipated discoveries shall be evaluated for significance by a San Bernardino professional archaeologist. If significance criteria are met, then the project shall be required to submit materials to the San Bernardino Archaeological Information Center in accordance with the San Bernardino County Museum guidelines.
- Artifacts collected or recovered as a result of cultural resource investigations shall be catalogued per San Bernardino County Museum guidelines and adequately curated in an institution with appropriate staff and facilities for their scientific information potential to be preserved.

The final cultural resources report shall include appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable). Final reports shall be submitted to the City of Yucaipa prior to granting project occupancy permits.

5-2 Applicants for future development projects with intact extant building(s) more than 45 years old shall provide a historic resource technical study to the City of Yucaipa. The historic resources technical study shall be prepared by a qualified architectural historian meeting Secretary of the Interior Standards. The study shall evaluate the significance and data potential of the resource in accordance with these standards. Resources present on the proposed project site shall be evaluated for eligibility for the California Register of Historical Resources (CRHR); including buildings and structures. If the resource meets the criteria for listing on the CRHR (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4852), a program detailing how such long-term avoidance or preservation is assured shall be developed and approved prior to conditional approval.

5-3 If human remains are discovered, all work must halt immediately in compliance with state law, with notification to the County Coroner, the City, and related tribes. If the Coroner determines the remains are prehistoric, then the Coroner will notify the Native American Heritage Commission who will appoint a Most Likely Descendent to represent the ancestral remains. The recommendations of the Native Americans will be fully considered before any treatment is implemented.

Impact 5.5-2

5-4 Applicants for future development projects in undeveloped and developed areas where grading is proposed five feet below current elevation and in areas of moderate to high sensitivity or unknown paleontological sensitivity (see Figure 5.5-1, *Paleontological Sensitivity Map*) shall provide a technical paleontological assessment prepared by a qualified paleontologist assessing the sensitivity of sites for buried paleontological resources to the City of Yucaipa prior to issuance of grading permits. Fossils include large and small vertebrate and invertebrate fossils; the latter recovered by screen washing of bulk samples.

If resources are known or reasonably anticipated, the assessment shall provide a detailed mitigation plan, including a monitoring program and recovery and/or *in situ* preservation plan, based on the recommendations of a qualified paleontologist. The mitigation plan shall include the following requirements:

- A paleontologist shall be retained for the project and shall be on call during grading and other significant ground-disturbing activities.
- Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the City concurs in writing that adequate provisions are in place to protect these resources.
- Unanticipated discoveries shall be evaluated for significance by a San Bernardino Certified Professional Paleontologist. If significance criteria are met, then the project shall be required to collect and catalogue the fossils per San Bernardino County Museum guidelines and adequately curate fossils in an institution with appropriate staff and facilities for their scientific information potential to be preserved.

A report of findings with an itemized accession inventory shall be prepared as evidence that monitoring has been successfully completed and shall be submitted and approved prior to the granting of occupancy permits.

5.5.8 Level of Significance After Mitigation

Impact 5.5-1

Mitigation measures 5-1 through 5-3 identified above would reduce potential impacts associated with historic and archaeological resources to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to cultural resources have been identified.

Impact 5.5-2

Mitigation measure 5-4 identified above would reduce potential impacts associated with paleontological resources to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to cultural resources have been identified.

5.5.9 References

Cogstone. 2014, November. Cultural Resources Assessment for the City of Yucaipa General Plan Update, San Bernardino County, California.

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5.6 GEOLOGY AND SOILS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the General Plan Update to impact geological and soil resources in the City of Yucaipa and its sphere of influence (SOI). Cumulative impacts related to geology and soils would be contiguous with the City and SOI boundary.

5.6.1 Environmental Setting

5.6.1.1 REGULATORY BACKGROUND

California Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972 to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across an active fault. The act requires the state geologist to delineate earthquake fault zones along faults that are "sufficiently active" and "well defined." The act requires that cities and counties withhold development permits for sites in an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacements from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was adopted by the state in 1990 to protect the public from the effects of earthquake hazards apart from surface fault rupture, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey (CGS) prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The seismic hazard zones delineated by the CGS are called "zones of required investigation" because site-specific geological investigations are required for construction projects in these areas.

2013 California Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission and the code is also known as Title 24, Part 2 of the California Code of Regulations. The most recent building standard adopted by the legislature and used throughout the state is the 2013 version of the CBC, often with local, more restrictive amendments that are based on local geographic, topographic, or climatic conditions. These codes provide minimum standards to protect property and people by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC contains provisions for earthquake safety

based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground. The CBC is updated every three years, and the most current version should always be used.

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a Natural Hazard Disclosure Statement when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone.

City of Yucaipa Municipal Code

The City of Yucaipa's building regulations are included in the City's municipal code as Chapter 15 (Buildings and Construction). The City has adopted by reference the most recent version of the CBC.

The City of Yucaipa's municipal code has regulations that mitigate potential safety concerns related to new construction. Chapter 15.12 establishes rules and regulations to control excavation, grading, and earthwork construction (including fills). Chapter 15.12 establishes administrative requirements for issuance of permits, approval of plans, and inspection of grading construction at new subdivisions Chapter 15.12.340 (Erosion control) contains construction activity stormwater requirements to preserve water quality and prevent erosion.

City of Yucaipa Overlay Districts

The City of Yucaipa's overlay districts, Division 5 of the development code, include maps and policies for areas that are vulnerable to fault rupture, landslides, fire hazards, and flooding.

5.6.1.2 REGIONAL SETTING

Geologic Setting

Regional Setting

California is divided into several "geomorphic provinces" according to landform, and the City is on the northern margin of the Peninsular Ranges geomorphic province—a series of northwest-southeast-oriented fault blocks that form mountain ranges and valleys. The boundary between the Peninsular Ranges and Transverse Ranges geomorphic provinces is the San Bernardino segment of the San Andreas Fault, located at the base of Yucaipa Ridge in the extreme northern part of the City. The Transverse Ranges geomorphic province is an east-west-trending series of steep mountain ranges and valleys that extend from Santa Barbara County in the west to central Riverside County in the east. The San Bernardino Mountains are the nearest of Transverse Ranges mountains to the project site.

Local Setting

The City of Yucaipa is primarily located on the Yucaipa Plain, a broad upland plain that, beginning from the Crafton Hills in the southeast, rises gradually to Yucaipa Ridge and the Yucaipa Hills. Southwest of the Yucaipa Plain are the ruggedly eroded, unconsolidated sedimentary deposits known as the Badlands. The

Yucaipa Plain is composed of alluvium deposited by the Yucaipa Creek and its tributaries, as shown in Figure 5.6-1, *Geology*. Parts of west Yucaipa are on Reservoir Canyon Hill, an elongated ridge composed of crystalline rocks and older alluvium that extends to Smiley Heights in south Redlands. A portion of the extreme northern edge of Yucaipa along State Route 38 is in the mouth of Mill Creek Canyon, part of the Upper Santa Ana Valley. Another small portion of northern Yucaipa is on the margin of Yucaipa Ridge, a prominent spur along the south edge of the San Bernardino Mountains. Portions of Yucaipa and its SOI are in the Crafton Hills and Yucaipa Hills. The Crafton Hills are composed primarily of crystalline and metamorphic rock and rise abruptly 1,100 feet above the Yucaipa Plain to a maximum elevation of 3,543 feet above mean sea level at Zanja Peak. The Yucaipa Hills form a great ridge that extends from Oak Glen to Flag Hill; they are composed of crystalline and metamorphic rock and rise about 2,000 feet above the Yucaipa Plain. A small portion of eastern Yucaipa is in Little San Gorgonio Creek Canyon, southeast of the Yucaipa Hills.

Faulting and Seismicity

Southern California has many earthquakes because it straddles the boundary between the North American and Pacific plates, and fault rupture accommodates their motion. Along most of California, the Pacific Plate is moving northwesterly (relative to the North American Plate) at about 50 millimeters/year. Therefore, many of the faults associated with plate movement have a northwest trend and are characterized as strike-slip faults. On average, strike-slip faults are near vertical breaks in the rock. When a strike-slip fault ruptures, the rocks on either side of the fault slide horizontally past each other.

The State of California, under the guidelines of the Alquist-Priolo Earthquake Fault Zoning Act, classifies faults according to the following criteria:

- **Active.** Faults showing proven displacement of the ground surface within about the last 11,000 years (Holocene age) that are thought capable of producing earthquakes.

- **Potentially Active.** Faults showing evidence of movement within the last 1.6 million years, but do not show conclusively whether or not they have moved in the last 11,000 years.

- **Not Active.** Faults that have conclusively not moved in the last 11,000 years.

The City of Yucaipa has four areas within Alquist-Priolo Earthquake Fault Zones. Similar to the rest of southern California, the City is in a seismically active region. CGS requires that faults within 100 kilometers (62 miles) that could affect the project area be identified. (See Table 5.6-1, *Faults and Fault Systems within 62 Miles of Yucaipa*). The estimated seismic characteristics of each fault are summarized in the table based on available geologic and seismologic data.

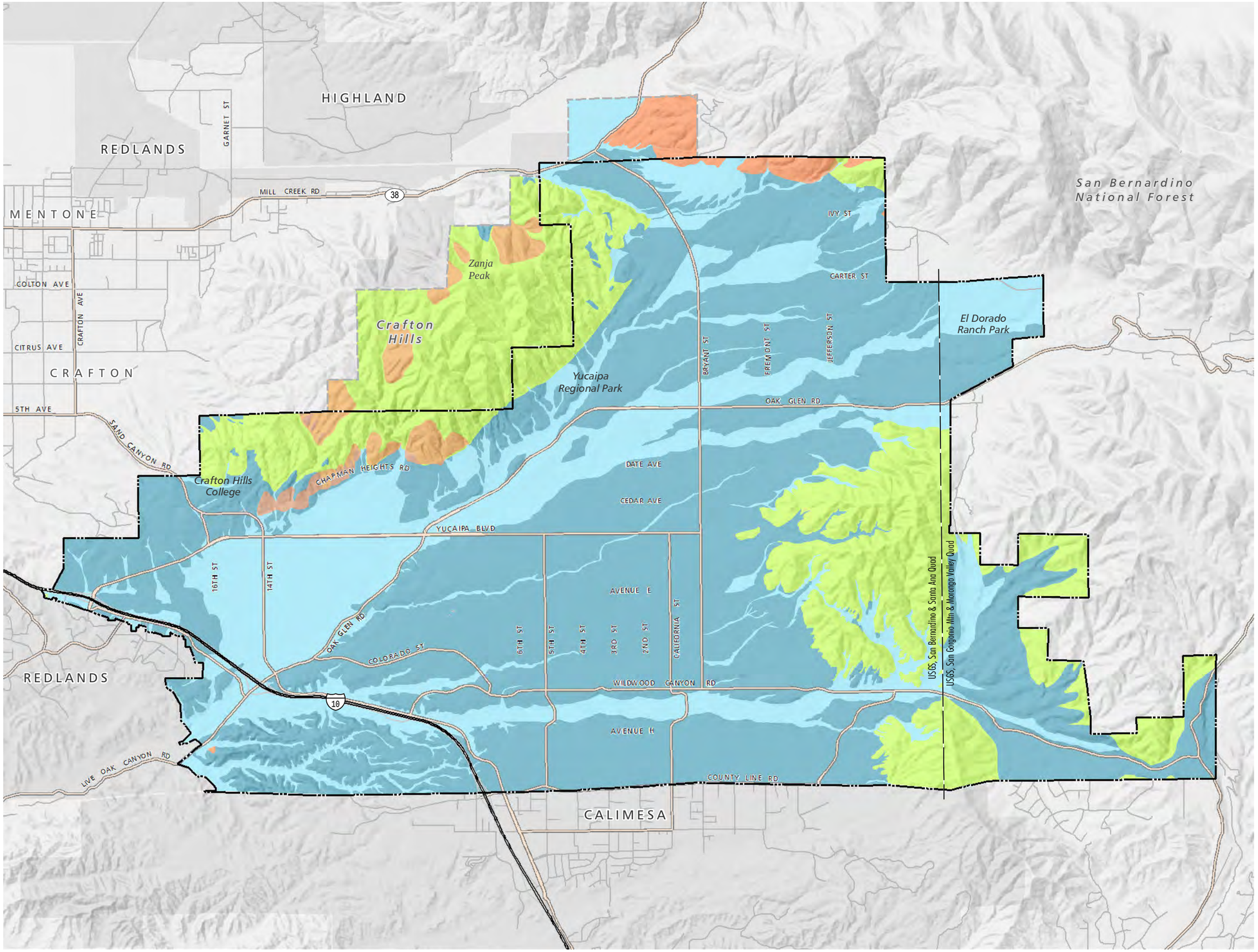
5. Environmental Analysis
GOLOGY AND SOILS

Table 5.6-1 Faults and Fault Systems within 62 Miles of Yucaipa

Fault Name	Earthquake Magnitude (M_w)	Type of Fault
San Andreas–San Bernardino/Southern Segment	7.5	Strike Slip
San Jacinto–San Jacinto Valley	6.9	Strike Slip
San Jacinto–San Bernardino	6.7	Strike Slip
Cucamonga	6.9	Reverse
Cleghorn	6.5	Strike Slip
North Frontal Fault Zone (West)	7.2	Reverse
Pinto Mountain	7.2	Strike Slip
San Jacinto–Anza	7.2	Strike Slip
San Andreas–Mojave	7.4	Strike Slip
San Andreas–Coachella	7.2	Strike Slip
North Frontal Fault Zone (East)	6.7	Reverse
Helendale–S. Lockhardt	7.3	Strike Slip
San Jose	6.4	Left Lateral – Reverse Oblique
Chino–Central Ave	6.7	Right Lateral – Reverse Oblique
Elsinore–Glen Ivy	6.8	Strike Slip
Lenwood–Lockhart–Old Woman Springs	7.5	Strike Slip
Whittier–Elsinore	6.8	Right Lateral – Reverse Oblique
Elsinore–Temecula	6.8	Strike Slip
Landers	7.3	Strike Slip
Burnt Mountain	6.5	Strike Slip
Eureka Peak	6.4	Strike Slip
Puente Hills Blind Thrust	7.1	Reverse
Johnson Valley (Northern)	6.7	Strike Slip
Sierra Madre	7.2	Reverse
Emerson So. – Copper Mountain	7.0	Strike Slip
San Jacinto–Coyote Creek	6.8	Strike Slip
Calico - Hidalgo	7.3	Strike Slip
Elsinore–Julian	7.1	Strike Slip
Clamshell–Sawpit	6.5	Reverse
San Joaquin Hills Blind Thrust	6.6	Reverse
Newport-Inglewood (Offshore)	7.0	Strike Slip
Newport–Inglewood (LA Basin)	6.9	Strike Slip
Raymond	6.5	Left Lateral – Reverse Oblique
Upper Elysian Park Thrust	6.7	Reverse
Gravel Hills – Harper Lake	7.1	Strike Slip

Source: CGS 2003; USGS and CGS 2008.

Figure 5.6-1
GEOLOGY



YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: USGS - San Bernardino and Santa Ana, Morton and Miller 2006; San Gorgonio Mtn. and Morongo Valley, Dibblee 2008; Cogstone 2014; Placeworks 2014

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Geologic Hazards

Corrosive Soils

Corrosive soils contain chemical constituents that may cause damage to construction materials such as concrete and ferrous metals. One such constituent is water-soluble sulfate, which, if in high enough concentrations, can react with and damage concrete. Electrical resistivity, chloride content, and pH level are all indicators of the soil's tendency to corrode ferrous metals. Numerous geotechnical investigations within the City have encountered moderately corrosive soils, as classified by the American Concrete Institute (ACI-318, Table 4.3.1), which is referenced in the 2013 CBC.

Ground Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement; it most often results from human activities, such as the extraction of oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage.

No oil fields are in the City limits, and subsidence resulting from oil and gas extraction is not expected. In addition, most of the City is above the Yucaipa subbasin of the Upper Santa Ana Valley Groundwater Basin. Based on recent mapping by the California Department of Water Resources, the City of Yucaipa has a low to moderate potential for future subsidence. Yucaipa Valley Water District monitors groundwater trends in much of the City and, in conjunction with its water shortage contingency plan and urban water management plan, avoids pumping groundwater in excess of the calculated safe yield. Therefore, although the City may be theoretically susceptible to ground subsidence, given the current conditions, subsidence is not expected to significantly impact the City.

Collapsible Soils

When collapsible soils become saturated, their grains rearrange and lose cohesion, causing rapid, substantial settlement under relatively light loads. Soils prone to collapse are generally young, deposited by flash floods or wind. Increased surface water infiltration, such as from irrigation or a rise in the groundwater table, combined with the weight of a building can cause rapid settlement and cracking of foundations and walls.

Compressible Soils

Compressible soils are typically unconsolidated, low-density Holocene sediments that may compress under the weight of structures and fill soil. The young sediments underlying the City are generally dry and loose in the upper few feet, and therefore are susceptible to compression. Areas that have been intensely farmed are especially susceptible to compression. Much of the City has historically been developed for agriculture, but only a fraction of that still exists.

Expansive Soils

Soils containing expansive clay minerals can shrink or swell substantially as the moisture content decreases or increases. Structures built on these soils may experience shifting, cracking, and breaking damage as soils

shrink and subside or expand. The near-surface sediments in the City are composed primarily of clay, silt, and sand. Silts and sands are usually nonexpansive or have very low expansion potential, while clays are recognized as expansive soils.

Erosion

Erosion is the movement of rock and soil due to water, wind, and gravity. Soil erosion may be a slow process that continues relatively unnoticed, or it may occur quickly, causing serious loss of topsoil. The rate and magnitude of soil erosion by water is controlled by rainfall intensity and runoff, soil texture and cohesion, slope gradient and length, and vegetation cover. The young alluvial sediment underlying the City is generally poorly consolidated, and very susceptible to erosion. Grading during the construction process temporarily increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes.

Seismic Hazards

Earthquake Faults and Historical Earthquakes

A listing of active faults within 100 kilometers of the City is in Table 5.6-1. The listing is based on the California Geological Survey's Revised 2002 California Probabilistic Seismic Hazard Maps and the United States Geological Survey's 2008 Updated California Fault Parameters. Of all the faults listed on Table 5.6-1, only one exists in the City of Yucaipa: the San Andreas Fault.

San Andreas Fault. The San Andreas Fault is the most well-known fault in California. This fault is considered to dominate the seismic hazard for central and southern California. Its activity is known from historical earthquakes and from many fault studies that have shown that the San Andreas offsets, or displaces, recently deposited sediments. The San Andreas Fault has been mapped from Cape Mendocino in northern California to an area near the Mexican border, a distance of approximately 625 miles (over 1,000 kilometers). The closest segment of the San Andreas Fault to the City of Yucaipa is the San Bernardino segment, which transects the northern portion of the City along the base of Yucaipa Ridge. As shown in Table 5.6-1, this segment is thought capable of producing a maximum moment magnitude of 8.0.

Historical earthquakes in the project vicinity include the 1857 Fort Tejon earthquake (Magnitude 7.9) on the San Andreas Fault, the 1918 San Jacinto earthquake (Magnitude 6.8), the 1923 North San Jacinto earthquake (Magnitude 6.3), the 1933 Long Beach earthquake (Magnitude 6.3) along the Newport-Inglewood Fault Zone, the 1986 North Palm Springs earthquake (Magnitude 5.6), the 1987 Whittier Narrows earthquake (Magnitude 5.9) on the Elysian Park Blind Thrust Fault, the 1992 Landers earthquake (Magnitude 7.3) and Big Bear earthquake (Magnitude 6.4), the 1994 Northridge earthquake (Magnitude 6.6), the 2005 Yucaipa earthquake (Magnitude 4.9), the 2008 Chino Hills earthquake (Magnitude 5.5), and the 2010 El Mayor-Cucapah earthquake (Magnitude 7.2).

Surface (Fault) Rupture

There are four Alquist-Priolo Earthquake Fault Zones in the City of Yucaipa, as shown in Figure 5.6-2, *Alquist-Priolo Earthquake Fault Zones*. The San Bernardino segment of the San Andreas Fault runs through parts of northern Yucaipa. The Chicken Hill Fault runs through west Yucaipa and roughly parallels Oak Glen Road south of Yucaipa Boulevard. The Crafton Hills Fault has two separate Earthquake Fault Zones along the south front of the Crafton Hills.

Strong Seismic Ground Shaking

As is the case for all of southern California, the City of Yucaipa is susceptible to seismic ground shaking due to the active faults running through the entire region. The most likely sources of strong ground shaking win the City of Yucaipa would be a major earthquake along the faults listed in Table 5.6-1.

Seismically Induced Slope Failure

Landslides are movements of relatively large landmasses, either as nearly intact bedrock blocks or as jumbled mixes of bedrock blocks, fragments, debris, and soils. Landslide materials are commonly porous and very weathered in the upper portions and along the margins of the slide. They may also have open fractures and joints. Slope failures occur most often during or after periods of intense rainfall or in response to strong seismic shaking. Areas of high topographic relief, such as steep canyon walls, are most likely to be impacted by rockfalls, rockslides, and soil slips, and to a lesser degree, landslides. Areas susceptible to seismically induced slope failure are shown in Figure 5.6-3, *Liquefaction and Landslide Hazard Zones*.

Liquefaction and Related Ground Failure

Liquefaction is a process whereby strong ground shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. This subsurface process can lead to near-surface or surface ground failure that can result in property damage and structural failure. If surface ground failure does occur, it is usually expressed as lateral spreading, flow failures, ground oscillation, and/or general loss of bearing strength. Sand boils (injections of fluidized sediment) commonly accompany these different types of failure.

In order to determine a region's susceptibility to liquefaction, three major factors must be analyzed.

- The intensity and duration of ground shaking.
- The age and textural characteristic of the alluvial sediments. Generally, the younger, less compacted sediments have a higher susceptibility to liquefaction. Textural characteristics also play a dominant role in determining liquefaction susceptibility. Sand and silty sands deposited in river channels and floodplains tend to be more susceptible to liquefaction than coarser or finer grained alluvial materials.
- The depth to the groundwater. Groundwater saturation of sediments is required in order for earthquake induced liquefaction to occur. In general, groundwater depths shallower than 10 feet from the surface cause the highest liquefaction susceptibility.

Research and historical data indicate that loose, granular materials at depths of less than 50 feet with silt and clay contents of less than 30 percent, and saturated by relatively shallow groundwater are most susceptible to liquefaction. These geological conditions are typical in parts of southern California, including valley regions and alluviated floodplains.

Hazardous Buildings

The principal threat in an earthquake is not limited to ground shaking, fault rupture or liquefaction, but the damage that the earthquake causes to buildings that house people or an essential function. Continuing advances in engineering design and building code standards over the past decade have greatly reduced the potential for collapse in an earthquake of most of our new buildings. However, many buildings were built in past decades, before some of the earthquake design standards were incorporated into the building code. Several specific building types are a particular concern in this regard.

- **Unreinforced Masonry Buildings:** In the late 1800s and early 1900s, unreinforced masonry was the most common type of construction for larger downtown commercial structures and for multi-story apartment and hotel buildings. These were recognized as a collapse hazard following the San Francisco earthquake of 1906, the Santa Barbara earthquake of 1925, and the Long Beach earthquake of 1933. These buildings are still recognized as the most hazardous buildings in an earthquake.

  Per Senate Bill 547, local jurisdictions are required to enact structural hazard reduction programs by (a) inventorying pre-1943 unreinforced masonry buildings, and (b) developing mitigation programs to correct the structural hazards.

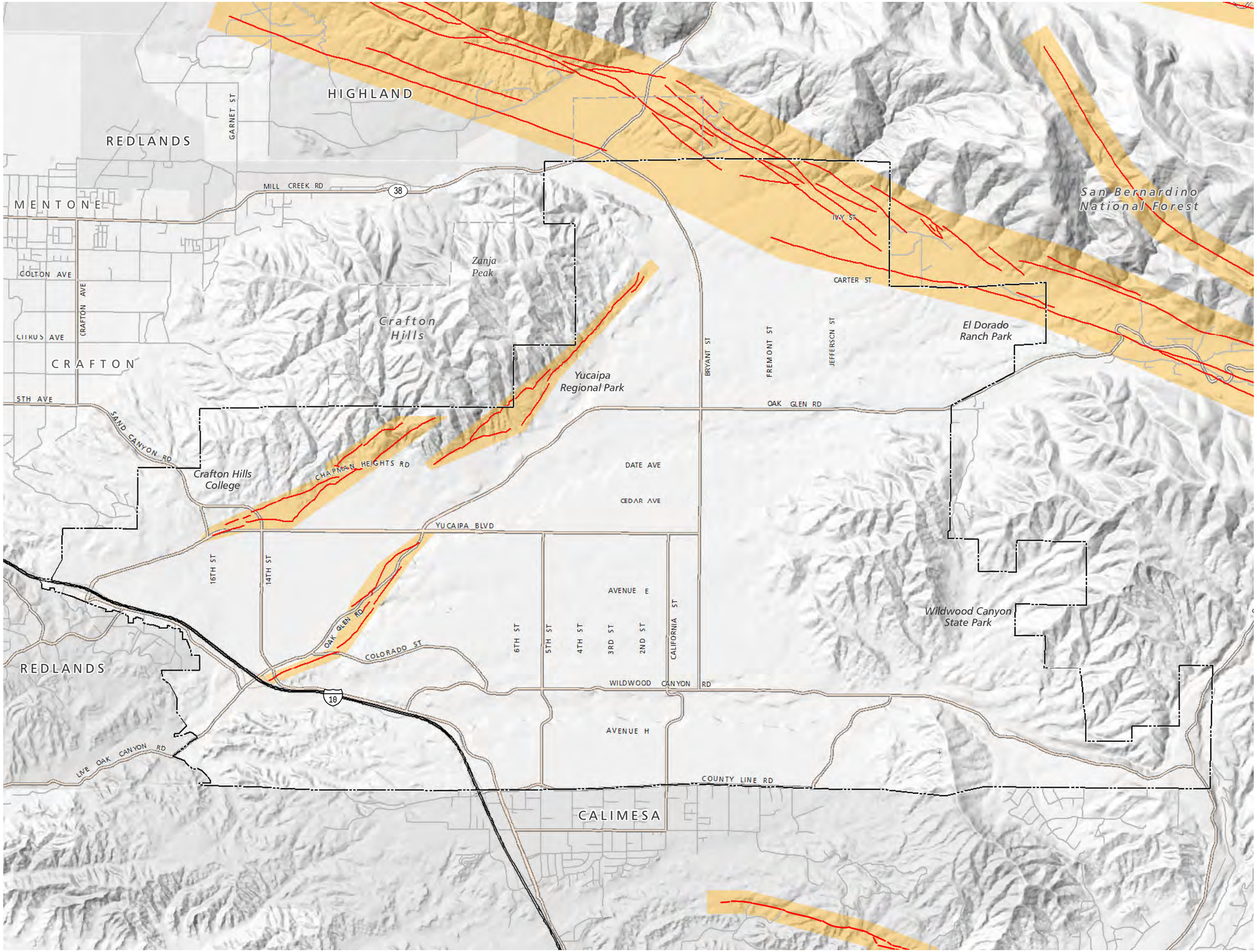
- **Precast Concrete Tilt-up Buildings:** This building type was introduced following World War II and gained popularity in light industrial buildings during the late 1950s and 1960s. Extensive damage to concrete tilt-up buildings in the 1971 San Fernando earthquake revealed the need for better anchoring of walls to the roof, floor, and foundation elements of the building and for stronger roof diaphragms.[1] In the typical damage to these buildings, the concrete wall panels would fall outward and the adjacent roof would collapse, creating a direct hazard.

- **Soft-Story Buildings:** Soft-story buildings are those in which at least one story, commonly the ground floor, has significantly less rigidity and/or strength than the rest of the structure. This can form a weak link in the structure, unless special design features are incorporated to give the building adequate structural integrity. Typical examples of soft-story construction are buildings with glass curtain walls on the first floor only, or buildings placed on stilts or columns, leaving the first story open for landscaping, street-friendly building entry, parking, or other purposes. In the early 1950s to early 1970s, soft story buildings were a popular construction style for low- and mid-rise concrete frame structures.

1 A roof diaphragm is a structural roof deck that is capable of resisting shear that is produced by lateral forces, such as wind or seismic loads.

Figure 5.6-2

ALQUIST-PRIOLO EARTHQUAKE FAULT ZONES



City Limits
Yucaipa Sphere of Influence
Alquist Priolo Fault Line
Fault Zone

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: City of Yucaipa, 2013

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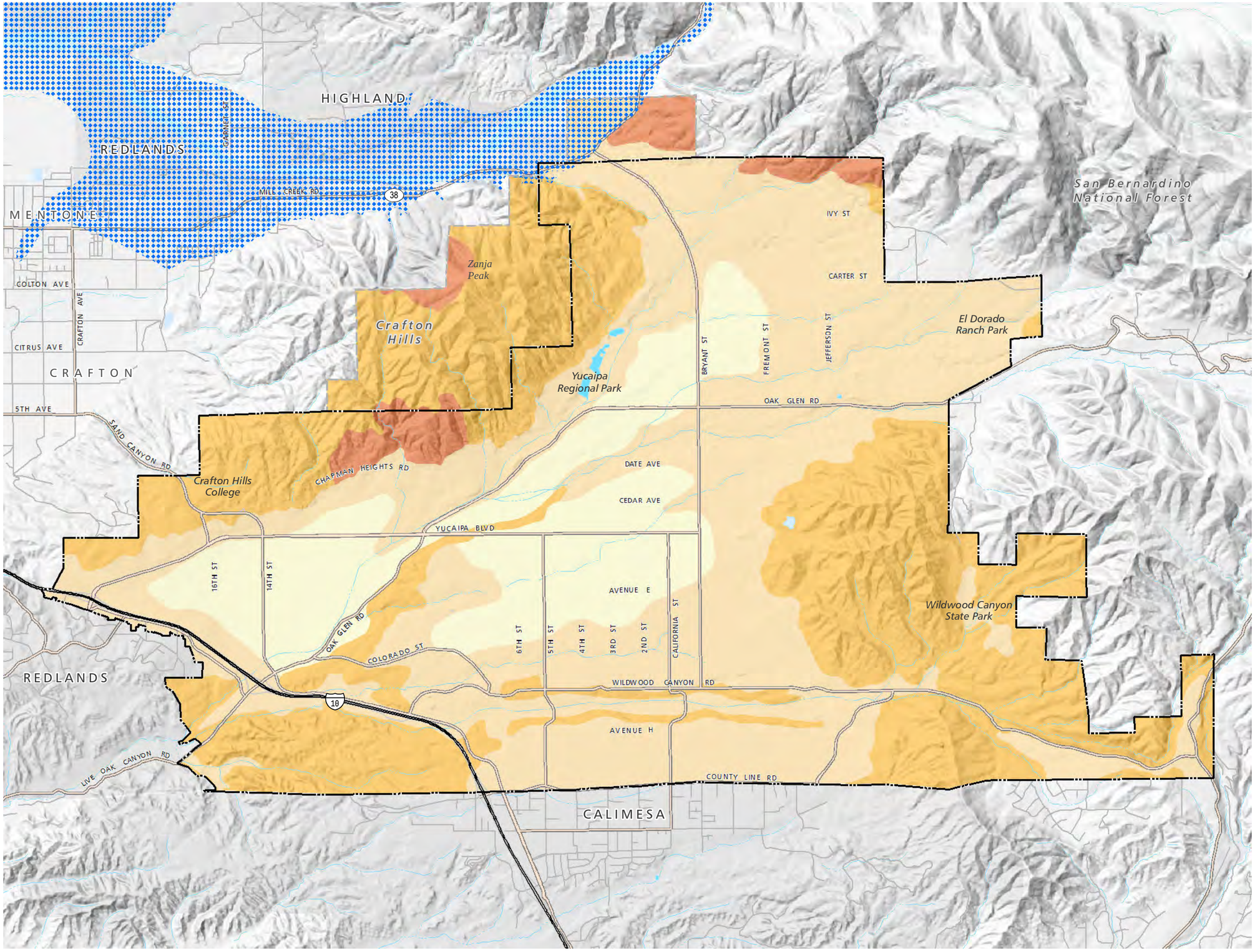
Figure 5.6-3

LIQUEFACTION & LANDSLIDE HAZARD ZONES



City Limits

Yucaipa Sphere of Influence

Liquefaction Susceptibility

- Most Susceptible

Landslide Susceptibility

- Least Susceptible
- Marginally Susceptible
- Generally Susceptible
- Most Susceptible

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: California Department of Conservation 1990; City of Yucaipa 2012

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- **Nonductile Concrete Frame Buildings:** The brittle behavior of nonductile concrete frame buildings can create major damage and even collapse under strong ground shaking. This type of construction, which generally lacks masonry shear walls, was common in the very early days on reinforced concrete buildings, and they continued to be built until the codes were changed to require ductility in the moment-resisting frame in 1973. There were large numbers of these buildings built for commercial and light industrial use in California's older, densely populated cities. Although many of these buildings have four to eight stories, there are many in the lower height range. This category also includes one-story parking garages with heavy concrete roof systems supported by non-ductile concrete columns.

The City of Yucaipa inventoried unreinforced masonry buildings (URM) in the City and reported to the State Seismic Safety Commission in 2004 that there were 15 URMs in the City. As of 2004, 3 URMs were slated for demolition, and no historic URMs were identified.

5.6.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

G-1 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42.)

ii) Strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction.

iv) Landslides.

G-2 Result in substantial soil erosion or the loss of topsoil.

G-3 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 off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

G-4 Be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial risks to life or property.

G-5 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.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold G-3
- Threshold G-5

These impacts will not be addressed in the following analysis.

5.6.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.6-1: Project residences, occupants, and visitors would be subject to potential seismic-related hazards. [Threshold G-1]

Impact Analysis: As is the case for all of southern California, the City of Yucaipa is susceptible to seismic ground shaking due to the active faults running through the entire region. In addition, parts of the City are susceptible to fault rupture, liquefaction, and seismically induced settlement hazards.

Fault Rupture

The City of Yucaipa currently has four Alquist-Priolo Earthquake Fault Zones (Figure 5.6-2). The San Bernardino segment of the San Andreas Fault runs through parts of northern Yucaipa along the base of Yucaipa Ridge. The Chicken Hill Fault runs through west Yucaipa and roughly parallels Oak Glen Road south of Yucaipa Boulevard. The Crafton Hills Fault has two separate Earthquake Fault Zones along the south front of the Crafton Hills. Safety Element Policy S-1.3 of the proposed Public Safety Element enforces development requirements, such as seismic study analyses, project siting, and project design features for proposed developments near active faults pursuant to the Alquist-Priolo Act. In addition, Safety Element Policy S-1.4 requires adherence to the latest CBC regulations. Such compliance would reduce hazards arising from ground shaking to less than significant.

Earthquakes and Ground Shaking

The City of Yucaipa and vicinity contains a number of known earthquake faults, which are described in Table 5.6-1 and shown in Figure 5.6-2. Of the faults listed in Table 5.6-1, the San Bernardino section of the San Andreas Fault is estimated to be capable of generating the greatest magnitude earthquake, M_w 8.0, in conjunction with other segments of the fault. The San Andreas Fault passes through the extreme northeast part of the City. Projects considered for approval under the General Plan Update would be required to comply with seismic safety provisions of the CBC. Policies under the proposed General Plan Update Goal S-1, ensure adequate protection of public health and safety from potential seismic and geologic hazard. In addition to required Alquist-Priolo Act development requirements under Safety Element Policy S-1.3 future developments are required to prepare geotechnical analyses, adhere to California Building Code regulations, and retrofit potentially hazardous buildings (Safety Element Policies S-1.2, 1.4, and 1.7) Such compliance would reduce hazards from ground shaking to less than significant.

Liquefaction

Two out of three factors contributing to susceptibility to liquefaction are present or potentially present in the City: potential for strong earthquakes and young, loose, unconsolidated sediments. The third factor, groundwater within approximately 50 feet of the surface, currently exists only in the portion of the City near Mill Creek Canyon. Areas of liquefaction susceptibility are shown in Figure 5.6-3, *Liquefaction and Landslide Hazard Zones*. Projects considered for approval under the General Plan Update could subject persons or structures to potentially significant hazards arising from liquefaction. However, development projects would be mandated to comply with the CBC as outlined in Safety Element Policy S-1.4 of the proposed General Plan Update Safety Element, thereby reducing such hazards to less than significant. Additionally, Safety Element Policy S-1.2 requires development in the City's Geologic and Seismic Hazards Overlay District or as required by the City's building official to include a geotechnical hazard analysis for review by City staff.

Landslides

Landslides are movements of relatively large landmasses, either as nearly intact bedrock blocks or as jumbled mixes of bedrock blocks, fragments, debris, and soils. Landslides occur most often during or after periods of intense rainfall or in response to strong seismic shaking. Areas susceptible to seismically induced slope failure are shown in Figure 5.6-3, *Liquefaction and Landslide Hazard Zones*. As shown, the areas near Crafton Hills, Wildwood Canyon State Park, and areas south of I-10 are generally or most susceptible to landslides given the steep, mountainous peaks and hills. These areas are mostly proposed as Open Space under the proposed land use plan with the exception of the area south of I-10 designated as the Freeway Corridor Specific Plan. Future development in areas of geologic hazards, including landslide susceptible areas, are required to adhere to the latest CBC regulations and provide a geotechnical hazard analysis per Policies S-1.2 and S-1.4 of the proposed General Plan Safety Element.

Seismically Induced Settlement

Most of the City is underlain by young, unconsolidated alluvial deposits and artificial fill that may be susceptible to seismically induced settlement. Implementation of the General Plan Update could indirectly increase the numbers of persons and structures in the City that could be subjected to earthquake-related hazards. However, projects developed pursuant to the General Plan Update would be required to meet the most current seismic safety requirements in the CBC to comply with state regulations and Safety Element Policy S-1.4. For example, Chapter 16 of the CBC contains requirements for design and construction of structures to resist loads, including earthquake loads. Chapter 18 contains requirements for excavation, grading, and fill; load-bearing values of soils; and foundations, footings, and piles. Compliance with these requirements would ensure that there would not be substantial impacts related to ground shaking, liquefaction, or seismic settlement. Additionally, geotechnical analysis is required for all development in the City's Geologic and Seismic Hazards Overlay District (see Figure 7-1b of the General Plan Update) or as required by the City's building official (Safety Element Policy S-1.2).

Impact 5.6-2: Unstable soils conditions, including compressible soils, expansive soils, and soil erosion, could result due to development of the project. [Thresholds G-2 and G-4]

Impact Analysis: Soil hazards related to earthquakes, such as liquefaction and seismically induced settlement, are addressed under Impact 5.6-1.

Compressible Soils

The young sediments underlying the City are generally dry and loose in the upper few feet, and therefore are susceptible to compression. Another indicator is the historical agriculture that used to be widespread within the City. Developments approved pursuant to the General Plan Update could expose persons or structures to potentially significant hazards from compressible soils. However, compliance with the CBC and review of grading plans for individual projects by the City engineer would ensure no significant impacts would occur.

Expansive Soils

Expansive soils are possible in the City where clay is present. Projects in the City considered for approval under the General Plan Update could expose persons or structures to potentially significant hazards from expansive soils. However, compliance with the CBC and review of grading plans for individual projects by the City engineer would ensure no significant impacts would occur.

Erosion

The young alluvial sediment underlying the City is generally poorly consolidated and very susceptible to erosion. Grading temporarily increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes. However, compliance with the CBC and review of grading plans for individual projects by the City engineer would ensure that no significant impacts would occur. In addition, construction activities on project sites larger than one acre are required to prepare a Stormwater Pollution Prevention Plan that details best management practices to reduce the potential for erosion during construction activities. Consequently, impacts would be less than significant.

Conclusion

Future development pursuant to the General Plan Update could indirectly lead to increases in the numbers of persons and structures that would be exposed to hazards arising from unstable soils conditions. However, Policy S-1.2 requires all development within the City's Geologic and Seismic Hazards Overlay District, or as required by the City's building official, to prepare a geotechnical hazard analysis. Safety Element Policy S-1.8 limits grading for future development to the minimum amount needed to preserve the City's natural topography and vegetation and maintain soil and slope stability. Compliance with the CBC requirements and the General Plan Update policies would reduce such potentially significant geotechnical hazards.

5.6.4 Existing Regulations and Standard Conditions

State and Local

- 2013 California Building Code (Title 24, California Code of Regulations, Part 2)
- City of Yucaipa Municipal Code, Chapter 15.12 (Grading and Excavation Code)
- City of Yucaipa Development Code
  - Geologic Hazard Overlay District

5.6.5 Applicable General Plan Update Policies

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to geology and soils hazards.

Public Safety Element

- **Policy S-1.1 – Geologic Hazard Identification.** Maintain and continuously update the City's geologic and seismic hazards map in concert with updates from the California Geologic Survey and local surveys.

- **Policy S-1.2 – Geotechnical Analysis.** In areas within the City's Geologic and Seismic Hazards Overlay District or as required by the Building Official, require development proposals to include a geotechnical hazard analysis.

- **Policy S-1.3 – Alquist-Priolo Act.** Enforce development requirements, such as seismic study analyses, project siting, and project design features for proposed developments near active faults pursuant to the Alquist-Priolo Act.

- **Policy S-1.4 – Building Codes.** Require adherence to the latest California Building Code regulations and Geologic and Seismic Hazards Overlay District; update codes and ordinances periodically for latest advances.

- **Policy S-1.5 – City Critical Facilities and Structures.** Locate, design, maintain, and upgrade critical facilities (police, medical facilities, fire, roads, reservoirs, etc.) to minimize susceptibility to seismic and geologic hazards.

- **Policy S-1.6 – Other Agency Critical Facilities and Services.** Encourage Caltrans, school district, CAL FIRE, water districts, California Department of Water Resources, and utilities providing critical infrastructure to ensure facilities are capable of withstanding earthquakes.

- **Policy S-1.7 – Retrofitting Buildings.** Encourage owners of potentially hazardous buildings (e.g., mobile homes) to assess seismic vulnerability and conduct seismic retrofitting as necessary to improve resistance to earthquakes.

- **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.

- **Policy S-1.9 – Public Education and Preparedness.** Compile and distribute earthquake preparedness information to Yucaipa residents and business owners; conduct periodic inspections and preparedness events.

5.6.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.6-1 and 5.6-2.

5.6.7 Mitigation Measures

No mitigation measures are required.

5.6.8 Level of Significance After Mitigation

No significant impacts have been identified, and no significant and unavoidable impacts would occur.

5.6.9 References

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5.7 GREENHOUSE GAS EMISSIONS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the General Plan Update (project) to cumulatively contribute to greenhouse gas (GHG) emissions impacts. Because no single project is large enough to result in a measurable increase in global concentrations of GHG emissions, climate change impacts of a project are considered on a cumulative basis. Cumulative impacts are also based on the regional boundaries of the South Coast Air Basin. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). Transportation-sector impacts are based on average daily vehicle miles traveled (VMT) provided by IBI Group for trips generated in Yucaipa and its sphere of influence (SOI) (see Appendix H). Emissions modeling for the project is included in Appendix C of this DEIR.

5.7.1 Environmental Setting

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHGs identified by the IPCC that contribute to global warming to a lesser extent are nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).[1,2] The major GHGs are briefly described below.

- **Carbon dioxide (CO_2)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.

- **Methane (CH_4)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in municipal landfills and water treatment facilities.

- **Nitrous oxide (N_2O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

[1] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, because it is considered part of the feedback loop rather than a primary cause of change.

[2] Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2014a). However, state and national GHG inventories do not include black carbon yet due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

- **Fluorinated gases** are synthetic, strong GHGs that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in smaller quantities, but because they are potent GHGs, they are sometimes referred to as high global-warming-potential (GWP) gases.
    - ***Chlorofluorocarbons (CFCs)*** are GHGs covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are not destroyed in the lower atmosphere (troposphere, stratosphere), CFCs drift into the upper atmosphere where, given suitable conditions, they break down the ozone layer. These gases are therefore being replaced by other compounds that are GHGs covered under the Kyoto Protocol.
    - ***Perfluorocarbons (PFCs)*** are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF_4] and perfluoroethane [C_2F_6]) were introduced as alternatives, along with HFCs, to ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they have a high GWP.
    - ***Sulfur Hexafluoride (SF_6)*** is a colorless gas soluble in alcohol and ether, and slightly soluble in water. SF_6 is a strong GHG used primarily in electrical transmission and distribution systems as an insulator.
    - ***Hydrochlorofluorocarbons (HCFCs)*** contain hydrogen, fluorine, chlorine, and carbon atoms. Although they are ozone-depleting substances, they are less potent than CFCs. They have been introduced as temporary replacements for CFCs.
    - ***Hydrofluorocarbons (HFCs)*** contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances to serve many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are strong GHGs. (IPCC 2001; EPA 2014)

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have a stronger greenhouse effect than others. These are referred to as high GWP gases. The GWP of GHG emissions are shown in Table 5.7-1, *GHG Emissions and their Relative Global Warming Potential Compared to CO_2*. The GWP is used to convert GHGs to CO_2-equivalence (CO_2e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under IPCC's Second Assessment Report GWP values for CH_4, a project that generates 10 metric tons (MT) of CH_4 would be equivalent to 210 MT of CO_2. [3]

[3] CO_2-equivalence is used to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

Table 5.7-1 GHG Emissions and Their Relative Global Warming Potential Compared to CO_2

GHGs	Atmospheric Lifetime (Years)	Second Assessment Report Global Warming Potential Relative to CO_2[1]	Fourth Assessment Report Global Warming Potential Relative to CO_2[1]
Carbon Dioxide (CO_2)	50 to 200	1	1
Methane[2] (CH_4)	12 (±3)	21	25
Nitrous Oxide (N_2O)	120	310	298
Hydrofluorocarbons:			
HFC-23	264	11,700	14,800
HFC-32	5.6	650	675
HFC-125	32.6	2,800	3,500
HFC-134a	14.6	1,300	1,430
HFC-143a	48.3	3,800	4,470
HFC-152a	1.5	140	124
HFC-227ea	36.5	2,900	3,220
HFC-236fa	209	6,300	9,810
HFC-4310mee	17.1	1,300	1,030
Perfluoromethane: CF_4	50,000	6,500	7,390
Perfluoroethane: C_2F_6	10,000	9,200	12,200
Perfluorobutane: C_4F_{10}	2,600	7,000	8,860
Perfluoro-2-methylpentane: C_6F_{14}	3,200	7,400	9,300
Sulfur Hexafluoride (SF_6)	3,200	23,900	22,800

Source: IPCC 2001; IPCC 2007.

Notes: The IPCC has published updated global warming potential (GWP) values in its Fifth Assessment Report (2013) that reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO_2 (radiative forcing is the difference of energy from sunlight received by the earth and radiated back into space). However, GWP values identified in the Second Assessment Report are still used by SCAQMD to maintain consistency in GHG emissions modeling. In addition, the 2008 Scoping Plan was based on the GWP values in the Second Assessment Report.

1 Based on 100-year time horizon of the GWP of the air pollutant relative to CO_2.

2 The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO_2 is not included.

California's Greenhouse Gas Sources and Relative Contribution

California is the tenth largest GHG emitter in the world and the second largest emitter of GHG emissions in the United States, surpassed only by Texas (CEC 2005). However, California also has over 12 million more people than Texas. Because of more stringent air emission regulations, in 2001, California ranked fourth lowest in carbon emissions per capita and fifth lowest among states in CO_2 emissions from fossil fuel consumption per unit of Gross State Product (total economic output of goods and services)(CEC 2006a).

The California Air Resources Board's (CARB) last update to the statewide GHG emissions inventory that used the Second Assessment Report GWPs was in 2012 for year 2009 emissions.[4] In 2009, California produced 457 million metric tons (MMT) of CO_2e GHG emissions. California's transportation sector is the single largest generator of GHG emissions, producing 37.9 percent of the state's total emissions. Electricity

[4] Methodology for determining the statewide GHG inventory is not the same as the methodology used to determine statewide GHG emissions under Assembly Bill 32 (2006).

consumption is the second largest source, producing 22.7 percent. Industrial activities are California's third largest source of GHG emissions at 17.8 percent. (CARB 2011).

In 2015, the statewide GHG emissions inventory was updated for 2000 to 2013 emissions using the GWPs in IPCC's Fourth Assessment Report (AR4). Based on these GWPs, California produced 459 $MMTCO_2e$ GHG emissions in 2013. California's transportation sector remains the single largest generator of GHG emissions, producing 36.8 percent of the State's total emissions. Electricity consumption made up 19.7 percent, and industrial activities produced 20.2 percent. Other major sectors of GHG emissions include commercial and residential, recycling and waste, high global warming potential GHGs, and agriculture (CARB 2015).

Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities. The amount of CO_2 in the Earth's atmosphere has increased by more than 35 percent since preindustrial times and has increased at an average rate of 1.4 parts per million (ppm) per year since 1960, mainly due to combustion of fossil fuels and deforestation (IPCC 2007). These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006).

Projections of climate change depend heavily upon future human activity. Therefore, climate models are based on different emission scenarios that account for historic trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by varying degrees of uncertainty. For example, there are varying degrees of certainty on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas.
- Warmer and more frequent hot days and nights over most land areas.
- An increase in frequency of warm spells/heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas.
- Areas affected by drought increases.
- Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea level (excluding tsunamis).

IPCC's "2007 IPCC Fourth Assessment Report" projects that the global mean temperature increase from 1990 to 2100, under different climate-change scenarios, will range from 1.4 to 5.8°C (2.5 to 10.4°F). In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. However, human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime (IPCC 2007).

Potential Climate Change Impacts for California

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are also hard to predict. In California and western North America, observations of the climate have shown: 1) a trend toward warmer winter and spring temperatures; 2) a smaller fraction of precipitation falling as snow; 3) a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones; 4) a shift in the timing of snowmelt of 5 to 30 days earlier in the spring; and 5) a similar shift (5 to 30 days earlier) in the timing of spring flower blooms (CAT 2006). According to the California Climate Action Team—a committee of state agency secretaries and the heads of agencies, boards, and departments, led by the Secretary of the California Environmental Protection Agency—even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have already built up, their long atmospheric lifetimes (see Table 5.7-1), and the inertia of the Earth's climate system could produce as much as 0.6°C (1.1°F) of additional warming. Consequently, some impacts from climate change are now considered unavoidable. Global climate change risks to California are shown in Table 5.7-2, *Summary of GHG Emissions Risks to California*, and include public health impacts, water resources impacts, agriculture impacts, coastal sea level, impacts forest and biological resources impacts, and energy impacts. Specific climate change impacts that could affect the project include health impacts from a deterioration in air quality, water resources impacts from a reduction in water supply, and increased energy demand.

Table 5.7-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Public Health Impacts	Poor air quality made worse More severe heat
Water Resources Impacts	Decreasing Sierra Nevada snow pack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level Impacts	Accelerated sea level rise Increasing coastal floods Shrinking beaches Worsened impacts on infrastructure
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pest and pathogens Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand

Sources: CEC 2006b; CEC 2009.

5.7.1.1 REGULATORY BACKGROUND

This section describes the federal, state, and local regulations applicable to GHG emissions.

Federal Laws

The US Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 US Supreme Court decision that GHG emissions fit within the Clean Air Act (CAA) definition of air pollutants. The findings did not in and of themselves impose any emission reduction requirements, but allowed the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (EPA 2009).

The EPA's endangerment finding covers emissions of six key GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—that have been the subject of scrutiny and intense analysis for decades by

scientists in the United States and around the world. The first three are applicable to the project's GHG emissions inventory because they constitute the majority of GHG emissions, and per SCAQMD guidance are the GHG emissions that should be evaluated as part of a project's GHG emissions inventory.

US Mandatory Report Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 MT or more of CO_2e per year are required to submit an annual report.

Update to Corporate Average Fuel Economy Standards (2010/2012)

The current Corporate Average Fuel Economy (CAFE) standards (for model years 2011 to 2016) incorporate stricter fuel economy requirements promulgated by the federal government and California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in a fleet average of 35.5 miles per gallon [mpg] by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be deemed in compliance with state requirements. The federal government issued new standards in 2012 for model years 2017–2025, which will require a fleet average of 54.5 mpg in 2025.

EPA Regulation of Stationary Sources under the Clean Air Act (Ongoing)

Pursuant to its authority under the CAA, the EPA has been developing regulations for new stationary sources such as power plants, refineries, and other large sources of emissions. Pursuant to the President's 2013 Climate Action Plan, the EPA will be directed to also develop regulations for existing stationary sources.

State Laws

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-03-05, Executive Order B-30-15, Assembly Bill 32 (AB 32), and Senate Bill 375 (SB 375).

Executive Order S-03-05

Executive Order S-3-05, signed June 1, 2005, set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

Executive Order B-30-15

Executive Order B-30-15, signed April 29, 2015, sets a goal of reducing GHG emissions within the state to 40 percent of 1990 levels by year 2030. Executive Order B-30-15 also directs CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires state agencies to implement measures to meet the interim 2030 goal of Executive Order B-30-15 as well as the long-term goal for 2050 in Executive Order S-03-5. It also requires the Natural Resources Agency to conduct triennial updates the California adaption strategy, Safeguarding California, in order to ensure climate change is accounted for in state planning and investment decisions.

Assembly Bill 32, the Global Warming Solutions Act (2006)

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in AB 32, the Global Warming Solutions Act. AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-3-05.

CARB 2008 Scoping Plan

The final Scoping Plan was adopted by CARB on December 11, 2008. AB 32 directed CARB to adopt discrete early action measures to reduce GHG emissions and outline additional reduction measures to meet the 2020 target. In order to effectively implement the emissions cap, AB 32 directed CARB to establish a mandatory reporting system to track and monitor GHG emissions levels for large stationary sources that generate more than 25,000 MT of CO_2e per year, prepare a plan demonstrating how the 2020 deadline can be met, and develop appropriate regulations and programs to implement the plan by 2012.

The 2008 Scoping Plan identified that GHG emissions in California are anticipated to be approximately 596 $MMTCO_2e$ in 2020. In December 2007, CARB approved a 2020 emissions limit of 427 $MMTCO_2e$ (471 million tons) for the state. The 2020 target requires a total emissions reduction of 169 $MMTCO_2e$, 28.5 percent from the projected emissions of the business-as-usual (BAU) scenario for the year 2020 (i.e., 28.5 percent of 596 $MMTCO_2e$) (CARB 2008).[5]

Key elements of CARB's GHG reduction plan that may be applicable to the project include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards (adopted and cycle updates in progress).
- Achieving a mix of 33 percent for energy generation from renewable sources (anticipated by 2020).
- A California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system for large stationary sources (adopted 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets (several sustainable communities strategies have been adopted).
- Adopting and implementing measures pursuant to state laws and policies, including California's clean car standards (amendments to the Pavley Standards adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (LCFS) (adopted 2009).

[5] CARB defines BAU in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

- Creating target fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the state's long-term commitment to AB 32 implementation (in progress).

Table 5.7-3, *Scoping Plan GHG Reduction Measures and Reductions toward 2020 Target*, shows the proposed reductions from regulations and programs outlined in the 2008 Scoping Plan. Although local government operations were not accounted for in achieving the 2020 emissions reduction, CARB estimates that land use changes implemented by local governments that integrate jobs, housing, and services result in a reduction of 5 $MMTCO_2e$, which is approximately 3 percent of the 2020 GHG emissions reduction goal. In recognition of the critical role that local governments play in the successful implementation of AB 32, CARB is recommending GHG reduction goals of 15 percent of today's levels by 2020 to ensure that municipal and community-wide emissions match the state's reduction target.[6] Measures that local governments take to support shifts in land use patterns are anticipated to emphasize compact, low-impact growth over development in greenfields, resulting in fewer VMT (CARB 2008).

Table 5.7-3 Scoping Plan GHG Reduction Measures and Reductions toward 2020 Target

Recommended Reduction Measures	Reductions Counted toward 2020 Target of 169 MMT CO2e	Percentage of Statewide 2020 Target
Cap and Trade Program and Associated Measures		
California Light-Duty Vehicle GHG Standards	31.7	19%
Energy Efficiency	26.3	16%
Renewable Portfolio Standard (33 percent by 2020)	21.3	13%
Low Carbon Fuel Standard	15	9%
Regional Transportation-Related GHG Targets[1]	5	3%
Vehicle Efficiency Measures	4.5	3%
Goods Movement	3.7	2%
Million Solar Roofs	2.1	1%
Medium/Heavy Duty Vehicles	1.4	1%
High Speed Rail	1.0	1%
Industrial Measures	0.3	0%
Additional Reduction Necessary to Achieve Cap	34.4	20%
Total Cap and Trade Program Reductions	146.7	87%
Uncapped Sources/Sectors Measures		
High Global Warming Potential Gas Measures	20.2	12%
Sustainable Forests	5	3%
Industrial Measures (for sources not covered under cap and trade program)	1.1	1%
Recycling and Waste (landfill methane capture)	1	1%
Total Uncapped Sources/Sectors Reductions	27.3	16%
Total Reductions Counted toward 2020 Target	174	100%

[6] The Scoping Plan references a goal for local governments to reduce community GHG emissions by 15 percent from current (interpreted as 2008) levels by 2020, but it does not rely on local GHG reduction targets established by local governments to meet the state's GHG reduction target of AB 32.

Table 5.7-3 Scoping Plan GHG Reduction Measures and Reductions toward 2020 Target

Recommended Reduction Measures	Reductions Counted toward 2020 Target of 169 MMT CO2e	Percentage of Statewide 2020 Target
Other Recommended Measures – Not Counted toward 2020 Target		
State Government Operations	1.0 to 2.0	1%
Local Government Operations[2]	To Be Determined	NA
Green Buildings	26	15%
Recycling and Waste	9	5%
Water Sector Measures	4.8	3%
Methane Capture at Large Dairies	1	1%
Total Other Recommended Measures – Not Counted toward 2020 Target	42.8	NA

Source: CARB 2008.
Notes: The percentages in the right-hand column add up to more than 100 percent because the emissions reduction goal is 169 $MMTCO_2e$ and the Scoping Plan identifies 174 $MTCO_2e$ of emissions reductions strategies. Based on the Second Assessment Report GWPs.
$MMTCO_2e$: million metric tons of CO_2e
[1] Reductions represent an estimate of what may be achieved from local land use changes. It is not the SB 375 regional target.
[2] According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of 2 million metric tons of CO_2e (or approximately 1.2 percent of the GHG reduction target). However, these reductions were not included in the Scoping Plan reductions to achieve the 2020 target.

First Update to the Scoping Plan

CARB recently completed a five-year update to the 2008 Scoping Plan, as required by AB 32. The First Update to the Scoping Plan was adopted at the May 22, 2014, board hearing. The Update to the Scoping Plan defines CARB's climate change priorities for the next five years and lays the groundwork to reach post-2020 goals in Executive Orders S-3-05 and B-16-2012. The update includes the latest scientific findings related to climate change and its impacts, including short-lived climate pollutants. The GHG target identified in the 2008 Scoping Plan is based on IPCC's GWPs identified in the Second and Third Assessment Reports (see Table 5.7-1). IPCC's Fourth and Fifth Assessment Reports identified more recent GWP values based on the latest available science. CARB recalculated the 1990 GHG emission levels with the updated GWPs in the Fourth Assessment Report, and the 427 $MMTCO_2e$ 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, is slightly higher, at 431 $MMTCO_2e$ (CARB 2014a). CARB projected that statewide BAU emissions in 2020 would be approximately 509 million $MTCO_2e$.[7] Therefore, to achieve the AB 32 target of 431 million $MTCO_2e$ (i.e. 1990 emissions levels) by 2020, the State would need to reduce emissions by 78 million $MTCO_2e$ compared to BAU conditions, a reduction of 15.3 percent from BAU in 2020 (CARB 2014a).[8]

The update highlights California's progress toward meeting the near-term 2020 GHG emission reduction goals defined in the original 2008 Scoping Plan. As identified in the Update to the Scoping Plan, California is on track to meeting the goals of AB 32. However, the Update to the Scoping Plan also addresses the state's longer-term GHG goals within a post-2020 element. The post-2020 element provides a high level view of a

[7] The BAU forecast includes GHG reductions from Pavley and the 33% Renewable Portfolio Standard (RPS).
[8] If the GHG emissions reductions from Pavley I and the Renewable Electricity Standard are accounted for as part of the BAU scenario (30 million $MTCO_2e$ total), then the State would need to reduce emissions by 108 million $MTCO_2e$, which is a 20-percent reduction from BAU.

long-term strategy for meeting the 2050 GHG goals, including a recommendation for the state to adopt a mid-term target. According to the Update to the Scoping Plan, local government reduction targets should chart a reduction trajectory that is consistent with, or exceeds, the trajectory created by statewide goals (CARB 2014a).

According to the Update to the Scoping Plan, reducing emissions to 80 percent below 1990 levels will require a fundamental shift to efficient, clean energy in every sector of the economy. Progressing toward California's 2050 climate targets will require significant acceleration of GHG reduction rates. Emissions from 2020 to 2050 will have to decline several times faster than the rate needed to reach the 2020 emissions limit (CARB 2014a).

The new Executive Order B-30-15 requires CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. It is anticipated the Scoping Plan will be updated within the next five years to address the new 2030 interim target to achieve a 40 percent reduction below 1990 levels by 2030.

Senate Bill 375

In 2008, Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial.

Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. SCAG's targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035 (CARB 2010a).

The 2020 targets are smaller than the 2035 targets because a significant portion of the built environment in 2020 has been defined by decisions that have already been made. In general, the 2020 scenarios reflect that more time is needed for large land use and transportation infrastructure changes. Most of the reductions in the interim are anticipated to come from improving the efficiency of the region's transportation network. The targets would result in 3 $MMTCO_2e$ of reductions by 2020 and 15 $MMTCO_2e$ of reductions by 2035. Based on these reductions, the passenger vehicle target in CARB's Scoping Plan (for AB 32) would be met (CARB 2010a).

CARB is currently in the process of updating the next round of targets and methodology to comply with the requirement that targets are updated every eight years. Considerations for the next round of targets include whether to change the nature or magnitude of the emissions reduction targets for each of the MPOs. Additionally, CARB is also considering whether the target setting methodology should account for advances

in technologies that reduce emissions. The latter change in methodology would permit cities to account for emissions reductions from advances in cleaner fuels and vehicles and not only from land use and transportation planning strategies

SCAG's 2012 RTP/SCS

SB 375 requires the MPOs to prepare a sustainable communities strategy (SCS) in their regional transportation plan. For the SCAG region, the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in April 2012 (SCAG 2012). The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers.

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model year 2017 through 2025 light-duty vehicles (see also the discussion on the update to the CAFE standards under *Federal Laws*, above). In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

Executive Order S-01-07

On January 18, 2007, the state set a new low carbon fuel standard (LCFS) for transportation fuels sold within the state. Executive Order S-1-07 sets a declining standard for GHG emissions measured in carbon dioxide equivalent gram per unit of fuel energy sold in California. The LCFS requires a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applies to refiners, blenders, producers, and importers of transportation fuels, and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle" using the most economically feasible methods.

Senate Bills 1078 and 107, and Executive Order S-14-08

A major component of California's Renewable Energy Program is the renewable portfolio standard (RPS) established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order S-14-08 was signed in November 2008,

which expands the state's renewable energy standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SBX1-2). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects, because electricity production from renewable sources is generally considered carbon neutral.

Senate Bill 350

Senate Bill 350 (de Leon), was signed into law September 2015. SB 350 establishes tiered increases to the RPS of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Executive Order B-16-2012

On March 23, 2012, the state identified that CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate zero-emissions vehicles in major metropolitan areas, including infrastructure to support them (e.g., electric vehicle charging stations). The executive order also directs the number of zero-emission vehicles in California's state vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are zero-emission by 2015 and at least 25 percent by 2020. The executive order also establishes a target for the transportation sector of reducing GHG emissions from the transportation sector 80 percent below 1990 levels.

California Building Code – Building and Energy Efficiency Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2013 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 31, 2012, the CEC adopted the 2013 Building and Energy Efficiency Standards, which went into effect on July 1, 2014. Buildings that are constructed in accordance with the 2013 Building and Energy Efficiency Standards are 25 percent (residential) to 30 percent (nonresidential) more energy efficient than the 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

Most recently, the CEC adopted the 2016 Building and Energy Efficiency Standards. The 2016 Standards will continue to improve upon the current 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. These standards will go into effect on January 1, 2017. Under the 2016 Standards, residential buildings are 28 percent more energy efficient than the 2013 Standards while non-residential buildings are 5 percent more energy efficient than the 2013 Standards (CEC 2015a).

The 2016 standards will not get us to zero net energy (ZNE). However, they do get us very close to the State's goal and make important steps toward changing residential building practices in California. The 2019

standards will take the final step to achieve ZNE for newly constructed residential buildings throughout California (CEC 2015b).

California Building Code – CALGreen

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11, Title 24, known as "CALGreen") was adopted as part of the California Building Standards Code (Title 24, CCR). CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.[9] The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011 and were updated most recently in 2013.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. Though these regulations are now often viewed as "business as usual," they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

Solid Waste Regulations

California's Integrated Waste Management Act of 1989 (AB 939, Public Resources Code 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses.

The California Solid Waste Reuse and Recycling Access Act (AB 1327, California Public Resources Code Sections 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

Section 5.408 of the 2013 California Green Building Standards Code (Title 24, California Code of Regulations, Part 11) also requires that at least 50 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

[9] The green building standards became mandatory in the 2010 edition of the code.

Water Efficiency Regulations

The 20x2020 Water Conservation Plan was issued by the Department of Water Resources (DWR) in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed "SBX7-7." SBX7-7 mandated urban water conservation and authorized the DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 requires urban water providers to adopt a water conservation target of 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use.

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated DWR model ordinance or equivalent. AB 1881 also requires the Energy Commission, in consultation with the department, to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

Local Policies and Plans

City of Yucaipa GHG Reduction Plan

The San Bernardino Association of Governments (SANBAG) led a GHG reduction planning initiative in partnership with the County of San Bernardino and 21 partnership cities, including the City of Yucaipa. The Regional GHG Reduction Plan (2014) includes 2008 and 2020 inventories, individual GHG reduction goals, and a summary of the actions each of the 21 partnership cities has selected to reduce GHG emissions.[10] Individual measures outlined in the Regional GHG Reduction Plan were integrated into a jurisdiction-specific Climate Action Plan (CAP) for the City of Yucaipa, which was adopted on September 14, 2015. The City of Yucaipa's CAP serves as a roadmap for reducing GHG emissions from City operations and the community to achieve the City's local GHG reduction goals. The City of Yucaipa has adopted a GHG reduction target of 15 percent reduction from 2008 emission by the year 2020. The GHG emissions reduction measures cover emissions reductions from the following GHG emissions sectors: building energy, on-road transportation, off-road equipment, solid waste management, agriculture, wastewater treatment and water conveyance.

5.7.1.2 EXISTING CONDITIONS

Existing Emissions

Table 5.7-4, *Existing City of Yucaipa and SOI GHG Emissions Inventory*, identifies the existing community GHG emissions inventory for the City of Yucaipa and SOI. GHG emissions generated within the City of Yucaipa and SOI were estimated using EMFAC2014, OFFROAD2007, CARB's Landfill Emissions model, and CalEEMod 2013.2.2 emission factors.

[10] The GHG emissions inventory conducted for the General Plan Update has a different baseline year and utilizes different modeling tools than the SANBAG Regional GHG Reduction Plan; therefore, the emissions inventory results for the General Plan Update may differ.

Table 5.7-4 Existing City of Yucaipa and SOI GHG Emissions Inventory

Sector	GHG Emissions $MTCO_2e$/Year	Percent of Emissions
On-Road Transportation[1]	275,271	57%
Residential (Natural Gas and Electricity)[2]	116,341	24%
Non-Residential (Natural Gas and Electricity)[2]	39,978	8%
Solid Waste Generation[3]	3,517	3%
Water/Wastewater[2]	31,842	7%
Other (Off-road Equipment)[4]	11,831	2%
Total	478,780	100%

Sources:
1 EMFAC2014.
2 CalEEMod Version 2013.2.2 emission rates (natural gas, wastewater) and CPUC WCI Final Default Emission Factor Calculator 2008 Data, Version 2 (electricity).
3 CARB Landfill Emissions Tool Version 1.3
4 OFFROAD2007

5.7.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, the project would have a significant effect on the environment with respect to GHG emissions if it would:

GHG-1 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

GHG-2 Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

SCAQMD GHG Significance Thresholds

SCAQMD has adopted a significance threshold of 10,000 $MTCO_2e$ per year for permitted (stationary) sources of GHG emissions for which SCAQMD is the designated lead agency. To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, SCAQMD convened a GHG CEQA Significance Threshold Working Group (Working Group). Based on the last Working Group meeting held in September 2010 (Meeting No. 15), SCAQMD identified a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency:

- **Tier 1.** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.
- **Tier 2.** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment of GHG emissions. SCAQMD is proposing a "bright-line" screening-level

threshold of 3,000 $MTCO_2e$ annually for all land use types or the following land-use-specific thresholds: 1,400 $MTCO_2e$ for commercial projects, 3,500 $MTCO_2e$ for residential projects, or 3,000 $MTCO_2e$ for mixed-use projects. This bright-line threshold is based on a review of the Governor's Office of Planning and Research database of CEQA projects. Based on their review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds identified above. Therefore, projects that do not exceed the bright-line threshold would have a nominal, and therefore less than cumulatively considerable impact on GHG emissions:

- **Tier 3.** If GHG emissions are less than the screening-level threshold, project-level and cumulative GHG emissions are less than significant.

- **Tier 4.** If emissions exceed the screening threshold, a more detailed review of the project's GHG emissions is warranted.

SCAQMD has identified an efficiency target for projects that exceed the bright-line threshold. SCAQMD has identified a 2020 efficiency target of 4.8 $MTCO_2e$ per year per service population ($MTCO_2e$/year/SP) for project-level analyses and 6.6 $MTCO_2e$/year/SP for plan level projects (e.g., program-level projects such as general plans). The per capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008 Scoping Plan.[11]

The proposed project is a revision of the current General Plan; and therefore, project emissions are compared to the SCAQMD's plan-level efficiency threshold. However, because the proposed project goes beyond year 2020 and horizon year 2040 emissions are compared to the efficiency threshold of 2.6 $MTCO_2e$/year/SP, which is interpolated from the long-term GHG reduction target for 2030 under Executive Order B-30-15 (i.e., 40 percent below 1990 levels) and 2050 under Executive Order S-03-05 (i.e., 80 percent below 1990 levels). If projects exceed this per capita efficiency target, GHG emissions would be considered potentially significant in the absence of mitigation measures.

5.7.3 Environmental Impacts

Methodology

This GHG emissions evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG emissions impacts are likely to occur in conjunction with future development that would be accommodated by the project. SCAQMD has published guidelines that are intended to provide local governments with guidance for analyzing and mitigating environmental impacts and which were used in this analysis. The City's GHG emissions inventory is consistent with the International Council for Local Environmental Initiatives' *US Community GHG Emissions Protocol for Accounting and Reporting of Greenhouse Gas Emissions* (2012) and includes the following mandatory sectors:

[11] SCAQMD took the 2020 statewide GHG reduction target for land use only GHG emissions sectors and divided it by the 2020 statewide employment for the land use sectors to derive a per capita GHG efficiency metric that coincides with the GHG reduction targets of AB 32 for year 2020.

- **On-Road Transportation:** Transportation emissions forecasts were modeled using CARB's EMFAC2014. Model runs were based on daily per capita VMT data provided by IBI Group for 2014 and post-2040 conditions for Yucaipa and its SOI using the SANBAG's regional transportation demand model and 2014 (existing) and 2040 emission rates.

- **Energy:** Natural gas for residential and non-residential land uses were modeled using data provided by the Southern California Gas Company (SoCalGas) for years 2013 and 2012. Electricity use for residential and nonresidential land uses were modeled using data provided by Southern California Edison (SCE) for years 2013 and 2012. Carbon intensity for electricity is based on the California Public Utility Commission's (CPUC) Western Climate Initiative (WCI) Final Default Emission Factor Calculator 2008 Data, Version 2. Residential energy use is adjusted for increases in residential units, and nonresidential energy use is adjusted for increases in employment in the City of Yucaipa and its SOI.

- **Area Sources:** OFFROAD2007 was used to estimate GHG emissions from construction and mining equipment, lawn and garden equipment, and light commercial equipment. OFFROAD2007 is a database of equipment use and associated emissions for each county compiled by CARB. Annual emissions were compiled using OFFROAD2007 for San Bernardino for the year 2014. In order to determine the percentage of emissions attributable to Yucaipa and its SOI, emissions are extrapolated based on building constructions, population, or employment for the City as a percentage of San Bernardino County. Forecasts are assumed to be similar to historic for construction, and lawn and garden equipment and light commercial equipment are adjusted for increases in population and employment, respectively, in the City and SOI.

- **Water/Wastewater:** GHG emissions from water conveyance and fugitive emissions from the wastewater treatment process was based on per capita water demand rates obtained from the Yucaipa Valley Water District's (YVWD) 2010 Urban Water Management Plan. Forecasts are adjusted for increases in service population in the City of Yucaipa and its SOI. Outdoor water use is estimated based on the California Department of Water Resources' 20x2020 Water Conservation Plan (2010) for residential and The Pacific Institute's Waste Not Want Not (2003) report for nonresidential uses.

- **Solid Waste Generation:** GHG emissions from solid waste disposal is based on historic waste disposal for Yucaipa from CalRecycle and modeled using CARB's Landfill Emissions Tool Version 1.3. Forecasts are adjusted for increases in service population in the City and SOI.

Permitted sources of emissions (industrial), which require a permit from SCAQMD, are not included in the City's community inventory, in accordance with California protocols for community inventories. Life cycle emissions are also not included in this analysis because not enough information is available for the proposed project, and therefore life cycle GHG emissions would be speculative.

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.7-1 Buildout of the City of Yucaipa pursuant to the General Plan Update would generate a substantial increase in GHG emissions compared to existing conditions and would have a significant impact on the environment. [GHG-1]

Impact Analysis: Development under the project would contribute to global climate change through direct and indirect emissions of GHG from land uses within the City of Yucaipa and its SOI.

General Plan Buildout

The community-wide GHG emissions inventory for the City of Yucaipa and its SOI at buildout (post-2040) compared to existing conditions is in Table 5.7-5, *Post-2040 City of Yucaipa and SOI GHG Emissions Inventory*. The post-2040 inventory includes reductions from federal and state measures identified in CARB's Scoping Plan, including the Pavley fuel efficiency standards, the California Advanced Clean Cars program, LCFS for fuel use (transportation and off-road), and state reductions for nontransportation measures. It is likely that new federal and state programs would be adopted, resulting in further GHG reductions post-2040.

Table 5.7-5 Post-2040 City of Yucaipa and SOI GHG Emissions Inventory

	GHG Emissions $MTCO_2e$/Year				
Sector	Existing 2014	General Plan Buildout (Post-2040)	Percent of Total	Change from 2014	Percent Change from 2014
On-Road Transportation[1]	275,271	256,771	46%	-18,500	-7%
Residential (Natural Gas and Electricity)[2]	116,341	160,474	29%	44,133	38%
Non-Residential (Natural Gas and Electricity)[2]	39,978	88,346	16%	48,368	121%
Solid Waste Generation[3]	3,517	6,158	1%	2,641	75%
Water/Wastewater[2]	31,842	36,213	6%	4,370	14%
Other (Off-Road Equipment)[4]	11,831	11,790	2%	-41	<-1%
Total	478,780	559,751	100%	80,971	17%
Service Population (SP)[5]	54,733	95,816	—	—	—
$MTCO_2e$/SP	8.7	5.8	—	—	—
EO-03-05:2040 Per Capita Threshold[6]	—	2.6			
Exceed Threshold	—	Yes			

Sources:
1 EMFAC2014.
2 CalEEMod Version 2013.2.2 emission rates (natural gas, wastewater) and CPUC WCI Final Default Emission Factor Calculator 2008 Data, Version 2 (electricity).
3 CARB Landfill Emissions Tool Version 1.3
4 OFFROAD2007
5 Existing based on a service population of 47,835 people and 6,888 employees in Yucaipa and its SOI. General Plan Update buildout based on a service population of 77,328 people and 18,488 employees in Yucaipa and its SOI.
6 Based on the SCAQMD 2020 per capita target of 6.6 $MTCO_2e$ per service population and extrapolating it for the long term GHG reduction goals of Executive Order S-03-05.

Buildout of the City of Yucaipa and SOI is not linked to a development timeline and is based on reasonable worst-case buildout of the parcels as identified in the land use plan. As a result, compared to their existing emissions inventory, the City and SOI would experience a substantial increase of 80,971 $MTCO_2e$ of GHG emissions at buildout. Based on the goals of Executive Order B-30-15, which is to reduce GHG emissions to

40 percent below 1990 levels by 2030, and Executive Order S 03 05, which is to reduce GHG emissions to 80 percent below 1990 levels by 2050, the City would not achieve a per capita efficiency target of 2.6 $MTCO_2e$/SP for post-2040.

CARB is in the process of updating the Scoping Plan to address the new interim GHG reduction target for 2030 under Executive Order B-30-15. Additionally, SB 350 set ambitious targets for renewable energy and efficiency. Under SB 350, California's RPS goal would increase from 33 percent in 2020 to 50 percent by 2030 and SB 350 set a new goal to double the energy efficiency savings in electricity and natural gas through energy efficiency and conservation measures. The second update to the Scoping Plan will outline additional measures state agencies will take to achieve these targets. Additionally, the triannual updates to the State's building and energy efficiency standards identify steps toward achieve ZNE for newly constructed residential buildings throughout California by 2020 and for non-residential buildings by 2030. Consequently, GHG emissions in the City are anticipated to decline further with implementation of additional measures to achieve California's post-2020 GHG targets.

However, because the City would not achieve the per capita efficiency target under the regulatory environment in place, impacts would be significant for long-term growth anticipated under the proposed project.

Impact 5.7-2 Federal, state, and local GHG reduction plans are necessary to achieve the long-term GHG reduction targets of Executive Order S-03-05. [GHG-2]

Impact Analysis: The following plans have been adopted and are applicable for development in the City of Yucaipa and its SOI.

CARB Scoping Plan

Since adoption of the 2008 Scoping Plan, state agencies have adopted GHG reduction programs, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the LCFS and changes in the corporate average fuel economy standards (e.g., Pavley I and California Advanced Clean Cars program). The on-road transportation GHG emissions in Table 5.7-5 include state and federal reductions associated with the Pavley fuel efficiency improvements, the California Advanced Clean Car Program, and the LCFS. In addition, electricity use assumes projects in the City of Yucaipa and SOI would be required to adhere to the programs and regulations identified by the Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32.

The overall goal in the state is to achieve an 80 percent reduction from 1990 levels by 2050. In 2014, CARB adopted an update to the Scoping Plan. Pursuant the update, as California continues to build its climate policy framework, and there is a need for local government climate action planning to adopt midterm and long-term reduction targets that are consistent with scientific assessments and the statewide goal of reducing emissions 80 percent below 1990 levels by 2050. CARB identifies that local government reduction targets should chart a reduction trajectory that is consistent with, or exceeds, the trajectory created by statewide goals (CARB 2014a). However, the 2008 Scoping Plan and the 2014 update to the Scoping Plan do not address statewide

GHG reduction measures to achieve the long-term GHG reduction target under Executive Order S-03-05 for 2050 or the new interim GHG reduction goal for 2030 established under Executive Order B-30-15. Nonetheless, because the City's General Plan buildout will go beyond the near-term target established under AB 32 for year 2020, the trajectory that the City of Yucaipa would need to take to be consistent with the these long-term goals.

Based on the goals of Executive Order B-30-15, which is to reduce GHG emissions to 40 percent below 1990 levels by 2030, and Executive Order S 03 05, which is to reduce GHG emissions to 80 percent below 1990 levels by 2050, the City would need to achieve a per capita efficiency target of 2.6 $MTCO_2e$/SP for post-2040. To place Yucaipa on a similar trajectory, the City and SOI would need to substantially reduce not only existing emissions but severely restrict the growth in new GHG emissions to achieve a 2040 GHG reduction target. The City of Yucaipa has a large amount of undeveloped acreage, and therefore, substantial growth potential. As a result, new sources of GHG emissions in the City in the absence of GHG reductions from federal, state, and local measures would exceed the City's existing emissions inventory. While the City is unlikely to attain post-2020 goals without state/federal assistance, the City partnered with SANBAG during the Regional GHG Reduction Plan to identify GHG strategies to attain regional GHG reduction goals and has adopted a CAP to achieve the near-term targets of AB 32. In addition, the General Plan Update includes several policies to ensure that the City makes continued progress toward GHG reduction goals for post-2020 conditions:

- **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.

- **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.

- **Policy S-7.4 – Regional Cooperation.** Work with the South Coast Air Quality Management District, San Bernardino Association of Governments, local cities, and other agencies and stakeholders in implementing programs that reduce air pollution.

- **Policy S-7.5 – Energy Usage.** Support the reduction and conservation of energy usage in residential and nonresidential buildings through adoption of building codes, promotion of energy-saving equipment, solar power, and other technology.

- **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.

Due to the magnitude of emissions reductions required statewide to achieve an interim target consistent with Executive Order B-30-15 and Executive Order S-03-05, such an achievement is unlikely for the majority of jurisdictions in California without additional federal and state programs and regulations. The Scoping Plan Update assessed programs to achieve the 2020 target for the state, but at this time, no additional GHG

reductions programs are available that achieve the post-2020 target. The California Council on Science and Technology determined that the state cannot meet the 2050 goal without major advancements in technology (CCST 2012). CARB is currently updating the Scoping Plan in accordance with Executive Order B-30-15 to outline programs and measures to achieve the interim GHG reduction goals for 2030; and, based on CARB's October 1, 2015 Workshop, is anticipated to adopt of the second update to the Scoping Plan in late 2016. GHG emissions in the City are anticipated to decline further with implementation of additional measures to achieve California's post-2020 GHG targets for 2030 under Executive Order B-30-15, SB 350, and the triannual updates to the State's building and energy efficiency standards, which will be outlined in the second update to the Scoping Plan. Similar to Impact GHG-1, impacts from GHG emissions in the City of Yucaipa would be significant in the absence of federal, state, and local plans to achieve the long-term GHG reduction targets for the state under Executive Order S-03-05 and Executive Order B-30-05.

SCAG's 2012 RTP/SCS

SCAG adopted its 2012 RTP/SCS on April 4, 2012, pursuant to the requirements of SB 375. SCAG's RTP/SCS is a regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light duty trucks in the Southern California region. The 2012 RTP/SCS incorporates local land use projections and circulation networks in the cities' and counties' general plans. The projected regional development pattern—including the location of land uses and residential densities in local general plans—when integrated with the proposed regional transportation network in the 2012 RTP/SCS, would reduce per capita vehicular travel-related GHG emissions and achieve the subregional GHG reduction per capita targets for the SCAG region, which are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035. Key strategies in the SCAG 2012 RPT/SCS are identified in Table 5.10-1, *SCAG's 2012–2035 RTP/SCS Consistency Analysis,* in Section 5.10, *Land Use and Planning*.

The General Plan Update also includes the following transportation policies that would ensure consistency with the SCS.

- **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.

- **Policy T-2.2 – Multimodal Network.** Assess roadway operations for new development and infrastructure projects with a balance between vehicle capacity, vehicle miles traveled, and multimodal transportation modes.

- **Policy T-2.3 – Advanced Technology.** Utilize advanced technology, intelligent transportation systems, and traffic signal synchronization to improve traffic flow on arterial streets and reduce greenhouse gas emissions.

- **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.

- **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.

- **Policy T-4.1 – Expand Local Transit Service.** Continue to consult with regional operators to maintain and improve the coverage and frequency of transit service with consideration to current and future land use patterns, the built environment, and population needs.

- **Policy T-4.8 – Commuter Express Routes.** Work with transit providers, surrounding communities, SANBAG, other stakeholders and interested parties to expand freeway express commuter routes along Interstate 10 to locations in Yucaipa.

Consequently, the impacts from consistency with SCAG's 2012 RTP/SCS are less than significant.

Yucaipa Climate Action Plan

The City of Yucaipa adopted a CAP on September 14, 2015. Local GHG reduction measures integrated into the City's CAP include:

- **Energy-7: Solar Installations for Existing Housing.** Establish a goal for solar installations on existing single-family homes to be achieved before 2020. The goal for this measure is for 5 percent of existing single-family homes to install solar.

- **Energy-8: Solar Installations for Existing Commercial/Industrial Buildings.** Establish a goal for solar installations on existing commercial/industrial buildings to be achieved before 2020. The goal for this measure is for 5 percent of existing buildings to install solar installations.

- **On Road-2: "Smart Bus" Technologies (Regional).** Collaborate with Omnitrans to implement "Smart Bus" technology, global positioning system (GPS), and electronic displays at all transit stops by 2020 to provide customers with "real-time" arrival and departure time information.

- **Wastewater-3: Recycled Water.** Establish a goal that a certain percentage of all water used for non-potable sources (such as landscaping irrigation, dust control, or fire suppression) be recycled (and treated) wastewater. Consider requiring all new parks, schools, and other public facilities to use 100 percent recycled water for non-potable outdoor uses as a first step, as feasible depending on existing and planned recycled water infrastructure. Develop public education materials that support and encourage the use of recycled water. Adopt a municipal goal of 100 percent use of recycled water for non-potable sources.

- **Water-3: Encourage Water-Efficient Landscaping Practices.** Encourage water-efficient landscaping practices. Adopt a landscaping water conservation ordinance that exceeds the requirements in the Model Landscape Ordinance (AB 1881).

- **PS-1: GHG Performance Standard for New Development.** The City proposed to adopt a GHG Performance Standard for new development that would provide a streamlined and flexible program for new residential and nonresidential projects to reduce their emissions. The Performance Standard would be a reduction standard for new private developments as part of the discretionary approval process under CEQA. Under the Performance Standard, new projects would be required to quantify project-generated GHG emissions and adopt feasible reduction measures to reduce project emissions to a level that is a certain percent below BAU project emissions. The Performance Standard does not require project applicants to implement a pre-determined set of measures. Rather, project applicants are allowed to choose the most appropriate measures for achieving the percent reduction goal, while taking into consideration cost, environmental or economic benefits, schedule, and other project requirements. Based on that District's approach, the City has also selected a 29 percent reduction goal for this measure.

Any future discretionary project in the City would be required to assess whether or not it is consistent with the measures in the CAP. The City's General Plan is part of the Phase I implementation of the City's CAP. General Plan goals and policies have been integrated throughout the General Plan to reduce emissions from transportation, energy use, water use, solid waste, and other sources, consistent with the measures in the CAP. Consequently, the impacts from consistency with the City's CAP are less than significant.

5.7.4 Applicable General Plan Update Policies

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to GHG emissions.

Housing and Neighborhoods Element

- **Policy HN-3.7 – Resource Conservation.** Design and build homes to incorporate cost-effective best practices in energy conservation and water conservation (including dual plumbing for recycled water) that will effectively address and comply with state and federal mandates.

Parks, Recreation, Trails, and Open Space Element

- **Policy PR-1.6 – Park Maintenance.** Incorporate energy efficiency and water conservation technology in the design and retrofit of parks and recreational facilities, including the use of recycled water.

Transportation Element

- **Policy T-1.1 – Roadway Buildout.** Complete the circulation system by constructing or improving roadways consistent with Figure T-1; allow modified standards where appropriate to allow for transit, bicycle facilities, sidewalks, and on-street parking to be sensitive to adjacent land uses, districts, and roadway users.

- **Policy T-1.2 – Roadway Design.** Provide community and context-sensitive street standards for rural, semirural, and suburban roadways within the City that reflect surrounding land uses and the environment.

- **Policy T-1.3 – Roadway Construction.** Design and construct new roads in a manner that requires minimal grading, accommodates drainage, and preserves the natural topography and scenic views, while still meeting the City's design standards.

- **Policy T-1.4 –Truck Routes.** Designate truck routes to allow the safe and efficient movement of goods for commerce and industry, minimize conflicts with auto traffic, and minimize incompatibility with other land uses.

- **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.

- **Policy T-2.2 – Multimodal Network.** Assess roadway operations for new development and infrastructure projects with a balance between vehicle capacity, vehicle miles traveled, and multimodal transportation modes.

- **Policy T-2.3 – Advanced Technology.** Utilize advanced technology, intelligent transportation systems, and traffic signal synchronization to improve traffic flow on arterial streets and reduce greenhouse gas emissions.

- **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.

- **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.

- **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.

- **Policy T-3.3 – Utilize Complementary Infrastructure.** Capitalize on existing and future water drainage channel improvements to implement new bicycle and pedestrian infrastructure where possible.

- **Policy T-3.4 – Accessibility Standards.** Design bicycle and pedestrian infrastructure in accordance with federal, state, and local design standards, including ADA accessibility standards. Ensure bicycle and pedestrian infrastructure is accessible for use by people of all abilities.

- **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.

- **Policy T-3.6 – Safe Routes to School.** Partner with schools to develop a bike and pedestrian safety program, safe routes to schools, and traffic and active transportation safety programs in classroom curriculums.

- **Policy T-3.7 – Street Retrofits.** As streets are improved or rehabilitated, incorporate the pedestrian and bicycle facilities to provide a complete street, consistent with the City's roadway design standards.

- **Policy T-3.8 – Intersection and Signal Enhancements.** Enhance pedestrian and bicycle crossing efficiency and safety, including timing of signals, crosswalks, and intersection design features. Provide signal timing that allows intersection crossing at a safe pace.

- **Policy T-4.1 – Expand Local Transit Service.** Continue to consult with regional operators to maintain and improve the coverage and frequency of transit service with consideration to current and future land use patterns, the built environment, and population needs.

- **Policy T-4.2 – Fare subsidies.** Continue to support specialized transit programs and fare reductions for special needs groups, such as students, seniors, and people with disabilities to encourage use of transit,

- **Policy T-4.3 – Park-Ride Lots.** Support additional locations for park-and-ride facilities that will facilitate and encourage improvements in transit ridership and efficiently reuse parcels along the freeway for productive uses.

- **Policy T-4.4 – Bus Stops.** Consult with regional transit operators to provide attractive and convenient bus stops, including shade/weather protection, seats, transit information, and bus shelters as appropriate.

- **Policy T-4.5 – Roadway Design.** Ensure roadways are designed to adequately and safely accommodate transit vehicle circulation (e.g., allowing for turnouts) and transit stops where possible.

- **Policy T-4.6 – Special Needs Population.** Support transit services for special needs groups; maintain and improve access to transit stops for locations that have a population with high mobility needs (e.g., senior housing, affordable housing, group homes).

- **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.

- **Policy T-4.8 – Commuter Express Routes.** Work with transit providers, surrounding communities, SANBAG, other stakeholders and interested parties to expand freeway express commuter routes along Interstate 10 to locations in Yucaipa.

Public Safety Element

- **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.

- **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.

- **Policy S-7.3 – Sensitive Land Uses.** Protect residents from health risks by avoiding the placement of sensitive uses and land uses generating high levels of pollutants within close proximity to one another. Appropriate distances shall be determined based on best available knowledge.

- **Policy S-7.4 – Regional Cooperation.** Work with the South Coast Air Quality Management District, San Bernardino Association of Governments, local cities, and other agencies and stakeholders in implementing programs that reduce air pollution.

- **Policy S-7.5 – Energy Usage.** Support the reduction and conservation of energy usage in residential and nonresidential buildings through adoption of building codes, promotion of energy-saving equipment, solar power, and other technology.

- **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.

- **Policy S-7.7 – Open Spaces Preservation.** Continue to preserve and protect Yucaipa's open natural spaces, maintain a community forest, and plant public landscaping to help filter air pollutants and improve air quality.

- **Policy S-7.8 – Odor Management.** Work with businesses to address odors and associated potential public nuisances from operations; where permissible under state law, require odor management plans where needed to minimize odors resulting from business operations.

Public Services and Facilities Element

- **Policy PSF-5.3 – Water Supply.** Routinely evaluate the impact of new development proposals in Yucaipa and require appropriate measures (fees, water supply assessments, etc.) to ensure long-term water supplies.

- **Policy PSF-5.4 – Use of Recycled Water.** Increase use of recycled water in development projects and landscaping; implement best practices (e.g., dual plumbing) to expand recycled water use when safe, Policy practical, and available.

- **Policy PSF-5.5 – Water Conservation.** Support water conservation measures that comply with state and federal legislation and that are consistent with measures adopted in the urban water management plan.

- **Policy PSF-5.6 – Drought Planning.** Support the implementation of drought contingency plans to ensure adequate water during drought, including emergency water connections and related measures.

- **Policy PSF-5.7 – Groundwater Management.** Continue to pursue capital projects that stabilize groundwater levels, recharge the aquifer, and ensure water demands do not exceed the sustainable groundwater supply.

- **Policy PSF-5.8 – Public Education.** Partner with water treatment agencies to increase public awareness of the need for efficient management of water resources, including but not limited to conservation and reuse practices.

- **Policy PSF-6.4 – Recycled Water.** Work with YVWD and end users to ensure the highest possible quality of wastewater treatment; increase and maximize the use of recycled water for existing and future needs.

- **Policy PSF-6.6 – Reduced System Demand.** Reduce wastewater system demand by: requiring water-conserving designs and equipment; encouraging water-conserving devices; and designing wastewater systems to minimize inflow and infiltration.

- **Policy PSF-8.2 – Renewable Energy.** Encourage the use of renewable energy sources (e.g., solar and other technologies) through demonstration projects at public facilities and development or financial incentives, where feasible.

- **Policy PSF-8.8 – Health and Safety.** Protect the health and safety of residents by considering potential health and safety impacts from utility and communication systems; work with utilities providers to minimize potential risks.

- **Policy PSF-9.1 – Diversion.** Continue implementing waste reduction, reuse, and recycling programs to divert recyclable materials from landfills; expand programs as needed in response to state mandates and local priorities.

- **Policy PSF-9.2 – Organic Wastes.** Continue to encourage and diversify the organic waste program, including landscaping, Christmas trees, composting and mulch, and other sources of organic waste that are deemed appropriate.

- **Policy PSF-9.3 – Hazardous Waste.** Protect the community from the dangers of hazardous waste and materials (oil, household cleaners, pesticides, e-waste, etc.) through education, monitoring, and enforcement of proper use, storage, handling, and disposal.

- **Policy PSF-9.4 – Construction/Demolition.** Require developers to recycle construction debris for residential, multifamily and commercial construction, and demolition projects that meet certain thresholds.

- **Policy PSF-9.5 – Agricultural Waste.** Work with residents and businesses to implement agricultural waste programs that are cost-effective and sanitary, and that minimize adverse impacts on the community and environment.

- **Policy PSF-9.6 – Fees and Funding.** Periodically adjust collection, recycling, and disposal fees to achieve state and federal mandates, meet community expectations, and reflect cost efficiencies or increases for service delivery.

- **Policy PSF-9.7 – Public Education.** Collaborate with the solid waste collection service provider to educate the public on how to help divert recyclable materials from landfills and safely dispose of household hazardous wastes.

5.7.5 Existing Regulations and Standard Conditions

State

- California Global Warming Solutions Act (AB 32)
- Sustainable Communities and Climate Protection Act (SB 375)
- Greenhouse Gas Emission Reduction Targets (Executive Order S-3-05)
- Clean Car Standards – Pavley (AB 1493)
- Renewable Portfolio Standards (SB 1078)
- California Integrated Waste Management Act of 1989 (AB 939)
- California Mandatory Commercial Recycling Law (AB 341)
- California Advanced Clean Cars CARB (Title 13 CCR)
- Low-Emission Vehicle Program – LEV III (Title 13 CCR)
- Heavy-Duty Vehicle Greenhouse Gas Emissions Reduction Measure (Title 17 CCR)
- Low Carbon Fuel Standard (Title 17 CCR)
- California Water Conservation in Landscaping Act of 2006 (AB 1881)
- California Water Conservation Act of 2009 (SBX7-7)
- Statewide Retail Provider Emissions Performance Standards (SB 1368).
- Airborne Toxics Control Measure to Limit School Bus Idling and Idling at Schools (13 CCR 2480)
- Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling (13 CCR 2485)
- In-Use Off-Road Diesel Idling Restriction (13 CCR 2449)
- Building Energy Efficiency Standards (Title 24, Part 6)

- California Green Building Code (Title 24, Part 11)
- Appliance Energy Efficiency Standards (Title 20)

5.7.6 Level of Significance Before Mitigation

Without mitigation, the following impacts would be **potentially significant**:

Impact 5.7-1 Buildout of the City of Yucaipa pursuant to the General Plan Update would generate a substantial increase in GHG emissions compared to existing conditions and would have a significant impact on the environment.

Impact 5.7-2 Federal, state, and local GHG reduction plans are necessary to achieve the long-term GHG reduction targets of Executive Order S-03-05.

5.7.7 Mitigation Measures

Impact 5.7-1

7-1 The City of Yucaipa shall include the following actions in the City's Implementation Plan to ensure that the City continues on a trajectory that aligns with the short-term, interim, and long-term state GHG reduction goals of AB 32, Executive Order B-30-15, and Executive Order S-03-05.

- **Yucaipa Climate Action Plan 2020 Measures:**
  - Establish a goal to encourage 5 percent of existing single-family homes to install solar installations before 2020
  - Establish a goal to encourage 5 percent of existing commercial/industrial buildings to install solar installations before 2020.
  - Collaborate with Omnitrans to implement "Smart Bus" technology, global positioning system (GPS), and electronic displays at all transit stops by 2020 to provide customers with "real-time" arrival and departure time information.
  - Develop public education materials that support and encourage the use of recycled water.
  - Consider requiring all new parks, schools, and other public facilities to use 100 percent recycled water for non-potable outdoor uses, as feasible, depending on existing and planned recycled water infrastructure.
  - Adopt a municipal goal of 100 percent recycled water for non-potable sources, as feasible, depending on existing and planned recycled water infrastructure.
  - Adopt a landscaping water conservation ordinance that exceeds the requirements in the Model Landscape Ordinance (AB 1881).

- **Post-2020 Measures:**
  - Prior to January 1, 2020, the City of Yucaipa shall update the Climate Action Plan (CAP) to address the GHG reduction goals of Executive Order B-30-15 for GHG sectors that the City has direct or indirect jurisdictional control over. The City shall identify a GHG emissions reduction target for year 2030 that is consistent with the GHG reduction goals identified in Executive Order S-03-05. The CAP shall be updated to include measures to ensure that the City is on a trajectory that aligns with the state's 2030 GHG emissions reduction target.

Impact 5.7-2

The City of Yucaipa recently adopted a CAP to reduce GHG emissions consistent with the statewide objectives under AB 32. Together, the City's General Plan Update and the CAP would ensure that the City would make substantial progress toward the long-term GHG reduction goals. However, despite these policies and implementation strategies, the City is unable to attain the deep reductions necessary to achieve the Executive Order B-30-15 and Executive Order S-03-05 goals without state and federal assistance. No additional measures are available to reduce GHG emissions.

5.7.8 Level of Significance After Mitigation

Impact 5.7-1

The City has a CAP to achieve the GHG reduction goals of AB 32 for year 2020. Mitigation Measure 7-1 would ensure that the City continues to implement actions within the CAP that reduce GHG emissions from buildout of the General Plan Update. Mitigation Measure 7-1 would also ensure that the City updates the CAP to achieve post-2020 GHG reduction goals to align with the upcoming CARB Scoping Plan Update for statewide 2030 GHG emissions reductions targets. This measures is consistent with the Phase 2 and Phase 3 implementation timeline identified in the City's CAP. At this time there are no post-2020 federal and state measures that would assist the City in achieving the efficiency target at the General Plan Horizon year. Therefore, Impact 5.7-1 would remain significant and unavoidable.

Impact 5.7-2

Mitigation Measure 7-1 would ensure that the City continues to implement actions that reduce GHG emissions from buildout of the General Plan Update. However, additional federal and state measures would be necessary to reduce GHG emissions to meet the long-term GHG reduction goals under Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent of 1990 levels by 2030, and Executive Order S-03-05, which identified a goal to reduce GHG emissions to 80 percent of 1990 levels by 2050. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-03-05. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology (CCST 2012). Since no additional federal or state measures are currently available that would ensure that the City of Yucaipa and its SOI could achieve an interim post-2020 target, Impact 5.7-2 would remain significant and unavoidable.

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5.8 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts from implementation of the Yucaipa General Plan Update on human health and the environment due to exposure to hazardous materials or conditions associated with the project site, project construction, and project operations in the City of Yucaipa and its Sphere of Influence (SOI). Cumulative impacts related to hazards and hazardous materials would be contiguous with the City and SOI boundary. Potential project impacts and appropriate mitigation measures or standard conditions are included as necessary.

5.8.1 Environmental Setting

5.8.1.1 REGULATORY SETTING

Hazardous materials are substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (e.g., household cleaners, industrial solvents, paint, pesticides, etc.) and manufacturing (e.g., of electronics, newspapers, plastic products, etc.). Examples of hazardous materials are petroleum, natural and synthetic gas, and other toxic chemicals that may be used in agriculture or commercial and industrial uses, businesses, hospitals, and households. Accidental releases of hazardous materials have a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

The term "hazardous materials," as used in this section, includes all materials defined in the California Health and Safety Code (H&SC):

> A material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. (H&SC §§ 25411, 25501)

The term includes chemicals regulated as hazardous materials, wastes, or substances by the United States Department of Transportation (USDOT), the United States Environmental Protection Agency (EPA), the Department of Toxic Substances Control (DTSC), the California Governor's Office of Emergency Services, and other agencies. "Hazardous waste" is any hazardous material that has been discarded, except those specifically excluded by regulation. Hazardous materials that have been intentionally disposed of or inadvertently released fall within the definition of "discarded" materials. Hazardous wastes are broadly characterized by their ignitability, toxicity, corrosivity, reactivity, radioactivity, or bioactivity. Federal and state hazardous waste definitions are similar, but different enough that separate classifications are in place for federal Resource Conservation and Recovery Act (RCRA) hazardous wastes and state non-RCRA hazardous wastes. Hazardous wastes require special handling and disposal because of their potential to impact public

health and the environment. Some materials are designated "acutely" or "extremely" hazardous under relevant statutes and regulations.

Hazardous materials and wastes can pose significant actual or potential hazards to human health and the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Many federal, state, and local programs regulate the use, storage, and transportation of hazardous materials and hazardous waste. These programs are designed to reduce the danger that hazardous substances may pose to people and businesses under normal, daily conditions and as a result of emergencies.

Federal Regulations

Resource Conservation and Recovery Act of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984

The RCRA of 1976 is the principal federal law that regulates the generation, management, transportation, and disposal of hazardous waste. Hazardous waste management includes the treatment, storage, and disposal of hazardous waste. Any business, institution, or other entity that generates hazardous waste is required to identify and track it from the point of generation until it is recycled, reused, or disposed. DTSC is responsible for implementing the RCRA program and California's own hazardous waste laws, which are collectively known as the Hazardous Waste Control Law. Under the Certified Unified Program Agency program, the California Environmental Protection Agency (Cal/EPA) has delegated enforcement authority to the San Bernardino County Fire Department (SBCFD)/Hazardous Materials Division (HMD) of the for state law regulating hazardous waste producers or generators in Yucaipa.

Comprehensive Environmental Response, Compensation, and Liability Act and the Superfund Amendments and Reauthorization Act of 1986

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as Superfund, established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986. SARA stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites, required Superfund actions to consider the standards and requirements found in other state and federal environmental laws and regulations, provided new enforcement authorities and settlement tools, increased state involvement in every phase of the Superfund program, increased the focus on human health problems posed by hazardous waste sites, encouraged greater citizen participation in site cleanup decisions, and increased the size of the trust fund to $8.5 billion. CERCLA also enabled the revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priority List of Superfund sites.

Emergency Planning and Community Right-to-Know Act

The Emergency Planning and Community Right-to-Know Act (EPCRA), also known as SARA Title III, was enacted by Congress as the national legislation on community safety. This law helps local communities protect public health, safety, and the environment from chemical hazards. The primary purpose of EPCRA is to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored onsite to state and local agencies. These reports help communities prepare to respond to chemical spills and similar emergencies.

Section 3131 of EPCRA requires manufacturers to report releases to the environment (air, soil, and water) of more than 600 designated toxic chemicals, report offsite transfers of waste for treatment or disposal at separate facilities, develop pollution prevention measures and activities, and participate in chemical recycling. These annual reports are submitted to the EPA and state agencies. EPCRA Sections 301 through 312 are administered by the EPA's Office of Emergency Management. The EPA's Office of Information Analysis and Access implements the EPCRA Section 313 program. In California, SARA Title III is implemented through the California Accidental Release Prevention Program.

The EPA maintains and publishes a database that contains information on toxic chemical releases and other waste management activities by certain industry groups and federal facilities. This online, publicly available, national digital database is called the Toxics Release Inventory (TRI) and was expanded by the Pollution Prevention Act of 1990.

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 (DMA 2000) requires state and local governments to prepare mitigation plans that identify hazards, potential losses, mitigation needs, goals, and strategies. It is intended to facilitate cooperation between state and local governments, prompting them to work together (Emergency Planning Consultants 2010).

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 was enacted by Congress to give the EPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. The EPA repeatedly screens these chemicals and can require reporting or testing of any that may pose an environmental or human health hazard. It can ban the manufacture and import of chemicals that pose an unreasonable risk. Also, the EPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It then can control these chemicals as necessary to protect human health and the environment. The act supplements other federal statutes, including the Clean Air Act and the TRI under EPCRA.

Hazardous Materials Transportation Act

The USDOT regulates hazardous materials transportation under Title 49 of the Code of Federal Regulations (CFR). State agencies that have primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the

California Department of Transportation (Caltrans). These agencies also govern permitting for hazardous materials transportation. Title 49 CFR reflects laws passed by Congress as of January 2, 2006.

Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies and the American Red Cross that: 1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; 2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and 3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

Occupational Safety and Health Administration Regulation 29 CFR Standard 1926.62

The Occupational Safety and Health Administration (OSHA) Regulation 29 CFR Standard 1926.62 regulates the demolition, renovation, or construction of buildings involving lead materials. It includes requirements for the safe removal and disposal of lead and the safe demolition of buildings containing lead-based paint or other lead materials.

Regulatory Agencies

Several federal agencies regulate hazardous materials. These include the EPA, OSHA, and USDOT:

- **United States Environmental Protection Agency:** The EPA is the primary federal agency that regulates hazardous materials and waste. In general, the EPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. EPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Under the authority of the RCRA and in cooperation with state and tribal partners, the Waste Management Division manages a hazardous waste program, an underground storage tank program, and a solid waste program, which includes development of waste reduction strategies such as recycling. The EPA has also promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations.

- **Occupational Safety and Health Administration:** OSHA oversees administration of the Occupational Safety and Health Act, which requires specific training for hazardous materials handlers, provision of information to employees who may be exposed to hazardous materials, and acquisition of material safety data sheets from manufacturers. Material safety data sheets describe the risks associated with particular hazardous materials, and proper handling and procedures. Employee training must include response and remediation procedures for hazardous materials releases and exposures.

- **US Department of Transportation:** The USDOT has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation. The US Postal Service has developed additional regulations for the transport of hazardous materials by mail. USDOT regulations specify packaging requirements for different types of materials.

State Regulations

California Health and Safety Code and Code of Regulations

California Health & Safety Code Chapter 6.95 and 19 California Code of Regulations (CCR) Section 2729 describe the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material inventory disclosing hazardous materials stored, used, or handled onsite. A business that uses hazardous materials, or mixtures containing them, in certain quantities must establish and implement a business plan.

Tanner Act

Although numerous state policies deal with hazardous waste, the most comprehensive is the Tanner Act (Assembly Bill 2948), which was adopted in 1986. The Tanner Act governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in the State of California. To be in compliance with the Tanner Act, local or regional hazardous waste management plans need to include provisions that define 1) the planning process for waste management, 2) the permit process for new and expanded facilities, and 3) the appeals process to the state available for certain local decisions.

County of San Bernardino Hazardous Waste Management Plan

The Tanner Act authorized counties to prepare hazardous waste management plans (HWMP) in response to the need for safe management of hazardous wastes. The County of San Bernardino HWMP was adopted by the board of supervisors and approved by the California Department of Health Services in February 1990. The HWMP is the primary planning document for the management of hazardous waste in San Bernardino County. It identifies the types and amounts of wastes generated in the county; establishes programs for managing these wastes; identifies an application review process for the siting of specified hazardous waste facilities; identifies mechanisms for reducing the amount of waste generated in the county; and identifies goals, policies, and actions for achieving effective hazardous waste management.

California State Aeronautics Act

The State Aeronautics Act is implemented by the Caltrans Division of Aeronautics. The purpose of this act is to: 1) foster and promote safety in aeronautics; 2) ensure that the state provides laws and regulations relating to aeronautics are consistent with federal laws and regulations; 3) ensure that persons residing in the vicinity of airports are protected against intrusion by unreasonable levels of aircraft noise; and 4) develop informational programs to increase the understanding of current air transportation issues. The Caltrans Division of Aeronautics issues permits for and annually inspects hospital heliports and public-use airports,

makes recommendations regarding proposed school sites within two miles of airport runways, and authorizes helicopter landing sites at or near schools.

California Building Code

The state of California provided a minimum standard for building design through the 2010 California Building Code (CBC), which is in Part 2 of Title 24 of the CCR. The 2013 CBC is based on the 2012 International Building Code, modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by city and county building officials for compliance with the CBC.

California Fire Code (2013)

CCR Title 24 Part 9 is the California Fire Code (CFC). Updated every three years, the CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. Typical fire safety requirements of the CFC include the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas. The Yucaipa Fire Department provides fire protection services for the City and implements and enforces the CFC in Yucaipa.

Asbestos-Containing Materials Regulations

State-level agencies, in conjunction with the EPA and OSHA, regulate removal, abatement, and transport procedures for asbestos-containing materials (ACM). Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations, and medical evaluation and monitoring is required for employees performing activities that could expose them to asbestos. Additionally, the regulations include warnings that must be heeded and practices that must be followed to reduce risks of asbestos emissions and exposure. Finally, federal, state, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos.

Polychlorinated Biphenyls

The EPA prohibited the use of polychlorinated biphenyls (PCBs) in the majority of new electrical equipment starting in 1979, and initiated a phase-out for much of the existing PCB-containing equipment. The inclusion and handling of PCBs in electrical equipment are regulated by the provisions of the Toxic Substances Control Act, 15 U.S.C. Sections 2601 et seq. Relevant regulations include labeling and periodic inspection requirements for certain types of PCB-containing equipment and highly specific safety procedures for their disposal. The State of California likewise regulates as hazardous waste PCB-laden electrical equipment and materials contaminated above a certain threshold and how such materials are treated, transported, and disposed of. At lower concentrations for nonliquids, regional water quality control boards may exercise discretion over the classification of such wastes.

Lead-Based Paint

CCR Title 8, Section 1532 is the California Occupational Safety and Health Administration's (Cal/OSHA) Lead in Construction Standard. The regulations address permissible exposure limits; exposure assessment; compliance methods; respiratory protection; protective clothing and equipment; housekeeping; medical surveillance; medical removal protection; employee information, training, and certification; signage; record keeping; monitoring; and agency notification.

State Agencies

Responsible state agencies that regulate hazardous materials and waste in accordance with the federal and state laws include

- **California Environmental Protection Agency:** Cal/EPA was created in 1991 by Governor's Executive Order. The six boards, departments, and offices were placed under the Cal/EPA umbrella to create a cabinet-level voice for the protection of human health and the environment and to assure the coordinated deployment of state resources. Cal/EPA oversees hazardous materials and hazardous waste compliance throughout California. Among those responsible for hazardous materials and waste management are the DTSC, Department of Pesticide Regulation, and Office of Environmental Health Hazard Assessment. Cal/EPA also oversees the unified hazardous waste and hazardous materials management regulatory program (Unified Program), which consolidates and coordinates:
    - Hazardous Materials Release Response Plans and Inventories (Business Plans)
    - Underground Storage Tank Program
    - Aboveground Petroleum Storage Tank Act
    - Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs
    - California Uniform Fire Code: Hazardous Material Management Plans and Inventory Statements
    - California Accidental Release Prevention Program.
- **California Department of Toxic Substances Control:** DTSC is the department of Cal/EPA that carries out the RCRA and CERCLA programs in California to protect people from exposure to hazardous substances and wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (Title 22, California Code of Regulations, Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.
- **California Department of Forestry and Fire Protection:** CAL FIRE is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. The Office of the State Fire Marshal (OSFM) supports CAL FIRE's mission to protect life and property through fire prevention

engineering programs, law and code enforcement, and education. OSFM provides for fire prevention by enforcing fire-related laws in state-owned or operated buildings; investigating arson fires in California; licensing those who inspect and service fire protection systems; approving fireworks for use in California; regulating the use of chemical flame retardants; evaluating building materials against fire safety standards; regulating hazardous liquid pipelines; and tracking incident statistics for local and state government emergency response agencies. The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and prevention to reduce firefighting costs and property losses, increase firefighter safety, and contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CAL FIRE.

State Hazardous Waste Management Programs

Programs that regulate hazardous materials and waste include:

Underground Storage Tank Program

Releases of petroleum and other products from USTs are the leading source of groundwater contamination in the United States. The RCRA Subtitle I established regulations governing the storage of petroleum products and hazardous substances in USTs and the prevention and cleanup of leaks. In EPA Region 9 (California, Arizona, Hawaii, Nevada, Pacific Islands, and over 140 tribal nations) the UST program operates primarily through state agency programs with EPA oversight. In California, the State Water Resources Control Board (SWRCB), under the umbrella of Cal/EPA, provides assistance to local agencies enforcing UST requirements. The purpose of the UST program is to protect public health and safety and the environment from releases of petroleum and other hazardous substances. The program consists of four elements: leak prevention, cleanup, enforcement, and tank tester licensing. In September 2004, SWRCB adopted regulations that require electronic submittal of information for groundwater cleanup programs, including groundwater analytical data, the surveyed locations of monitoring wells, and other data. The SWRCB's GeoTracker system currently has information submitted by responsible parties for over 10,000 leaking UST (LUST) sites statewide and has been extended to include all SWRCB groundwater cleanup programs, including the LUST, non-LUST (Spill, Leaks, Investigation, and Cleanup), Department of Defense, and landfill programs.

The SBCFD/HMD is charged with the responsibility of conducting compliance inspections of regulated facilities in San Bernardino County. Regulated facilities are those that handle hazardous materials, generate or treat hazardous waste, and/or operate an underground storage tank. All new installations of underground storage tanks require an inspection, along with the removal of the old tanks under strict chain-of-custody protocol.

Hazardous Materials Disclosure Programs

Both the federal government (CFR, EPA, SARA and Title III) and the State of California (California State Health and Safety Code, Division 20, Chapter 6.95, Sections 25500–25520; California Code of Regulations, Title 19, Chapter 2, Sub-Chapter 3, Article 4, Sections 2729–2734) require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, to submit a hazardous materials emergency/contingency plan (also known as a hazardous materials

business plan) to its local Certified Unified Program Agency (CUPA). The responsible CUPA is the SBCFD/HMD, who is responsible for conducting compliance inspections of regulated facilities in the City of Yucaipa.

The business plan includes the business owner/operator identification page, hazardous materials inventory chemical description page, and an emergency response plan and training plan. Business plans must include an inventory of the hazardous materials at the facility. The entire business plan needs to be reviewed and recertified every three years. Business plans are required to include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures to follow for immediate notification to all appropriate agencies and personnel of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel. All facilities must keep a copy of their plan on site.

Business plans are designed to be used by responding agencies, such as the Yucaipa Fire Department, during a release or spill to allow for a quick and accurate evaluation of each situation for appropriate response. Businesses that handle hazardous materials are required by law to provide an immediate verbal report of any release or threatened release of hazardous materials if there is a reasonable belief that the release or threatened release poses a significant present or potential hazard to human health and safety, property, or the environment. If a release involves a hazardous substance listed in Title 40 of the Code of Federal Regulations in an amount equal to or exceeding the reportable quantity for that material, a notice must be filed with the California Office of Emergency Services within 15 days of the incident.

Hazardous Materials Incident Response

Under Title III of SARA, the Local Emergency Planning Committee (LEPC) is responsible for developing an emergency plan for preparing for and responding to chemical emergencies in that community. This emergency plan must include:

- An identification of local facilities and transportation routes where hazardous material are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting exercises to test the plan.

The plan is reviewed by the State Emergency Response Commission (SERC) and publicized throughout the community. The LEPC is required to review, test, and update the plan each year.

Hazardous Material Spill/Release Notification Guidance

All significant spills, releases, or threatened releases of hazardous materials must be immediately reported. Federal and state emergency notification is required for all significant releases of hazardous materials. Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. Many state statutes require emergency notification of a hazardous chemical release:

- Health and Safety Codes Sections 25270.7, 25270.8, and 25507
- Vehicle Code Section 23112.5
- Public Utilities Code Section 7673 (PUC General Orders #22-B, 161)
- Government Code Sections 51018, 8670.25.5 (a)
- Water Code Sections 13271, 13272
- California Labor Code Section 6409.1 (b)10

In addition, all releases that result in injuries or workers harmfully exposed must be immediately reported to California Occupational Safety and Health Administration (California Labor Code Section 6409.1 [b]). For additional reporting requirements, also refer to the Safe Drinking Water and Toxic Enforcement Act of 1986, better known as Proposition 65, and Section 9030 of the California Labor Code.

The California Accidental Release Prevention Program (CalARP) became effective on January 1, 1997, in response to Senate Bill 1889. CalARP replaced the California Risk Management and Prevention Program. Under the CalARP, the Governor's Office of Emergency Services (OES) must adopt implementing regulations and seek delegation of the program from the EPA. CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. In most cases, local governments will have the lead role for working directly with businesses in this program. The SBCFD/HMD is the CUPA designated as the administering agency for CalARP.

Local Regulations

City of Yucaipa Municipal Code

Division 5, Chapter 2, Article 1 – Fire Safety Overlay District

The City of Yucaipa designates Fire Safety Overlay Districts to provide greater public safety in areas that are prone to brush fires by establishing fire safety development standards for these areas. Fire Safety Review Areas 1 and 2 each represent different levels of wildfire hazard.

- **Fire Safety Review Area 1 (FR1)** includes areas of very high to extreme fire hazard. It includes wildland areas that are marginally developable, areas which are not likely to be developed, and the area of transition between wildlands and areas that are partially developed or are likely to be developed in the

future. Natural hazards—including abrupt, ungraded slopes greater than 30 percent—are prevalent throughout FR1.

- **Fire Safety Review Area 2 (FR2)** is land that is relatively flat and is either partially or completely developed, or, if it is not developed, is usually suitable for development. Present and future development within FR2 will be exposed to the impacts of wildland fires and other natural hazards due to its close proximity to FR1 areas.

Per Section 85.020220 of the City's development code, areas within FR1 and FR2 are required to comply with various construction, building, and design standards, as well as erosion and sediment control measures as they relate to fire safety.

Chapter 8.20 – Refuse Abatement

Chapter 8.20 of the City's municipal code requires all property owners to abate from all noxious weeds or vegetation, dry grass, Russian thistle (tumbleweeds), dead trees, and all combustible rubbish or noxious vegetation that could introduce a fire, health or safety hazard.

Local Agencies

Local agencies that regulate hazards and hazardous materials include:

- **Hazardous Materials Division of the San Bernardino County Fire Department:** A CUPA is a local agency that has been certified by Cal/EPA to implement the local Unified Program. The CUPA can be a county, city, or joint-powers authority. A participating agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within its jurisdiction on behalf of the CUPA. A designated agency is a local agency that has not been certified by Cal/EPA to become a CUPA but is the responsible local agency that would implement the six Unified Programs outlined above until it is certified. Currently, there are 83 CUPAs in California. The CUPA is responsible for coordinating hazardous material and disaster preparedness planning and appropriate response efforts with local municipalities as well as local and state agencies. The CUPA with responsibility for the City of Yucaipa is SBCFD/HMD. The goal is to improve public- and private-sector readiness and to mitigate local impacts resulting from natural or man-made emergencies. The SBCDF/HMD consolidates and coordinates:

  - Hazardous Materials Business Plans
  - California Accidental Release Prevention Program
  - Underground Storage Tank (UST) Program
  - Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs
  - California Uniform Fire Code: Hazardous Materials Management Plans and Hazardous Material Inventory Statements (SBCFD 2015)

- **Yucaipa Fire Department:** The Yucaipa Fire Department administers the:

  - California Fire Code (with local amendments)

- Hazardous Materials Business Plans (California Health & Safety Code Chapter 6.95)
- Aboveground Storage Tanks Program (California Health & Safety Code Chapter 6.67)

5.8.1.2 EXISTING CONDITIONS

Hazardous Materials Releases, Sites, and Generators

California Government Code Section 65962.5 requires Cal/EPA to compile, maintain, and update lists of hazardous material release sites. California Environmental Quality Act (CEQA) Guidelines (California Public Resources Code Section 21092.6) require the lead agency to consult these lists to determine whether the project and any alternatives are identified. A search of commonly accessed online databases identified the following information potentially relevant to the proposed project:

Toxic Chemical Releases

Table 5.8-1, *Toxic Chemical Releases in Yucaipa*, shows the EPA Toxic Release Inventory database records of on- and offsite disposal of copper and lead in the City of Yucaipa. The database includes the most recent data released to the public in March 2014 with data for the year 2012 (USEPA 2014).

Table 5.8-1 Toxic Chemical Releases in Yucaipa

Chemical	Pounds (lbs)		
	Total Onsite Disposal	Total Offsite Disposal	Total On- and Offsite Disposal
Copper	5	2,300	2,305
Lead	0	22	23
Total	5	2,322	2,328

Source: USEPA 2014.

Hazardous Materials Sites

Hazardous materials sites in the City of Yucaipa listed on the GeoTracker database maintained by the SWRCB, and the EnviroStor database maintained by DTSC, are detailed in Table 5.8-2, *Hazardous Materials Sites Listed on GeoTracker and EnviroStor Databases*, and shown in Figure 5.8-1, *Hazardous Material Sites*. Sites include permitted USTs, LUSTs, cleanup program sites, land disposal sites, site evaluations, school investigations, and tiered permits.

Table 5.8-2 Hazardous Materials Sites Listed on GeoTracker and EnviroStor Databases

Site Name	Address	Type of Site	Contaminants	Status	Year Closed
7-11 Store #17814	32487 Yucaipa Boulevard	LUST	Diesel	Case Closed	1993
Ag-Raspberry Hill	37888 Oak Glen Road	Permitted UST	NA	NA	NA
Ag-Via's Turkey Ranch	10112 Adams Street	Permitted UST	NA	NA	NA

Table 5.8-2 Hazardous Materials Sites Listed on GeoTracker and EnviroStor Databases

Site Name	Address	Type of Site	Contaminants	Status	Year Closed
Arco #5172	34841 Yucaipa Boulevard	LUST	Gasoline, MTBE/TBA/Other Fuel Oxygenates	Case Closed	2011
Arco #5172	34841 Yucaipa Boulevard	Permitted UST	NA	NA	NA
Arco AM/PM	31340 Yucaipa Boulevard	Permitted UST	NA	NA	NA
Arco Fac #9717	34696 Yucaipa Boulevard	Permitted UST	NA	NA	NA
Buy Rite	35112 Avenue F/Wildwood Canyon Road	LUST	Gasoline, MTBE/TBA/Other Fuel Oxygenates	Case Closed	2009
Calimesa Soco	33928 County Line Road	LUST	Gasoline, MTBE/TBA/Other Fuel Oxygenates	Case Closed	2009
Calimesa Soco	33928 County Line Road	Permitted UST	NA	NA	NA
CDF Yucaipa Forest Fire Station	11416 Bryant Street	LUST	N/A	Case Closed	2001
Chevron Station #9280	31412 Yucaipa Boulevard	Permitted UST	NA	NA	NA
Circle K #0324	31933 Highway I-10, Outer	LUST	Gasoline	Case Closed	1990
Ci-Yucaipa Lift Station	32280 Live Oak Canyon Road	Permitted UST	NA	NA	NA
Circle Service	31491 Yucaipa Boulevard	Permitted UST	NA	NA	NA
Crafton Hills College T-3	11711 Sand Canyon Road	LUST	Diesel	Case Closed	1995
Crafton Hills Soco	32525 Yucaipa Boulevard	LUST	Gasoline	Case Closed	1999
Elementary School No. 8	Chapman Heights/Penn Brook Place	Evaluation	NA	Inactive – Action Required	NA
European Automotive	31516 Yucaipa Boulevard	LUST	Gasoline	Case Closed	1996
Faststrip Food Store	13710 Calimesa Boulevard	LUST	Gasoline	Case Closed	2001
Fifth Street/Glen Road Elementary School	5th Street/Oak Glen Road	School Investigation	NA	Inactive – Withdrawn	NA
GK Market	31583 Outer Hwy 10	Permitted UST	NA	NA	NA
J&J Texaco	34253 Yucaipa Boulevard	LUST	Diesel, Gasoline, MTBE/TBA/Other Fuel Oxygenates	Open – Eligible for Closure	Eligible for closure as of 2013
McAnnally Enterprises Inc.	12215 7th Street	LUST	Gasoline	Case Closed	1996
Oak Glen Conservation Corp.	41100 Pine Bench Road	LUST	Diesel	Case Closed	1995
Proposed Elementary No. 8 – Site 2	Chapman Heights	School Investigation	NA	No Further Action	NA
Riordan Property	12207 California Street	LUST	Gasoline	Case Closed	2001

Table 5.8-2 Hazardous Materials Sites Listed on GeoTracker and EnviroStor Databases

Site Name	Address	Type of Site	Contaminants	Status	Year Closed
S&S Texaco Service Station	34053 Yucaipa Boulevard	LUST	Gasoline	Case Closed	1998
Shell #34429	34429 Yucaipa Boulevard	LUST	Gasoline	Case Closed	1992
Sorensen Engineering, Inc.	32032 Dunlap Boulevard	LUST	Gasoline, MTBE / TBA / Other Fuel Oxygenates	Case Closed	2004
Sorensen Engineering, Inc.	32032 Dunlap Boulevard	Tiered Permit	NA	Inactive – Needs Evaluation	NA
Thrifty Oil #347/Arco #9717	34696 Yucaipa Boulevard	LUST	Gasoline, MTBE/TBA/Other Fuel Oxygenates	Case Closed	2007
Thrifty Oil Station #347	34696 Yucaipa Boulevard	LUST	Waste Oil/ Motor/Hydraulic/ Lubricating	Case Closed	1991
Tosco/76 Station #5363	12045 Bryant Street	LUST	Gasoline	Case Closed	2011
Tosco SS # 30860-5363	12045 Bryant Street	Permitted UST	NA	NA	NA
Ultramar Gas Station	32749 Yucaipa Boulevard	Permitted UST	NA	NA	NA
Verizon/Yucaipa Co.	34969 Yucaipa Boulevard	Permitted UST	NA	NA	NA
Yucaipa Bus Service	12259 Bryant Street	Permitted UST	NA	NA	NA
Yucaipa Disposal Site	12073 10th Street	Land Disposal Site/ LUST	Diesel	Case Closed	2000
Yucaipa Early Education Center	County Line Road/Fifth Street	School Investigation	NA	No Further Action	NA
Yucaipa High School	12797 3rd Street	Cleanup Program Site	NA	Case Closed	
Yucaipa Road Yard	11377 2nd Street	LUST	Gasoline	Case Closed	1998
Yucaipa Shell	34429 Yucaipa Boulevard	Permitted UST	NA	NA	NA
Yucaipa Valley Water District	12770 2nd Street	LUST	Gasoline	Case Closed	1994

Source: SWRCB 2015, DTSC 2014.
Notes: MTBE = methyl tertiary butyl ether; TBA = tertiary butyl alcohol; NA = not available

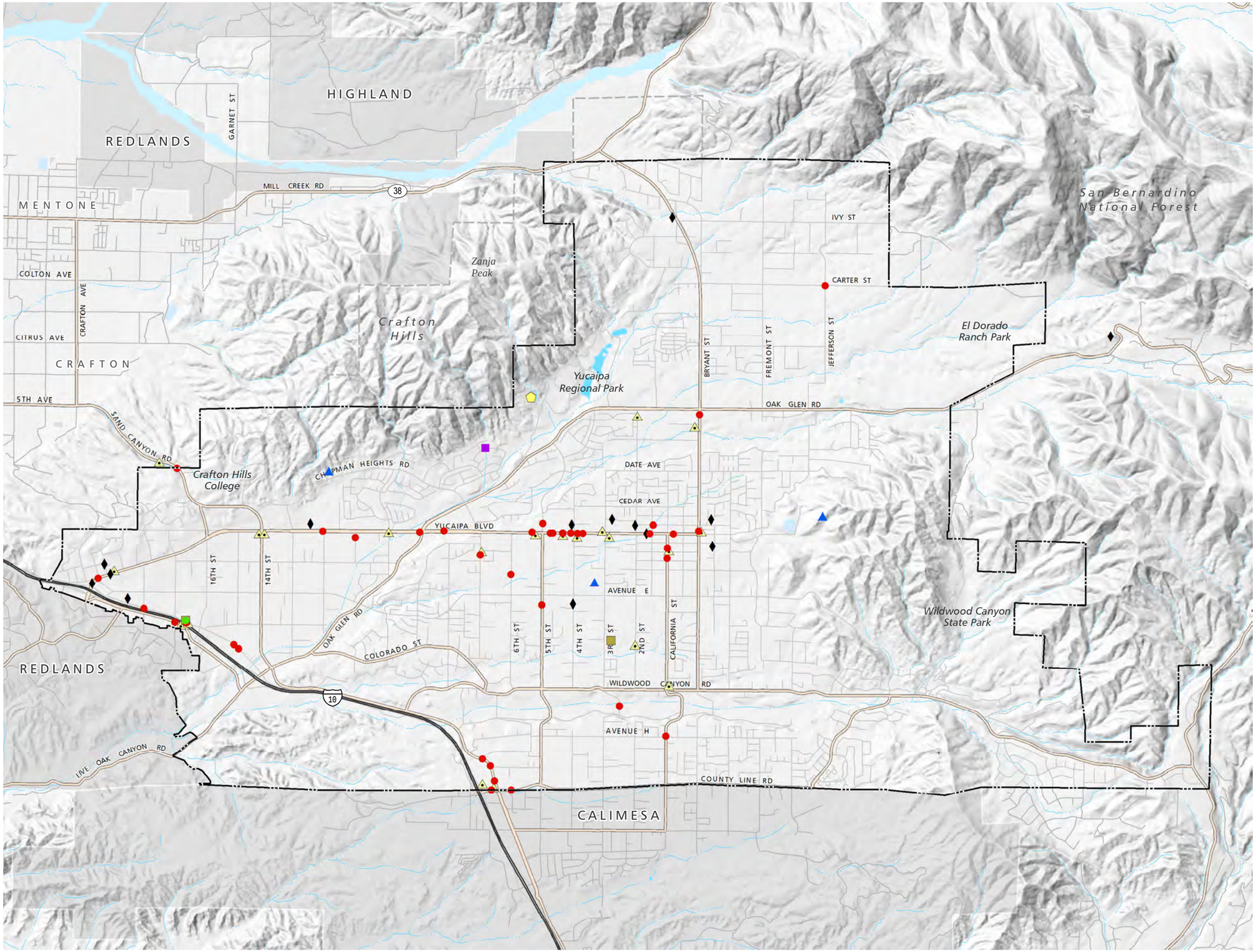
Superfund Sites

According to the EPA NPL, there are no Superfund sites in the City of Yucaipa.

Permitted Underground Storage Tanks

There are 145 permitted USTs in the City of Yucaipa.

Figure 5.8-1
HAZARDOUS MATERIAL SITES



YUCAIPA GENERAL PLAN DRAFT EIR

PLACEWORKS

Source: SWRCB 2015, DTSC 2014, CalRecycle 2015, USEPA 2015

6/9/2015

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Leaking Underground Storage Tanks

The SWRCB, in cooperation with the Office of Emergency Services, maintains an inventory of LUSTs. As shown in Table 5.8-2, the database lists 23 reported LUST cases in the City of Yucaipa. According to the LUST database, all but one site (J&J Texaco) have been remediated and closed. J&J Texaco has already been remediated as well and has been eligible for closure since May 7, 2013.

Land Disposal Sites

The Yucaipa Disposal Site is listed on the SWRCB GeoTracker database as an "open-inactive" land disposal site. The Yucaipa Disposal Site is a municipal solid waste disposal facility at Oak Glen Road and 5th Street, and is owned and managed by the County of San Bernardino Solid Waste Management Division. The Regional Water Quality Control Board defines an 'open-inactive' site as a land disposal site that has ceased accepting waste but has not been formally closed or is still within the postclosure monitoring period. The site does not pose a significant threat to water quality. According to GeoTracker, there are no specified potential contaminants of concern; however, the case has been open since January 1, 1965, and undergoes quarterly groundwater, surface water, landfill gas condensate, and soil-pore gas sampling (RWQCB 2014).

Other Cleanup Sites

Other cleanup sites listed in Table 5.8-2 and shown on Figure 5.8-1 include cleanup program sites at Yucaipa High School and Sorenson Engineering. Remediation at Yucaipa High School has already been completed, and the case was closed in 1989. The case for Sorenson Engineering. is currently open and undergoing assessment and interim remedial action as of February 8, 2013. This includes activities such as site characterization, investigation, risk evaluation, and/or site conceptual model development.

Hazardous Waste Generators

Hazardous waste generators in the City of Yucaipa included in the EPA RCRA database, known as the EnviroMapper, are listed in Table 5.8-3, *Hazardous Waste Generators in Yucaipa*, and shown in Figure 5.8-1.

Table 5.8-3 Hazardous Waste Generators in Yucaipa

Facility	Land Use Type	Address
A-1 Transmission	Automotive	3501 Acacia Boulevard, Unit B
Acacia Auto Body	Automotive	35018 Acacia Boulevard
Ag Commodities Express	Industrial	13600 Calimesa Boulevard
Beaver Medical Clinic Inc.	Technical/Laboratory	13391 California Street
California Department of Forestry	Institutional	41100 Pine Bench Road
Sorensen Engineering Inc.	Industrial	32032 Dunlap Boulevard
Henry N. Wochholz Wastewater Treatment Facility	Industrial	880 W. County Line road
Swanson Photographics	Photography/Printing	34366 Yucaipa Boulevard, Suite G
County Line Cleaners	Cleaners	34112 County Line Road, Unit A
Rite Aid No. 5709	Commercial/Retail	34420 Yucaipa Boulevard
City of Yucaipa	Institutional	34272 Yucaipa Boulevard
Kelley Equip Sales Inc.	Commercial/Retail	32313 Dunlap Boulevard
Inland Power Sweeping	Industrial	31710 Dunlap Boulevard
Lines Auto Body	Automotive	32895 Yucaipa Boulevard
Unocal 76 Service Station #5363	Automotive	12045 Bryant Street
Star Cleaners	Cleaners	12019 5th Street, Suite A
Nash Cleaners	Cleaners	35140 Yucaipa Boulevard
Sharps Auto Body	Automotive	12261 California Street
Yucaipa Auto Electric	Industrial	12118 11th Street
Sonny's Radiator	Industrial	34996 Yucaipa Boulevard
Yucaipa Joint Unified School District	Institutional	12360 6th Street
Yucaipa Chevron	Automotive	31412 Yucaipa Boulevard
U.S.A. Cleaners	Cleaners	34488 Yucaipa Boulevard
Randy's Auto Body	Automotive	34557 Yucaipa Boulevard
Yucaipa Auto Machine	Automotive	34351 Yucaipa Boulevard
Dinosaur Tires and RD SVC	Automotive	13715 Calimesa Boulevard
Pacific Bell	Utility	32336 Dunlap Boulevard
Circle K Store #324	Commercial/Retail	31933 Outer Hwy 10
Crafton Hills College	Institutional	11711 Sand Canyon Road
McAnally Ent Inc.	Agriculture	12215 7th Street
Dentsply Ceramco	Industrial	13553 Calimesa Boulevard
Equilon Enterprises	Automotive	34429 Yucaipa Boulevard
Adelphia Communications Corporation	Utility	12189 California Street
Renegade Trucking	Industrial	13200 3rd Street
Cellco – Bryant	Agriculture	35999 Carter Road
Rite Aid No. 6561	Commercial/Retail	11352 Bryant Street
Ignacio Gonzalez	Residential	12558 5th Street
CVS Pharmacy #9649	Commercial/Retail	33499 Yucaipa Boulevard
VONS Store No. 1796	Commercial/Retail	33644 Yucaipa Boulevard
Walgreens #5348	Commercial/Retail	34503 Yucaipa Boulevard

Source: USEPA 2015.

Household Hazardous Waste and Recycling

Household hazardous waste is defined under the California Health and Safety Code as "any hazardous waste generated incidental to owning or maintaining a place of residence. Household hazardous waste does not include any waste generated in the course of operating a business concern at a residence." Households often

generate solid wastes that could technically be hazardous wastes (e.g., old solvents, paints, pesticides, fertilizer, poisons).

The San Bernardino County Solid Waste Management Department has adopted a Household Hazardous Waste and Oil-Recycling program free to residents, in accordance with the California Integrated Solid Waste Management Act of 1989 (AB 939). The county has established several regional collection centers for household hazardous waste, in addition to regional antifreeze, batteries, oil (and filters), and paint (latex only). Facilities within approximately 30 miles of the City of Yucaipa are listed in Table 5.8-4, *Regional Household Hazardous Waste Collection Centers*.

Table 5.8-4 Regional Household Hazardous Waste Collection Centers

Name	Address	Other Information
Rialto	City Maintenance Yard 246 S. Willow Avenue Rialto, CA	2nd & 4th Saturday of the month 8:00 AM to 12:00 PM
Ontario	1430 South Cucamonga Avenue Ontario, CA	Fridays & Saturdays 9:00 AM to 2:00 PM
San Bernardino	S.B. International Airport 2824 East "W" Street, Bldg. 302 San Bernardino, CA	Monday through Friday 9:00 AM to 4:00 PM
Rancho Cucamonga	Rancho Cucamonga HHW Facility 8794 Lion Street Rancho Cucamonga, CA 91730	Saturdays 8:00 AM to 12:00 PM
Redlands	Redlands City Yard 500 Kansas Street at Park Redlands, CA	Saturdays 9:30 AM to 12:30 PM

Personnel who have been trained in hazardous waste handling and emergency response procedures operate these facilities. At the permanent waste collection centers, a variety of household toxics are accepted, including: chlorine bleach, disinfectants, hair dyes, fiberglass and epoxy resins, paint stripper, paint thinner and turpentine, chemicals used in photo processing, insecticides, pesticides and herbicides, motor oils, rodent poisons, pool/spa chemicals, camp propane tanks, outdated medications, etc. Materials not accepted include radioactive materials, explosives, medical waste, and asbestos. Waste from businesses and nonprofit organizations are not accepted at these collection centers. Some collection centers only accept antifreeze, batteries, oil, and latex paint.

Several other businesses in and around the City of Yucaipa, such as Home Depot, UPS Mailing Centers, Office Depot, and similar stores may receive and recycle certain kinds of materials such as used batteries, spent light bulbs, and old electronics.

Emergency Preparedness

The Yucaipa Fire Department and the City of Yucaipa General Services/City Clerk Department are responsible for coordinating hazardous material and disaster preparedness planning and appropriate response efforts with other City of Yucaipa departments as well as local and state agencies.

City of Yucaipa Emergency Operations Plan

The City of Yucaipa Emergency Operations Plan (EOP) is an all-hazard plan describing how the City will organize and respond to various emergency incidents. The EOP identifies hazards and responses; organizational structures, roles, and responsibilities; and other key activities of government during a disaster (Yucaipa 2012).

City of Yucaipa Hazard Mitigation Plan

In response to the DMA 2000, the City of Yucaipa General Services/City Clerk Department maintains and implements a hazard mitigation plan (HMP). The 2010 HMP identifies mitigation goals and objectives, prioritizes specific mitigation actions, and presents an overall strategy for implementing those objectives. Mitigation outlined in the HMP is tailored to the unique natural setting of Yucaipa, which requires special attention to flood, wildland fire, and earthquake-related hazards (Yucaipa 2010). In accordance with Sections 8685.9 and 65302.6 to the Government Code, the City is adopting the HMP concurrent with the General Plan Update (proposed project).

Fire Hazards

Wildland fires often begin unnoticed and can spread quickly across all types of vegetation. These fires can be caused by human activities or by natural events. Factors significantly contributing to wildland fire behavior are topography, fuel, and weather. As slope increases, the rate of wildland fire spread typically increases, and south facing slopes are usually subject to more solar radiation and their drier vegetation intensifies potential fire behavior. The type of vegetation also plays a large role in how fires spread. For example, some plants are more susceptible to burning or are more dense and overgrown (e.g., fuel load), increasing the amount of combustible material available to fuel the fire. Weather, including temperature, humidity, wind, and lightening, can lead to extreme fire activity as well.

Historical Fires

The City of Yucaipa is bordered by hills, mountains, open fields, and undeveloped lots contiguous to residential development. Residential landscaping, fencing and outbuildings increase fuel loading and potential fire intensity in the City (Yucaipa 2014). According to Yucaipa Fire Department's 2013 Annual Report, the year 2013 closed as the driest year in recorded history for many areas of California, including Yucaipa. With California's drought state of emergency, declared January 2014 by Governor Edmund G. Brown Jr., the prognosis for 2014 fire season is dangerous. The dryness of fuels available for wildland fire consumption is low and hot temperatures and strong winds will likely cause future wildland fires.

Recent occurrences of wildfire in the City include several 2010 wildfires in the City's northeastern hills where 2,500 acres of natural vegetation was burned, and one structure and one outbuilding were destroyed. In 2009, two separate fires in the City's eastern hills burned over 1,900 acres, resulting in the loss of natural vegetation and causing significant damage from mud and debris in subsequent winter storms. In 2006, a fire in the Crafton Hills burned about 60 acres, and in 1997, a fire in the City's northeastern hills burned about 20,000 acres of natural vegetation (Yucaipa 2014). Other historic fires in Yucaipa are summarized in Table 5.8-5.

Table 5.8-5 Fires in the City of Yucaipa

Event Name	Date
Mill Fire	6/21/2013
Wildwood Fire	2009
Crafton III Fire	2009
Crafton Fire	9/23/2009
Pendleton Fire	8/31/2009
Oak Glen 3 Fire	8/30/2009
Park Fire	5/7/2009
Jefferson Fire	10/26/2007
Yucaipa Ridge Fire	7/3/2008
August 2003 Fire	8/15/2003
October 2001 Fire	10/21/2001
Bryan Fire	7/8/2001
August 1998 Fire	8/31/1998
Fremont Fire	10/29/1997
Bluff Fire	10/17/1995
Mill Creek Fire	10/27/1993
Wash Fire	7/17/1987

Source: Yucaipa 2014; CAL FIRE 2013.

Fire Hazards Severity Zones

The geographic distribution of fire risk discussed above is reflected in the fire hazard severity zones mapped by CAL FIRE and other agencies and is also shown in Figure 5.8-2, *Fire Hazards*. The City of Yucaipa, which is considered a "local responsibility area," is mapped as having moderate to very high wildland fire risks. Portions of the City in very high fire hazard severity zones are along the southwest, north, and eastern boundaries. These areas extend into very high fire hazard severity zones in state and federal responsibility areas outside the City (CAL FIRE 2008).

Yucaipa Fire Safety Overlay Districts

The Yucaipa Fire Department, via a contract with CAL FIRE, prepares a Fire Unit plan to provide fire protection and emergency medical services to the community. The City of Yucaipa adopted a Fire Safety Overlay District (FR) in 1989, which identifies two types of areas that must take special fire protection measures, based on Section 85.020220 of the City's development code. Figure 5.8-2, *Fire Hazards*, shows the two review areas. As part of the General Plan Update, the Fire Safety Overlay District would be updated to be consistent with the fire severity areas identified by CAL FIRE.

Other Hazards

One Southern California Gas Company high-pressure distribution line is in the southern portion of the City (SoCalGas 2011).

5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

H-2 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.

H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.

H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

H-5 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 result in a safety hazard for people residing or working in the project area.

H-6 For a project in the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.

H-7 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

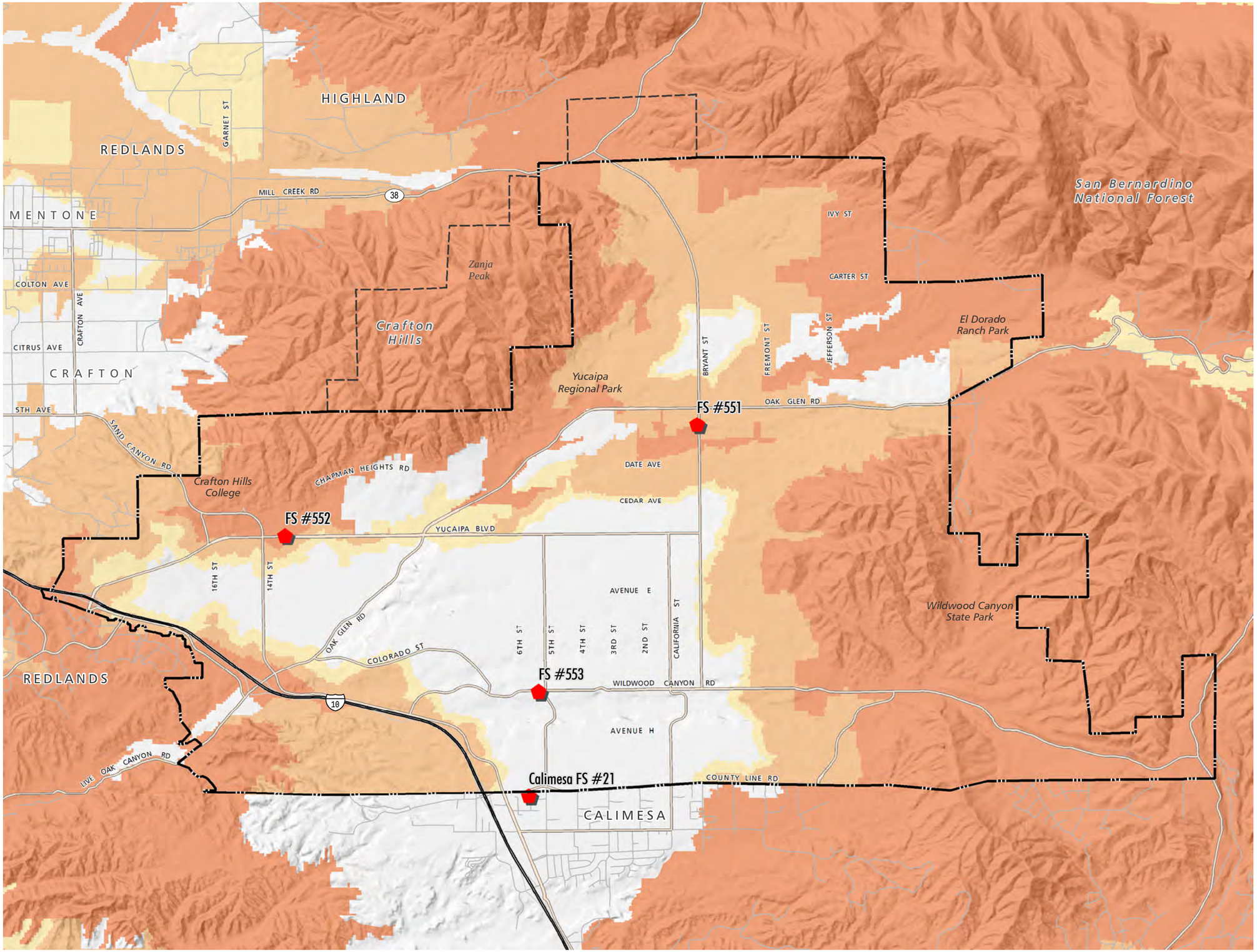
H-8 Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to the urbanized areas or where residences are intermixed with wildlands.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold H-5
- Threshold H-6
- Threshold H-7

These impacts will not be addressed in the following analysis.

Figure 5.8-2
FIRE HAZARDS



City Limits
Yucaipa Sphere of Influence
Fire Stations

Fire Hazard Classification

Very High
High
Moderate

Notes:
Based on Section 85.020215 of the City of Yucaipa Municipal Code, the City's Fire Safety Overlay District is divided into two review areas, each of which represents a different level of wildland hazard.
* Fire Safety Review Area 1 (FR1): Corresponds to the CAL FIRE Very High Fire Hazard Severity Zone and includes wildland areas that are marginally developable, areas which are not likely to be developed, and the area of transition between wildlands and areas that are partially developed or are likely to be developed in the future. The area of transition is often characterized by an abrupt slope change. Natural hazards are prevalent throughout Area 1, especially in areas with natural ungraded slopes greater than 30%. Area 1 includes areas of very high to extreme fire hazard.
* Fire Safety Review Area 2 (FR2): Generally corresponds to the CAL FIRE High Fire Hazard Severity Zone and includes relatively flat land that is either partially or completely developed; or, if it is not developed, it is usually suitable for development. Present and future development within Area 2 is exposed to the impacts of wildland fires and other natural hazards primarily due to its proximity to Area 1.

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: CAL FIRE, 2014

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5.8.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.8.1:	Development in accordance with the proposed project would involve construction and operations that could involve the transport, use, and/or disposal of hazardous materials. [Thresholds H-1, H-2, and H-3]

Impact Analysis: New development, redevelopment, and demolition activities permitted under the General Plan Update would involve the routine transport, use, or disposal of hazardous materials. For example, commercial use operations would involve the use of hazardous materials, including solvents, cleaning agents, paints, and pesticides. However, these would generally be materials that, when used correctly, would not result in a significant hazard to residents in the proposed project area. Industrial-grade chemicals would also be transported, used, and disposed of consistent with current industrial operations in the City.

In general, implementation of the General Plan Update would increase the number of businesses and residents in the City, thereby increasing the amount of hazardous materials being transported, stored, and manufactured, and the number of people being exposed to these materials. While businesses or users are required by federal, state, and local regulations to properly transport, use, and dispose of hazardous material within the City, it is possible that upset or accident conditions may result in the release of hazardous materials into the environment.

In addition to hazardous materials transported and used by local businesses, hazardous materials may be transported through the community to and from locations outside the City. According to the National Hazardous Materials Route Registry maintained by the Federal Motor Carrier Safety Administration (a division of the USDOT, roadways and state routes near the Yucaipa area are prescribed to carry all types of hazardous materials (including Mentone Boulevard, Lugonia Avenue, and State Route 10 in the cities of Redlands and San Bernardino) (FMCSA 2014). As a result, these roads pose a risk for spills or leaks from nonstationary sources near but not within the City. However, existing regulations address the transport of hazardous materials. Vehicles carrying hazardous materials are required to have placards that indicate at a glance the chemicals being carried, and whether or not they are corrosive, flammable, or explosive. The conductors are required to carry detailed "material data sheets" for each of the substances on board. These documents are designed to help emergency response personnel assess the situation immediately upon arrival at the scene of an accident and take the appropriate precautionary and mitigation measures. The California Highway Patrol is in charge of spills in or along freeways, with Caltrans, the SBCFD/HMD, and local sheriffs providing additional resources as needed.

One Southern California Gas Company high-pressure distribution line extends north and eastward from the southern portion of the City (SoCalGas 2011). The distribution line could rupture in an earthquake. Gas would be released, fires could ensue. However, pipeline operators are responsible for the continuous maintenance and monitoring of their pipelines and for authorizing excavations around those pipelines. In

addition, as with all development in California, development in Yucaipa is required to follow the procedural requirements of the Underground Service Alert of Southern California, or DigAlert.

The amounts of hazardous materials used would vary by land use type: amounts would be small for residential, school, institutional, and many office uses, and would be larger for industrial uses; businesses selling hazardous materials such as gasoline stations; and service businesses using hazardous materials in their operations, such as construction contractors, painters, cleaners, and printers. Given that various land use types have the potential to use hazardous materials, it is speculative to determine whether any of these uses would be located within a one-quarter mile of an existing or proposed school. However, as previously stated, it can be assumed that industrial uses would likely use the largest amounts of hazardous materials compared to other land uses. Based on Table 3-4, *Proposed General Plan Update Summary*, and Figure 3-5, *Proposed Land Use Plan*, buildout of the project would introduce 273,059 additional square feet of industrial use compared to existing conditions and would be located mainly along I-10 near the commercial corridor. Future industrial development within close proximity of sensitive receptors (e.g., schools) in accordance with the proposed project may be required to prepare health risk assessments to ensure impacts are minimized. Future developments that store, transport, handle, or dispose hazardous materials would also be required to comply with existing regulations set forth by federal and state agencies.

Overall, existing regulations with respect to hazardous materials transportation, management, and disposal are designed to be protective of human health. The RCRA, EPCRA, state regulations, and policies in the General Plan Update all minimize potential hazardous material impacts. Therefore, hazards impacts to the public or environment through the routine transport, use, or disposal of hazardous waste/materials in accordance with the proposed project are less than significant.

Impact 5.8-2: There are hazardous materials sites in the City of Yucaipa and sphere of influence that may impact the public or environment. [Threshold H-4]

Impact Analysis: Based on review of several environmental hazard databases, including the EPA's Superfund, EnviroMapper, and TRI databases; the SWRCB's GeoTracker database; and the DTSC's EnviroStor database, the City has on- and off-site disposals of copper and lead, hazardous materials sites, and hazardous waste generator sites (see Figure 5.8-1, *Hazardous Materials Sites*, and Tables 5.8-1 through 5.8-3).

Toxic Chemical Release

The EPA TRI database shows on- and off-site disposal of copper and off-site disposal of lead in the City of Yucaipa. Development in accordance with the General Plan Update may result in additional on- or offsite disposal of toxic chemicals. However, several federal regulations ensure businesses and users of toxic chemicals safely dispose of these chemicals to ensure safety of all people in the area. For example, the EPCRA helps local communities protect public health, safety, and the environment from chemical hazards by requiring businesses to report the locations and quantities of chemicals stored onsite to state and local agencies. This ensures communities and citizens are informed of chemical hazards in their areas and help jurisdictions plan to address chemical spills and similar emergencies in their Hazard Mitigation Plan or Emergency Operations Plan. More specifically, Section 3131 of EPCRA requires manufacturers to report

releases to the environment (air, soil, and water) of more than 600 designated toxic chemicals; report offsite transfers of waste for treatment or disposal at separate facilities; develop pollution prevention measures and activities; and participate in chemical recycling. These annual reports are submitted to the EPA and state agencies and used to update the EPA's TRI database.

Furthermore, under the Toxic Substances Control Act of 1976, the EPA repeatedly screens toxic chemicals being used in the United States and can require reporting or testing of any that may pose an environmental or human health hazard. It can ban the manufacture and import of chemicals that pose an unreasonable risk. Also, the EPA has mechanisms to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It can control these chemicals as necessary to protect human health and the environment. Thus, potential toxic chemical release due to development in accordance with the General Plan Update would be strictly regulated by federal and state agencies. Impacts would be less than significant.

Hazardous Materials Sites

Table 5.8-2 lists 23 reported LUST cases in Yucaipa; however, all but one site (J&J Texaco) have been remediated and closed. J&J Texaco has also been remediated and has been eligible for closure since May 7, 2013. Therefore, the City does not have any untreated LUST cases.

In addition, the Yucaipa Disposal Site and Yucaipa High School sites have been remediated, and their cases are closed. The only open case is Sorenson Engineering, which is currently undergoing assessment and interim remediation action (e.g., groundwater monitoring) as of February 8, 2013.

Other sites that generate hazardous waste are listed in Table 5.8-3. Any development, redevelopment, or reuse on or next to any of these sites would require environmental site assessment by a qualified professional to ensure that the relevant projects would not disturb hazardous materials on any of the hazardous materials sites or plumes of hazardous materials diffusing from one of the hazardous materials sites, and that any proposed development, redevelopment, or reuse would not create a substantial hazard to the public or the environment. Phase I Environmental Site Assessments are also required for land purchasers to qualify for the Innocent Landowner Defense under CERCLA and to minimize environmental liability under other laws such as RCRA.

Given that Yucaipa has a number of hazardous materials sites, future hazardous materials impacts may occur from development in accordance with the General Plan Update. However, properties contaminated by hazardous substances are regulated at the local, state, and federal level and are subject to compliance with stringent laws and regulations for investigation and remediation. For example, compliance with the CERCLA, RCRA, California Code of Regulations, Title 22, and related requirements would remedy all potential impacts caused by hazardous substance contamination. Therefore, buildout of the General Plan Update would result in a less than significant impact upon compliance with existing laws and regulations.

Impact 5.8-3: Portions of the City are in very high fire hazard severity zones designated by CALFIRE and could expose structures and residences to fire danger. [Threshold H-8]

Impact Analysis: As stated above, wildland fires are uncontrolled fires typically in areas of little or no development, but these fires can quickly spread to the urban/wildland interface where development meets expanses of vegetative fuels. Yucaipa is an interface area where a proactive approach to preventing the start and spread of wildland fire is vital to protecting lives and property.

As shown on Figure 5.8-2, *Fire Hazards*, portions along the City's northern, eastern, and southwestern boundaries are designated Very High Fire Hazard Severity Zones (VHFHSZ). Based on the existing land use map, these areas are predominantly undeveloped, rural residential, single family residential or open space and recreation areas. These very high fire hazard areas are mostly proposed for similar uses under the proposed project as well. However, there are areas proposed for more intense development within the VHFHSZ (e.g., along the I-10 commercial corridor and in the Freeway Corridor Specific Plan area).

Expansive open areas are susceptible to destructive wildland fires, which can be exacerbated by dry weather and Santa Ana winds. The National Fire Plan designates Yucaipa as a "community at risk" of high wildland fire hazard (CAL FIRE 2014). Vegetation fuel types in the City include annual grasses and a variety of brush with low fuel moisture that are highly susceptible to and capable of carrying fire. Notable fires in the last decade include five fires in the summer of 2009: the Oak Glen Fire burned1,013 acres; the Pendleton Fire, burned 860 acres; the Crafton Fire, burned 100 acres; the Crafton III Fire, burned 347 acres, and the Wildwood Fire, burned 37 acres. In 2008, the Ridge Fire burned 260 acres (CAL FIRE 2013). Fire and emergency services were provided by the Yucaipa Fire Department and involved CAL FIRE and neighboring fire department services through local agreements already in place. Additional historic fires in Yucaipa are detailed in Table 5.8-5. More recently in 2015, Mill 2 Fire burned approximately 33 acres in the North Bench area near State Route 38 and Bryant Street.

To help protect the City and its residents from fire hazards, the Yucaipa Fire Department implements a number of programs to reduce wildland fire risks. These include Public Resource Code 4291 inspections (identifying high-risk areas based on fuel load, road access, and inspection compliance history), educational materials to business and homeowners, public education related to debris burning and equipment use, fire prevention signs, and fuel reduction along identified fire hazard corridors (CAL FIRE 2013).

In addition, Section 85.020220 of the Yucaipa Development Code designates fire safety overlay districts. As shown on Figure 5.8-2, *Fire Hazards*, these areas match the VHFHSZ designated by CAL FIRE and are identified as Fire Safety Review Areas 1 and 2. These areas are required to comply with various construction, building, and design standards, as well as erosion and sediment control measures as they relate to fire safety. Further, Chapter 8.20 (Refuse Abatement) of the City's municipal code requires every property owner to abate all noxious weeds or vegetation, dry grass, tumbleweeds, dead trees, and all combustible rubbish or noxious vegetation that constitute a fire, health, or safety hazard.

The City of Yucaipa has also adopted the 2013 CFC, which incorporates and amends the 2012 International Fire Code. These codes are revised on a triennial cycle. Provisions include sprinkler and fire hydrant requirements in new structures and remodels, road widths and configurations designed to accommodate the

passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains. The Yucaipa fire chief is authorized and directed to enforce the provisions of the CFC throughout the City. The City has also adopted the most recent (currently 2013) version of the California Building Code, which includes sections on fire-resistant construction material requirements based on building use and occupancy. The construction requirements are a function of building size, purpose, type, materials, location, proximity to other structures, and the type of fire suppression systems installed.

The proposed General Plan Update Safety Element includes goals and policies to minimize potential wildfire impacts in Yucaipa. Implementation of Public Safety Element Policies S-3.1 through S-3.9 would help encourage fire hazard abatement. Policy S-3.1 supports maintaining and updating the City's fire hazard overlay map in concert with CAL FIRE hazard designations and local development patterns. Policy S-3.2 addresses staffing and equipment adequacy of the Yucaipa Fire Department to ensure adequate fire and emergency response times. Policies S-3.3 through S-3.5 require adherence to fire and building codes and fuel modification standards and encourage developments to implement fire abatement project designs and features. Policy S-3.6 allows the Yucaipa Fire Department and CAL FIRE to review future development proposals for potential impacts to fire facilities and compatibility with high fire hazard severity zones. Policy S-3.7 addresses adequate water supply for emergency firefighting needs. Policy S-3.8 encourages mutual and automatic aid agreements with other fire service and emergency medical service providers, and Policy S-3.9 supports educating the community about fire prevention and suppression.

To address the governor's emergency drought declaration and mandatory water use reductions of 36 percent in Yucaipa, the City is pursuing creative ways to augment water supply for fire suppression. CAL FIRE is formalizing an agreement with the Yucaipa Valley Water District to use its extensive surplus of recycled water. As recycled water infrastructure is extended, CAL FIRE will have more flexibility to draw recycled water from throughout the community.

Because the State of California, County of San Bernardino, and the City of Yucaipa require adherence to building codes and review by the fire department to reduce fire hazards, impacts on fire hazards would be less than significant.

5.8.4 Applicable General Plan Update Policies

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to hazards and hazardous materials.

Public Safety Element

- **Policy S-3.1 – Fire Hazard Identification.** Maintain and continuously update the City's fire hazard overlay map for changes in fire hazard severity zones overlay district consistent with changes in hazard designations by CALFIRE.

- **Policy S-3.2 – Service Levels.** Provide appropriate staffing levels, equipment, and facilities to maintain a community ISO 3 rating; strive to meet NFPA-recommended response times for fires and emergency paramedic response.

- **Policy S-3.3 – Fire and Building Codes.** Require adherence to fire standards and building codes in accordance with the City's municipal code, Fire Hazard Overlay Districts, California Fire Code, and California Building Code.

- **Policy S-3.4 – Fuel Modification.** Enforce fuel modification standards and defensible space requirements around structures to reduce wildfire hazards and to protect Yucaipa's urban area from potential wildfire spreading.

- **Policy S-3.5 – Fire Abatement Features.** Encourage residential, commercial, and industrial developments to implement fire-hazard-reducing project designs and features (e.g., fire resistive materials, vegetation).

- **Policy S-3.6 – Development Review.** Allow CAL FIRE to review future development proposals for impacts to fire facilities and compatibility with high fire hazard severity zones.

- **Policy S-3.7 – Adequate Water Supply.** Ensure that public and private water distribution and supply facilities have adequate capacity and reliability to supply emergency firefighting needs beyond everyday demands.

- **Policy S-3.8 – Aid Agreements.** Participate in mutual aid and automatic aid agreements with adjoining fire service providers, emergency medical service providers, and other agencies providing critical services.

- **Policy S-3.9 – Public Education.** Educate the community about fire prevention and suppression; work with other agencies and private interests to educate private landowners on fire-safe measures to achieve a low risk condition.

- **Policy S-4.1 – Land Use Patterns and Facilities.** Maintain land use patterns and building standards that minimize exposure to natural or human-caused hazards and contribute to a "disaster-resistant" community.

- **Policy S-4.2 – Hazard Planning.** Update City hazard mitigation and emergency operations plan on a timely basis; coordinate with relevant agencies responsible for updating water, fire, or other hazard mitigation plans.

- **Policy S-4.3 – Training.** Facilitate training of City emergency response personnel through coursework, emergency operations plan orientation, disaster service training, emergency operations center training, and other training.

- **Policy S-4.4 – Public Education.** Promote education and events that reinforce the responsibility of all residents, business owners, and City staff to individually and collectively plan for, respond to, and recover from disasters.

- **Policy S-4.5 – Interagency Support.** Sustain mutual aid agreements through the California Disaster and Civil Defense Master Mutual Aid Agreement, to provide emergency aid to parties as needed.

- **Policy S-4.6 – Communications.** Maintain effective communication protocols and systems for coordinating service providers, neighboring cities, business, schools, and other agencies for responding to emergencies.

- **Policy S-4.7 – Critical Facilities and Lifeline Services.** Work with various service providers to ensure that essential facilities, lifeline services, and infrastructure (water, sewer, communication, power, roads, etc.) are capable of responding following a disaster.

- **Policy S-4.8 – Emergency Access and Evacuation.** Maintain emergency access, protocols, and evacuation routes for residents, business, and equine and large animals; regularly exercise evacuation protocol and procedures.

- **Policy S-4.9 – Recovery.** Foster provision of recovery programs that provide relief to individuals and communities during times of emergency, so that necessary actions are taken to return public services to a state of normalcy.

- **Policy S-5.1 – Wind Protective Features.** Promote the installation of protective wind barriers on homes and buildings, such as vegetation walls, glass panel windscreens, roof clips, hedges, or rows of trees.

- **Policy S-5.2 – Public Trees and Vegetation.** Maintain trees and vegetation in public rights-of-way and close to critical facilities (e.g., police, fire, hospital facilities) and utility lines to lessen tree failure and property damage risks.

- **Policy S-5.3 – Signage.** Require all signage and moving structures susceptible to high wind damage to be tied down appropriately, or brought down or covered when high wind alerts are in effect.

- **Policy S-5.4 – Roadway Closures.** Close down non-essential roadways and redirect traffic onto other routes during thunderstorms, torrential rain, or snow/freezing conditions where warranted to protect the public.

- **Policy S-5.5 – Cooling Centers.** Designate public buildings or specific private buildings with air conditioning as public cooling shelters; extend hours at air-conditioned sites during periods of extreme heat and power outage.

- **Policy S-5.6 – Storms.** Continue to provide access to flood protection resources and services (signage, sandbags, etc.) as feasible at designated public facilities during and after extreme weather events.

- **Policy S-5.7 – Public Education.** Educate the community about the importance of regular tree maintenance near structures and power lines to minimize risk of downed trees, branches, and power lines during windstorms.

Public Services and Facilities Element

- **Policy PSF-9.3 – Hazardous Waste.** Protect the community from the dangers of hazardous waste and materials (oil, household cleaners, pesticides, e-waste, etc.) through education, monitoring, and enforcement of proper use, storage, handling, and disposal.

5.8.5 Existing Regulations and Standard Conditions

Federal

- Resource Conservation and Recovery Act (RCRA) of 1976
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980
- Superfund Amendments and Reauthorization Act (SARA)
- Emergency Planning and Community Right-to-Know Act (EPCRA)
- Toxic Substances Control Act of 1976
- Occupational Safety and Health Administration (OSHA) Regulation 29 CFR Standard 1926.62

State

- Health and Safety Codes Sections 25270.7, 25270.8, and 25507
- Vehicle Code Section 23112.5
- Public Utilities Code Section 7673 (PUC General Orders #22-B, 161)
- Government Code Sections 51018, 8670.25.5(a)
- Water Code Sections 13271, 13272
- California Labor Code Section 6409.1(b)10
- California Fire Code
- California Building Code
- California Fire Plan
- California Code of Regulations, Title 22, Division 4 and 4.5
- Hazardous Materials Disclosure Programs

Local

- City of Yucaipa Development Code Division 5, Chapter 2, Article 1 – Fire Safety Overlay District
- City of Yucaipa Municipal Code Chapter 8.20 (Refuse Abatement)

5.8.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.8-1, 5.8-2, and 5.8-3.

5.8.7 Mitigation Measures

No significant adverse impacts were identified and no mitigation measures are necessary.

5.8.8 Level of Significance After Mitigation

No mitigation measures are required and impacts would be less than significant.

5.8.9 References

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5.9 HYDROLOGY AND WATER QUALITY

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to hydrology and water quality conditions in the City of Yucaipa and its sphere of influence (SOI) from implementation of the proposed Yucaipa General Plan Update. Hydrology deals with the distribution and circulation of water on land and underground, and water quality deals with the quality of surface and groundwater resources. Cumulative impacts related to hydrology and water quality would be contiguous with the Yucaipa Creek Watershed and Yucaipa Subbasin of the Upper Santa Ana Valley Groundwater Basin, and cumulative flood impacts would be contiguous with the City and SOI boundary.

5.9.1 Environmental Setting

5.9.1.1 REGULATORY FRAMEWORK

Federal Regulations

Clean Water Act

Under the Clean Water Act (CWA) of 1977, the United States Environmental Protection Agency (EPA) seeks to restore and maintain the chemical, physical, and biological integrity of the nation's waters. The statute employs a variety of regulatory and non-regulatory tools to reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. The CWA authorizes the EPA to implement water quality regulations. The National Pollutant Discharge Elimination System (NPDES) permit program under Section 402(p) of the CWA controls water pollution by regulating storm water discharges into the waters of the United States. California has an approved state NPDES program. The EPA has delegated authority for water permitting to the State Water Resources Control Board (SWRCB), which has nine regional boards. The Santa Ana Regional Water Quality Control Board (RWQCB Region 8) regulates water quality in the City and SOI.

Sections 401 and 404 of the CWA are administered through the Regulatory Program of the U.S. Army Corps of Engineers (Corps) and regulate the water quality of all discharges of fill or dredged material into waters of the United States, including wetlands and intermittent stream channels. Section 401, Title 33, Section 1341 of the CWA sets forth water-quality certification requirements for "any applicant applying for a federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable waters." If there are ephemeral drainages and wetlands identified in the General Plan area, construction and other activities may require the acquisition of a permit from the Corps under Section 404 of the CWA and water quality certification from the Santa Ana RWQCB under Section 401 of the CWA. Section 401 certification is required from the Santa Ana RWQCB prior to final issuance of Section 404 permits by the Corps.

Section 303(d) of the CWA requires that each state identify water bodies or segments of water bodies that are "impaired" (i.e., do not meet one or more of the state water quality standards). Such waters are polluted and need further attention to support their beneficial uses. Once the water body or segment is listed, the state must establish a total maximum daily load (TMDL) for the pollutant causing impairment. TMDL is the

maximum amount of a pollutant that a water body can receive and still meet water quality standards. Typically, TMDL is the sum of the allowable loads of a single pollutant from all contributing point and nonpoint sources. The intent of the 303(d) list is to identify water bodies that require future development of a TMDL to maintain water quality. The RWQCB identifies impaired water bodies within its jurisdiction as well as the pollutant or stressor responsible.

National Pollutant Discharge Elimination System

The NPDES permit program was established by the CWA to regulate municipal and industrial discharges to surface waters of the United States from their municipal separate storm sewer systems (MS4s). All facilities that discharge pollutants into waters of the United States must obtain an NPDES permit. Requirements for stormwater discharges are also regulated under this program. In California, the NPDES permit program is administered by the SWRCB through the nine RWQCBs.

The project lies within the jurisdiction of Santa Ana RWQCB (Region 8) and is subject to the waste discharge requirements of the San Bernardino County MS4 Permit (Order No. R8-2010-0036) and NPDES Permit No. CAS618036. The San Bernardino County Flood Control District is the principal permittee, and the County of San Bernardino and the 16 incorporated cities of San Bernardino County are co-permittees under the MS4 permit. Pursuant to the MS4 permit, the permittees were required to develop and implement programs and policies to reduce the discharge of pollutants in urban runoff to Waters of the United States to the maximum extent practicable (MEP), and to implement best management practices (BMPs) to reduce, consistent with the MEP standard, the discharge of pollutants in urban stormwater from the MS4s. The City of Yucaipa, as a permittee under the general MS4 permit, has legal authority enforce the permit in its jurisdiction.

The general MS4 permit requires that new development or significant redevelopment projects use BMPs, including site design planning, source control, and treatment techniques, to protect the quality of receiving waters. These requirements are detailed in the San Bernardino County Model Water Quality Management Plan (WQMP) and supplemental technical guidance document (TGD), revised May 2012, which the City of Yucaipa has incorporated into its project approval processes. Within the General Plan area, any new development project (i.e., adding 10,000 or more square feet of impervious surface) or significant redevelopment project (i.e., adding 5,000 or more square feet of impervious surface) is required to prepare a WQMP that specifies the BMPs and low impact development (LID) measures to minimize the effects of the project on regional hydrology, runoff flow rates and/or velocities, and pollutant loads. An operations and maintenance (O&M) plan must be included in the WQMP and must designate terms, conditions, and requirements for maintaining the BMPs in perpetuity.

State Regulations

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code § 13000 et seq.) is the basic water quality control law for California. Under this act, the SWRCB has ultimate co1ntrol over state water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the SWRCB. The state is divided

into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine RWQCBs carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan or basin plan that designates beneficial uses and water quality objectives for the region's surface water and groundwater basins.

The General Plan area is subject to the Santa Ana RWQCB's Basin Plan, which is primarily within the Santa Ana River Watershed. The basin plan was adopted in 1995 and revised in 2008 and 2011. It gives direction on the beneficial uses of state waters in Region 8; describes the water quality that must be maintained to support those uses; and provides programs, projects, and other actions to achieve the standards. The basin plan provides all the necessary information to carry out the state's antidegradation policy for surface waters and groundwater, 303(d) listing of impaired waters, and related TMDLs.

Applicable Plans and Programs

Storm Water Pollution Prevention Plans

Pursuant to the CWA, in 2012, the SWRCB issued a statewide general NPDES Permit for stormwater discharges from construction sites (Order N. 2012-0006-DWQ; NPDES No. CAS000002). Under this Statewide General Construction Activity permit, discharges of stormwater from construction sites with a disturbed area of one or more acres must be covered by an individual NPDES or the general construction permit. Coverage by the general construction permit is accomplished by completing and filing permit registration documents (PRDs) with the SWRCB, including a Notice of Intent, risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and signed certification statement (SWRCB 2014).

Each applicant under the general construction permit must prepare a SWPPP before issuance of grading permits, and the SWPPP must be implemented during construction. The SWPPP must list BMPs implemented on the construction site to protect stormwater runoff; contain a visual monitoring program and a chemical monitoring program for "non-visible" pollutants to be implemented based on the risk level of the site; and inspection, reporting, training, and recordkeeping requirements. In Region 8, the SWRCB is the permitting agency and the Santa Ana RWQCB provides local oversight and enforcement.

National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards. FEMA provides flood insurance rate maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies referred to as Flood Insurance Studies (FISs). The most recent FIRMs were completed and published for the City of Yucaipa on August 28, 2008. Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas (SFHAs) on FIRMs.

The Flood Disaster Protection Act requires owners of all structures in identified SFHAs to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members within designated areas are

able to participate in the National Flood Insurance Program (NFIP) afforded by FEMA. The NFIP is required to offer federally subsidized flood insurance to property owners in communities that adopt and enforce floodplain management ordinances that meet minimum criteria. The National Flood Insurance Reform Act of 1994 further strengthened the NFIP by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing erosion hazards.

The design standard for flood protection established by FEMA is the 100-year flood event, also described as a flood that has a 1-in-100 chance of occurring in any given year.

Local Regulations

San Bernardino County Flood Control District

The San Bernardino County Flood Control District (SBCFCD) regulates runoff and water quality as the Principal Permittee under the General MS4 Permit and Municipal Storm Water Management Plan (MSWMP). The City of Yucaipa is a co-permittee under the General MS4 Permit and has legal authority for enforcing the terms of the permit in its jurisdiction.

The MSWMP includes a New Development and Redevelopment Program that incorporates watershed protection and stormwater quality management principles into the General Plan process, environmental review process, and development permit approval process. The New Development and Redevelopment Program includes a "model" WQMP that identifies incorporation of BMPs in new development or redevelopment projects (SBCFCD 2006).

City of Yucaipa

The City of Yucaipa approves project-specific stormwater quality management plans (SWQMPs) as part of the development plan and approval process prior to the issuance of permits. All applicants for new development or redevelopment projects within the City of Yucaipa are required to prepare and submit a SWQMP to the Department of Public Works that addresses all BMPs that will be incorporated into the new development or redevelopment project to control stormwater and non-stormwater pollutant during and after construction and shall be revised as necessary during the life of the project.

City of Yucaipa Municipal Code

Chapter 2, Erosion and Sediment Control, includes provisions to eliminate and prevent conditions of accelerated erosion that lead to the degradation of water quality, loss of fish habitat, damage of property, loss of topsoil and vegetation cover, disruption of water supply, increased danger from flooding, and the deposit of sediments and associated nutrients.

Chapter 4, Section 810.0480, Stormwater Management, encourages landscape and grading design plans to minimize runoff and increase onsite retention and infiltration that recharge groundwater and improve water quality.

Chapter 13.04, Storm Drain System, promotes and ensures the future health, safety, and general welfare of inhabitants of the City by controlling discharges into the City storm drain system. It requires protecting and enhancing the water quality of local, state, and federal watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with federal, state, and local laws and regulations.

5.9.1.2 EXISTING CONDITIONS

Hydrology

Climate and Topography

Yucaipa has a Mediterranean climate with relatively mild winters and very warm summers. The annual average temperature is 63.5°F. The warmest month is July, with an average temperature of 79°F; the coolest month is January, with an average temperature of 50.6°F. Average annual precipitation for Yucaipa is 22.3 inches per year, which falls primarily between the months of October to May (Weatherbase 2015).

The topography in the central portion of the City is relatively flat, with elevations between 2,000 and 3,000 feet. Elevations increase in the northeast and eastern portions of Yucaipa to approximately 4,000 feet (YVWD 2010).

Regional Drainage

The City of Yucaipa is mostly within the Yucaipa Creek Watershed, as illustrated in Figure 5.9-1, *Watersheds and Streams*. The Yucaipa Creek Watershed encompasses approximately 40 square miles and is generally defined as the area that drains Wilson Creek and Wildwood Creek to Live Oak Canyon. The topography of the area is one of steep hills and broad, steeply sloping valleys. Elevations range from about 8,700 feet in the upper reaches of the watershed to about 1,900 feet at the lower end.

Wilson Creek divides into three main tributaries, with Gateway Wash as the north fork, Oak Glen Creek the south fork, and Wilson Creek between them. The central area of Yucaipa is divided into two main drainage systems, which are the area drained by Chicken Springs Wash (a tributary of Wilson Creek), and the area drained by Yucaipa Creek, which is tributary to Wildwood Creek. Wildwood Creek flows westerly through the southern portion of the watershed and joins Wilson Creek at the City limits (Yucaipa 2010).

Existing Drainage Facilities

Drainage in the General Plan area occurs through many small ephemeral creeks including: Yucaipa Creek, Oak Glen Creek, Wilson Creek, Birch Creek, and San Timoteo Creek. These creeks all begin in the upland areas to the northeast and drain down to the southwest through Live Oak Canyon to San Timoteo Creek, which is a tributary of the Santa Ana River. The creeks are dry during most of the year except along the upland reaches, where small, sustained year-round flow may occur. Irregular flows do occur occasionally along the entire reach of the creeks during both high intensity summer cloudbursts and long duration seasonal winter storms. The stream flows generated from these conditions tend to be very flashy, with water level changing rapidly over time and large amounts of unconsolidated sediments being scoured from the

upper reaches and washed downstream. Winter storms in the past have caused waters in one or more of the natural drainage channels to overflow onto City streets, parks, and private property (YVWD 2010).

The City updated the Master Plan of Drainage (MPD) 2011. The approved study allows staff to use the information as a new basis for design of all future drainage improvement projects within the City. A map of the drainage facilities within the General Plan area is provided as Figure 5.9-2, *Drainage Facilities*. The possibility of reducing drainage flows downstream by adding detention basin facilities upstream will result in cost savings for future drainage improvement projects while enhancing water quality, groundwater recharge, aesthetics, and reducing environmental impacts throughout the system. The results of the MPD update indicate that it will result in a substantive reduction in peak flow rates during a 100-year design storm (Yucaipa 2014b). In general, the City of Yucaipa maintains the local storm drain facilities, which discharge into SBCFCD's regional facilities and the Santa Ana River. The SBCFCD facilities within the General Plan area include:

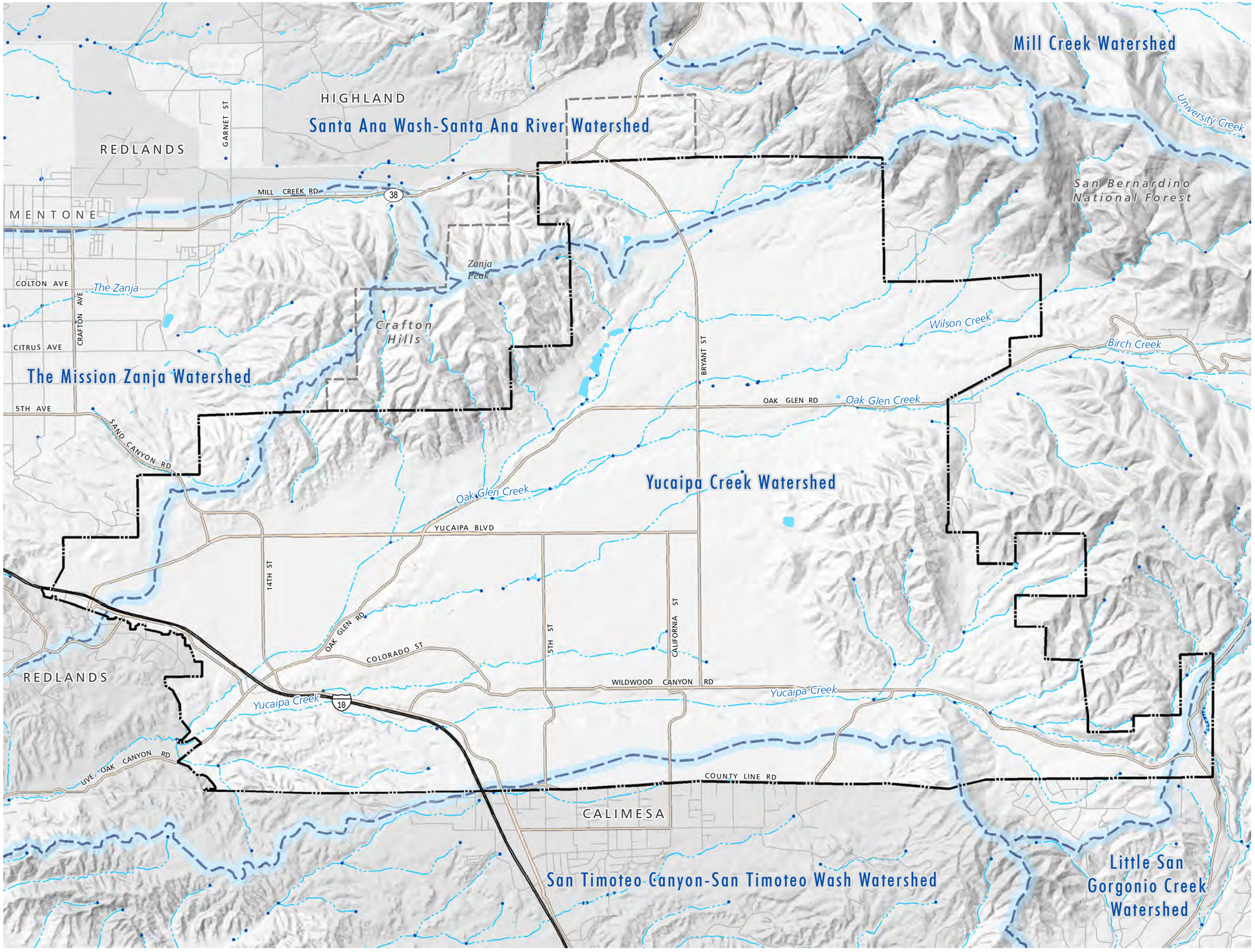
- Birch Creek
- Yucaipa Creek
- Chicken Springs Creek
- Gateway Wash (SBCFCD 2014)

Groundwater

The General Plan area lies primarily within the Yucaipa Subbasin of the Upper Santa Ana Valley Groundwater Basin, which underlies the southeast part of the San Bernardino Valley, covering approximately 39 square miles, as illustrated in Figure 5.9-3, *Groundwater Basins*. The Yucaipa Subbasin is bordered by the San Andreas fault to the north, the Redlands fault and the Crafton Hills to the west, the Banning fault to the south, and Yucaipa Hills to the east. Groundwater in the Yucaipa Subbasin is found chiefly in alluvium, with lesser quantities in the San Timoteo Formation and fractured bedrock beneath the alluvium. Dominant recharge to the subbasin occurs through the percolation of precipitation; infiltration within the channels of overlying streams, particularly Yucaipa and Oak Glen Creeks; underflow from the fractures within the surrounding bedrock beneath the subbasin; and artificial recharge at spreading grounds. Construction activities in Yucaipa would not require dewatering because groundwater in the Yucaipa Subbasin is typically between 200 to 280 feet below the surface (DWR 2004).

Groundwater in the Yucaipa Subbasin is managed by the Yucaipa Valley Water District (YVWD). The YVWD also gets a portion of its waters supply from the San Timoteo and Beaumont Subbasins; therefore, the YVWD actively monitors groundwater in the subbasins and participates with other agencies in monitoring and protect the subbasins to ensure groundwater sustainability.

Figure 5.9-1
WATERSHEDS AND STREAMS



City Limits
Yucaipa Sphere of Influence
Stream / River
Lake/Pond/Reservoir
Hydrographic Junction
Watershed Boundary

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: USGS NHD, 2014

12/1/2015

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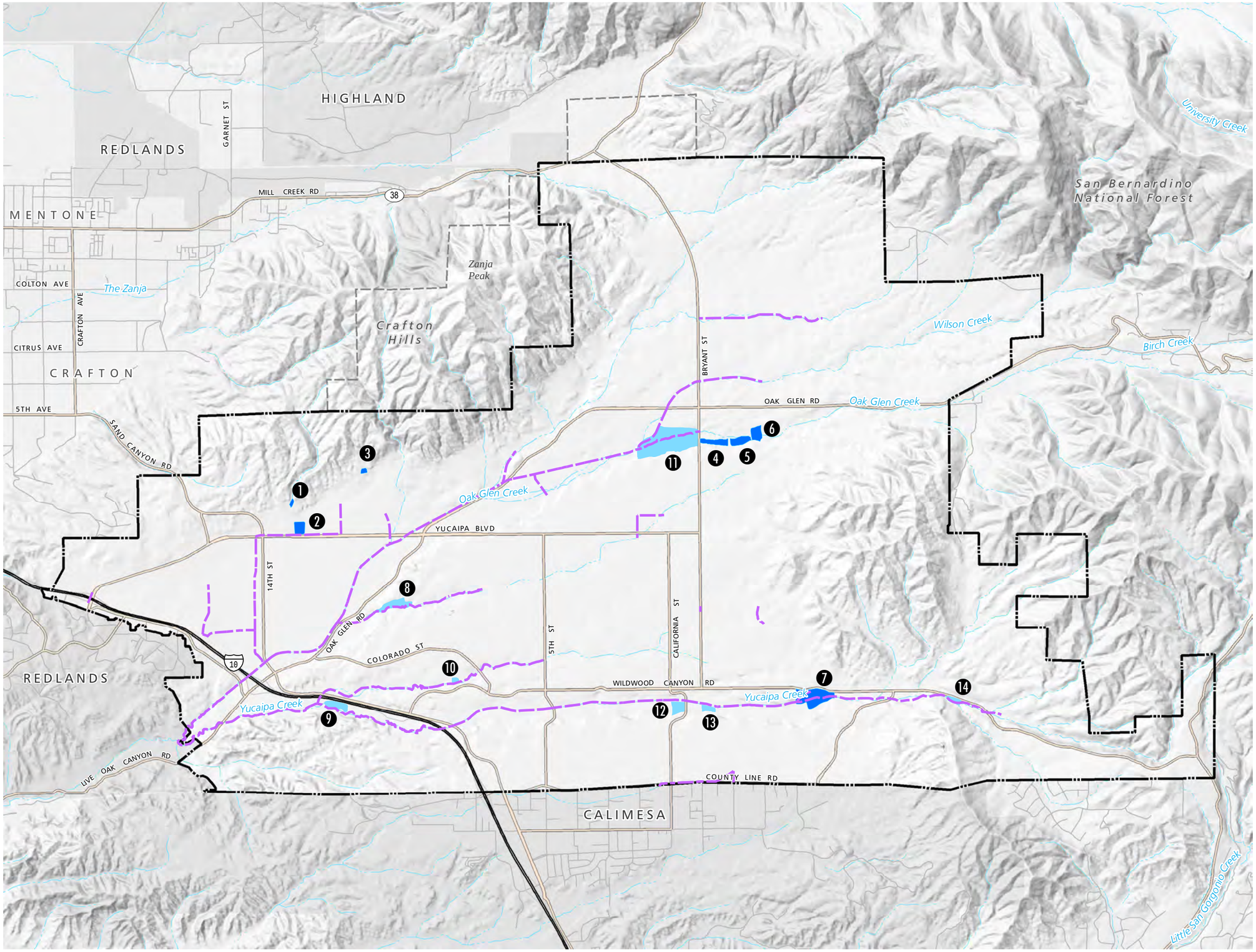
Figure 5.9-2
DRAINAGE FACILITIES



City Limits
Yucaipa Sphere of Influence
Drainage Channel
Existing Drainage Basin
Proposed Drainage Basin

Drainage Basin Names

1, Dunlap Basin (D-4)
2, Dunlap Basin (D-2)
3, Dunlap Basin (D-5)
4, Oak Glen Basin/Wilson II (WC-II)
5, Oak Glen Basin/Wilson II (WC-II)
6, Oak Glen Basin/Wilson II (WC-II)
7, Wildwood Creek Basin (WW-3)
8, Chicken Springs Basin
9, Wildwood Creek Basin (WW-1)
10, Yucaipa Creek Basin (Y-3)
11, Wilson Creek Basin (WC-1)
12, Wildwood Creek Basin (WW-2b)
13, Wildwood Creek Basin (WW-2a)
14, Wildwood Creek Basin (WW-4)

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: USGS NHD 2013; Michael Baker International 2014

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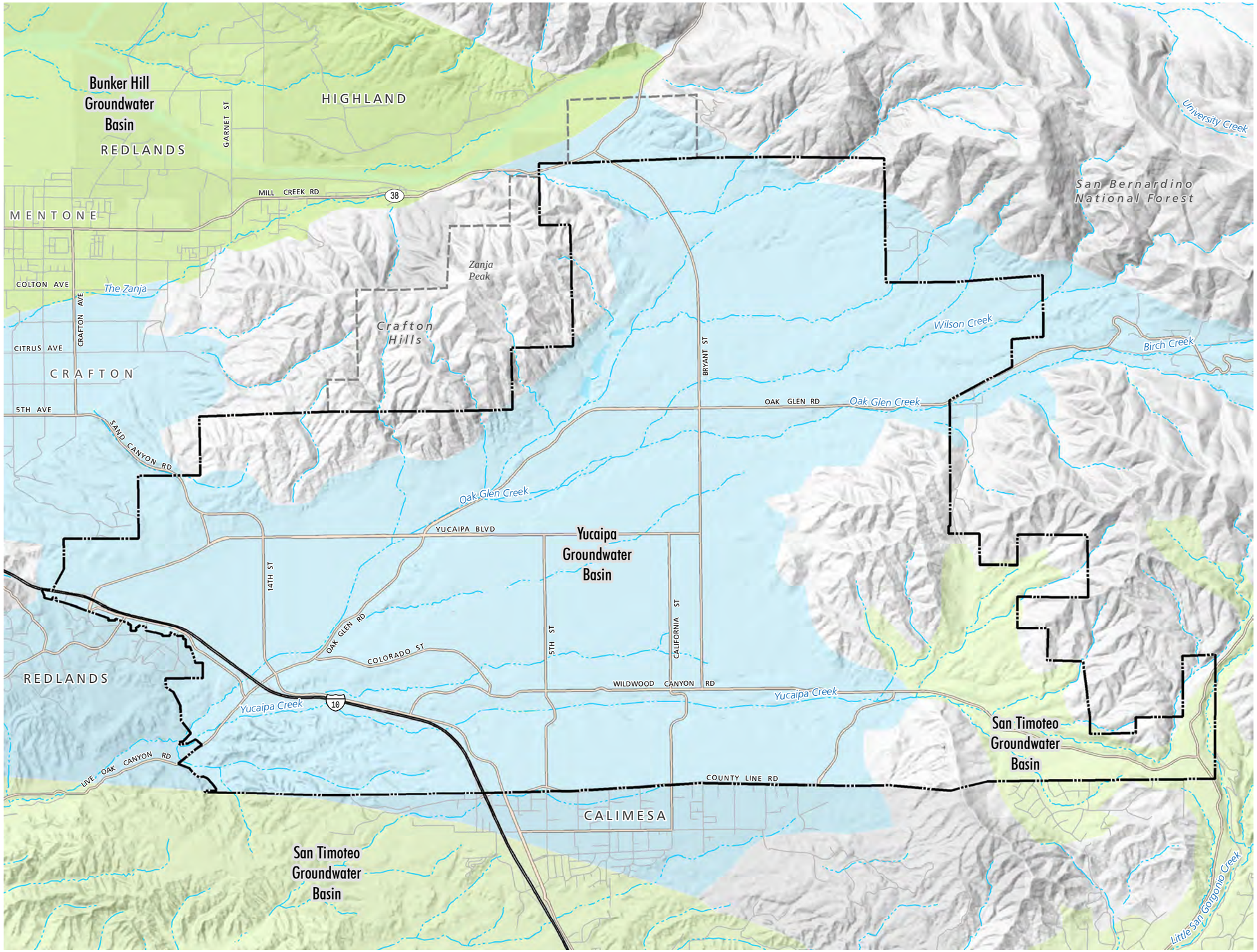
Figure 5.9-3
GROUNDWATER BASINS



City Limits
Yucaipa Sphere of Influence
Stream / River
Bunker Hill Groundwater Basin
San Timoteo Groundwater Basin
Yucaipa Groundwater Basin

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: California Water Resource Dept. 2012

7/6/2015

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Groundwater Management of Yucaipa and San Timoteo Subbasins

The Yucaipa Subbasin and the San Timoteo Subbasin have not been adjudicated. Under present management conditions the basins are expected to have controlled overdraft conditions. Prior to 2007, the Yucaipa Basin was considered in overdraft due to overextraction by the YVWD, South Mesa Water Company, and Western Heights Mutual Water Company. In 2005, the YVWD began treating State Water Project water through a newly constructed Yucaipa Valley Regional Filtration Facility. This provided an opportunity to alleviate pumping from local supplies, increasing groundwater levels to 70 feet in one well in the Wilson subbasin (YVWD 2011).

Groundwater Management in the Beaumont Subbasin

As a result of the desire to actively manage the local water resources, the Beaumont-Cherry Valley Water District, City of Beaumont, South Mesa Water Company, and YVWD executed a Stipulated Judgment, *San Timoteo Watershed Management Authority, vs. City of Banning et al (Case No. RIC 389197, February 4, 2004)*, for the administration of adjudicated water rights within the Beaumont Groundwater Basin. Pursuant to the stipulated judgment, the court appointed a five-member watermaster committee consisting of representatives from these water districts to determine the safe yield and ensure that this basin is not managed in overdraft (Beaumont Basin Watermaster 2015a). Safe yield is generally considered equal to the average replenishment rate of the aquifer from natural and artificial recharge. Evaporation, transpiration, and basin outflow are also factored into replenishment rates. Safe yield is determined based on the amount of historical production in the groundwater basin, the boundaries of the basin, and the basin's hydrology and geography. Based on the most recent evaluation of the Beaumont Basin Safe Yield by the watermaster, the recommended safe yield of the Beaumont Basin for the next 10 years is 6,700 acre-feet per year (Beaumont Basin Watermaster 2015b).

Water Quality

Surface Water Quality

As previously discussed, the General Plan area is within the jurisdiction of the Santa Ana RWQCB, which adopted the Water Quality Control Plan: Santa Ana Region Basin Plan in 1995 and last updated it in 2014 (Santa Ana RWQCB 2014). The basin plan lists potential and beneficial uses for surface waters in the General Plan area, as summarized in Table 5.9-1, *Designated Beneficial Uses of Water Bodies*.

Table 5.9-1 Designated Beneficial Uses of Water Bodies

Water Body	Designated Beneficial Use
Surface Water	
San Timoteo Creek – Reach 1A	MUN(E), AGR(I), REC1(I), REC2(I), WARM(I), WILD(I)
San Timoteo Creek – Reach 1B	MUN(E), AGR(I), GWR(I), REC1(I), REC2(I), WARM(I), WILD(I)
San Timoteo Creek – Reach 2	MUN(E), GWR, REC1, REC2, WARM, WILD
San Timoteo Creek – Reach 3	MUN(E), GWR, REC1, REC2, WARM, WILD
Oak Glen, Potato Canyon, and Birch Creeks	MUN, GWR, REC1, REC2, WARM, WILD
Little San Gorgonio Creek	MUN, GWR, REC1, REC2, COLD, WILD
Yucaipa Creek	MUN(I), GWR(I), REC1(I), REC2(I), WARM(I), WILD(I)
Other Tributaries to these Creeks-Valley Reaches	MUN(I), GWR(I), REC1(I), REC2(I), WARM(I), WILD(I)
Other Tributaries to these Creeks-Mountain Reaches	MUN(I), GWR(I), REC1(I), REC2(I), COLD(I), WILD(I)
Anza Park Drain	MUN, REC1, REC2, WARM, WILD, SPWN
Sunnyslope Channel	MUN, REC1, REC2, WARM, WILD, SPWN
Tequesquito Arroyo(Sycamore Creek)	MUN(E), GWR, REC1, REC2, WARM, WILD, SPWN
Groundwater	
San Timoteo	MUN, AGR, IND, PROC
Yucaipa	MUN, AGR, IND, PROC

Source: SARWQCB 1995.
Notes: (E) = Excluded from MUN; (I) = Intermittent beneficial use; if not otherwise specified, the beneficial use is existing or potential beneficial use.
AGR – Agricultural Supply
COLD – Cold freshwater habitat
COMM – Commercial and sport fishing
GWR – Groundwater recharge
IND – Industrial service supply
MUN – Municipal and domestic supply
PROC – Industrial process supply
REC-1 – Water contact recreation
REC-2 – Non-contact water recreation
SPWN –Spawning, reproduction, and development
WARM – Warm freshwater habitat
WILD – Wildlife habitat

In accordance with Section 303(d) of the Clean Water Act, the state must present the EPA with a list of impaired water bodies; no impaired water bodies are in the General Plan area.

Groundwater Quality

The basin plan contains water quality criteria for groundwater. The General Plan area is within the Yucaipa Subbasin of the Upper Santa Ana Valley Groundwater Basin. Groundwater in this subbasin is generally characterized as calcium-sodium bicarbonate water with an average total dissolved solids (TDS) content of 322 milligrams/liter (mg/L) (DWR 2004). Groundwater impairment in some areas of the basin include high sulfate and nitrate levels (Santa Ana RWQCB 2014).

Flood Hazards

Designated Flood Zones

According to the City of Yucaipa Hazard Mitigation Plan Update, flooding hazards scored "High" in the Hazard Assessment Matrix. Areas subject to flooding in Yucaipa are adjacent to the Wilson and Wildwood Creeks, and the Dunlap Acres/Business Corridor. Wilson Creek flows from the northeast to the southwest corner of the City. Wildwood Creek flows from east to west. Dunlap Channel lies between Yucaipa Boulevard and Wilson Creek. Floodway areas adjacent to these creeks may be subject to damage and isolation during storm events. Winter storms can cause water in one or more of the natural drainage channels to overflow onto City streets, parks, and private property. Street embankments adjacent to the storm channels can be damaged and require road closure. Normal traffic flow is significantly affected by water and silt deposits in the seven low-water crossings.

FEMA determines floodplain zones to assist cities in mitigating flooding hazards through land use planning. FEMA also outlines specific regulations for any construction in a 100-year floodplain, an area that has a 1 percent chance of being inundated during a 12-month period. This has been established as the base flood for purposes of floodplain management measures. The FIRMs for the General Plan area were prepared in 2008 (FIRM Nos. 06071C8740H and 06071C8745H.) The flood hazard zones within the General Plan area are shown on Figure 5.9-4a, *Flood Hazard Zones*. FIRM No. 06071C8740H was revised by the letter of map revision in 2014, since much of the channel in Dunlap Acres no longer poses a hazard after completion of the Oak Glen Creek detention basin. The revised flood hazard zones in the General Plan area are shown on Figure 5.9-4b, *Flood Hazard Zones with Approved Letter of Map Revision*. This EIR uses the revised map for the environmental analysis.

The areas within the 100-year floodplain are adjacent to the Wilson and Wildwood Creeks. Wilson Creek flows from the northeast to the southwest corner of the City, and Wildwood Creek flows east to west. Floodway areas adjacent to these creeks may be subject to damage during storms. Development in accordance with the General Plan Update would allow for additional housing units in the City, with some potentially in or near flood hazard areas.

Seismically Induced Dam Inundation

Several reservoirs in the General Plan area present a remote risk of downstream inundation if a dam fails as the result of an earthquake or other catastrophic event. The California Governor's Office of Emergency Services (OES) has directed dam operators to delineate areas likely to be inundated in the event of a catastrophic dam failure caused by earthquake or other events. There are four dams within the General Plan area (DWR 2014):

- Yucaipa No 1 (Dam No. 2009-000)
- Yucaipa No 2 (Dam No. 2009-002)
- Yucaipa No 3 (Dam No. 2009-003)
- Crafton Hills (Dam No. 1-091)

Yucaipa No. 1, Yucaipa No. 2, and Yucaipa No. 3 were constructed in 1978 and have a height of 42, 49, and 35 feet respectively. These dams are owned and operated by the San Bernardino Valley Municipal Water District. Crafton Hills Dam was constructed in 2001 and has a height of 95 feet; it is owned by California Department of Water Resources. All four are earth-fill dams with a clay core (DWR 2014).

The Crafton Hills Dam was improved in 2013, and the Crafton Hills Reservoir was expanded in 2014. After construction of a similar sized dam in the adjacent valley and excavation of the ridge between the two valleys, the Crafton Hills Reservoir tripled its size. The expanded reservoir will reduce electrical power costs and provide an additional water supply for the community in the event of an earthquake or other emergency.

The inundation zone for the Yucaipa reservoirs is southwest of the dams and runs through Yucaipa Regional Park to Blue Grass Road. It continues southwest and terminates at the Gateway Wash drainage structure. The inundation zone for Crafton Hills Reservoir is attenuated by the lower Yucaipa reservoirs. It is south of the dam and runs through Yucaipa Reservoir No. 2. The path continues southwest through Yucaipa Reservoir No. 1 and finally terminates at the Gateway Wash drainage structure. Figure 5.9-5, *Dam Inundation Zones,* shows the inundation zones from these dams. All dams must meet safety requirements and are inspected annually by the Division of Safety of Dams of the California Department of Water Resources.

Inundation from Above-Ground Water Storage Reservoirs

Yucaipa has several dozen above-ground water storage reservoirs that could cause localized inundation if they were to fail during a maximum credible earthquake.

Tsunamis

A tsunami is a large ocean wave generated by an earthquake, landslide, or volcanic eruption. The General Plan area is more than 60 miles from the Pacific Ocean and is well outside of the tsunami inundation zone.

Seiches

Seiches are waves that oscillate in enclosed water bodies, such as reservoirs, lakes, and ponds, or semienclosed bodies of water. Seiches may be triggered by moderate or large submarine earthquakes or sometimes by large onshore earthquakes. Inundation from a seiche can occur if the wave overflows a containment of an artificial body of water. Flooding due to a seiche would occupy less area than the dam inundation zones.

Mudflows

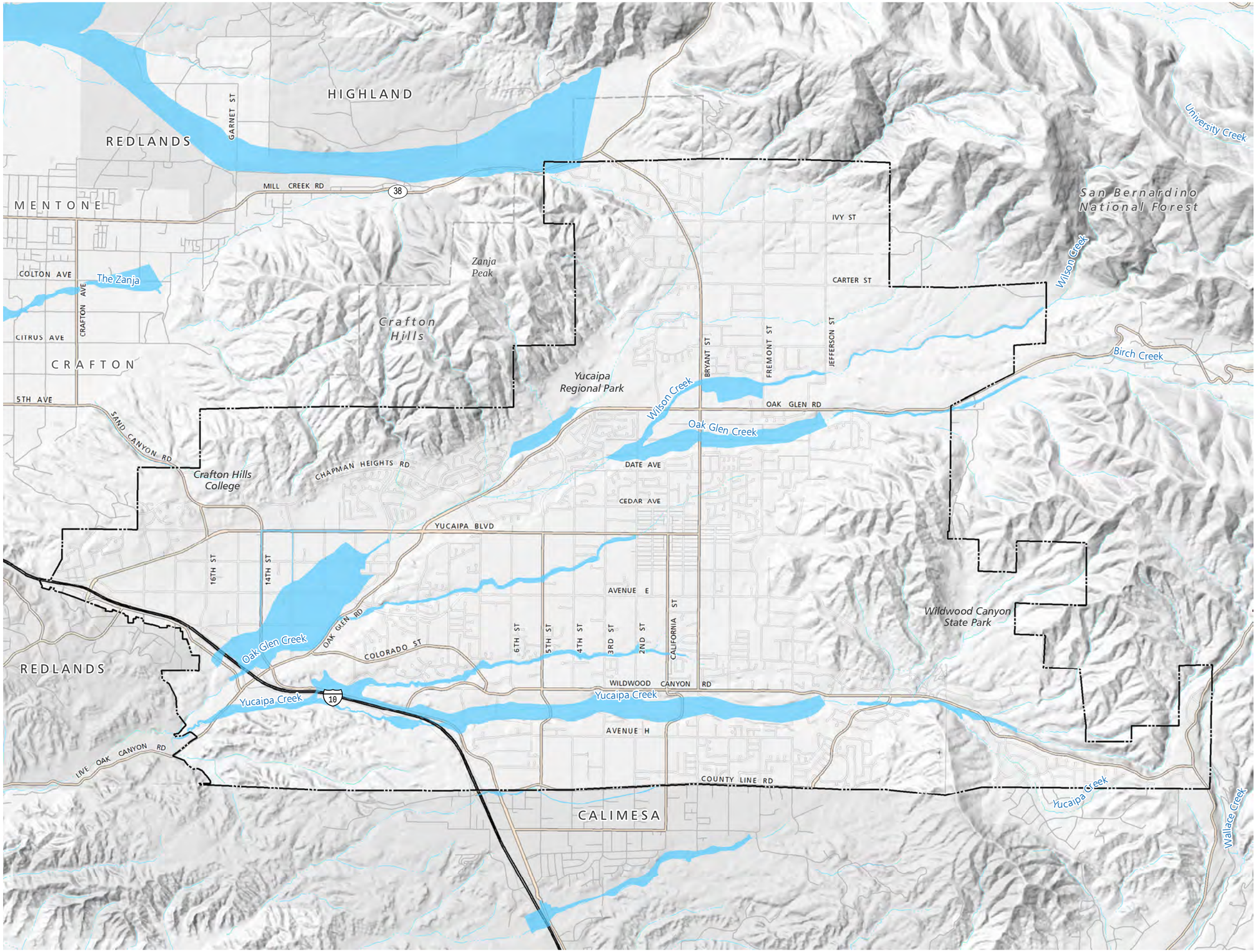
Mud and debris flows are mass movements of dirt and debris that occur after intense rainfall, earthquakes, and severe wildfires. The speed of a slide depends on the amount of precipitation, steepness of the slope, and alternate freezing and thawing of the ground. According to the City of Yucaipa's Hazard Mitigation Plan Update, most of the City has been determined to be at very low to moderate risk of mudflows. The low to moderate ratings are generally associated with the river wash and hilly areas. Small portions of the City have a moderate to high susceptibility to mudflows.

Figure 5.9-4a
FLOOD HAZARD ZONES

City Limits
Yucaipa Sphere of Influence

FEMA Flood Zone

100 Year Flood Area
Stream/River



Source: FEMA 2012

7/6/2015

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

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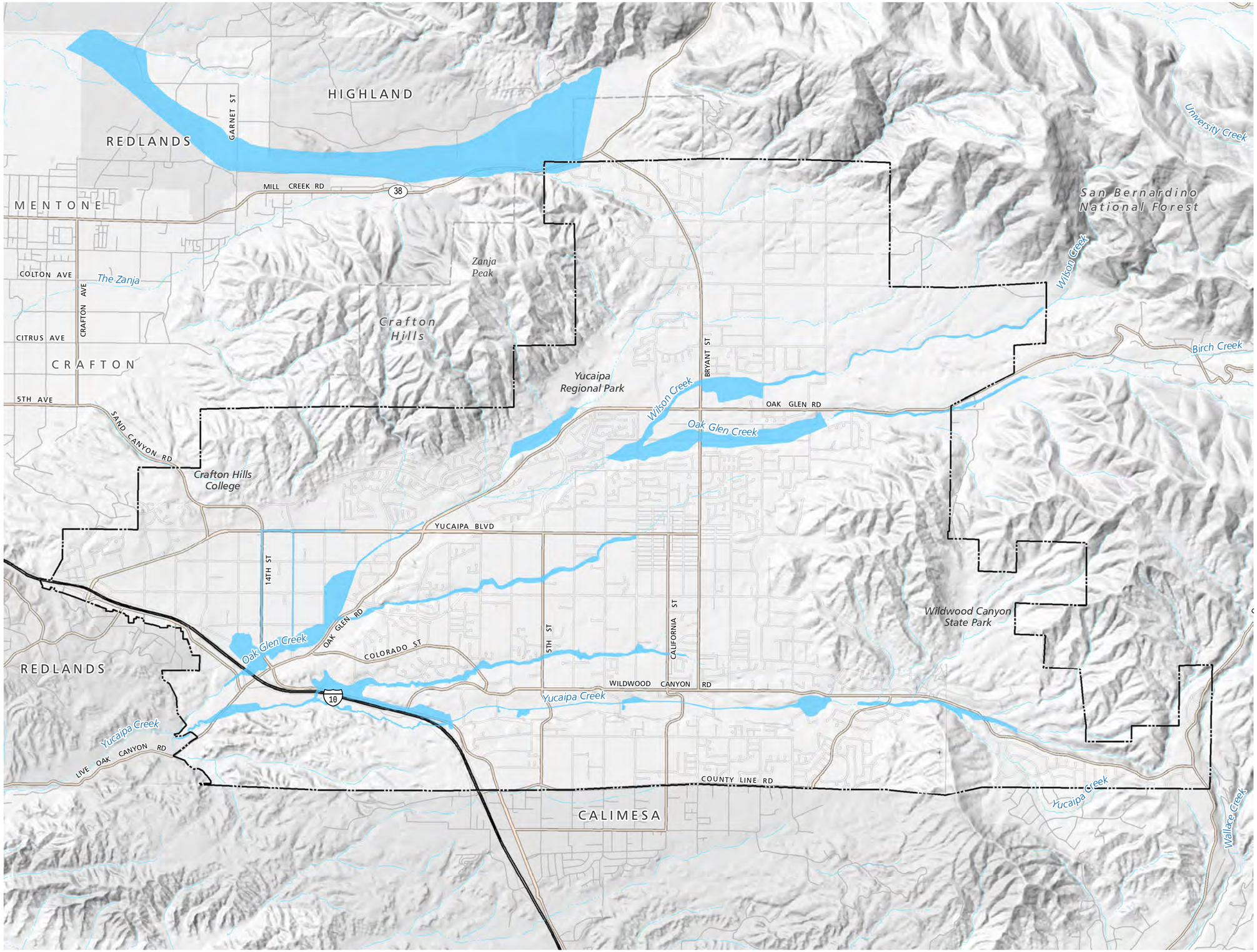
Figure 5.9-4b

FLOOD HAZARD ZONES WITH APPROVED LETTER OF MAP REVISION



City Limits
Yucaipa Sphere of Influence
Stream/River

FEMA Flood Zone

100 Year Flood Area

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: FEMA 2014

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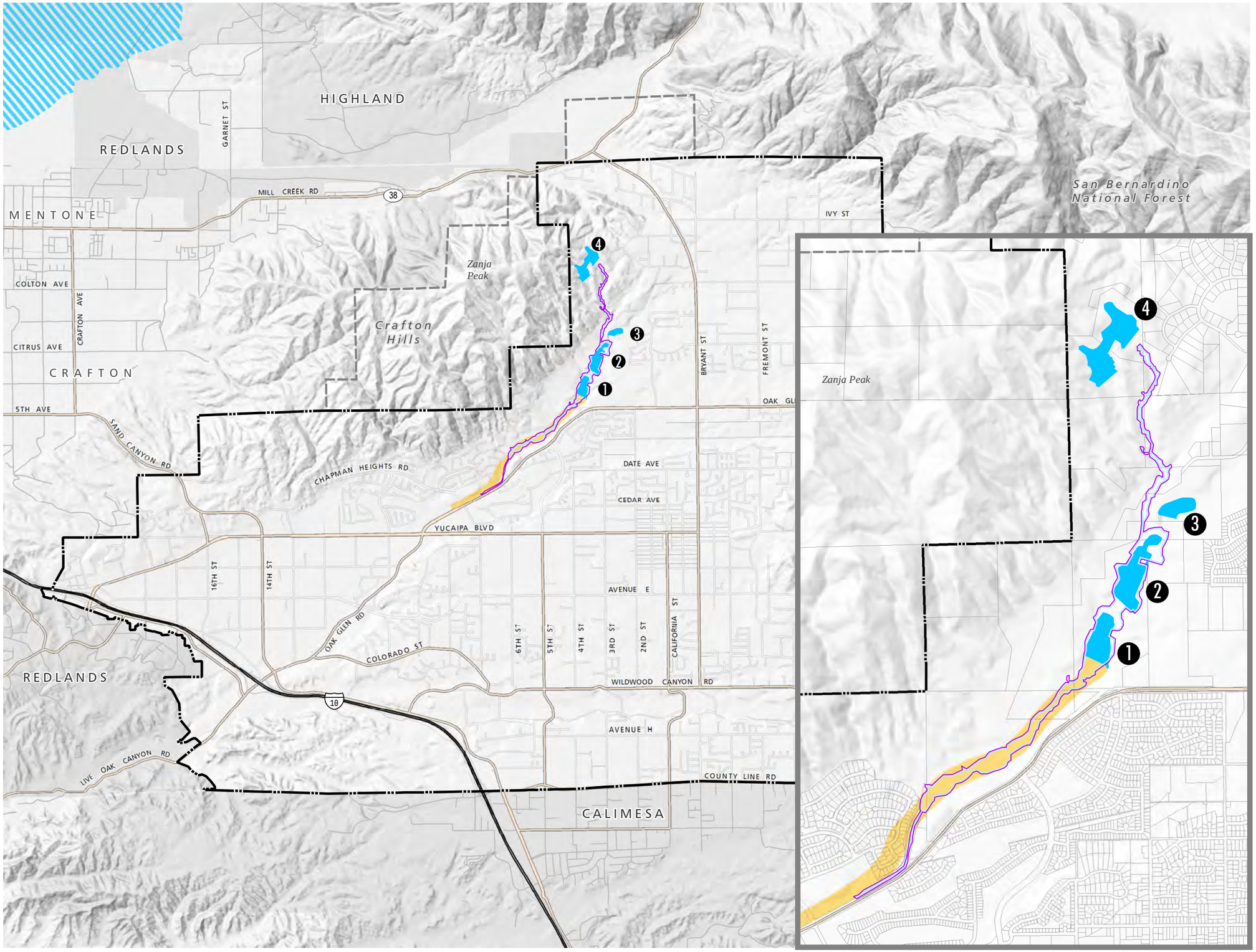
Figure 5.9-5

DAM INUNDATION ZONES



City Limits
Yucaipa Sphere of Influence
Seven Oaks Dam Inundation
Reservoir
Crafton Hills Dam Inundation (2010)
Yucaipa Res. Dam Inundation (1976)

1 Yucaipa Reservoir No. 1
2 Yucaipa Reservoir No. 2
3 Yucaipa Reservoir No. 3
4 Crafton Hills Reservoir

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: Perliter & Ingalsbe Consulting Engineers 1976; CA Department of Water Resources 2010

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5.9.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

HYD-1 Violate any water quality standards or waste discharge requirements.

HYD-2 Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted.

HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.

HYD-4 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

HYD-5 Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

HYD-6 Otherwise substantially degrade water quality.

HYD-7 Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

HYD-8 Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

HYD-9 Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

HYD-10 Be subject to inundation by seiche, tsunami, or mudflow.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following threshold would be less than significant:

- Threshold HYD-1

This impact will not be addressed in the following analysis.

5.9.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.9-1:	Development pursuant to the General Plan would increase the amount of impervious surfaces and therefore could alter drainage patterns, thus increasing the potential for erosion, siltation, and flooding or create runoff water that would exceed the capacity of storm drain systems. However, the City would not develop in a manner that would increase erosion, siltation, or flooding on- or offsite or result in substantial additional sources of polluted runoff. [Thresholds HYD-3, HYD-4, and HYD-5]

Impact Analysis: Development within the General Plan area and the change in land uses will result in an increase in impervious surfaces. The proposed project will increase densities in the Dunlap Community Acres area and add impervious area. This could result in an increase in stormwater runoff, higher peak discharges to drainage channels, and the potential to cause erosion or sedimentation in drainage swales and streams. Increased runoff volumes and velocities could create nuisance flooding in areas without adequate drainage facilities.

The County of San Bernardino and City of Yucaipa require as a standard condition of approval that all new development or significant redevelopment projects complete drainage and hydrology analyses to ensure that on- and offsite drainage facilities can accommodate increased stormwater flows. Implementation of these provisions, which include LID design, BMPs, and possibly onsite retention basins, would minimize increases in peak flow rates or runoff volumes. All new development or significant redevelopment project applicants would also be required to prepare a SWQMP for submittal to the City of Yucaipa's Department of Public Works that describes the BMPs and site design measures that will be implemented to minimize storm runoff from the sites.

Future development in the General Plan area would involve construction activities that could increase the potential for erosion and/or siltation. However, none of the future development would alter the course of an existing stream or river. Standard erosion control measures would be implemented as part of the SWPPP for any proposed project to minimize the risk of erosion or sedimentation during construction. The SWPPP must include an erosion control plan that prescribes measures such as phasing grading, limiting areas of disturbance, designating restricted-entry zones, diverting runoff from disturbed areas, protective measures for sensitive areas, outlet protection, and provisions for revegetation or mulching. The erosion control plan would also include treatment measures to trap sediment, including inlet protection, straw bale barriers, straw mulching, straw wattles, silt fencing, check dams, terracing, and siltation or sediment ponds. With implementation of these measures during construction, any erosion or siltation impacts would be less than significant.

In addition, the General Plan Public Services and Facilities Element and the Transportation Element include policies to ensure that construction of future projects would reduce water quality impacts.

- **Policy PSF-5.1 – Water Quality.** Work with water providers to ensure high-quality potable water for Yucaipa by managing stormwater runoff, protecting wellheads, using best management practices, monitoring quality, and employing the latest technology to clean water.

- **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.

Once projects within the General Plan area have been constructed, the county and City requirements for new development or redevelopment would include source control measures, site design measures, LID, and treatment measures that address stormwater runoff and would reduce the potential for erosion or siltation. In addition, the General Plan Update includes a policy to ensure that operation of future projects would reduce water quality impacts:

- **Policy PSF-6.9 – Stormwater Runoff.** Require new developments that add substantial impervious surfaces to integrate low impact development best management practices (e.g., permeable pavements) to reduce stormwater runoff.

An increase in impervious surfaces with development within the General Plan area could result in increases in stormwater runoff, which in turn could exceed the capacity of existing or planned storm drainage systems. New development or redevelopment projects would need to construct adequately sized storm drainage systems to convey onsite stormwater runoff to existing facilities. The 2011 MPD Update includes the hydrology for the implementation of 14 constructed and proposed detention basins within the City Master Plan watershed boundary to optimize the drainage facilities for future City plans. Therefore, impacts to the existing and future storm drain systems would be less than significant.

Impact 5.9-2:	Buildout of the General Plan would generate a substantial increase in water demand but would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. [Threshold HYD-2]

Impact Analysis: The General Plan Update would increase the amount of impervious areas. In addition, buildout of the General Plan area would lead to an increased demand for water, which could lead to an increase in groundwater pumping.

Groundwater Supply

YVWD has traditionally used groundwater in the Yucaipa, San Timoteo, and Beaumont subbasins to meet the bulk of customer demands. However, the district's overreliance on groundwater has shifted in recent years, which is due in part to the overdraft of local groundwater supplies. In 2000, groundwater resources provided 93.7 percent of the total water demands of the YVWD; by 2010, they supplied 60.1 percent (YVWD 2011).

The YVWD monitors groundwater in the subbasins and participates with other agencies in the monitoring and protection of the subbasins to ensure groundwater sustainability. Groundwater withdrawals in the

Beaumont Subbasin were adjudicated in 2004 and are managed by a watermaster as part of the stipulated judgement. The watermaster determines the safe yield for the Beaumont Subbasin to prevent overdraft.

The Yucaipa Subbasin and the San Timoteo Subbasin have not been adjudicated and are expected to have controlled overdraft conditions (YVWD 2011). As described in more detail in Section 5.16, *Utilities and Services Systems*, the YVWD imposes specific conditions on new development through the parcel development process and requires that the applicants for a new development project fund the purchase of seven acre-feet of imported supplemental water per equivalent dwelling unit prior to issuance of grading or building permits. The requirement that new development use imported water rather than groundwater offsets the increase in demand and ensures that projects would not exacerbate the current, controlled-overdraft conditions in the Yucaipa and San Timoteo Subbasins. Furthermore, as described below, the YVWD is working with the City of Yucaipa to expand recharge programs in the City to sustainably manage groundwater.

Groundwater Recharge

Currently, the City of Yucaipa has a mix of pervious and impervious areas, with a higher concentration of impervious surfaces along the commercial corridors. Continued growth and development in Yucaipa would increase impervious surfaces and decrease infiltration, thus decreasing the amount of rain that could percolate into the groundwater basin.

The predominant source of groundwater recharge in the Yucaipa Subbasin is percolation and infiltration of rainwater within the channels of overlying streams, particularly Yucaipa and Oak Glen Creeks; underflow from the fractures within the surrounding bedrock beneath the subbasin; and artificial recharge at spreading grounds managed by the YVWD, such as the Oak Glen Creek Detention Basins Project completed in 2009. The detention basins created by the City and the YVWD capture stormwater, facilitate groundwater infiltration, and recharge the groundwater supply. Buildout of the General Plan area would not substantially interfere with groundwater recharge due to an increase in impervious areas because the groundwater recharge programs implemented by the City and the YVWD are generally conducted within these spreading grounds/creeks. Therefore, the increase in impervious area due to buildout of the General Plan would not substantially interfere with groundwater recharge.

Impact 5.9-3: Portions of the General Plan area proposed for development are located within a 100-year flood hazard area; however, development would not increase flood hazards. [Thresholds HYD-7 and HYD-8]

Impact Analysis: The proposed General Plan Update includes residential developments in the Dunlap Community Acres and commercial developments in the Freeway Corridor Specific Plan area that are within 100-year flood zones. However, the City has an ongoing floodplain management program, which includes mapping flood hazard areas, adopting new and/or updated ordinances, and regulating and enforcing safe building practices. Future development within 100-year flood zones would require submittal of a letter of map revision application to FEMA for review and approval. All new development would be required to meet federal floodplain regulations, including that the lowest floor of the structure is raised above the 100-year base flood elevation. This would ensure future developments do not impede or redirect flood flows in a manner that would indirectly and adversely impact surrounding uses. Flood insurance would also be required.

In addition, the General Plan Update includes several policies that would reduce impacts from flooding:

- **Policy S-2.1 – Flood Hazard Identification.** Maintain and continuously update the City's floodplain safety hazards map in concert with FEMA map amendments and improvements to local drainage facilities.

- **Policy S-2.2 – Floodplain Development.** Promote the dedication of land within the 100-year floodplain and adjacent areas for park, multi-purpose trails, recreational uses, open spaces, and habitat conservation/mitigation.

- **Policy S-2.3 – Prohibited Land Uses.** Prohibit both essential and critical facilities and facilities that use, store, transport, or dispose hazardous materials from developing within the 100-year or 500-year floodplain.

- **Policy S-2.4 – Building Codes.** Require adherence to the latest codes in the California Building Code, FEMA guidelines, and Floodplain Safety Overlay District to minimize flood hazards; update codes periodically for latest advances.

- **Policy S-2.5 – Special Flood Hazard Areas.** Support policies, procedures, and recommendations of the National Flood Insurance Program for SFHAs with respect to zoning, subdivision, building codes, and overlays.

- **Policy S-2.6 – Flood Control Facilities.** Prioritize and fund maintenance and construction of improvements to drainage facilities and roadways identified in the City's Master Plan of Drainage and Hazard Mitigation Plan.

- **Policy S-2.7 – Stormwater Runoff.** Require new developments that add substantial amounts of impervious surfaces to integrate low impact development best management practices to reduce stormwater runoff.

- **Policy S-2.8 – Interagency Coordination.** Collaborate with the San Bernardino County Flood Control District to maintain and improve the City's flood control channels and detention basins.

- **Policy S-2.9 – Public Education and Preparedness.** Compile and distribute flooding prevention information to Yucaipa residents and business owners; conduct periodic inspections and preparedness events.

With implementation of these regulations and policies, impacts from flooding would be less than significant.

Impact 5.9-4: During construction of projects within the City, there is a potential for unquantifiable increases in pollutant concentrations. After project development, the quality of stormwater runoff may be altered. [Threshold HYD-6]

Impact Analysis:

Construction

Buildout of the General Plan Update could result in changes to stormwater runoff and water quality during construction activities. Stormwater runoff could contain pollutants such as soil and sediments that are released during grading and excavation activities and petroleum-related pollutants due to spills or leaks from heavy equipment and machinery. Other common pollutants that can result from construction activities include solid or liquid chemical spills; concrete and related cutting or curing residues; wastes from paints, stains, sealants, solvents, detergents, flues, acids, lime, plaster, and cleaning agents; and heavy metals from equipment. The stormwater runoff flows into storm drain inlets within the General Plan area and eventually discharges into the Santa Ana River and Pacific Ocean.

However, all projects within the General Plan area that involve construction activities that disturb one or more acres of land would be required to obtain a NPDES permit from the SWRCB, including submittal of PRDs and preparation of a SWPPP. The SWPPP includes BMPs to reduce water quality impacts, including various measures to control onsite erosion; to reduce sediment flows into stormwater; to control wind erosion; to reduce tracking of soil and debris into adjacent roadways and offsite areas; and to manage wastes, materials, wastewater, liquids, hazardous materials, stockpiles, equipment, and other site conditions to prevent pollutants from entering the storm drain system. Inspections, reporting, and stormwater sampling and analysis are also required to ensure that visible and nonvisible pollutants are not discharged offsite.

Implementation of the provisions of the NPDES permit and compliance with City grading requirements would minimize construction impacts from future development within the General Plan area through the implementation of BMPs that reduce construction-related pollutants. This would ensure any impacts to downstream waters resulting from construction activities associated with new development or significant redevelopment would be less than significant. In addition to the requirements of the NPDES permit, grading permit requirements include elements that require the reduction of erosion and sedimentation impacts during construction. Full compliance with applicable local, state, and federal regulations would reduce water quality impacts associated with construction to a less than significant level.

Operation

Potential pollutants that could be generated by maximum build out of the General Plan area include bacteria/viruses, heavy metals, nutrients, pesticides, organic compounds, sediment, trash and debris, oxygen-demanding substances, and oil and grease. Specific pollutants would depend on the type of land use and site improvements proposed by individual projects.

Septic systems could lead to water contamination and negative water quality impacts.

Therefore, the General Plan Public Services and Facilities Element includes the following policy that would reduce impacts from the existing septic systems:

- **Policy PSF-6.3 – Septic Systems.** Protect groundwater quality by supporting water district efforts to phase out existing septic systems, extend main lines, and establish connections to sewer infrastructure where feasible.

In addition, all applicants for future development within the General Plan area would be required to prepare an individual WQMP that identifies (1) potential pollutants of concern that would be generated by the project, and (2) the site and hydrologic conditions of concern at downstream locations. The WQMP would identify permanent site design, source-control, and treatment-control BMPs that would be implemented as part of the project, including maintenance responsibilities and funding sources. It would include a signed, notarized agreement between the City and property owner to provide a long-term commitment to implementation. Preparation and implementation of WQMPs for new development and redevelopment projects would satisfy MS4 permit requirements and ensure that the City complies with water quality standards for stormwater runoff.

Future development within the General Plan area would also need to comply with the City's NPDES ordinance that prohibits the discharge of certain pollutants into the stormwater; regulates illicit connections to the storm drain system; requires implementation of permanent BMPs; and requires local discharge permits for non-storm water discharges into the storm drain system.

The Santa Ana RWQCB also requires industrial projects and land uses that generate stormwater or discharges that can directly affect water courses or water bodies to obtain individual waste discharge permits (WDPs) and/or water quality certifications. Compliance with WDP conditions of approval and/or water quality certifications would prevent the violation of water quality standards.

Implementation of these programs and regulatory requirements would reduce stormwater pollutants that could affect water quality in receiving water bodies and ultimately the Pacific Ocean, thus reducing impacts related to stormwater pollution and water quality to less than significant levels.

Impact 5.9-5:	Parts of the project site are located within dam inundation zones; however, buildout in accordance with the General Plan would not expose people or structures to risks associated with dam failure. [Threshold HYD-9]

Impact Analysis: According to Figure 5.9-5, portions of the project area are within the dam inundation zones of the three Yucaipa reservoirs and Crafton Hills Reservoir. The dam inundation zones first pass through existing open space in the Crafton Hills and Yucaipa Regional Park before flowing through the eastern end of Chapman Heights, an existing planned development. No new development is proposed under the General Plan Update in the dam inundation zones.

The probability of dam failure is extremely low and the City of Yucaipa has never been impacted by a major dam failure. Dams in California are continually monitored and inspected by various governmental agencies, including the California Division of Safety of Dams. Dam owners are required to maintain Emergency

Action Plans (EAPs) that include procedures for damage assessment and emergency warnings and the County addresses the possibility of dam failure in the Safety Element of the General Plan and Multi-Jurisdictional Hazard Mitigation Plan Update. The General Plan Public Safety Element Policies S-2.1 through S-2.9 would reduce impacts from dam failure:

- **Policy S-2.1 – Flood Hazard Identification.** Maintain and continuously update the City's floodplain safety hazards map in concert with FEMA map amendments and improvements to local drainage facilities.

- **Policy S-2.2 – Floodplain Development.** Promote the dedication of land within the 100-year floodplain and adjacent areas for park, multi-purpose trails, recreational uses, open spaces, and habitat conservation/mitigation.

- **Policy S-2.3 – Prohibited Land Uses.** Prohibit both essential and critical facilities and facilities that use, store, transport, or dispose hazardous materials from developing within the 100-year or 500-year floodplain.

- **Policy S-2.4 – Building Codes.** Require adherence to the latest codes in the California Building Code, FEMA guidelines, and Floodplain Safety Overlay District to minimize flood hazards; update codes periodically for latest advances.

- **Policy S-2.5 – Special Flood Hazard Areas.** Support policies, procedures, and recommendations of the National Flood Insurance Program for SFHAs with respect to zoning, subdivision, building codes, and overlays.

- **Policy S-2.6 – Flood Control Facilities.** Prioritize and fund maintenance and construction of improvements to drainage facilities and roadways identified in the City's Master Plan of Drainage and Hazard Mitigation Plan.

- **Policy S-2.7 – Stormwater Runoff.** Require new developments that add substantial amounts of impervious surfaces to integrate low impact development best management practices to reduce stormwater runoff.

- **Policy S-2.8 – Interagency Coordination.** Collaborate with the San Bernardino County Flood Control District to maintain and improve the City's flood control channels and detention basins.

- **Policy S-2.9 – Public Education and Preparedness.** Compile and distribute flooding prevention information to Yucaipa residents and business owners; conduct periodic inspections and preparedness events.

Due to the limited amount of new housing that will occur in dam inundation areas, implementation of the proposed project would not expose people or structures to a significant risk of loss, injury, or death in the

case of dam failure. With the implementation of the above policies, dam inundation impacts are considered less than significant.

Yucaipa also has several dozen aboveground water storage reservoirs that could cause more localized inundation, although to a significantly lesser degree than dams. The General Plan Update includes the following policy that would reduce impacts from aboveground water storage reservoir failures:

- **Policy S-1.5 – City Critical Facilities and Structures.** Locate, design, maintain, and upgrade critical facilities (police, medical facilities, fire, roads, reservoirs, etc.) to minimize susceptibility to seismic and geologic hazards.

With the implementation of this policy, impacts from aboveground water storage reservoir failures are less than significant.

Impact 5.9-6:	Parts of the General Plan area would be subject to inundation by seiche or mudflow; however, buildout in accordance with the General Plan would not expose people or structures to risks associated with these hazards. [Threshold HYD-10]

Impact Analysis:

Seiche

Hazards from dam and aboveground storage reservoir inundation resulting from seiches are addressed above in Impact 5.9-5. Released water from a seiche would result in much smaller footprints than the inundation zones and the probability of this occurring is extremely low. In the rare chance that a seiche does occur, the seiche would flow into the inundation zones as illustrated on Figure 5.9-5, *Dam Inundation Zones*. No people or structures would be exposed to these hazards because there is no development within the inundation zones except for the most southern tip near the existing Chapman Heights planned community. Therefore, impacts from seiches related to dams or aboveground storage reservoirs would be less than significant.

Mudflow

According to the City of Yucaipa's Hazard Mitigation Plan Update, almost the entire City of Yucaipa has been determined to be at very low to moderate risk of mudflows. Low to moderate ratings are generally associated with the river wash and hilly areas. Small portions of the City have a moderate to high susceptibility to mudflows, posing a risk to life and property. However, once mudflows risks are recognized, many can be safely mitigated.

The General Plan Public Safety Element includes several policies to reduce the risk of mudflows:

- **Policy S-1.1 – Geologic Hazard Identification.** Maintain and continuously update the City's geologic and seismic hazards map in concert with updates from the California Geologic Survey and local surveys.

- **Policy S-1.2 – Geotechnical Analysis.** In areas within the City's Geologic and Seismic Hazards Overlay District or as required by the Building Official, require development proposals to include a geotechnical hazard analysis.

- **Policy S-1.3 – Alquist-Priolo Act.** Enforce development requirements, such as seismic study analyses, project siting, and project design features for proposed developments near active faults pursuant to the Alquist-Priolo Act.

- **Policy S-1.4 – Building Codes.** Require adherence to the latest California Building Code regulations and Geologic and Seismic Hazards Overlay District; update codes and ordinances periodically for latest advances.

- **Policy S-1.5 – City Critical Facilities and Structures.** Locate, design, maintain, and upgrade critical facilities (police, medical facilities, fire, roads, reservoirs, etc.) to minimize susceptibility to seismic and geologic hazards.

- **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.

These policies would reduce the potential impacts from mudflow to less than significant.

5.9.4 Applicable General Plan Policies

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to hydrology and water quality.

Public Safety Element

- **Policy S-1.1 – Geologic Hazard Identification.** Maintain and continuously update the City's geologic and seismic hazards map in concert with updates from the California Geologic Survey and local surveys.

- **Policy S-1.2 – Geotechnical Analysis.** In areas within the City's Geologic and Seismic Hazards Overlay District or as required by the Building Official, require development proposals to include a geotechnical hazard analysis.

- **Policy S-1.3 – Alquist-Priolo Act.** Enforce development requirements, such as seismic study analyses, project siting, and project design features for proposed developments near active faults pursuant to the Alquist-Priolo Act.

- **Policy S-1.4 – Building Codes.** Require adherence to the latest California Building Code regulations and Geologic and Seismic Hazards Overlay District; update codes and ordinances periodically for latest advances.

- **Policy S-1.5 – City Critical Facilities and Structures.** Locate, design, maintain, and upgrade critical facilities (police, medical facilities, fire, roads, reservoirs, etc.) to minimize susceptibility to seismic and geologic hazards.

- **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.

- **Policy S-1.9 – Public Education and Preparedness.** Compile and distribute earthquake preparedness information to Yucaipa residents and business owners; conduct periodic inspections and preparedness events.

- **Policy S-2.1 – Flood Hazard Identification.** Maintain and continuously update the City's floodplain safety hazards map in concert with FEMA map amendments and improvements to local drainage facilities.

- **Policy S-2.2 – Floodplain Development.** Promote the dedication of land within the 100-year floodplain and adjacent areas for park, multi-purpose trails, recreational uses, open spaces, and habitat conservation/mitigation.

- **Policy S-2.3 – Prohibited Land Uses.** Prohibit both essential and critical facilities and facilities that use, store, transport, or dispose hazardous materials from developing within the 100-year or 500-year floodplain.

- **Policy S-2.4 – Building Codes.** Require adherence to the latest codes in the California Building Code, FEMA guidelines, and Floodplain Safety Overlay District to minimize flood hazards; update codes periodically for latest advances.

- **Policy S-2.5 – Special Flood Hazard Areas.** Support policies, procedures, and recommendations of the National Flood Insurance Program for SFHAs with respect to zoning, subdivision, building codes, and overlays.

- **Policy S-2.6 – Flood Control Facilities.** Prioritize and fund maintenance and construction of improvements to drainage facilities and roadways identified in the City's Master Plan of Drainage and Hazard Mitigation Plan.

- **Policy S-2.7 – Stormwater Runoff.** Require new developments that add substantial amounts of impervious surfaces to integrate low impact development best management practices to reduce stormwater runoff.

- **Policy S-2.8 – Interagency Coordination.** Collaborate with the San Bernardino County Flood Control District to maintain and improve the City's flood control channels and detention basins.

- **Policy S-2.9 – Public Education and Preparedness.** Compile and distribute flooding prevention information to Yucaipa residents and business owners; conduct periodic inspections and preparedness events.

- **Policy S-5.4 – Roadway Closures.** Close down non-essential roadways and redirect traffic onto other routes during thunderstorms, torrential rain, or snow/freezing conditions where warranted to protect the public.

- **Policy S-5.6 – Storms.** Continue to provide access to flood protection resources and services (signage, sandbags, etc.) as feasible at designated public facilities during and after extreme weather events.

Public Services and Facilities Element

- **Policy PSF-7.1 – Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and the timely provision of public facility and municipal improvements.

- **Policy PSF-7.2 – Public Facility Plans.** Maintain and implement public facility master plans to ensure compliance with appropriate regional, state, and federal laws and to provide appropriate public facilities and services to maintain quality of life in Yucaipa.

- **Policy PSF-7.3 – Fair Share Funding.** Ensure that new development pays its fair share of the cost of providing/financing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development.

- **Policy PSF-7.4 – Infrastructure Rehabilitation.** Prioritize the regular maintenance and rehabilitation of public facilities and critical infrastructure to extend its useful life; prioritize replacement of structures that have reached the end of their useful life or have capacity constraints.

- **Policy PSF-5.1 – Water Quality.** Work with water providers to ensure high-quality potable water for Yucaipa by managing stormwater runoff, protecting wellheads, using best management practices, monitoring quality, and employing the latest technology to clean water.

- **Policy PSF-6.9 – Stormwater Runoff.** Require new developments that add substantial impervious surfaces to integrate low impact development best management practices (e.g., permeable pavements) to reduce stormwater runoff.

5.9.5 Existing Regulations and Standard Conditions

Federal

- United States Code, Title 33, Sections 1251 et seq.: Clean Water Act
- United States Code Title 42, Sections 300f et seq.: Safe Drinking Water Act

- Code of Federal Regulations Title 40 Parts 122 et seq.: National Pollutant Discharge Elimination System

State

- California Water Code Sections 13000 et seq.: Porter-Cologne Water Quality Act

Regional

- Order No. R8-2010-0036,Santa Ana Regional Water Quality Control Board (MS4 permit)

City of Yucaipa

- Yucaipa Municipal Code: Section 13.04.190, Stormwater Quality Management Plan

5.9.6 Level of Significance Before Mitigation

Upon implementation of General Plan Update policies, regulatory requirements, and standard conditions of approval, the following impacts would be less than significant: 5.9-1, 5.9-2, 5.9-3, 5.9-4, 5.9-5, and 5.9-6.

5.9.7 Mitigation Measures

No mitigation measures are warranted.

5.9.8 Level of Significance After Mitigation

There are no significant unavoidable adverse impacts relating to hydrology and water quality.

5.9.9 References

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5.10 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of Yucaipa and its sphere of influence (SOI) from implementation of the proposed General Plan Update. Cumulative impacts related to land use and planning would be within the regional context of the Southern California Association of Governments as well as the local context of the City and SOI boundary.

Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

5.10.1 Environmental Setting

5.10.1.1 REGULATORY BACKGROUND

State, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the Yucaipa General Plan Update are summarized below.

State Regulations

State Planning Law and California Complete Streets Act

State planning law (California Government Code Section 65300) requires every city in California to adopt a comprehensive, long-term general plan for physical development of the city and its sphere of influence. A general plan should consist of an integrated and internally consistent set of goals and policies that are grouped by topic into a set of elements and are guided by a citywide vision. State law requires that a general plan address seven elements or topics (land use, circulation, housing, conservation, open space, noise, and safety), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law (as provided California Government Code Section 65300) should be examined to determine if there are environmental issues within the community that the general plan should address, including but not limited to hazards and flooding.

Additionally, on September 30, 2008, Assembly Bill 1358 (AB 1358), the California Complete Streets Act, was signed into law and became effective January 1, 2011. AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of the general plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks.

The proposed project's consistency with state planning law and the California Complete Streets Act is provided in the analysis for Impact 5.10-1, and the City's Circulation Plan (as analyzed in Section 5.15, *Transportation and Traffic*) provides for safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists, appropriate, to the function and context of the roadways.

Regional Regulations

Southern California Association of Governments

SCAG is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the Southern California Air Quality Management District (SCAQMD), the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives. The plans most applicable to the proposed project are discussed below.

The Yucaipa General Plan Update is considered a project of regionwide significance pursuant to the criteria outlined in SCAG's *Intergovernmental Review Procedures Handbook* (November 1995) and Section 15206 of the California Environmental Quality Act (CEQA) Guidelines. Therefore, Impact 5.10-1 addresses the proposed project's consistency with the applicable SCAG regional planning guidelines and policies.

Regional Transportation Plan/Sustainable Communities Strategy

On April 4, 2012, SCAG adopted the *2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future*. SCAG has placed greater emphasis than ever before on sustainability and integrated planning in the 2012–2035 RTP/SCS. The 2012–2035 RTP/SCS vision encompasses three principles that collectively work as the key to the region's future: Mobility, economy, and sustainability. The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play, and how they will move around (SCAG 2012).

Local Regulations

City of Yucaipa

Current General Plan and Land Use/Zoning Designations

The current City of Yucaipa General Plan was adopted in July 2004 and contains the following 11 elements, which are further detailed in Chapter 3, *Project Description*: Land Use, Urban Design, Housing (updated March 21, 2013), Growth Management, Economic Development, Transportation, Noise, Infrastructure and Public Facilities, Safety and Hazardous Waste, Air Quality, and Open Space and Conservation.

The current General Plan provides the basis for land use designations in the City. Table 3-2, *Current General Plan*, provides acreage statistics for land uses under the current General Plan. The current land use map was adopted by both resolution and ordinance as both plan policy and regulatory zoning as part of the City's "one map system."

Development Code

The City's Development Code is the primary tool for implementing the General Plan; it provides development standards, identifies allowed uses, and specifies other regulations. The Development Code provides detailed guidance for development based on and consistent with land use policies established in the General Plan.

5.10.1.2 EXISTING CONDITIONS

Existing Land Uses

The City of Yucaipa encompasses 18,090 acres, and its SOI consists of an additional 1,663 acres, for a total of 19,753 acres across the entire plan area. As shown in Table 3-1, *Existing Land Use Summary*, and Figure 3-3, *Existing Land Uses*, the vast majority of City land is either single-family or rural residential (36.1 percent), open space and recreation (16.9 percent), or vacant (26.6 percent). This is due to the City's low residential density and natural open space character. Crafton Hills College is on the western edge of the City. Yucaipa Regional Park abuts the Crafton Hills in the northwest part of the City. In the City's SOI, open space and recreation is the predominant land use (80.0 percent); the remaining acreage includes facilities, rural residential, vacant, and right-of-way uses.

Yucaipa Regional Park, in the northwest portion of the City, is operated and maintained by San Bernardino County and provides a wide range of outdoor recreational activities, including fishing, swimming, camping, trails, picnic areas, and group shelters. Wildwood Canyon State Park is in southeast Yucaipa along the eastern boundary and consists of 900 acres of open wildland, trails, and recreational facilities. In addition, El Dorado Ranch Park is 334 acres of permanent open space in the northeast corner of the City.

Existing Surrounding Land Uses

As shown in Figure 3-2, *Citywide Aerial*, the City of Yucaipa is surrounded by other developed areas of the cities of Redlands and Calimesa, the community of Mentone in unincorporated San Bernardino County, and the community of Cherry Valley in unincorporated Riverside County. Significant land uses adjacent to the City's boundaries are the mountainous terrain of the San Bernardino National Forest to the northeast and east, commercial and residential uses in Calimesa to the south, and the Crafton Hills to the northeast.

5.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

LU-1 Physically divide an established community.

LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold LU-1
- Threshold LU-3

These impacts will not be addressed in the following analysis.

5.10.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.10-1: Implementation of the proposed General Plan Update would not conflict with applicable plans adopted for the purpose of avoiding or mitigating and environmental effect. [Threshold LU-2]

Impact Analysis: The proposed project is an update to the Yucaipa General Plan. The General Plan Update is intended to shape development within the City for at least the next 20 years. Following is an analysis of the proposed project's consistency with the applicable state, regional and local laws, regulations, plans, and guidelines.

State Planning Law and California Complete Streets Act Consistency

The General Plan Update has been prepared in accordance with state planning law, as provided in California Government Code Section 65300. The General Plan Update is meant to be a framework for guiding planning and development in the City for at least the next 20 years and can be thought of as the blueprint for the City's growth and development. The update is comprehensive both in its geography and subject matter. It addresses the entire territory within the City's boundary and also addresses the full spectrum of issues associated with management of the City.

The General Plan Update is consistent with California Government Code Section 65302 because it addresses the 7 required elements. The General Plan Update involves revisions to the land use map and all 11 existing elements. The update would reorganize the current General Plan into the following 8 elements: Community Design and Land Use; Transportation, Housing and Neighborhoods; Parks, Recreation, Trails, and Open Space; Economic Development; Public Safety; and Public Services and Facilities.

The General Plan Update also includes forecasts of long-term conditions; development goals and policies; exhibits and diagrams; and objectives, principles, standards, and plan proposals throughout the various elements. The proposed land use plan and the goals and policies in the General Plan Update strive to preserve and ensure land use compatibility throughout the City. Additionally, the General Plan Update is consistent with AB 1358, because Complete Streets is one of the key components in the proposed Transportation Element of the General Plan Update. The following policy ensure the City's transportation network consider all users of the roadway per AB 1358:

- **Policy T-2.2 – Multimodal Network.** Assess roadway operations for new development and infrastructure projects with a balance between vehicle capacity, vehicle miles traveled, and multimodal transportation modes.

Refer to Section 5.15, *Transportation and Traffic*, for a detailed discussion of the proposed project's consistency with alternative modes of transportation.

Furthermore, each of the specific and applicable requirements in state planning law (California Government Code Section 65300) have been examined to determine if there are environmental issues within the community that the General Plan Update should address, including hazards and flooding. These environmental issues (air quality, hazards, flooding, traffic, etc.) are addressed in their respective elements of the General Plan Update and topical sections of Chapter 5, *Environmental Analysis*, of this DEIR.

SCAG 2012–2035 RTP/SCS Consistency

Table 5.10-1 provides an assessment of the proposed project's relationship to pertinent 2012–2035 SCAG RTP/SCS goals. The analysis concludes that the proposed project would be consistent with the applicable RTP/SCS goals. Therefore, implementation of the proposed project would not result in significant land use impacts related to relevant RTP/SCS goals. Related policies and implementation actions in column 3 of the table are provided in Section 3.3.2.3, *Proposed General Plan Policies*.

Table 5.10-1 SCAG's 2012–2035 RTP/SCS Consistency Analysis

Goals	*Consistency Analysis*	*Relevant General Plan Update Policies*
RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness.	Consistent: The General Plan vision includes the following community cornerstones related to economic development: • Quality businesses that bring quality jobs and retail opportunities • Fiscally responsible and responsive governance In addition, the Economic Development Element of the proposed General Plan Update includes several goals related to improving Yucaipa economy. For example, Goal ED-1 encourages development of a resilient and growing local economy to increase jobs in the area and provide business opportunities for entrepreneurs. This would include policies to partner with property owners and real estate brokers; invest in public infrastructure to induce economic growth; and support the retention, expansion, and attraction of businesses suited	Economic Development (ED) Element: policies ED-1.2 through ED-1.8 ED-4.1 through ED-4.4, and ED-5.1 through ED-5.12.

Table 5.10-1 SCAG's 2012–2035 RTP/SCS Consistency Analysis

Goals	*Consistency Analysis*	*Relevant General Plan Update Policies*
	to the education, skills, and occupations of Yucaipa residents. Goal ED-2 seeks to provide a wide variety of retail, entertainment, and tourism to Yucaipa. Goal ED-4 strives for a fiscally balanced city that is able to generate revenues and continuously reinvest in its own public facilities, infrastructure, and community services. These goals and policies all contribute to enhancing Yucaipa's regional economic competitiveness and support local economic growth.	
RTP/SCS G2: Maximize mobility and accessibility for all people and goods in the region.	Consistent: The transportation networks in Yucaipa would be designed, developed, and maintained to meet the needs of local and regional transportation and to maximize efficient mobility and accessibility. A number of regional and local plans and programs would be used to guide development and maintenance of transportation networks in the City, including but not limited to: • San Bernardino Associated Governments Congestion Management Program • City of Yucaipa and County of San Bernardino Traffic Impact Analysis Guidelines • Caltrans Traffic Impact Studies Guidelines • Caltrans Highway Capacity Manual • SCAG's 2012–2035 RTP/SCS Additionally, the City is required by the California Government Code to coordinate its circulation element (proposed as the Transportation Element) with regional transportation plans, including the RTP/SCS. Part of the General Plan Update, the proposed Transportation Element, is a comprehensive transportation management strategy that addresses long-term infrastructure capacity. In addition, the proposed Transportation and Community Design and Land Use elements contain policies that provide specific guidance on how to improve mobility in the City. Refer to Section 5.15, *Transportation and Traffic*, which addresses local and regional transportation, traffic, circulation, and mobility in more detail.	Community Design and Land Use (CDL) Element policies CDL-9.1 and CDL-9.6. Transportation (T) Element policies T-1.1, T-1.4 through T-1.8, T-2.1 through T-2.6, T-3.1 through T-3.8, and T-4.1 through T-4.8.
RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region.	Consistent: All modes of public and commercial transit throughout the City would be required to follow safety standards set by corresponding state, regional, and local regulatory documents. This includes safety for vehicular, truck, transit, bicycle, and pedestrian travel. For example, pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Yucaipa, County of San Bernardino) and regional (e.g., SANBAG, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans mentioned above in RTP/SCS Goal G2.	Transportation (T) Element policies T-1.1, T-1.4 through T-1.8, T-2.1 through T-2.6, T-3.1 through T-3.8, and T-4.1 through T-4.8. Safety (S) Element policies S-4.1 through S-4.9, S-5.3, and S-5.4. Public Services and Facilities (PSF) Element policies PSF-4.1 and PSF-4.5

Table 5.10-1 SCAG's 2012–2035 RTP/SCS Consistency Analysis

Goals	*Consistency Analysis*	*Relevant General Plan Update Policies*
	Further, the General Plan proposed Transportation, Safety, and Public Services and Facilities Element policies provide specific guidance on how to ensure travel safety in the City.	
RTP/SCS G4: Preserve and ensure a sustainable regional transportation system.	Consistent: All new roadway developments and improvements to the City's existing transportation networks must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities. This is ensured through the City's development review and permitting process. Additionally, the regional plans mentioned in the analysis for RTP/SCS Goal G2 would be applicable to the design and development of the regional roadway network. Further, the Community Design and Land Use and Transportation Elements of the General Plan Update encourage regional coordination of transportation issues and provide guidance and policies that help preserve and ensure a sustainable regional transportation system.	Community Design and Land Use (CDL): CDL-9.2 and CLD-9.6. Transportation (T) Element policies T-1.1, T-1.4 through T-1.8, T-2.1 through T-2.6, T-3.1 through T-3.8, and T-4.1 through T-4.8.
RTP/SCS G5: Maximize the productivity of our transportation system.	*Consistent:* The local and regional transportation system would be improved and maintained to maximize efficiency and productivity. The City's Engineering Department oversees the improvement and maintenance of all aspects of the City's public rights-of-way on an as-needed basis. The City also strives to maximize productivity of the region's public transportation system (i.e., bus) for residents, visitors, and workers coming into and out of Yucaipa. The City is served by a number of public transit routes provided by Omnitrans. OmniGo Yucaipa provides three bus routes through central Yucaipa and connects west towards Redlands, Colton, and Fontana. Additionally, as shown in Figures 5.15-6, *Proposed Bikeway Network,* and 5.15-3, *Existing Transit Routes*, many areas of the City would be served by future multi-purpose trails and transit routes. In addition the Transportation Element of the General Plan Update contain guidance and policies to improve the City's transportation system.	Transportation (T) Element policies T-1.1, T-1.4 through T-1.8, T-2.1 through T-2.6, T-3.1 through T-3.8, and T-4.1 through T-4.8.
RTP/SCS G6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent: Implementation of the proposed project would introduce policies and actions that address the importance of environmental health. The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. For example, individual development projects within the City are required to comply with the most recent Building and Energy Efficiency Standards and California Green Building Standards Code (CALGreen). Compliance with these provisions and others would be checked during the City's development review and building plan check process.	Housing and Neighborhoods (HN) Element policy HN-3.7. Transportation (T) Element policies T-1.1 through T-1.5, T-2.2 through T-2.5, T-3.1 through T-3.8, and T-4.1 through T-4.8. Public Safety (PS) Element policy S-7.1 through S-7.8.

Table 5.10-1 SCAG's 2012–2035 RTP/SCS Consistency Analysis

Goals	*Consistency Analysis*	*Relevant General Plan Update Policies*
	The proposed project would also encourage active transportation, such as bicycling and walking, through policies throughout the General Plan Elements. Additionally, as shown in Figure 5.15-6, *Proposed Bikeway Network*, many areas of the City would be served by future bicycle routes and walkways/trails. Further, the land use plan focuses most proposed growth and density near existing homes, commercial and mixed use areas, which would reduce vehicle trips, and thereby reduce air quality and traffic impacts and greenhouse gas emissions.	Public Services and Facilities (PSF) Element policies PSF-8.1 and PSF-8.2.
RTP/SCS G7: Actively encourage and create incentives for energy efficiency, where possible.	Consistent: See response to RTP/SCS Goal G6.	Housing and Neighborhoods (HN) Element policy HN-3.7. Public Safety (PS) Element policy S-7-5. Public Services and Facilities (PSF) Element policies PSF-8.1 and PSF-8.2.
RTP/SCS G8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: See response to RTP/SCS Goal G6.	Policies listed under RTP/SCS Goal G6 apply to this goal.
RTP/SCS G9: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	*Consistent:* See response to RTP/SCS Goal G3 and G4.	Community Design and Land Use (CDL): CDL-9.2 and CLD-9.6. Transportation (T) Element policies T-1.1, T-1.4 through T-1.8, T-2.1 through T-2.6, T-3.1 through T-3.8, and T-4.1 through T-4.8.

Source: 2012–2035 SCAG Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2012).

5.10.4 Applicable General Plan Update Policies

The Yucaipa General Plan Update includes policies intended to ensure land use compatibility and reduce potential impacts related to land use and planning. Refer to the General Plan Update policies in Chapter 3, *Project Description,* for a complete list of the General Plan Update policies.

5.10.5 Existing Regulations and Standards of Condition

- California Government Code Section 65300 (State Planning Law)
- City of Yucaipa Municipal Code

5.10.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements, Impact 5.10-1 would be less than significant.

5.10.7 Mitigation Measures

No significant adverse impacts were identified and no mitigation measures are necessary.

5.10.8 Level of Significance After Mitigation

No mitigation measures are required and impacts would remain less than significant.

5.10.9 References

Southern California Association of Governments (SCAG). 2012. *2012–2035 Regional Transportation Plan/ Sustainable Communities Strategy: Towards a Sustainable Future*. http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf.

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5.11 NOISE

This section of the draft environmental impact report (DEIR) discusses the fundamentals of sound; examines federal, state, and local noise guidelines, policies, and standards; reviews noise levels at existing receptor locations; evaluates potential noise impacts associated with City of Yucaipa General Plan Update; and provides mitigation to reduce noise impacts at noise-sensitive locations. This section of the DEIR evaluates the potential for implementation of the City of Yucaipa General Plan Update to result in noise impacts in the City and its sphere of influence (SOI). Cumulative impacts related to noise would be contiguous with the City and SOI boundary. This analysis is based on the noise calculations in Appendix F, *Noise Measurements and Calculations Outputs.*

5.11.1 Environmental Setting

5.11.1.1 NOISE FUNDAMENTALS

Noise is most often defined as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness."

The following are brief definitions of terminology used in this section:

- **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (L_{eq}).** The mean of the noise level, energy averaged over the measurement period.
- **Statistical Sound Level (L_n).** The sound level that is exceeded "n" percent of time during a given sample period. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the "median sound level." The L_{10} level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the "intrusive sound level." The L_{90} is the sound level exceeded 90 percent of the time and is often considered the "effective background level" or "residual noise level."

- **Day-Night Sound Level (L_{dn} or DNL).** The energy-average of the A-weighted sound levels during a 24-hour period, with 10 dB added to the sound levels during the period from 10:00 PM to 7:00 AM.

- **Community Noise Equivalent Level (CNEL).** The energy-average of the A-weighted sound levels during a 24-hour period, with 5 dB added to the levels from 7:00 PM to 10:00 PM and 10 dB added from 10:00 PM to 7:00 AM.[1]

Characteristics of Sound

When an object vibrates, it radiates part of its energy as acoustical pressure in the form of a sound wave. Sound can be described in terms of amplitude (loudness), frequency (pitch), or duration (time). The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate the human, frequency-dependent response, the A-weighted filter system is used to adjust measured sound levels. The normal range of human hearing extends from approximately 0 dBA (the threshold of detection) to 140 dBA (the threshold of pain).

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale to better account for the large variations in pressure amplitude (the above range of human hearing, 0 to 140 dBA, represents a ratio in pressures of one hundred trillion to one). All noise levels in this study are relative to the industry-standard pressure reference value of 20 micropascals. Because of the physical characteristics of noise transmission and perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 5.11-1, *Change in Apparent Loudness*, presents the subjective effect of changes in sound pressure levels.

Table 5.11-1 Change in Apparent Loudness

± 3 dB	Threshold of human perceptibility
± 5 dB	Clearly noticeable change in noise level
± 10 dB	Half or twice as loud
± 20 dB	Much quieter or louder

Source: Bies and Hansen 2009.

Sound is generated from a source and the decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as spreading loss or distance attenuation.

When sound is measured for distinct time intervals, the statistical distribution of the overall sound level during that period can be obtained. For example, L_{50} is the noise level that is exceeded 50 percent of the time. Similarly, the L_{02}, L_{08}, and L_{25} values are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour. The energy-equivalent sound level (L_{eq}) is the most common parameter associated with community

[1] For general community/environmental noise, CNEL and L_{dn} values rarely differ by more than 1 dB (with the CNEL being only slightly more restrictive—that is, higher than the L_{dn} value). As a matter of practice, L_{dn} and CNEL values are considered equivalent/interchangeable and are treated as such in this assessment.

noise measurements. The L_{eq} metric is a single-number noise descriptor of the energy-average sound level over a given period of time. Other values typically noted during a noise survey are the L_{min} and L_{max}. These values are the minimum and maximum root-mean-square (RMS) noise levels obtained over the stated measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and nighttime hours, state law requires that, for planning purposes and to account for this increased receptiveness of noise, an artificial decibel increment is to be added to quiet-time noise levels to calculate the 24-hour CNEL noise metric.

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. Extended periods of noise exposure above 90 dBA results in permanent cell damage, which is the main driver for employee hearing protection regulations in the workplace. For community environments, the ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less-developed areas. Elevated ambient noise levels can result in noise interference (e.g., speech interruption/masking, sleep disturbance, disturbance of concentration) and cause annoyance. Since most people do not routinely work with decibels or A-weighted sound levels, it is often difficult to appreciate what a given sound pressure level (SPL) number means. To help relate noise level values to common experience, Table 5.11-2, *Typical Noise Levels*, shows typical noise levels from noise sources.

Table 5.11-2 Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Flyover at 1,000 feet		
	100	
Gas Lawn Mower at three feet		
	90	
Diesel Truck at 50 feet, at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans 2009.

5.11.1.2 VIBRATION FUNDAMENTALS

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is normally associated with activities such as railroads or vibration-intensive stationary sources, but can also be associated with construction equipment such as jackhammers, pile drivers, and hydraulic hammers. Vibration displacement is the distance that a point on a surface moves away from its original static position. The instantaneous speed that a point on a surface moves is the velocity, and the rate of change of the speed is the acceleration. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration levels. During project construction, the operation of construction equipment can cause groundborne vibration. During the operational phase of a project, receptors may be subject to levels of vibration that can cause annoyance due to noise generated from vibration of a structure or items within a structure. These types of vibration are best measured and described in terms of velocity and acceleration.

The three main types of waves associated with groundborne vibrations are surface or Rayleigh waves, compression or P-waves, and shear or S-waves.

- **Surface or Rayleigh waves** travel along the ground surface. They carry most of their energy along an expanding *cylindrical* wave front, similar to the ripples produced by throwing a rock into a lake. The particle motion is more or less perpendicular to the direction of propagation.

- **Compression or P-waves** are body waves that carry their energy along an expanding *spherical* wave front. The particle motion in these waves is longitudinal, in a push-pull motion. P-waves are analogous to airborne sound waves.

- **Shear or S-waves** are also body waves, carrying their energy along an expanding *spherical* wave front. Unlike P-waves, however, the particle motion is transverse, or perpendicular to the direction of propagation.

Vibration amplitudes are usually described in terms of either the peak particle velocity (PPV) or the RMS velocity. PPV is the maximum instantaneous peak of the vibration signal and RMS is the square root of the average of the squared amplitude of the signal. PPV is more appropriate for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response.

The units for PPV and RMS velocity are normally inches per second (in/sec). Often, vibration is presented and discussed in dB units in order to compress the range of numbers required to describe the vibration. In this study, all PPV and RMS velocity levels are in in/sec and all vibration levels are in dB relative to one microinch per second (abbreviated as VdB). Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration. Even the more persistent Rayleigh waves decrease relatively quickly as they move away from the source of the vibration. Man-made vibration problems are, therefore, usually confined to relatively short distances (500 to 600 feet or less) from the source (FTA 2006).

Construction operations generally include a wide range of activities that can generate groundborne vibration. In general, blasting and demolition of structures generate the highest vibrations. Vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible amounts of vibration at up to 200 feet. Heavy trucks can also generate groundborne vibrations, which can vary, depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, differential settlement of pavement, etc., all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration from normal traffic flows on streets and freeways with smooth pavement conditions. Trains generate substantial quantities of vibration due to their engines, steel wheels, heavy loads, and wheel-rail interactions.

Noise- and Vibration-Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration, including residential, school, and open space/recreation areas where quiet environments are necessary for enjoyment, public health, and safety. Sensitive land uses in the City of Yucaipa include residences, schools, churches, and recreational areas. Commercial and industrial uses are not considered noise- and vibration-sensitive uses for the purposes of this analysis.

5.11.1.3 REGULATORY SETTING

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise.

State Regulations

State of California Building Code

The state of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California for the purpose of interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Land Use Compatibility

The California Governor's Office of Planning and Research (OPR) has published recommended guidelines for mobile source noise and land use compatibility (OPR 2003). Each jurisdiction is required to consider these guidelines when developing its general plan noise element and determining the acceptable noise levels in its community. Cities and counties can either adopt the state's suggested compatibility matrix or modify it to suit their particular local needs and goals. The City of Yucaipa has adopted its own land use compatibility guidelines.

Local Regulations

City of Yucaipa Noise Element

The City of Yucaipa has developed a Noise Element with policies to protect its citizens from the harmful and annoying effects of exposure to excessive noise and to protect the economic base of the City by preventing the encroachment of incompatible land uses within areas affected by existing noise-producing uses. Areas within the City are designated as "noise-impacted" if they are exposed to existing or projected future exterior noise levels from mobile or stationary sources exceeding the standards listed in Table 5.11-3, *Interior/Exterior Noise Level Compatibility Standards for Land Uses*.

Table 5.11-3 Interior/Exterior Noise Level Compatibility Standards for Land Uses

Land Uses		L_{dn} (or CNEL), dB	
Categories	Uses	Interior[1]	Exterior[2]
Residential	Single & Multi-family Duplex	45	60[3]
	Mobile Home	45	60[3]
	Hotel, Motel, Transient Lodging	45	60[3]
Commercial[4]	Commercial Retail, Bank, Restaurant	50	---
	Office Building, R&D, Offices	45	65
	Amphitheater, Hall, Auditorium, Theater	45	---
Institutional/Public	Hospital, School, Church, Library	45	65
Open Space	Park	---	65

Source: City of Yucaipa General Plan Noise Element, July 2004, Table VIII-6, Page VIII-7.

1 Interior living environment excluding bathrooms, kitchens, toilets, closets, and corridors.

2 Outdoor environment limited to private yards of single-family dwellings, multi-family private patios or balconies, mobile home parks, hospital/office building patios, park picnic areas, school playgrounds, and hotel and motel and recreation areas.

3 An exterior noise level of up to 65 dB L_{dn} (or CNEL) will be allowed, provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposure does not exceed 45 dB L_{dn} (or CNEL) with windows and doors closed. Requiring that windows and doors remain closed will necessitate the use of air conditioning or mechanical ventilation.

4 The category label for "Commercial" uses appears to be mistakenly presented in the Noise Element as one row too high (next to Hotel, Motel, Transient Lodging). In this table, "Commercial" was moved down one row.

City of Yucaipa Municipal Code/Development Code

Noise Nuisance Standards

Section 87.0905 of the City's municipal code includes noise standards by land use, as shown on Table 5.11-4, *Development Code Noise Standards*.

Table 5.11-4 Development Code Noise Standards

Affected Land Use (Receiving Land Use)	Noise Level (dBA)[1]	Time Period
Residential	55	7 AM–10 PM
	55	10 PM–7 AM
Professional Services	55	Anytime
Other Commercial	60	Anytime
Industrial	70	Anytime

Source: City of Yucaipa Development Code Section 87.0905.
Notes:
- Noise levels at the receiving property are not to exceed:
  (A) The noise standard for that receiving land use for a cumulative period of more than 30 minutes in any hour. [In practical implementation, this is equivalent to the L_{50} noise level metric.]
  (B) The noise standard plus 5 dBA for a cumulative period of more than five (sic) [fifteen][2] minutes in any hour. [Under the premise of 15 minutes, this is equivalent to the L_{25} noise level metric in practical implementation.]
  (C) The noise standard plus 10 dBA for a cumulative period of more than five minutes in any hour. [In practical implementation, this is equivalent to the $L_{8.3}$ noise level metric.]
  (D) The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour. [In practical implementation, this is equivalent to the $L_{1.6}$ noise level metric.]
  (E) The noise standard plus 20 dBA for any period of time. [In practical implementation, this is equivalent to the L_0 or L_{max} noise level metric.]
- If the measured ambient level exceeds any of the first four noise limit categories above, the allowable noise exposure standard shall be increased to reflect said ambient noise level. If the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under this category shall be increased to reflect the maximum ambient noise level. Additionally, if the alleged offense consists entirely of impact noise or simple tone noise, each of the noise levels shall be reduced by 5 dBA.

[1] Although the Development Code lists the standard as the 24-hour L_{dn} metric, based on typical municipal code standards and the allowed exceedances provided in Section 87.0905, these standards shall be interpreted as 1 hour L_{eq}.

Construction Noise

Per Section 87.0905(e) of the municipal code, noise sources associated with temporary construction, repair, or demolition are exempt from the City noise standards between the hours of 7:00 AM to 7:00 PM, except Sundays and federal holidays.

Noise Hazard Overlay

Article 4 of the Yucaipa Municipal Code refers to the City's Noise Hazard Overlay. According to chapter 85.020501, "The Noise Hazard (NH) Overlay District is created to provide greater public safety by establishing land use review procedures and requirements for land uses in areas with identified high noise levels." Per Chapter 85.020505, the Noise Hazard Overlay should be applied to those areas where the Average Day-Night Sound Level (L_{dn}) is 65 dBA or greater. Chapter 85.020510 states that when a land use application or development permit is proposed within the Noise Hazard Overlay District, interior noise levels in all single-family and multifamily residences and educational institutions shall not exceed 45 dBA L_{dn}, and exterior noise levels in all single-family residential land use areas and multifamily residential land use areas should not exceed 65 dBA L_{dn}, and shall not exceed 70 dBA. Noise levels shall be identified through an acoustical report. In areas where levels exceed the noise standard of 65 dBA L_{dn}, measures shall be taken to mitigate interior noise levels to 45 dBA L_{dn}, while other structures within the Noise Hazard Overlay District shall not exceed

[2] Items (B) and (C) have the same time frame, but have different decibel adjustments. Given that this type of levels-versus-time hierarchy is common in California Municipal Codes and given the typical progression therein, it is believed that item (B) should, in fact, say *fifteen* minutes rather than *five* minutes (so the published code has a typographical error).

the criteria in Table 5.11-5, *Interior 12-Hour Equivalent Sound Level*. In addition, the average of the maximum levels of the loudest of intrusive sounds occurring during a 24-hour period shall not exceed 65 dBA interior.

Table 5.11-5 Interior 12-Hour Equivalent Sound Level

Typical Uses	dBA L_{dn}[1]
Educational, Institutions, Libraries, Churches, etc.	45 dBA
General Office, Reception, etc.	50 dBA
Retail Stores, Restaurants, etc.	55 dBA
Other Areas for Manufacturing, Assembly, Test, Warehousing, etc.	65 dBA

Source: City of Yucaipa Development Code Section 87.0905.
[1] Note that there is an inherent mismatch between the specified 12-hour sound level and the L_{dn} level, which is, by definition, a 24-hour noise metric.

Vibration Criteria

Under chapter 87.0910, "No ground vibration shall be allowed which can be felt without the aid of instruments at or beyond the lot line, nor will any vibration be permitted which produces a particle velocity greater than or equal to two-tenths (0.2) inches per second measured at or beyond the lot line. " Construction activities are exempt from the vibration standards between 7:00 AM and 7:00 PM, except on Sundays and federal holidays.

Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. These uses include residential, schools, churches, nursing homes, hospitals, and open space/recreation areas where quiet environments are necessary for enjoyment, public health, and safety. Commercial and industrial uses are generally not considered noise- and vibration-sensitive uses, unless noise and vibration would interfere with their normal operations and business activities.

5.11.1.4 EXISTING SETTING

Existing Noise Environment

The City of Yucaipa is impacted by a multitude of noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities; it is the predominant source of noise in the City. In addition, commercial, industrial, and institutional land uses throughout the City (i.e., schools, fire stations, utilities) generate stationary-source noise. There are no airports, heliports, or rail lines within the City.

Local Noise Monitoring Data

PlaceWorks conducted noise measurements at several locations on Wednesday and Thursday, November 19 and 20, 2014. Measurements at short-term (ST) noise monitoring locations ST-1 to ST-8 were taken for a period of approximately 15 minutes, and measurements at long-term (LT) noise monitoring locations LT-1 and LT-2 were taken for a period of 24 hours. The locations were selected based on the location of sensitive land uses in areas currently experiencing high levels of ambient noise and in areas that would experience the

greatest change in noise levels due to planned development. The noise measurement locations are shown in Figure 5.11-1, *Noise Measurement Locations*.

The noise monitoring locations are described below:

- **Site ST-1.** The sound level meter was placed in a low-density residential area in the northeast part of the City. The location was on Fremont Street, south of Ivy Avenue, and approximately 100 feet north of Hollybrook Lane. The location was distant from major sources of noise, but ambient noise was influenced by traffic on Ivy Avenue, rustling vegetation, and birds.

- **Site ST-2.** The sound level meter was placed across the street from Ridgeview Elementary School, at the southwest corner of Sunnyside Drive and Tahoe Drive. The primary noise source was traffic on Sunnyside Drive and Tahoe Drive. There was also noise from light activity on the campus and in the parking lot of Ridgeview Elementary School, as well as from a baseball practice on the adjacent field, distant traffic, rustling vegetation, and birds.

- **Site ST-3.** The noise measurement was taken in Lakeview Mobile Estates, at the intersection of Goldfinch, Meadowlark, and Mockingbird. The primary noise sources were neighborhood traffic, rustling vegetation, a squeaky pinwheel, and birds. There were 10 vehicle pass-bys and 2 general aviation over-flights during the measurement period. Secondary noise sources included distant traffic on Oak Glen Road and Bryant Street and kids in the distance.

- **Site ST-4.** The sound level meter was placed at the southwest corner of the intersection of Sand Canyon Road and 16th Street, across from Crafton Hills College and near The Reserve neighborhood. The area was hilly, with a general decline to the south and an incline to the north. The primary source of noise was the flow of traffic on Sand Canyon Road, with some additional noise from birds.

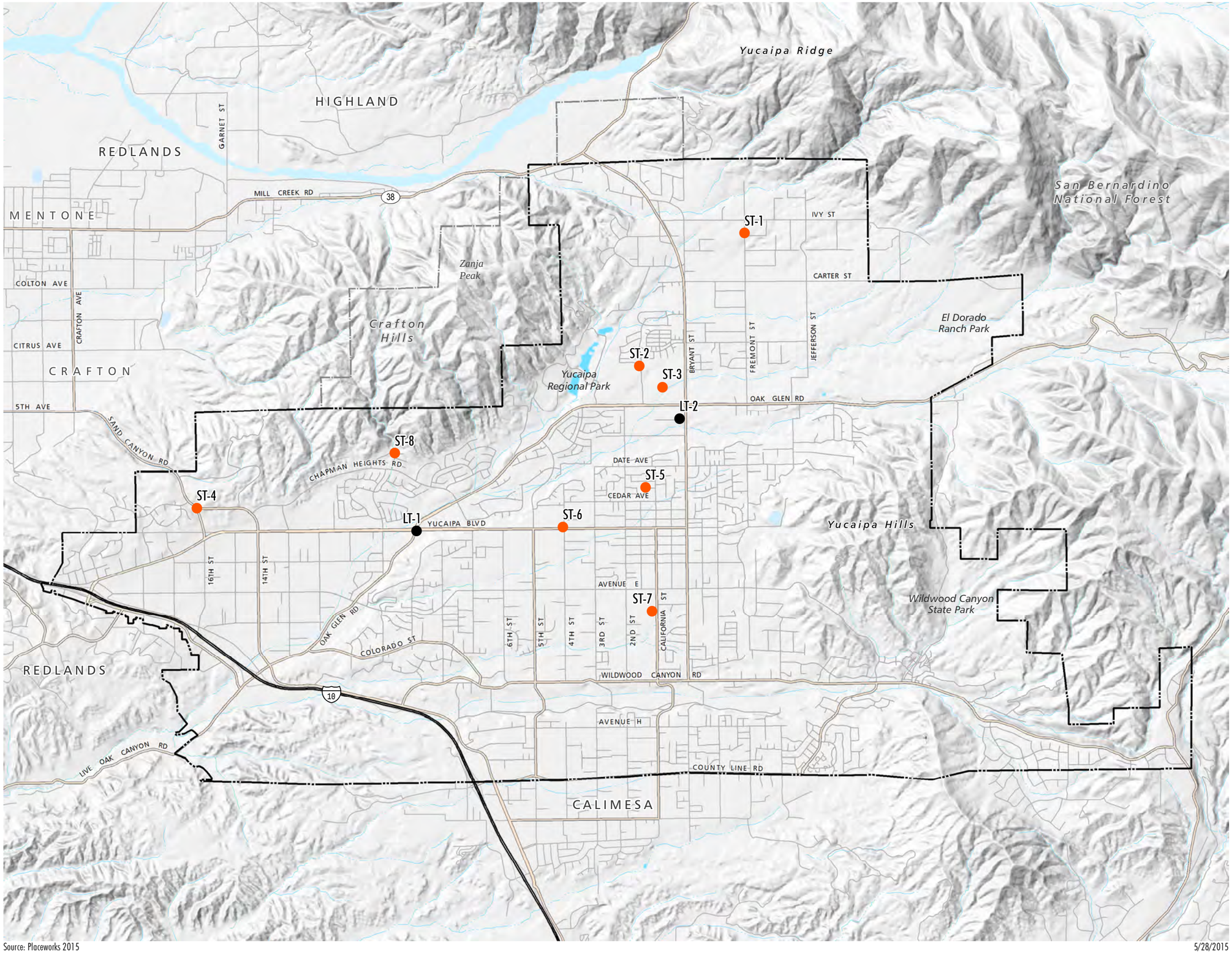
- **Site ST-5.** The sound level meter was placed in a dense residential area in the central part of the City. The location was in front of 35032 Kimberly Lane, off of Bryant Street between Date Avenue and Yucaipa Boulevard. There were a number of sources contributing to the ambient noise, including rustling vegetation, distant barking dogs, birds, hammering, wind chimes, kids playing, distant traffic on California Street and 2nd Street, and distant aircraft. The loudest event was a loud motorcycle passing by on Kimberly Lane.

- **Site ST-6.** The noise measurement was taken in the central commercial area in the City, at the northwest corner of the intersection of Yucaipa Boulevard and 4th Street. The primary source of noise was traffic, with beeping crosswalk signals also contributing occasionally.

- **Site ST-7.** The noise measurement was taken at Skyline Village, a 55+ mobile home community off of California Street. The sound level meter was placed near the main entrance, next to the clubhouse. The primary sources of noise were rustling vegetation and traffic on California Street. Neighbors talking, birds, and four local car pass-bys also contributed to noise levels.

Figure 5.11-1

NOISE MEASUREMENT LOCATIONS



- City Limits
- Yucaipa Sphere of Influence
- Long-Term Measurement Location
- Short-Term Measurement Location

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: Placeworks 2015

5/28/2015

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- **Site ST-8.** The noise measurement was in the residential neighborhood of Chapman Heights. The sound level meter was located at the intersection of Comstock Drive and Gold Mountain Road. The location was removed from major sources of noise, with rustling vegetation, birds, distant traffic, dogs, and aircraft contributing to the ambient levels. There were two vehicle pass-bys during the measurement period.

As shown in Table 5.11-6, the average noise levels during the daytime where short-term measurements were taken ranged from 43.3 to 70.3 dBA L_{eq}. During the noise monitoring and field reconnaissance, it was observed that the existing noise levels in the City are dominated mostly by transportation noise. The highest noise levels were observed in areas near major City streets, including Yucaipa Boulevard, Bryant Street, Sand Canyon Road, and California Street.

Table 5.11-6 Short-Term Noise Level Measurements

Noise Monitoring Location[1]	Date	Time	L_{eq}	L_{max}	L_{min}
ST-1	Nov. 19	3:10 PM	43.3	65.2	27.5
ST-2	Nov. 19	3:46 PM	54.4	66.5	36.3
ST-3	Nov. 19	2:32 PM	48.8	64.2	34.5
ST-4	Nov. 20	10:42 AM	70.3	46.5	85.7
ST-5	Nov. 20	12:01 PM	54.1	33.7	78.3
ST-6	Nov. 20	1:08 PM	66.6	75.8	54.1
ST-7	Nov. 20	12:35 PM	53.4	77.4	37.3
ST-8	Nov. 20	11:15 AM	44.2	65.3	32.7

Note: Calculations and detailed outputs are included in Appendix F.
1 See Figure 5.11-1, *Noise Measurement Locations*.

The following locations were monitored for a period of 24 hours:

- **Site LT-1.** The southeast corner of the intersection of Oak Glen Road and Yucaipa Boulevard. Equipment malfunction resulted in inaccurate data from this location. From observation, the primary noise source was traffic passing through the intersection. Secondary sources of noise were from parking lot activities.

- **Site LT-2.** In the parking lot of the Rite Aid on the corner of Oak Glen Road and Bryant Street. The sound level meter was placed at the light pole next to the trash container on the southern border of the lot, adjacent to the California Department of Fire and Forestry property. The primary sources of noise were traffic on Bryant Street and rustling vegetation. Secondary sources included activity on the adjacent properties, including occasional banging from the lot to the west and a radio playing music.

The results of the field survey efforts are presented in Table 5.11-6, Short-Term Noise Level Measurements, and in Table 5.11-7, Long-Term Noise Level Measurements.

Table 5.11-7 Long-Term Noise Level Measurements

Noise Monitoring Location[1]	CNEL	Highest 1-Hour L_{eq}	Hour	Lowest 1-Hour L_{eq}	Hour
LT-2[2]	59.1	58.9	7 AM	44.6	2 AM

Note: Calculations and detailed outputs are included in Appendix F.
[1] See Figure 5.11-1, *Noise Measurement Locations*.
[2] Equipment malfunction at Location LT-1 led to inaccurate data, so no data are reported for this long-term measurement location.

As shown on Table 5.11-7, the average noise levels were around 59.1 dBA CNEL. At both locations noise was dominated by traffic. The noise pattern observed is typical of street traffic with the highest levels close to the traffic AM and PM peak hours. The detailed noise measurement outputs in a tabular and graphical format are included in Appendix F.

On-Road Vehicles

I-10 passes through the southwest portion of the City with on- and off-ramps at Oak Glen Road and Yucaipa Boulevard. The circulation network serving the Town is essentially a grid system of roadways generally oriented north–south and east–west. Yucaipa Boulevard, Oak Glen Road, Bryant Street, California Street, Wildwood Canyon Road, Avenue E, and 5th Street are the major arterial roads in the City. Bryant Street connects to SR-38 shortly beyond the northern boundary of the City. Traffic noise level contours were estimated using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (RD-77-108). The distances to the 70, 65, and 60 CNEL contours for selected roadway segments in the study area are included in Appendix F. Figure 5.11-2, *Existing Noise Level Contours*, shows the existing 65 dBA CNEL noise contours for surface transportation (vehicular traffic).

Aircraft Noise

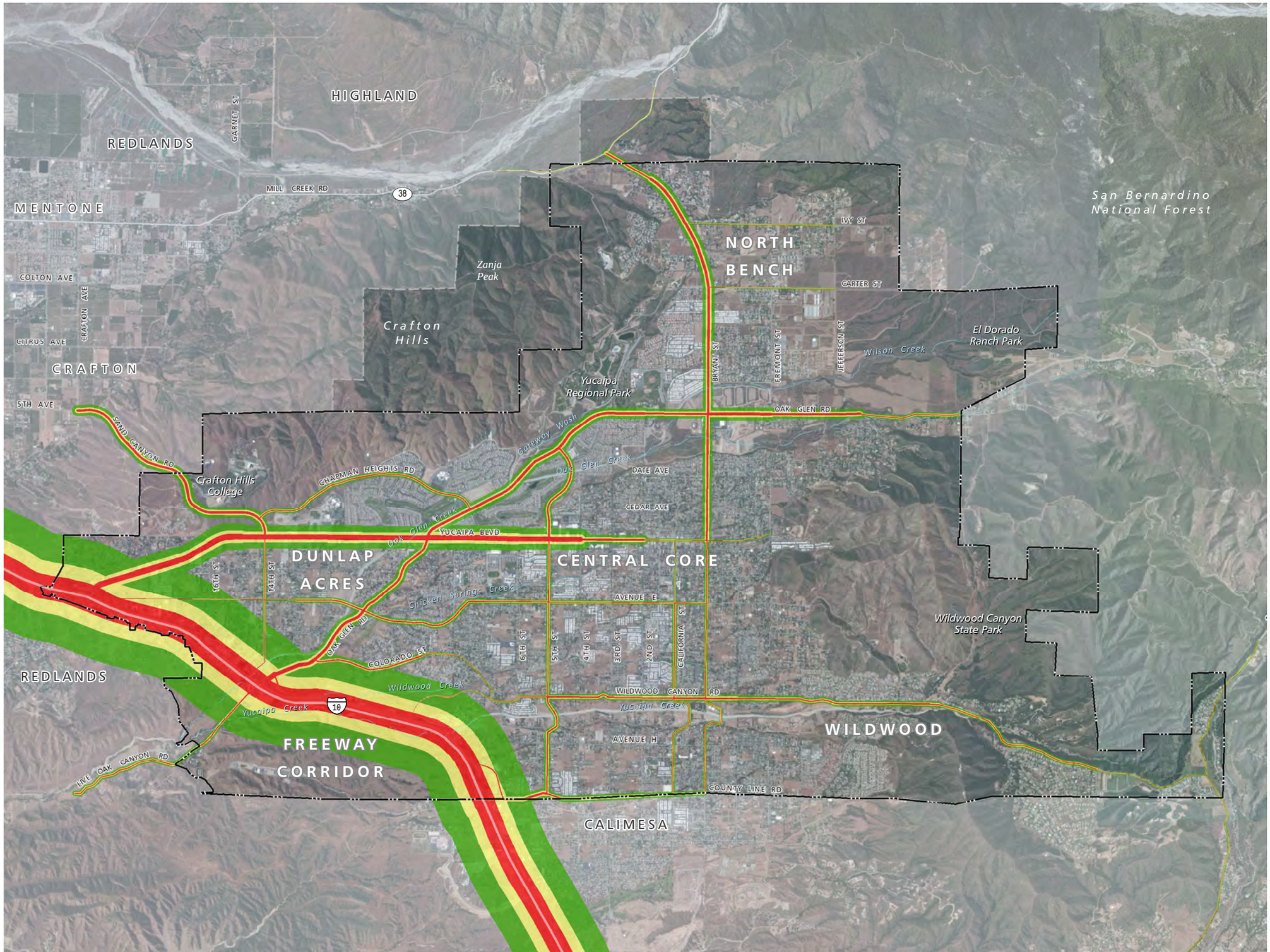
There are no airports or heliports in or within five miles of the City of Yucaipa (Airnav.com, 2015). The nearest airport is the Redlands Municipal Airport (REI), approximately 6.5 miles northwest of the center of Yucaipa. Aircrafts flying to and from REI may fly over Yucaipa; however, the airport is some distance away and the City is not directly under the flight path for REI. Thus, aircraft noise is not a major contributor to general community noise levels in the City.

Stationary Sources of Noise

Whereas mobile-source noise affects many receptors along an entire length of roadway, stationary noise sources affect only their immediate areas. Many processes and activities in cities produce noise, most notably the operation of commercial, warehousing, industrial uses, schools, and at-grade railroad crossings. Noise exposure within industrial facilities is controlled by federal and state employee health and safety regulations. Noise levels outside of industrial and other facilities are subject to local standards.

Figure 5.11-2

EXISTING NOISE LEVEL CONTOURS



60 dBA
65 dBA
70 dBA
City Limits
Yucaipa Sphere of Influence

Note: Noise contours do not take into consideration attenuation from noise reduction features such as barriers or topographic features.

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: IBI Group, 2015; PlaceWorks, 2015; Esri, 2014; & USGS, 2012

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Most of the City's industrial land uses, business parks, and commercial areas are adjacent to the I-10 freeway. Schools are considered noise sensitive because of the necessity for quiet in the classroom to provide an adequate and appropriate learning environment. However, outdoor activities on school campuses throughout the City can generate noticeable noise levels. Though it is preferable to have schools in residential areas to support the neighborhood, noise generated on both the weekdays (by physical education classes and sports programs) and weekends (by use of the fields by youth organizations) can elevate noise levels.

Vibration

The primary existing source of vibration in the City is truck traffic. Perceptible vibration levels can be caused by heavy trucks hitting discontinuities in the pavement, such as gaps and potholes. However, under normal conditions with well-maintained asphalt, vibration levels are usually not perceptible beyond the road right-of-way. There are no known major sources of vibration, such as heavy industrial equipment, to cause substantial levels of vibration to nearby sensitive uses.

5.11.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would result in:

N-1 Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies.

N-2 Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

N-3 A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

N-4 A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

N-5 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, exposure of people residing or working in the project area to excessive noise levels.

N-6 For a project within the vicinity of a private airstrip, exposure of people residing or working the project area to excessive noise levels.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold N-5
- Threshold N-6

These impacts will not be addressed in the following analysis.

5.11.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.11-1: Buildout of the proposed land use plan would result in an increase in traffic on local roadways in the City of Yucaipa, which would substantially increase the existing noise environment. [Thresholds N-1 and N-3]

Impact Analysis: Future development in accordance with the General Plan update would cause increases in traffic along local roadways. For the purpose of assessing the compatibility of new development with the anticipated ambient noise, the City utilizes the exterior noise level standards in Table 5.11-3 and Public Safety Element Policy S-6.2, which is 65 dBA CNEL for residential land uses.[3] A significant impact could occur if the proposed land use plan causes a substantial increase in noise levels at noise-sensitive land uses in areas where the ambient noise level clearly exceeds levels that are compatible for the designated land use. A substantial increase is defined as noise increases greater than 3 dBA over existing conditions (see Table 5.11-1). Sensitive land uses include residential, schools, churches, nursing homes, hospitals, and open space/recreation areas. Commercial and industrial areas are not considered noise sensitive and have much higher tolerances for exterior noise levels.

The traffic noise levels were estimated using the FHWA Highway Traffic Noise Prediction Model (RD-77-108). The FHWA model predicts noise levels through a series of adjustments to a reference sound level. These adjustments account for distances from the roadway, traffic flows, vehicle speeds, car/truck mix, length of exposed roadway, and road width. The distances to the 70, 65, and 60 CNEL contours for selected roadway segments in the vicinity of proposed project site are included in Appendix F.

Table 5.11-8, *General Plan Buildout Traffic Noise Exposure*, presents the noise level increases on roadways over existing conditions at 50 feet from the centerline of each roadway segment for the General Plan Update conditions. Table 5.11-8 shows that traffic noise increases along roadways for the General Plan Update conditions due to implementation of the proposed land use plan, the implementation of the circulation plan, and regional growth would range from -1.5 to 5.3 dBA CNEL. The affected segments that would experience substantial noise increases greater than 3 dBA over existing conditions, resulting in noise levels greater than 65 dBA CNEL, and that include sensitive receptors along those segments are:

- Live Oak Canyon Road south of the eastbound ramps
- Wildwood Canyon Road from 5th Street to 4th Street
- Bryant Street from County Line Road to Wildwood Canyon Road
- Bryant Street from Wildwood Canyon Road to Avenue E

[3] Note that Table 5.11-3 of this DEIR (taken from City of Yucaipa General Plan Noise Element, Table VIII-6) lists 60 dBA CNEL as the basic exterior noise level standard, but that an exterior noise level of up to 65 dB L_{dn} (or CNEL) is allowed, provided exterior noise levels are substantially mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposure does not exceed 45 dB L_{dn} (or CNEL) with windows and doors closed. For purposes of this environmental impact assessment, 65 dBA CNEL is the practical limit for noise acceptability (including the noted provisions).

The noise increases along roadway segments are related to traffic volumes increase due to population and employment growth in the City as well as regional growth. Traffic noise would not be readily discernible because traffic and noise would increase steadily, but in small increments, over a relatively long time period. However, future ambient noise would be substantially higher than existing conditions at receptors along the roadway segments identified above. Therefore, traffic-related noise impacts are significant.

Table 5.11-8 General Plan Buildout Traffic Noise Exposure

Roadway	Segment	dBA CNEL			
		Existing	Post-2035	Increase	Potentially Significant?
Sand Canyon Road	Crafton Avenue to Campus Drive	69.9	71.6	1.7	no
Sand Canyon Road	Campus Drive to Chapman Heights Road	70.3	71.1	0.8	no
Sand Canyon Road	Chapman Heights Road to Yucaipa Boulevard	69.1	70.2	1.1	no
Yucaipa Boulevard	Freeway ramps to Avenue E	76.4	77.7	1.3	no
Yucaipa Boulevard	Avenue E to 17th Street	76.0	77.3	1.3	no
Yucaipa Boulevard	17th Street to 16th Street	75.5	76.7	1.2	no
Yucaipa Boulevard	16th Street to 15th Street	75.8	76.6	0.8	no
Yucaipa Boulevard	15th Street to 12th Street	74.8	75.3	0.5	no
Yucaipa Boulevard	12th Street to 11th Street	75.1	75.2	0.1	no
Yucaipa Boulevard	11th Street to Oak Glen Road	74.6	74.0	-0.6	no
Yucaipa Boulevard	Oak Glen Road to 7th Street	75.2	74.7	-0.5	no
Yucaipa Boulevard	7th Street to 6th Street	75.1	74.6	-0.5	no
Yucaipa Boulevard	6th Street to 4th Street	74.3	73.6	-0.7	no
Yucaipa Boulevard	4th Street to 2nd Street	69.1	68.7	-0.4	no
Yucaipa Boulevard	2nd Street to California Street	63.1	62.5	-0.6	no
Yucaipa Boulevard	California St. to Bryant St.	62.7	62.7	0.0	no
Avenue E	Yucaipa Boulevard to 17th St.	58.7	59.6	0.9	no
Avenue E	17th Street to 16th Street	58.3	60.3	2.0	no
Avenue E	16th Street to 14th Street	59.1	60.7	1.6	no
Avenue E	14th Street to 13th Street	60.2	62.4	2.2	no
Avenue E	13th Street to Oak Glen Road	65.8	66.6	0.8	no
Avenue E	Oak Glen Road to 7th Street	66.0	66.4	0.4	no
Avenue E	7th Street to 5th Street	64.7	65.2	0.5	no
Avenue E	5th Street to 4th Street	64.6	65.7	1.1	no
Avenue E	4th Street to 1st Street	63.0	64.5	1.5	no
Avenue E	1st Street to Bryant Street	62.7	61.7	-1.0	no

5. Environmental Analysis
NOISE

Table 5.11-8 General Plan Buildout Traffic Noise Exposure

Roadway	Segment	dBA CNEL			
		Existing	Post-2035	Increase	Potentially Significant?
Live Oak Canyon Road	South of the eastbound ramps	65.3	70.6	5.3	yes
Live Oak Canyon Road	eastbound ramps to westbound ramps	70.0	71.1	1.1	no
Live Oak Canyon Road	westbound ramps to Calimesa Boulevard	75.9	75.7	-0.2	no
Oak Glen Road	Calimesa Boulevard to Colorado Road	72.8	73.7	0.9	no
Oak Glen Road	Colorado Road to Avenue E	70.9	70.9	0.0	no
Oak Glen Road	Avenue E to Yucaipa Boulevard	69.2	69.6	0.4	no
Oak Glen Road	Yucaipa Boulevard to Chapman Heights Road	70.3	70.5	0.2	no
Oak Glen Road	Chapman Heights Rd. to 5th St.	70.3	70.6	0.3	no
Oak Glen Road	5th Street to 2nd Street	70.3	70.5	0.2	no
Oak Glen Road	2nd Street to Bryant Street	69.1	69.3	0.2	no
Oak Glen Road	Bryant Street to Fremont St.	71.2	70.9	-0.3	no
Colorado Road	Oak Glen Road to 9th Street	66.3	65.7	-0.6	no
Colorado Road	9th Street to 8th Street	61.6	62.5	0.9	no
Colorado Road	8th St. to Wildwood Canyon Rd.	58.2	64.9	6.7	no
Wildwood Canyon Road	Calimesa Boulevard to Colorado Road	57.6	61.3	3.7	no
Wildwood Canyon Road	Colorado Road to 5th Street	61.1	64.4	3.3	no
Wildwood Canyon Road	5th Street to 4th Street	65.9	70.2	4.3	yes
Wildwood Canyon Road	4th Street to Bryant Street	66.0	68.8	2.8	no
Wildwood Canyon Road	Bryant Street to Douglas Street	67.0	68.8	1.8	no
County Line Road	Westbound ramps to 5th Street	69.3	67.8	-1.5	no
County Line Road	5th Street to 4th Street	66.6	66.9	0.3	no
County Line Road	4th Street to 2nd Street	66.7	66.8	0.1	no
County Line Road	2nd Street to Bryant Street	65.3	65.4	0.1	no
14th Street	Calimesa Boulevard to Avenue E	62.4	65.1	2.7	no
14th Street	Avenue E to Yucaipa Boulevard	62.8	65.4	2.6	no
5th Street	County Line Road to Wildwood Canyon Road	66.0	65.2	-0.8	no
5th Street	Wildwood Canyon Road to Avenue E	64.4	64.1	-0.3	no
5th Street	Avenue E to Yucaipa Boulevard	64.9	64.1	-0.8	no
5th Street	Yucaipa Boulevard to Oak Glen Road	67.6	66.3	-1.3	no
California Street	County Line Road to Wildwood Canyon Road	62.2	62.1	-0.1	no

Table 5.11-8 General Plan Buildout Traffic Noise Exposure

Roadway	Segment	dBA CNEL			
		Existing	Post-2035	Increase	Potentially Significant?
California Street	Wildwood Canyon Road to Avenue E	64.5	64.8	0.3	no
California Street	Avenue E to Yucaipa Boulevard	59.1	60.2	1.1	no
Bryant Street	County Line Road to Wildwood Canyon Road	61.6	66.8	5.2	yes
Bryant Street	Wildwood Canyon Road to Avenue E	63.6	67.1	3.5	yes
Bryant Street	Avenue E to Yucaipa Boulevard	64.0	66.8	2.8	no
Bryant Street	Yucaipa Boulevard to Date Street	68.6	70.4	1.8	no
Bryant Street	Date Street to Oak Glen Road	69.2	71.0	1.8	no
Bryant Street	Oak Glen Road to Fir Street	69.5	71.0	1.5	no
Bryant Street	Fir Street to Carter Street	70.6	72.1	1.5	no
Bryant Street	Carter Street to Topaz Street	70.6	72.1	1.5	no
Bryant Street	Topaz Street to Mill Road	67.3	69.9	2.6	no
Chapman Heights Road	Sand Canyon Road to Oak Glen Road	64.9	65.0	0.1	no
Calimesa Boulevard	Oak Glen Road to Wildwood Canyon Road	66.3	64.3	-2.0	no
Calimesa Boulevard	Wildwood Canyon Road to Avenue I	62.9	65.4	2.5	no
Calimesa Boulevard	Avenue I to County Line Road	64.7	62.3	-2.4	no

Notes: Traffic Noise Model Calculations included in Appendix F.

Impact 5.11-2: New noise-sensitive development constructed in accordance with the General Plan Update would be designed to minimize interior and exterior noise exposure and achieve the City's noise compatibility criteria. [Thresholds N-1 and N-3]

Impact Analysis: An impact could be significant if the proposed land use plan designates noise-sensitive land uses in areas that would exceed the noise compatibility criteria of the City. The City applies the noise level standards, summarized in Table 5.11-4, to assess the compatibility of new development with ambient noise. Noise-reducing site design and building construction may be required in low-density residential areas with outdoor CNEL levels in excess of 60 dBA, or 65 dBA CNEL for schools, libraries, churches, and hospitals. Commercial and industrial areas are not considered noise sensitive and have much higher tolerances for exterior noise levels. The building interior of a noise-sensitive structure is required to achieve noise levels of 45 dBA CNEL under the California Building Code. Noise-sensitive land uses would be exposed to transportation sources, including vehicular traffic.

As previously discussed in Impact 5.11-1, traffic noise contours were calculated for the General Plan Buildout conditions. Figure 5.11-3, *Future Noise Level Contours*, shows the future noise contours from roadway traffic

along major thoroughfares within the City of Yucaipa at the proposed General Plan buildout conditions.[4] Several portions of the City will be exposed to traffic noise levels above 60 dBA CNEL.

A significant impact could occur if the proposed land use plan designates noise-sensitive land uses in areas where the ambient noise level clearly exceeds levels that are compatible for the designated land use, including noise impacts from transportation and nontransportation noise sources. For the purpose of assessing the compatibility of new development with the anticipated ambient noise, the City utilizes the noise level standards shown in Table 5.11-3, that is, 65 dBA CNEL for residential land uses.

In accordance with municipal code section 85.020501, new development within the 65 dBA CNEL noise contour (i.e., the Noise Hazard Overlay District) is required to submit an acoustical report to the City to identify measures to reduce interior and exterior noise levels from transportation and nontransportation noise sources. The municipal code identifies that interior noise levels in all single-family and multi-family residences and educational institutions shall not exceed 45 dBA L_{dn}, and exterior noise levels in all single-family and multifamily residential land use areas should not exceed 65 dBA L_{dn}, and shall not exceed 70 dBA for any residential use areas. In addition, the average of the maximum levels on the loudest of intrusive sounds occurring during a 24-hour period shall not exceed 65 dBA interior level. A new sensitive land use would have to demonstrate that it is compatible with the ambient noise levels, in accordance with this existing regulation.

The City of Yucaipa General Plan Update includes several policies to ensure that new development is compatible with the surrounding noise environment:

- **Policy CDL-8.3 – Land Use Incompatibility.** Support the phase-out of incompatible land uses where possible; add design treatments and transitions where possible to reduce the impacts of incompatible uses.

- **Policy CDL-8.4 – Noise Attenuation.** Support ongoing efforts to reduce, regulate, and mitigate noise sources along I-10 and the freeway's impact along the Dunlap Industrial Corridor and other surrounding land uses.

- **Policy HN-3.5 – Overlay Districts.** Require adherence to housing-related regulations in the City's overlay districts—hillside, custom home, natural hazards, scenic resources, biological resources, noise, cultural resources, and others, as applicable.

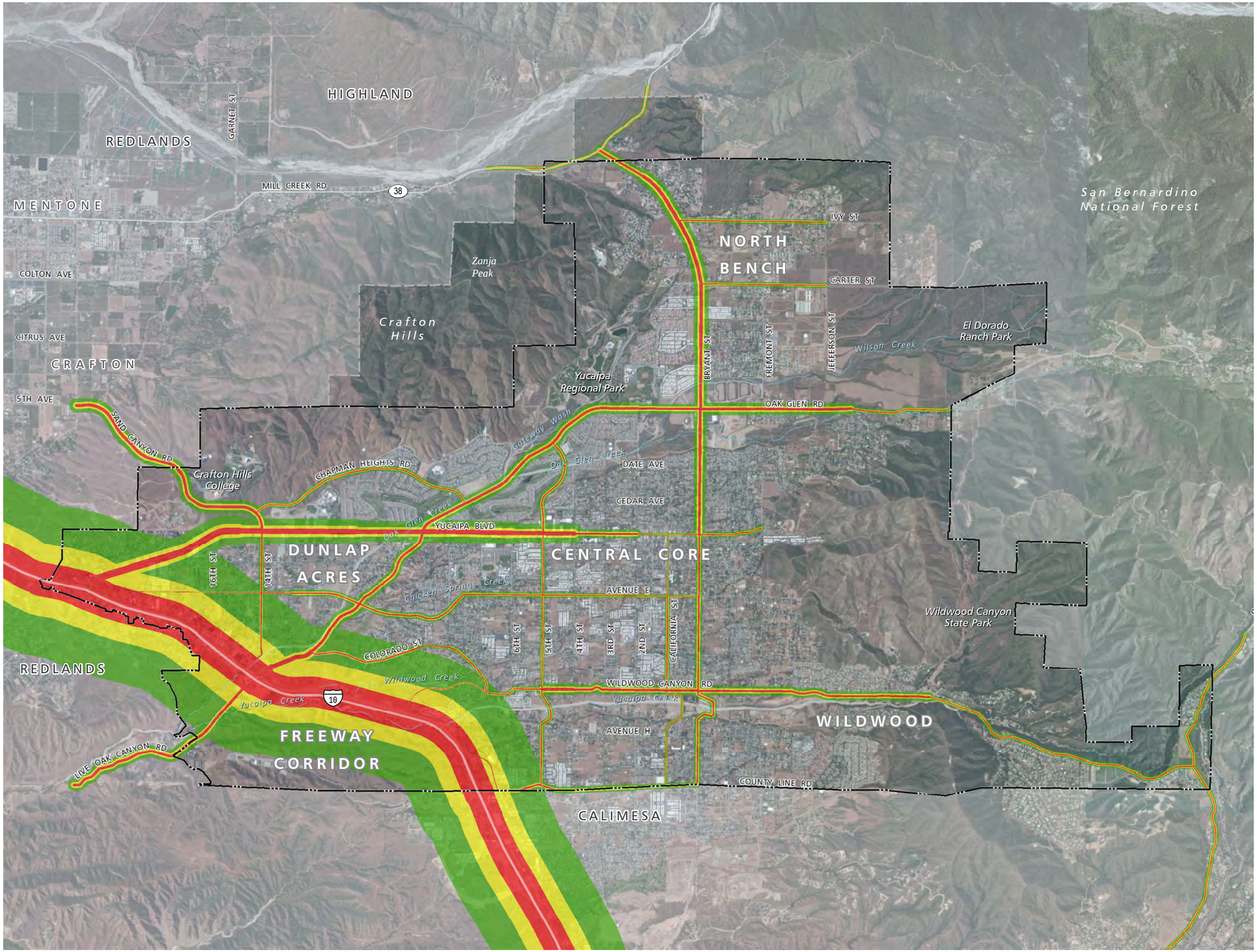
- **Policy T-2.5 – Environmental Concerns.** Minimize environmental impacts from the construction, use, and improvement of roadways on air and water quality, heat island effects, noise levels, view sheds, street-level aesthetics, drainage, and stormwater runoff whenever feasible.

- **Policy T-2.6 – Public Road Access.** Public road access is required for all newly created parcels. If this is not feasible, adequate private roadway access may be granted if circumstances warrant. The creation of "flag lots" shall be discouraged on all Tentative Tract Maps.

[4] Noise levels shown in Figure 5.11-4 for the entire City do not account for noise attenuation provided by intervening structures or topographical barriers.

Figure 5.11-3

FUTURE NOISE LEVEL CONTOURS



70 dBA
65 dBA
60 dBA
City Limits
Yucaipa Sphere of Influence

Note: Noise contours do not take into consideration attenuation from noise reduction features such as barriers or topographic features.

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: IBI Group, 2015; PlaceWorks, 2015; Esri, 2014; & USGS, 2012

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- **Policy S-6.1 – Noise Assessment.** Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing applications for development projects or land use changes.

- **Policy S-6.2 – Acoustical Studies.** Require acoustical studies for proposed projects within areas that exceed 60 dBA; discourage siting of new noise-sensitive uses in areas exceeding 65 dBA without appropriate mitigation.

- **Policy S-6.3 – Noise Insulation and Vibration Standards.** Require new projects to comply with noise insulation and vibration reduction standards in local, regional, state, and federal regulations, as applicable.

- **Policy S-6.4 – Noise Nuisance Standards.** Regulate the control of residential noise nuisances—such as parties, barking dogs, other animals, and limited agricultural operations—through the City's municipal code.

- **Policy S-6.5 – Development Patterns.** Locate new development in areas where noise levels are appropriate for the use. Limit development of noise-producing uses adjacent to noise-sensitive receptors and require that noise-producing land uses have adequate mitigation.

- **Policy S-6.6 – Land Use-Noise Compatibility.** Require mitigation of exterior and interior noise to the levels in [General Plan Safety Element] Table S-1. Encourage the use of building design, site planning, landscaping, and other features to reduce noise levels.

With implementation of these policies and adherence to the municipal code section 85.020501—which requires an acoustic study to demonstrate compliance with the City's interior and exterior noise compatibility standards—impacts from transportation noise sources would be less than significant.

Impact 5.11-3: Development in accordance with the General Plan Update could introduce new stationary sources of noise and expose noise-sensitive uses to elevated noise levels. [Thresholds N-1 and N-3]

Impact Analysis: Noise-sensitive land uses include residential receptors and non-residential receptors, including hospitals and schools. Noise is regulated by numerous codes and ordinances across federal, state, and local agencies. In addition, the City regulates stationary-source noise through the Development Code. Buildout of the proposed land use plan would result in an increase in residential, commercial, industrial, and institutional development within the City. The primary noise sources from residential, commercial, and institutional land uses are landscaping, maintenance activities, and air conditioning systems. In addition, future commercial uses may include loading docks. Noise generated by residential or commercial uses is generally short and intermittent, and these uses are not a substantial source of noise. The City of Yucaipa requires that noise from new stationary sources in the City comply with the City's Development Code summarized in Table 5.11-4, which limits the acceptable noise at the property line of the impacted property to reduce nuisances to sensitive land uses. With this compliance with the City's Development Code, stationary-source noise from proposed land uses would not substantially increase the noise environment.

The siting of new industrial and large commercial developments may increase noise levels at nearby residential uses. This can be due to the continual presence of heavy trucks used for the pick-up and delivery of goods and supplies, or from the use of noisy equipment used in the manufacturing or machining process. For the purposes of the planning process, vehicle noise on private property may be regulated as stationary-source noise, including movements around loading docks, stationary idling, back-up alarms, and air-brake pressure releases. Likewise, process equipment and the use of pneumatic tools could generate elevated noise levels at and around industrial/commercial developments, but this equipment is typically housed in buildings or enclosures. To prevent stationary-source noise created by onsite vehicle movements, machinery/tools, and/or industrial processes from affecting sensitive land uses, the City of Yucaipa requires industrial operations to limit noise to no greater than the maximum allowable noise levels described in the Noise Ordinance.

The City of Yucaipa General Plan Update also includes several policies to ensure that new development minimizes noise intrusions into the surrounding residential communities and other noise-sensitive receptors, such as hospitals and schools:

- **Policy S-6.1 – Noise Assessment.** Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing applications for development projects or land use changes

- **Policy S-6.3 – Noise Insulation and Vibration Standards.** Require new projects to comply with noise insulation and vibration reduction standards in local, regional, state, and federal regulations, as applicable.

- **Policy S-6.4 – Noise Nuisance Standards.** Regulate the control of residential noise nuisances—such as parties, barking dogs, other animals, and limited agricultural operations—through the City's municipal code.

- **Policy S-6.5 – Development Patterns.** Locate new development in areas where noise levels are appropriate for the use. Limit development of noise-producing uses adjacent to noise-sensitive receptors and require that noise-producing land uses have adequate mitigation.

- **Policy S-6.8 – Street Improvements to Reduce Noise.** Employ noise mitigation practices and materials when designing or improving streets; emphasize use of natural buffers or setbacks between roads and noise-sensitive areas.

Therefore, compliance with the City's Noise Ordinance and implementation of the Safety Element policies identified above would result in less than significant noise impacts from new stationary sources of noise.

Impact 5.11-4: Construction activities associated with buildout of General Plan Update would substantially elevate noise levels in the vicinity of noise-sensitive land uses. [Threshold N-4]

Impact Analysis: The proposed project is a regulatory document that sets up the framework for future growth and development and does not directly result in development in and of itself. However,

implementation of the General Plan Update would generate new residential, commercial, and industrial uses throughout the planning area. Two types of short-term noise impacts could occur during construction of these new uses. First, the transport of workers and movement of materials to and from the site could incrementally increase noise levels along local access roads. The second type of short-term noise impact is related to demolition, site preparation, grading, and/or physical construction. Construction is performed in distinct steps, each of which has its own mix of equipment, and, consequently, its own noise characteristics. Table 5.11-9, *Construction Equipment Noise Emission Levels*, lists typical construction equipment noise levels recommended for noise-impact assessments based on a distance of 50 feet between the equipment and noise receptor.

Table 5.11-9 Construction Equipment Noise Emission Levels

Construction Equipment	Typical Maximum Noise Level (dBA L_{max})	Construction Equipment	Typical Noise Level[1] (dBA L_{max})
Air Compressor	81	Pile Driver (Impact)	101
Backhoe	80	Pile Driver (Sonic)	96
Ballast Equalizer	82	Pneumatic Tool	85
Ballast Tamper	83	Pump	76
Compactor	82	Rail Saw	90
Concrete Mixer	85	Rock Drill	98
Concrete Pump	71	Roller	74
Concrete Vibrator	76	Saw	76
Crane, Derrick	88	Scarifier	83
Crane, Mobile	83	Scraper	89
Dozer	85	Shovel	82
Generator	81	Spike Driver	77
Grader	85	Tie Cutter	84
Impact Wrench	85	Tie Handler	80
Jack Hammer	88	Tie Inserter	85
Loader	85	Truck	88
Paver	89		

Source: FTA 2006.
[1] Measured 50 feet from the source.

As shown, construction equipment generates high levels of noise ranging 71 dBA to 101 dBA. Given these typical noise emissions levels for construction equipment, construction of individual developments associated with buildout of the proposed land use plan would temporarily increase the ambient noise environment and would have the potential to affect noise-sensitive land uses in the vicinity of individual projects.

The City of Yucaipa currently restricts the hours of construction activities to the least noise-sensitive portions of the day. Construction activities from 7:00 AM to 7:00 PM Monday through Saturday are exempt from the noise ordinance standards in Table 5.11-4. Implementation of the Yucaipa Municipal Code would

reduce construction noise by enforcing the limits on nonemergency construction hours to the daytime when people are less sensitive to elevated noise levels.

In addition, the General Plan Update Public Safety Element includes the following policies to minimize noise impacts:

- **Policy S-6.5 – Development Patterns.** Locate new development in areas where noise levels are appropriate for the use. Limit development of noise-producing uses adjacent to noise-sensitive receptors and require that noise-producing land uses have adequate mitigation.

- **Policy S-6.8 – Street Improvements to Reduce Noise.** Employ noise mitigation practices and materials when designing or improving streets; emphasize use of natural buffers or setbacks between roads and noise-sensitive areas.

Development projects subject to CEQA would evaluate potential construction noise impacts and may include site-specific mitigation measures to reduce noise impacts during construction. However, even with compliance with the construction-related municipal code standards and with implementation of the General Plan Update policies, construction noise—as it relates to implementation of the General Plan—would result in a potentially significant noise impact.

Impact 5.11-5: Buildout of the individual land uses and projects for implementation of the General Plan Update could expose sensitive uses to significant groundborne vibration. [Threshold N-2]

Impact Analysis:

Transportation-Related Vibration Impacts

Caltrans studied the effects of propagation of vehicle vibration on sensitive land uses and noted that "heavy trucks, and quite frequently buses, generate the highest earthborne vibrations of normal traffic" (Caltrans, 2009). Caltrans further noted that the highest traffic-generated vibrations are along freeways and state routes. Their study found that "vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks. This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings)" (Caltrans, 2009). This level is well below the threshold of 0.2 inches per second established in the municipal code. Typically, trucks do not generate high levels of vibration because they travel on rubber wheels and do not have large vertical movements, which generate ground vibration. Because there are no rail-related vibration sources in the City and because there are no historic buildings very near to the freeway, any potential vibration impacts would be less than significant.

Stationary-Source Vibration Impacts

The use of heavy equipment associated with heavy industrial operations can create elevated vibration levels in their immediate proximity. It is important to note, though, that vibration from heavy machinery dissipates rapidly with distance from the sources(s).

As shown in Figure 3-5, *Proposed Land Use Plan*, industrial, commercial, and business park land uses are designated in portions of the City that have sensitive uses such as residential areas nearby. In general, though, the majority of these potential vibration-producing uses are not immediately adjacent to vibration-sensitive uses. Further, Chapter 3, *Project Description*, details how the proposed changes in land use would not add additional uses under the Community Industrial (IC) designation. That is, areas within the City that are already designated as Community Industrial (IC) would not be expanded as part of the General Plan Update.

The General Plan Update Public Safety Element includes the following policies to minimize vibration impacts:

- **Policy S-6.2 – Acoustical Studies.** Require acoustical studies for proposed projects within areas that exceed 60 dBA; discourage siting of new noise-sensitive uses in areas exceeding 65 dBA without appropriate mitigation.

- **Policy S-6.7 – Vibration Reduction.** Minimize vibration impacts from construction sites, roadways, and other sources with a combination of setbacks, structural design features, and operational regulations as appropriate.

Nonetheless, with new or revised uses within the Community Industrial (IC) zones, there is a potential for future operations at these types of facilities to create elevated vibration levels in the immediate vicinity. Thus, with implementation of the General Plan, heavy industrial operations would result in a potentially significant noise impact.

Construction Vibration Impacts

Construction operations can generate varying degrees of ground vibration, depending on the procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures, but can achieve the audible and perceptible ranges in buildings close to the construction site. Table 5.11-10, *Vibration Levels for Construction Equipment*, lists vibration levels for construction equipment.

Table 5.11-10 Vibration Levels for Construction Equipment

Equipment	Approximate Velocity Level at 25 Feet (VdB)	Approximate RMS[1] Velocity at 25 Feet (in/sec)
Pile Driver (impact) Upper Range	112	1.518
Pile Driver (impact) Lower Range	104	0.644
Pile Driver (sonic) Upper Range	105	0.734
Pile Driver (sonic) Lower Range	93	0.170
Large Bulldozer	87	0.089
Caisson Drilling	87	0.089
Jackhammer	79	0.035
Small Bulldozer	58	0.003
Loaded Trucks	86	0.076
FTA Criteria – Human Annoyance (Daytime)	78	—
FTA Criteria – Structural Damage	—	0.200

Source: FTA 2006.
[1] RMS velocity calculated from vibration level (VdB) using the reference of 1 microinch/second.

As shown in Table 5.11-10, vibration generated by construction equipment has the potential to be substantial. However, groundborne vibration is almost never annoying to people who are outdoors, so it is usually evaluated in terms of indoor receivers (FTA 2006). Vibration impacts may occur from construction equipment associated with development in accordance with the City of Yucaipa General Plan Update. Depending on the equipment and distance to the nearest receptors, the use of heavy equipment during construction could have the potential to cause annoyance and architectural damage at nearby uses. This would be a potentially significant impact.

5.11.4 Applicable General Plan Update Policies

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to noise.

Community Design and Land Use Element

- **Policy CDL-8.3 – Land Use Incompatibility.** Support the phase-out of incompatible land uses where possible; add design treatments and transitions where possible to reduce the impacts of incompatible uses.

- **Policy CDL-8.4 – Noise Attenuation.** Support ongoing efforts to reduce, regulate, and mitigate noise sources along I-10 and the freeway's impact along the Dunlap Industrial Corridor and other surrounding land uses.

Housing and Neighborhoods Element

- **Policy HN-3.5 – Overlay Districts.** Require adherence to housing-related regulations in the City's overlay districts—hillside, custom home, natural hazards, scenic resources, biological resources, noise, cultural resources, and others, as applicable.

- **Policy HN-3.6 – Compatibility.** Require that residential development and rehabilitation projects are compatible with the character of their neighborhood, comply with municipal code development standards, and follow appropriate site planning and project design practices.

Transportation Element

- **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.

Public Safety Element

- **Policy S-6.1 – Noise Assessment.** Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing applications for development projects or land use changes.

- **Policy S-6.2 – Acoustical Studies.** Require acoustical studies for proposed projects within areas that exceed 60 dBA; discourage siting of new noise-sensitive uses in areas exceeding 65 dBA without appropriate mitigation.

- **Policy S-6.3 – Noise Insulation and Vibration Standards.** Require new projects to comply with noise insulation and vibration reduction standards in local, regional, state, and federal regulations, as applicable.

- **Policy S-6.4 – Noise Nuisance Standards.** Regulate the control of residential noise nuisances—such as parties, barking dogs, other animals, and limited agricultural operations—through the City's municipal code.

- **Policy S-6.5 – Development Patterns.** Locate new development in areas where noise levels are appropriate for the use. Limit development of noise-producing uses adjacent to noise-sensitive receptors and require that noise-producing land uses have adequate mitigation.

- **Policy S-6.6 – Land Use-Noise Compatibility.** Require mitigation of exterior and interior noise to the levels in [General Plan Safety Element] Table S-1. Encourage the use of building design, site planning, landscaping, and other features to reduce noise levels.

- **Policy S-6.7 – Vibration Reduction.** Minimize vibration impacts from construction sites, roadways, and other sources with a combination of setbacks, structural design features, and operational regulations as appropriate.

- **Policy S-6.8 – Street Improvements to Reduce Noise.** Employ noise mitigation practices and materials when designing or improving streets; emphasize use of natural buffers or setbacks between roads and noise-sensitive areas.

5.11.5 Existing Regulations and Standard Conditions

State

- California Code of Regulations, Title 24, Part 2, California Building Code.

City of Yucaipa

- City of Yucaipa Development Code, Chapter 9, Performance Standards.
- City of Yucaipa General Plan Noise Element

5.11.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.11-2 and 5.11-3.

Without mitigation, the following impacts would be **significant** or **potentially significant**:

- **Impact 5.11-1** Buildout of the Proposed Land Use Plan would result in an increase in traffic on local roadways in the City of Yucaipa, which would substantially increase the existing noise environment.

- **Impact 5.11-4** Construction activities associated with buildout of General Plan Update would substantially elevate noise levels in the vicinity of noise-sensitive land uses.

- **Impact 5.11-5** Buildout of the individual land uses and projects for implementation of the General Plan Update could expose sensitive uses to significant groundborne vibration.

5.11.7 Mitigation Measures

Impact 5.11-1

Existing noise-sensitive land uses would be affected by the substantial increase in traffic noise levels. Because most homes front the affected streets, sound walls would not be feasible. Rubberized pavement would not be effective because of the relatively low speeds on the roadways. Consequently, there are no feasible effective mitigation measures available that would prevent noise levels along major transportation corridors from

increasing as a result of substantial increases in traffic volumes. Though new uses can be designed for the expected noise exposure, there would be no feasible mitigation measures to reduce potential noise impacts to existing noise-sensitive uses.

Impact 5.11-4

11-1 Applicants for new development projects within 500 feet of sensitive receptors shall implement the following best management practices to reduce construction noise levels:

- Install temporary sound barriers for construction activities that occur adjacent to occupied noise-sensitive structures
- Equip construction equipment with mufflers
- Restrict haul routes and construction-related traffic
- Reduce nonessential idling of construction equipment to no more than five minutes

Impact 5.11-5

11-2 Individual projects that involve vibration-intensive construction activities, such as blasting, pile drivers, jack hammers, and vibratory rollers, within 200 feet of sensitive receptors shall be evaluated for potential vibration impacts. A vibration study shall be conducted for individual projects where vibration-intensive impacts may occur. The study shall be prepared by an acoustical or vibration engineer holding a degree in engineering, physics, or allied discipline and who is able to demonstrate a minimum of two years of experience in preparing technical assessments in acoustics and/or groundborne vibrations. The study shall be submitted to and approved by the City during subsequent project-level environmental review.

Vibration impacts to nearby receptors shall not exceed the vibration annoyance levels (in RMS inches/second) as follows:

- Workshop = 0.126
- Office = 0.063
- Residential Daytime (7AM–10PM)= 0.032
- Residential Nighttime (10PM to 7 AM) = 0.016

If construction-related vibration is determined to be perceptible at vibration-sensitive uses, additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., nonexplosive blasting methods, drilled piles as opposed to pile driving, preclusion for using vibratory rollers, use of small- or medium-sized bulldozers, etc.). Vibration reduction measures shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the project.

11-3 Development of heavy industrial projects that involve vibration-intensive machinery or activities near sensitive receptors shall be evaluated for potential vibration impacts. During subsequent project-level environmental review, a vibration study shall be conducted for individual projects where vibration-intensive impacts may occur; from project construction or operations. The study shall be prepared by an acoustical or vibration engineer holding a degree in engineering, physics, or an allied discipline who is able to demonstrate a minimum of two years of experience in preparing technical assessments in acoustics and/or groundborne vibrations. The study shall be submitted to and approved by the City prior to project approval. Vibration reduction measures shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the project.

Vibration impacts to nearby receptors shall not exceed these vibration annoyance levels (in RMS inches/second):

- Workshop = 0.126
- Office = 0.063
- Residential Daytime (7AM–10PM)= 0.032
- Residential Nighttime (10PM to 7 AM) = 0.016

5.11.8 Level of Significance After Mitigation

Impact 5.11-1

Traffic generated by buildout of the General Plan would substantially increase traffic noise along major traffic corridors in the City and could expose existing and planned residents to substantial noise levels. To reduce potential noise impacts to new sensitive land uses, the General Plan Public Safety Element includes several policies that would require noise-reducing site design and building construction features in residential and mixed-use projects in areas where outdoor average daily noise levels exceed 60 dBA CNEL. However, there are no feasible mitigation measures available that would prevent impacts to existing homes fronting the major transportation corridors. New uses can be designed for the expected noise exposure, but no feasible mitigation measures can reduce potential noise impacts to existing noise-sensitive uses. Impact 5.11-1 would remain significant and unavoidable.

Impact 5.11-4

Mitigation Measure 11-1 would reduce construction noise impacts to the extent feasible. However, because of distance, source to receiver geometry, and other site-specific conditions that may render implementation of this mitigation measure infeasible or ineffective for individual future projects in the City, Mitigation Measure 11-1 would not guarantee that construction noise impacts would be reduced to less than significant levels. Consequently, Impact 5.11-4 would be significant and unavoidable.

Impact 5.11-5

Mitigation Measure 11-3 would ensure that new industrial land uses with heavy machinery that can generate vibration would be designed to limit perceptible vibration levels of vibration to prevent a nuisance. Therefore, operations vibration impacts would be reduced to less than significant levels through implementation of this mitigation measure.

For construction-phase groundborne vibration, Mitigation Measure 11-2 would reduce vibration impacts associated with construction to the extent feasible. However, because of distance, source-to-receiver geometry, and other site-specific conditions that may render implementation of this mitigation measure infeasible or ineffective for individual future projects in the City, Mitigation Measure 11-2 would not guarantee that construction vibration impacts would be reduced to less than significant levels. Consequently, Impact 5.11-5 for construction-related vibration would be significant and unavoidable.

5.11.9 References

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5.12 POPULATION AND HOUSING

This section of the Draft Environmental Impact Report (DEIR) examines the potential for socioeconomic impacts of the proposed General Plan Update on the City of Yucaipa and its Sphere of influence(SOI), including changes in population, employment, and demand for housing, particularly housing cost/rent ranges defined as "affordable." Cumulative impacts related to population and housing would be contiguous with the City and SOI boundary.

5.12.1 Environmental Setting

5.12.1.1 REGULATORY BACKGROUND

State

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department (HCD) estimates the relative share of California's projected population growth that would occur in each county based on California Department of Finance (DOF) population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, the HCD provides the RHNA to the council. The council then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares gives cities and counties the opportunity to comment on the proposed allocations. The HCD oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

State law recognizes the vital role local governments play in the supply and affordability of housing. To that end, California Government Code requires that the housing element achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities.
- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.
- Assist in the development of adequate housing to meet the needs of low and moderate income households.
- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.

- Preserve for lower income households the publicly assisted multifamily housing developments in each community.

The State of California Housing Element laws (Section 65580 to 65589 of the California Government Code) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs.

The City of Yucaipa General Plan Housing and Neighborhoods Element was most recently adopted on April 22, 2013 for the 2013–2021 eight-year plan period. In 2015, the element was amended for consistency with general plan policy direction. The Housing and Neighborhoods Element was submitted in June 2015 to the California Department of Housing and Community Development (HCD) for their review and approval. Following HCD approval, the amended Housing and Neighborhoods Element would be adopted as part of the General Plan Update.

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) represents Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. It is a regional planning agency and serves as a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. The City of Yucaipa is within the San Bernardino Associated Governments (SANBAG) subregion.

Regional Transportation Plan/Sustainable Communities Strategy

On April 4, 2012, SCAG adopted *2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future* (2012 RTP/SCS). SCAG has placed greater emphasis than ever before on sustainability and integrated planning in the 2012 RTP/SCS. The 2012 RTP/SCS vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability. The 2012 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards as set down by the federal Clean Air Act. The 2012 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play, and how they will move around (SCAG 2012).

5.12.1.2 EXISTING CONDITIONS

Methodology

The project area's demographics are examined in the context of existing and projected populations and housing units for the San Bernardino County region and the City of Yucaipa. Information on population, housing, and employment for the project area is available from several sources:

- **California Department of Finance.** The DOF prepares and administers California's annual budget. Other duties include estimating population demographics and enrollment projections. DOF's Table E-5, "City/County Population and Housing Estimates," reports on population and housing estimates for the state, counties, and cities, benchmarked to base year 2010.

- **Southern California Association of Governments.** Policies, programs, and employment, housing, and population projections adopted by SCAG to achieve regional objectives are expressed in its 2012 RTP/SCS.

- **United States Census Bureau.** The official United States Census is described in Article I, Section 2 of the Constitution of the United States. It calls for an actual enumeration of the people every 10 years, to be used for apportionment among the states of seats in the House of Representatives. The United States Census Bureau publishes population and household data gathered in the decennial census.

- **American Community Survey.** The American Community Survey is facilitated by the U.S. Census Bureau and provides estimates of population, housing, household, economic, and transportation trends between decennial censuses.

Population

As housing has become more expensive and buildable land scarcer in the Los Angeles metropolitan region, San Bernardino County has experienced significant growth in population. The county saw its first appreciable growth spurt between 1980 and 1990, when the county population passed the one million mark. According to the U.S. Census, San Bernardino County witnessed a 20.5 percent increase in population between 1990 and 2000 and a 19.1 percent increase in population between 2000 and 2010. Since 2010, the DOF estimates that the population in the County of San Bernardino rose approximately 28,709 to 2,063,919 in 2012, or 1.4 percent.

From 1950 to 1970, Yucaipa's population increased by about 5,500 residents each decade. Population growth then accelerated to about 9,000 residents per decade for the next 30 years. The largest increase was between 2000 and 2010, when Yucaipa's population increased by 25 percent due to the real estate boom and building of new subdivisions (PlaceWorks 2014). According to the 2010 Census and as shown in Table 5.12-1, *Population Growth Trends in Yucaipa and San Bernardino County*, the population of Yucaipa in 2010 was 51,376 residents. The DOF further estimates Yucaipa's population to be 52,354 residents in 2013, an increase of 1.9 percent since 2010.

Table 5.12-1 Population Growth Trends in Yucaipa and San Bernardino County

Year	City of Yucaipa		San Bernardino County	
	Population	Percent Change	Population	Percent Change
2000	41,207	N/A	1,710,139	N/A
2001	41,821	1.49%	1,741,416	1.83%
2002	43,078	3.01%	1,782,268	2.35%
2003	44,805	4.01%	1,825,379	2.42%
2004	46,789	4.43%	1,875,063	2.72%
2005	48,491	3.64%	1,921,423	2.47%
2006	49,516	2.11%	1,959,715	1.99%
2007	50,700	2.39%	1,989,690	1.53%
2008	50,924	0.44%	2,009,594	1.00%
2009	51,045	0.24%	2,019,432	0.49%
2010	51,367	0.63%	2,035,210	0.78%
2011	51,544	0.34%	2,046,619	0.56%
2012	51,992	0.87%	2,059,694	0.64%
2013	52,354	0.70%	2,068,610	0.43%

Source: DOF 2012a, DOF 2014.
Note: Population counts for the years 2000 and 2010 are derived from U.S. Census data; counts for other years consist of estimates calculated by the DOF.

Housing

Housing Trends

As shown in Table 5.12-2, *Historical Housing Growth Trends in Yucaipa and San Bernardino County*, the rate of housing growth in Yucaipa has largely reflected that of San Bernardino County over the last decade. Through the first half of the 2000s, both the City and county's rate of housing growth gradually increased and peaked near the middle of the decade. The latter half of the 2000s shows a gradual decline in housing growth in both jurisdictions. From 2000 to 2013, Yucaipa gained 3,720 dwelling units (23 percent increase), and the County gained 103,171 units (17 percent increase). Tables 5.12-1 and 5.12-2 show that population growth and housing growth largely kept pace with each other.

Table 5.12-2 Historical Housing Growth Trends in Yucaipa and San Bernardino County

Year	City of Yucaipa		San Bernardino County	
	Dwelling Units	Percent Change	Dwelling Units	Percent Change
2000	16,112	N/A	601,369	N/A
2001	16,272	0.99%	606,213	0.81%
2002	16,529	1.58%	613,852	1.26%
2003	17,036	3.07%	623,219	1.53%
2004	17,640	3.55%	634,061	1.74%
2005	18,240	3.40%	647,962	2.19%
2006	18,744	2.76%	664,542	2.56%
2007	19,317	3.06%	680,324	2.37%
2008	19,479	0.84%	689,597	1.36%
2009	19,572	0.48%	694,836	0.76%
2010	19,642	0.36%	699,637	0.69%
2011	19,657	0.08%	701,443	0.26%
2012	19,740	0.42%	702,911	0.21%
2013	19,832	0.47%	704,540	0.23%

Source: DOF 2012b, DOF 2014.
Note: Unit counts for the years 2000 and 2010 are derived from U.S. Census data; unit counts for other years consist of estimates calculated by DOF. DOF housing unit estimates are based on U.S. Census data that is adjusted by adding new construction and annexations, subtracting demolitions, and adjusting for units lost or gained by conversions. Housing unit estimates for existing conditions in Chapter 3 of this DEIR were calculated by multiplying the acreage of residential parcels by reasonable density assumptions.

Existing Housing Units

Yucaipa has traditionally been a single-family residential community. In 2013, approximately 68 percent of the City's housing stock was single-family units. Table 5.12-3, *Housing Units in Yucaipa and San Bernardino County by Type*, identifies the prevalence of housing types in the City of Yucaipa and San Bernardino County. According to the table, the City of Yucaipa has a lower vacancy rate than San Bernardino County. It can therefore be assumed that Yucaipa has a better balance of housing unit supply and demand.

Table 5.12-3 Housing Units in Yucaipa and San Bernardino County by Type

Type	City of Yucaipa 2013		San Bernardino County 2013	
	Number of Units	Percent	Number of Units	Percent
Single-Family Detached	13,598	68.6%	501,771	71.2%
Single-Family Attached	550	2.8%	24,850	3.5%
Multifamily (2–4 Units)	730	3.7%	45,338	6.4%
Multifamily (5 or More Units)	588	3.0%	88,972	12.6%
Mobile Homes	4,366	22.0%	43,609	6.2%
Totals	19,832	100%	704,540	100%
	Percent Vacant = 7.2%		Percent Vacant = 12.5%	
	Household Size = 2.81		Household Size = 3.29	

Source: DOF 2014.
Note: DOF housing unit estimates are based on U.S. Census data that is adjusted by adding new construction and annexations, subtracting demolitions, and adjusting for units lost or gained by conversions. Housing unit estimates for existing conditions in Chapter 3 of this DEIR were calculated by multiplying the acreage of residential parcels by reasonable density assumptions.

Regional Housing Needs Assessment

As shown in Table 5.12-4, *City of Yucaipa 2014–2021 Regional Housing Needs Assessment*, the City of Yucaipa's Regional Housing Needs Assessment (RHNA) allocation for the 2014–2021 planning period is 1,605 units. This number, which includes 376 extremely low and very low income units, was calculated by SCAG based on the City's share of the region's employment growth, migration and immigration trends, and birth rates.

Table 5.12-4 City of Yucaipa 2014–2021 Regional Housing Needs Assessment

Income Category	Percentage	Number of Units
Extremely Low Income	12%	188
Very Low Income	12%	188
Low Income	16%	261
Moderate Income	19%	299
Above Moderate Income	42%	669
Total	100%	1,605

Source: Yucaipa 2013.

Employment

Employment Trends

According to the California Employment Development Department (EDD), the growth rate of employment in Yucaipa and San Bernardino County maintained a steady rate through the first half of the 2000s. However, the City of Yucaipa lost jobs every year between 2007 and 2010, years considered the height of the nationwide great recession. Employment in San Bernardino County mirrored that in the City, with the county experiencing a loss of jobs through the latter half of the 2000s as well. EDD's employment estimates for 2011 to 2013 indicate that employment growth has begun to accelerate in the region. The City's employment and annual employment change percentages relative to those of the County are shown in Table 5.12-5, *Historical Employment Growth Trends in Yucaipa and San Bernardino County*.

Table 5.12-5 Historical Employment Growth Trends in Yucaipa and San Bernardino County

Year	City of Yucaipa		San Bernardino County	
	Employment (Persons)	Percent Change	Employment (Persons)	Percent Change
2000	18,400	N/A	704,000	N/A
2001	18,900	2.7%	724,500	2.9%
2002	19,400	2.6%	743,200	2.6%
2003	19,800	2.1%	757,500	1.9%
2004	20,500	3.5%	784,400	3.6%
2005	21,100	2.9%	808,400	3.1%
2006	21,500	1.9%	820,700	1.5%
2007	21,300	-0.9%	815,100	-0.7%
2008	20,800	-2.3%	794,600	-2.5%
2009	19,600	-5.8%	747,800	-5.9%
2010	19,400	-1.0%	740,400	-1.0%
2011	19,400	0.0%	743,300	0.4%
2012	19,900	2.6%	759,800	2.2%
2013	20,400	2.5%	778,100	2.4%

Source: EDD 2013a; EDD 2013b.
Note: Estimates are not seasonally adjusted. Employment is defined as the number of individuals, aged 16 years or older, who are working. Existing employment identified in Chapter 4 of this DEIR is based on employment generation based on nonresidential building square footage by land use type.

Existing Employment

Table 5.12-6, *City of Yucaipa; Employment by Sector (2008–2012)*, shows the City's total workforce by occupation and industry between 2008 and 2012. According to estimates calculated by the U.S. Census for the 2008–2012 period, the City of Yucaipa had an employed civilian labor force (16 years and older) of 21,502 persons. The largest occupational categories during that period were management, business, science, and arts occupations and sales and office occupations, which together accounted for approximately 59.2 percent of the civilian jobs available in the City (U.S. Census 2012). During the 2008–2012 period, the City's workforce comprised 2.7 percent of San Bernardino County's employed civilian workforce of 806,463 (U.S. Census 2012).

Table 5.12-6 City of Yucaipa: Employment by Sector (2008–2012)

Occupation/Industry	Number	Percent
Occupation		
Management, business, science, and arts occupations	7,363	34.2%
Service occupations	4,036	18.8%
Sales and office occupations	5,356	24.9%
Natural resources, construction, and maintenance occupations	2,610	12.1%
Production, transportation, and material moving occupations	2,137	9.9%
Total	21,502	100%
Industry		
Agriculture, forestry, fishing and hunting, and mining	168	0.8%
Construction	2,080	9.7%
Manufacturing	1,419	6.6%
Wholesale trade	276	1.3%
Retail trade	2,399	11.2%
Transportation and warehousing, and utilities	1,136	5.3%
Information	277	1.3%
Finance and insurance, and real estate and rental and leasing	1,258	5.9%
Professional, scientific, and management, and administrative and waste management services	1,911	8.9%
Educational services, and health care and social assistance	6,544	30.4%
Arts, entertainment, and recreation, and accommodation and food services	1,232	5.7%
Other services, except public administration	1,174	5.5%
Public administration	1,628	7.6%
Total	21,502	100%

Source: 2008–2012 American Community Survey (U.S. Census 2012).
Note: Employment figures count civilian employees only. Existing employment identified in Chapter 4 of this DEIR is based on employment generation based on nonresidential building square footage by land use type.

Growth Projections

Southern California Association of Governments

SCAG undertakes comprehensive regional planning with an emphasis on transportation, producing an RTP/SCS. The 2012–2035 RTP/SCS provides projections of population, households, and total employment for both the City of Yucaipa and San Bernardino County from 2008 through 2035. Based on their share of California's and the region's employment growth, migration and immigration trends, and birth rates, SCAG projects that population, housing, and employment will grow at an increasing rate in Yucaipa and San Bernardino County. These projections are summarized in Table 5.12-7, *SCAG Growth Projections for Yucaipa and San Bernardino County*.

Table 5.12-7 SCAG Growth Projections for Yucaipa and San Bernardino County

	City of Yucaipa				San Bernardino County			
	2012	2020	2035	2040	2012	2020	2035	2040
Population	52,270	58,054	68,899	72,514	2,067,978	2,197,150	2,634,781	2,725,029
Households	18,364	21,287	26,599	28,234	615,375	687,146	825,235	854,925
Housing Units[1]	17,446	20,223	25,269	26,822	584,606	652,789	783,973	812,179
Employment	8,160	10,614	14,415	15,004	659,463	789,371	997,994	1,028,205
Jobs-Housing Ratio	0.47	0.52	0.57	0.56	1.13	1.21	1.27	1.27

[1] Housing units in SCAG projections are estimated based on number of households and a vacancy rate of 5 percent.

By 2035, approximately 27 percent of SCAG residents are anticipated to live in San Bernardino and Riverside counties. Approximately 24 percent of jobs in the SCAG region are anticipated to be in the two counties (SCAG 2012). As identified in Table 5.12-7, SCAG projects that the County of San Bernardino will grow by an average of approximately 23,466 persons per year and an average of approximately 8,555 households per year between 2012 and 2040. Employment in the county during the same period is projected to increase by an average of approximately 13,169 jobs per year. According to SCAG, Riverside and San Bernardino counties will continue to see the greatest percentage in population growth in the SCAG region.

The City of Yucaipa is expected to grow slower than San Bernardino County between 2012 and 2040. During that period, SCAG projects that the population of the City will increase by approximately 723 persons per year (from 72,514 to 52,270 persons). SCAG projects that the City will also experience a net increase of 9,870 households and 6,844 jobs between 2012 and 2040, or an average of 353 new households per year and 244 jobs per year.

Jobs-Housing Ratio

The jobs-housing ratio is a general measure of the total number of jobs and number of housing units in a defined geographic area, without regard to economic constraints or individual preferences. The balance of jobs and housing in an area, in terms of the total number of jobs and housing units as well as the type of jobs versus the price of housing, has implications for mobility, air quality, and the distribution of tax revenues. The jobs-housing ratio is one indicator of a project's effect on growth and quality of life in the project area. SCAG applies the jobs-housing ratio at the regional and subregional levels to analyze the fit between jobs, housing, and infrastructure. A major focus of SCAG's regional planning efforts has been to improve this balance, although jobs-housing goals and ratios are advisory only. No ideal jobs-housing ratio is adopted in state, regional, or city policies. However, the California DOF provides a quantitative definition by estimating that a healthy jobs-housing balance is one new home built for every 1.5 jobs created (Little Hoover Commission 2013).

Yucaipa is a housing-rich and jobs-poor community. Using SCAG household and employment estimates shown in Table 5.12-7, the City had a jobs-housing ratio of 0.47 in 2012. San Bernardino County was estimated to have a more balanced ratio of 1.13 in 2012 (SCAG 2014). SCAG predicts that between 2012 and

2040, the City will have a consistently imbalanced jobs-housing ratio) and the region will experience a stronger jobs-housing balance over time. This may be the case given Yucaipa's bedroom community character. The vast majority of working residents commute to jobs outside of the City.

5.12.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

P-1 Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

P-2 Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

P-3 Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold P-2
- Threshold P-3

These impacts will not be addressed in the following analysis.

5.12.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.12-1: Implementation of the proposed General Plan Update would directly result in population growth in the City of Yucaipa. [Threshold P-1]

Impact Analysis: One of the purposes of the General Plan Update is to adequately plan and accommodate future growth. As discussed Chapter 3, *Project Description*, of this DEIR, implementation of the General Plan Update would result in an increase of 29,493 people and 11,600 jobs in the City and SOI.

Housing and Population Growth

The General Plan Update would result in a net increase of 10,847 residential units for a total of 30,077 dwelling units, which would result in a net increase of 29,493 people in the City and SOI. At buildout, the estimated total population of the City and SOI would be 77,328, a 62 percent increase in population compared to existing conditions.

The forecast population of the City and SOI at General Plan buildout would exceed the City's population forecast for 2040 (72,514 persons) by 4,814 persons, or 6.6 percent. The estimated number of housing units in the City and SOI at General Plan buildout would exceed the City's regional housing forecast for 2040 (26,822) by 3,255 units, or 12.1 percent. However, General Plan Update buildout could occur after the 2040 horizon. It is important to note the differences between project buildout and SCAG projections. SCAG projections are utilized in this analysis for general comparison purposes. Buildout of the City is not linked to a development timeline and is based on reasonable worst-case buildout of the parcels within the City as identified in the proposed land use plan.[1] In addition, the proposed project provides policy level guidance and does not contain specific project proposals. On the other hand, SCAG projections are based on annual increments in order to develop regional growth projections for land use and transportation planning over a 20-year horizon to 2040. Although buildout of the proposed project is not linked to a time frame, e a comparison of the General Plan buildout to SCAG's population, housing, and employment projections helps provide a context for comparison. Thus, although greater, the increases in population (6.6 percent) and housing (12.1 percent) due to General Plan Update buildout compared to SCAG's regional forecasts for 2040 would not be a substantial adverse impact.

Employment Growth

The proposed project would also allow for 9,581,104 square feet of nonresidential development on 1,704 acres in the City. The development would consist of job-generating land uses, such as commercial, business park, planned development, and institutional uses. These uses are estimated to generate a total of 18,488 jobs, approximately 11,600 more jobs compared to existing conditions. This is considered a substantial increase in employment and an increase that would indirectly induce population growth.

According to Table 5.12-7, SCAG projections Yucaipa is expected to have 15,004 jobs by 2040. In comparison, buildout of the proposed project would surpass SCAG's employment projections by 3,484 jobs.

Jobs-Housing Balance

As stated above, buildout of the General Plan Update would allow for up to 18,488 jobs and 30,077 dwelling units in Yucaipa and its SOI. While this would increase the City's population and employment beyond SCAG projections, the project would dramatically improve the City's existing and projected jobs-housing ratio, as shown in Table 5.12-8, *Jobs-Housing Balance at General Plan Buildout*.

[1] Buildout to the maximum levels permitted by the proposed land use is not anticipated. The City has historically experienced development levels that do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed in the proposed General Plan Update. Consequently, the General Plan Update buildout projections are based on similar development densities/intensities as historic levels of development intensity in the City.

Table 5.12-8 Jobs-Housing Balance at General Plan Buildout

	Existing 2013			General Plan Buildout 2040			Change from Existing
	Employment	Housing Units	Jobs-Housing Ratio	Employment	Housing Units	Jobs-Housing Ratio	
City	6,888	19,228	0.36	18,488	30,075	0.61	1.07
SOI	0	2	0	0	2	0	0
Total	6,888	19,230	0.36	18,488	30,077	0.61	1.07

[1] Existing and general plan buildout (Post-2040) employment generation rates are estimated based on employees per building square footage and were developed by PlaceWorks.

The City's jobs-housing ratio would improve from existing conditions (0.36) to post-2040 buildout (0.61), which is even better than the 2040 forecast for the City (0.56) identified by SCAG in Table 5.12-7. While the City would still be considered a housing-rich and jobs-poor community at project buildout, the General Plan Update would introduce more jobs-generating land uses that currently are unavailable or limited in Yucaipa, such as additional commercial, industrial, and business park uses. This would allow more Yucaipa residents to both live and work in the City, rather than commuting out to other areas. Thus, while buildout of the proposed project would directly and indirectly induce population growth, it would also dramatically improve the City's jobs-housing balance.

Conclusion

Implementation of the General Plan Update would directly induce population and employment growth in the area but would improve the City's jobs-housing balance. Furthermore, the purpose of general plan updates is to accommodate increased growth in a responsible manner. The General Plan Update accommodates future growth within the City by providing for infrastructure and public services to accommodate this projected growth (see Section 5.9, *Hydrology and Water Quality*, Section 5.13, *Public Services*, Section 5.15, *Transportation and Traffic*, and Section 5.16, *Utilities and Service Systems*). Proposed policies under the General Plan Update's Housing and Neighborhood Element also ensure that the City provides adequate housing choices for various income levels. For example, Policies HN-2.3, HN-2.6, HN-3.3, HN-4.1 through HN-4.7 support the development of senior housing, family housing, educational housing, accessible housing, service-enriched housing, and emergency housing. Policies H-5.1 through HN-5.6 also encourage improving opportunities for moderate and low income residents and those with special needs to rent, purchase, or maintain adequate housing through homebuyer and rental assistance, affordable housing preservation, and fair housing opportunities. Therefore, implementation of the proposed project would result in a less than significant impact relating to population growth.

5.12.4 Applicable General Plan Update Policies

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to population and housing.

Housing and Neighborhood Element

- **Policy HN-1.4 – Mobile Home Preservation.** Preserve mobile home parks that are physically and economically sound through regulatory tools, acquisition by nonprofit organizations, and rent stabilization.

- **Policy HN-1.5 – Mobile Home Park Reuse.** Support transition of mobile home parks to other land uses for mobile home parks that have deteriorated to the point where health and safety upgrades are no longer economically feasible.

- **Policy HN-2.1 – Balanced Housing Stock.** Designate adequate land for a broad range of types of housing, including single-family attached and detached, multiple-family housing, and mixed uses located in accordance with the land use and community design element.

- **Policy HN-2.2 –College Overlay. Allow** for a flexible and synergistic mix of residential, commercial, institutional, and recreational uses in the College Overlay District that supports Crafton College, Dunlap Acres, and the surrounding community.

- **Policy HN-2.3 – Uptown Specific Plan.** Allow for a flexible mix of higher density residential and mixed residential-commercial uses, including senior housing, that increases the customer base and supports a vibrant and economically viable Uptown.

- **Policy HN-2.4 – North Bench and Wildwood Canyon.** Require all new residential development in the North Bench and Wildwood Canyon to be consistent with the custom home overlay, adopted density and development standards, and the rural character of those areas.

- **Policy HN-2.5 – Dunlap Acres and Central Core.** Preserve residential fabric of Dunlap Acres and Central Core, while allowing for infill on vacant parcels, underutilized parcels where deemed appropriate, or parcels that have been removed from the floodplain.

- **Policy HN-2.6 – Multiple-Family Housing.** Encourage the development of higher density housing in the Freeway Corridor, select opportunity sites, and other sites where infrastructure, circulation, and service facilities capable of handling higher density housing is located or planned or where full urban services are planned.

- **Policy HN-3.2 – Entitlement Process.** Offer flexible entitlement processes that facilitate innovative and imaginative housing solutions, yet balance the developer's need for predictability in the approval process, governmental regulation, and oversight.

- **Policy HN-3.3 – Housing Incentives.** Facilitate the development of market rate and affordable housing through regulatory incentives (e.g., density bonus), permit processing (e.g., planned development), and other incentives, where feasible and appropriate.

- **Policy HN-4.1 – Senior Housing.** Support the continued development and maintenance of affordable rental and ownership housing and services that allow seniors to remain in their homes or seek retirement housing in Yucaipa.

- **Policy HN-4.2 – Family Housing.** Facilitate and encourage the development of family housing and the provision of supportive services to improve the long-term well-being of Yucaipa's families and children.

- **Policy HN-4.3 – Educational Housing.** Work with Crafton Hills College and other local educational institutions to support and facilitate innovative housing opportunities for students, faculty, and employees to live in Yucaipa.

- **Policy HN-4.4 – People with Disabilities.** Facilitate the development of permanent, affordable, and accessible housing that allows people with all disabilities to live as independent and productive lives as possible.

- **Policy HN-4.5 – Service-Enriched Housing.** Support organizations that provide services and service-enriched housing for seniors, large families, disabled people, veterans, homeless people, and those with medical conditions.

- **Policy HN-4.6 – Emergency Housing.** Support the provision of housing and supportive services for residents in need of emergency housing accommodations, including shelter, transition, and permanent supportive housing.

- **Policy HN-4.7 – Partnerships.** Support collaborative partnerships with nonprofit and faith-based organizations, developers, business, and state and federal agencies to develop, rehabilitate, preserve, and retain affordable housing.

- **Policy HN-5.1 – Homebuyer Assistance.** Increase opportunities for residents and employees to own homes through the provision of financial assistance (e.g., homeownership assistance) or regulatory assistance to encourage the production of affordable housing where feasible.

- **Policy HN-5.2 – Rental Assistance.** Support the provision of rental assistance and emergency assistance for individuals and families earning lower incomes in Yucaipa, particularly for special needs groups in the community.

- **Policy HN-5.3 – Affordable Housing Preservation.** Support the maintenance and preservation of publicly subsidized affordable rental housing affordable to lower income and special-needs households.

- **Policy HN-5.4 – Rent Stabilization.** Support the rental stabilization program for mobile homes parks in the mobile home overlay district as a means of preserving the long-term affordability of housing for seniors and families.

- **Policy HN-5.5 – Special Needs.** Address the special housing needs of seniors, families with children, disabled people, and homeless people through proactive programs aimed at housing production and assistance.

- **Policy HN-5.6 – Fair Housing.** Promote equal and fair housing opportunities for residents of all types, ages, and income levels to ensure adequate choices to reside in the housing best suited to their individual needs.

5.12.5 Existing Regulations and Standards of Condition

No existing regulations are applicable to population and housing.

5.12.6 Level of Significance Before Mitigation

Upon compliance with policies and programs included in the General Plan Update, Impact 5.12-1 would be less than significant.

5.12.7 Mitigation Measures

No significant adverse impacts were identified and no mitigation measures are necessary.

5.12.8 Level of Significance After Mitigation

No mitigation measures are required and impacts would remain less than significant.

5.12.9 References

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5.13 PUBLIC SERVICES

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the City of Yucaipa General Plan Update to impact public services and facilities in the City of Yucaipa and its sphere of influence (SOI). Public services include fire protection and emergency services, police protection, school services, and library services. Park services are addressed in Section 5.14, *Recreation*. Public and private utilities and service systems, including water supply and distribution systems; wastewater (sewage) conveyance and treatment; storm drainage systems; solid waste collection and disposal services; and other public utilities are addressed in Section 5.16, *Utilities and Services Systems*. Cumulative impacts related to public services would be contiguous with the service area boundaries of the Yucaipa Fire Department, Yucaipa Police Department, Yucaipa-Calimesa Joint Unified School District and the San Bernardino County Library System.

Responses to service provider letters are included as Appendix G to this DEIR.

5.13.1 Fire Protection and Emergency Services

5.13.1.1 ENVIRONMENTAL SETTING

Regulatory Background

Local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

Federal Regulations

International Fire Code

The International Fire Code (IFC) is a model code regulating minimum fire-safety requirements for new and existing buildings, facilities, storage, and processes. The IFC includes specialized, technical, fire- and life-safety regulations, with topics addressing fire-department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, use and storage of hazardous materials, protection of emergency responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings.

State Regulations

California Fire Code

The California Fire Code (CFC), Title 24 California Code of Regulations, Part 9, is based on the 2012 IFC and includes amendments from the State of California fully integrated into the code. The CFC has fire safety-related building standards that are referenced in other parts of Title 24 of the California Code of Regulations (CCR).

California Health and Safety Code Section 13000 et seq.

Sections 13000 et seq. of the California Health and Safety Code include fire regulations for building standards (also in the California Building Code), fire-protection and -notification systems, fire-protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire-suppression training.

Local Regulations

City of Yucaipa Municipal Code/Development Code

The following provisions from the City's development code help minimize impacts to fire protection and emergency services associated with new development projects and are relevant to the proposed project.

- **Division 11, Chapter 4 (Fire Facilities Financing).** This chapter outlines the provisions for the payment of fire facilities fees for new development that is within the boundaries of an adopted Fire Facilities Plan. Such fees shall be for the purposes of defraying the actual or estimated costs of constructing fire facilities that are necessary to accommodate new development within the Fire Facilities Plan from which such fees are collected. Currently, the development impact fee for fire facilities is $839.66 per new dwelling unit and $0.5013 per square foot for new commercial/industrial development (Yucaipa 2014).

- **Division 5, Section 85.020220 (Area FR1 and FR2 Requirements).** The City of Yucaipa designates Fire Safety Overlay Districts to provide greater public safety in areas that are prone to wild brush fires by establishing fire safety development standards for these areas. Fire Safety Review Area 1 and 2 each represent different levels of wildfire hazard (see Section 5.8, Hazards and Hazardous Materials). The development code outlines the special fire protection measures that are required for all development projects that are within Fire Safety Overlay Districts (FR) 1 and 2. Such measures include building construction standards, building separation standards, project design requirements, fuel modification, and erosion and sediment control. As part of the General Plan Update, the Fire Safety Overlay District is being updated to be consistent with the Very High Fire Hazard Severity Zones identified by CAL FIRE.

Existing Conditions

Fire services in the City are provided by the Yucaipa Fire Department, which contracts service from the California Department of Forestry and Fire Protection (CAL FIRE). Accordingly, Yucaipa Fire Department and CAL FIRE have a contractual agreement to share fire protection and emergency services responsibilities. Specifically, CAL FIRE provides wildland fire protection for 5,800 acres within the City, and provides resources such as aircraft, bulldozers, hand crews, and related support personnel and equipment at no additional cost to the City. Furthermore, under this agreement, additional equipment, engine companies, bulldozers, hand crews, and aircraft can be dispatched from county- or statewide resources in the event of an emergency incident. The Yucaipa Fire Department also provides fire protection services to the unincorporated communities along the eastern boundary of the City, including Oak Glen. The City also has a number of automatic or mutual aid agreements with other federal, state, and local firefighting organizations,

including the U.S. Forest Service (San Bernardino National Forest), the CAL FIRE Riverside Ranger Unit, and Redlands Fire Department (Janssen 2014).

Fire Stations and Staffing

Figure 5.13-1, *Public Services*, shows where Yucaipa's four fire stations are located in the City and Table 5.13-1, *Yucaipa Fire Department Stations*, provides details regarding their location, equipment, and daily staffing.

Table 5.13-1 Yucaipa Fire Department Stations

Station	Location	Equipment	Daily Staffing
CAL FIRE Fire Station No. 1	11416 Bryant Street	▪ 1 Front Line Type I Fire Engine ▪ 2 Front Line Type III Fire Engines	3 person ALS municipally staffed Type I (1-Captain, 1-Engineer, 1-Firefighter) One will be paramedic-qualified. Each Type III Engine will be minimum staffed at 3 person, 1 Captain or Engineer and 2 Firefighters
Crafton Hills Fire Station No. 2	32664 Yucaipa Boulevard	▪ 1 Front Line Type I Fire Engine ▪ 1 Reserve Type I Fire Engine ▪ 1 Type II Fire Engine	3 person ALS municipally staffed Type I (1-Captain, 1-Engineer, 1-Firefighter) One will be paramedic-qualified.
Yucaipa Fire Station No. 3	34259 Wildwood Canyon Road	▪ 1 Front Line Type I Fire Engine ▪ 1 Reserve Type I Fire Engine ▪ 1 Utility (Pick up)	3 person ALS municipally staffed Type I (1-Captain, 1-Engineer, 1-Firefighter) One will be paramedic-qualified.
Oak Glen Fire Station (Volunteer)	11877 Oak Glen Road	▪ 1 Type I Fire Engine ▪ 1 Type IV Fire Engine ▪ 1 Type II Water Tender	Varied depending on Reserve (Volunteer) Firefighters

Source: Janssen 2014.

The Oak Glen Fire Station manages the reserve firefighter program with 20 reserve firefighters. They serve as back up in order to enhance career staffing. They are called upon when needed for emergency incidents and City events, including the Music and Art Festival, Market Night, Oktoberfest, Winterfest, and Toy Drive.

The Yucaipa Fire Department's current improvement plan includes an upgrade to Crafton Hills Fire Station No. 2 through an earthquake retrofit grant that was recently awarded. Potential plans in the future may include a fourth station to improve emergency response call times, if necessary. The addition of a ladder to the Yucaipa Fire Department's equipment may also be required depending on future facilities that could be built (i.e., high rise structures over three stories) (Janssen 2014).

Response Activity

Per the Yucaipa Fire Department Annual Report 2013, the City received a total of 6,894 responses, an average of 18.9 responses per day. In 2012, the department received 6,611 responses, an average of 18.1 responses per day (Yucaipa Fire Department 2013). Table 5.13-2, *Yucaipa Fire Department 2013 Emergency*

Responses, shows the 2013 emergency responses based on call types; as shown, the majority of the emergency responses were for medical aid (71 percent).

Table 5.13-2 Yucaipa Fire Department 2013 Emergency Responses

Call Types	Number of Calls	Percentage
Medical Aids	4,864	70.6%
Traffic Collisions	429	6.2
False Alarms	281	4.0
Assists	464	6.7
Public Service Assistance	322	4.7
Structure Fires	93	1.3
Investigations	101	1.5
Vegetation Fires	90	1.3
Fire Menace Standby	73	1.1
Vehicle Fires	70	1.0
Other Fires	74	1.1
Cover	28	0.4
Hazardous Materials	5	0.1
TOTAL	6,894	100%

Source: Yucaipa Fire Department Annual Report 2013.

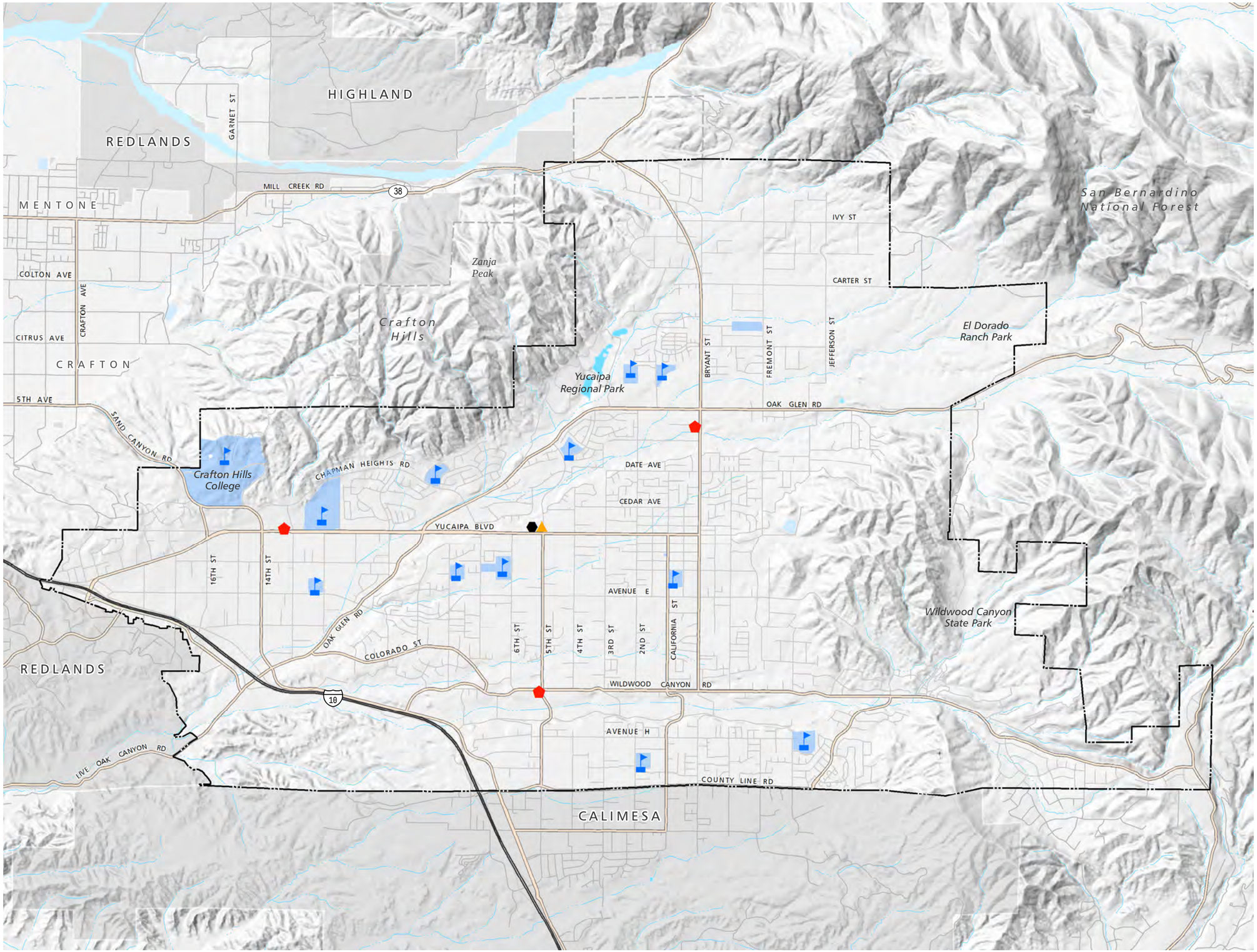
Response Time

The Yucaipa Fire Department uses the National Fire Protection Association (NFPA) and Insurance Services Office (ISO) Standards to determine adequate response time and staffing to serve the population. NFPA states a response time goal of five minutes. Currently, the Yucaipa Fire Department has an average response time of 5.03 minutes to all corners of the City, including dispatch and turn-out time. Individually, average response times for Station No. 1, 2, and 3 were 5.04 minutes, 5.10 minutes, and 5.00 minutes, respectively. The highest response times are calls for services into the further east portion of the City near Wildwood Canyon and Oak Glen Road.

Automatic and Mutual Aid Agreements

Fire-fighting agencies work together during emergencies. These arrangements are handled through automatic and mutual aid agreements, which obligate fire departments to help each other under predefined circumstances. Automatic aid agreements require the nearest fire company to respond to a fire regardless of the jurisdiction. Mutual aid agreements require fire department resources to respond outside of their district upon requests for assistance. As identified above, the City has automatic or mutual aid agreements with the U.S. Forest Service (San Bernardino National Forest), the CAL FIRE Riverside Ranger Unit, and Redlands Fire Department (Janssen 2014).

Figure 5.13-1
PUBLIC SERVICES



City Limits
Yucaipa Sphere of Influence
Public Service Facility
- Fire Station
- Police
- Library
- School

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: Placeworks 2015

5/27/2015

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Funding

Funding for the Yucaipa Fire Department staff and facilities comes primarily from General Fund revenue generated by property, sales, and user's taxes. In addition, other revenue sources include Proposition 172 sales tax (allocated for public safety services), paramedic fees, fire building plan and building checks, records and site requests, building permitting, new business fire clearance fees, various state and federal grants, and private donations. Development impact fees per the City's Development Code, Division 11 (Public Facilities Financing), Chapter 4 (Fire Facilities Financing), also are used to fund new facilities. Chapter 4 outlines the requirement of fire facilities fee payments for all new developments—residential, commercial, and industrial—for the purpose of construction, financing, or purchasing fire facilities or equipment and/or to reimburse the City for the cost of engineering, property acquisition, and administrative services required to design, finance, construct, or purchase facilities or equipment. Table 5.13-3 shows the fire facilities fees for each development type.

Table 5.13-3 Fire Facilities Development Impact Fees

Land Use Type	Impact Fee
Residential	$839.66 per dwelling unit
Commercial	$0.5013 per square foot
Industrial	$0.5013 per square foot

Source: Yucaipa 2014.

5.13.1.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

FP-1 Result in a substantial adverse physical impact associated with the provisions 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 fire protection services.

5.13.1.3 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.13-1: Compared to existing conditions, implementation of the proposed project would introduce new structures and a net increase of 29,493 residents and 11,600 workers into the Yucaipa Fire Department/CAL FIRE service boundaries, thereby increasing the requirement for fire protection facilities and personnel. [Threshold FP-1]

Impact Analysis: Buildout of the General Plan Update would increase the number of residents and workers in the City, thereby resulting in an increase in demand for fire services. Staffing and equipment needs are determined by the Yucaipa Fire Department and based on the number of calls and requests for fire services. According to the department, existing resources are adequate and the department is able to meet its current response time goals (Janssen 2014).

As stated above, the Crafton Hills Fire Station No. 2 is undergoing an earthquake retrofit and there may be development of a fourth fire station to improve emergency response call times, if necessary (Janssen 2014). If the fourth fire station is constructed in the future, localized environmental impacts related to construction would occur; however, since a specific site location has not been selected yet, it would be speculative to analyze potential impacts as part of this first-tier Program EIR, other than to note that such impacts would likely fall within the envelope of construction impacts analyzed elsewhere in the EIR. Environmental impacts associated with construction and/or expansion of service facilities in accordance with the proposed Land Use Plan are addressed separately (see the topical sections for air quality, greenhouse gas emissions, and noise in Chapter 5, *Environmental Impacts*). Future environmental review would occur once specific locations have been determined.

Funding for additional staff and facilities would come primarily from the City's General Funds. Other revenue sources include Proposition 172 sales tax (allocated for public safety services), paramedic fees, fire building plan and building checks, records and site requests, building permitting, new business fire clearance fees, various state and federal grants, and private donations. Funds for new equipment and facility expansions are also supplemented through development impact fees per the City's' development code, division 11, Chapter 4 (Fire Facilities Financing). The development code outlines requirements of fire facilities fee payments for all new residential, commercial, and industrial developments for construction, financing, or purchasing fire facilities or equipment. Table 5.13-3 details the fees for each land use type: $839.66 per dwelling unit and $0.5013 per square foot of commercial or industrial use. Although there is no direct fiscal mechanism that ensures that funding for fire and emergency services would grow exactly proportional to an increased need for services resulting from population growth in the City, property taxes would be expected to grow roughly proportional to any increase in residential units and/or businesses in Yucaipa. The additional demand for fire services generated by the project would be satisfied through these funding sources.

Overall, the Yucaipa Fire Department would periodically review its existing resources and facilities in order to determine the adequacy of its fire and paramedic services and ensure services are maintained at the adopted service levels. If additional staff, equipment, or facilities are needed, Yucaipa Fire Department would have the funds available and be able to meet the demands of the City's growing population. Future development projects would also be reviewed by the City and Yucaipa Fire Department on an individual basis and would be required to comply with requirements in effect at the time building permits are issued. For example, during the development review and permitting process, the City of Yucaipa would review and approve individual

development projects to ensure that adequate fire facilities, infrastructure, and access are provided to serve the needs of the Yucaipa Fire Department. Development projects would also be required to comply with the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of the City of Yucaipa and the State of California.

Furthermore, goals and policies in the Public Safety Element of the proposed General Plan Update ensure adequate protection of public health and safety as they relate to fire and emergency services. Public Services and Facilities Element Policy PSF 7-3 requires new development to pay its fair share of cost for providing public services and financing new public services facilities.

Safety Element Policies S-3.1 through S-3.9 identify proactive fire hazard abatement strategies that would also reduce impacts by wildland and urban fires to reduce the need for emergency service calls.

- **Policy S-3.1 – Fire Hazard Identification.** Maintain and continuously update the City's fire hazard overlay map for changes in fire hazard severity zones overlay district consistent with changes in hazard designations by CALFIRE.

- **Policy S-3.2 – Service Levels.** Provide appropriate staffing levels, equipment, and facilities to maintain a community ISO 3 rating; strive to meet NFPA-recommended response times for fires and emergency paramedic response.

- **Policy S-3.4 – Fuel Modification.** Enforce fuel modification standards and defensible space requirements around structures to reduce wildfire hazards and to protect Yucaipa's urban area from potential wildfire spreading.

- **Policy S-3.5 – Fire Abatement Features.** Encourage residential, commercial, and industrial developments to implement fire-hazard-reducing project designs and features (e.g., fire resistive materials, vegetation).

- **Policy S-3.6 – Development Review.** Allow CAL FIRE to review future development proposals for impacts to fire facilities and compatibility with high fire hazard severity zones.

- **Policy S-3.7 – Adequate Water Supply.** Ensure that public and private water distribution and supply facilities have adequate capacity and reliability to supply emergency firefighting needs beyond everyday demands.

- **Policy S-3.8 – Aid Agreements.** Participate in mutual aid and automatic aid agreements with adjoining fire service providers, emergency medical service providers, and other agencies providing critical services.

In addition, the Safety Element includes policies related to emergency preparedness and disaster response planning to ensure the City's structures and buildings are built "disaster-resistant," the City's hazard mitigation and emergency operations plan is regularly updated, interagency support and communication protocols are

established, and public education is available to distribute knowledge about emergency access and evaluation (Safety Element Policies S-4.1 through S-4.9).

Thus, impacts on fire protection and emergency services and facilities would be less than significant.

5.13.1.4 APPLICABLE GENERAL PLAN UPDATE POLICIES

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to fire services and facilities.

Community Design and Land Use Element

- **Policy CDL-2.6 – Roadway 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.

- **Policy CDL-2.8 – Materials.** Building materials and colors should blend with the natural landscape. Treated wood or materials of woodlike appearance, with fire retardant properties, are encouraged for exterior surfaces. Contrasting colors should be kept to a minimum. Use of natural materials, such as river rock, is encouraged.

Public Safety Element

- **Policy S-1.5 – City Critical Facilities and Structures.** Locate, design, maintain, and upgrade critical facilities (police, medical facilities, fire, roads, reservoirs, etc.) to minimize susceptibility to seismic and geologic hazards.

- **Policy S-1.6 – Other Agency Critical Facilities and Services.** Encourage Caltrans, school district, CAL FIRE, water districts, California Department of Water Resources, and utilities providing critical infrastructure to ensure facilities are capable of withstanding earthquakes.

- **Policy S-3.1 – Fire Hazard Identification.** Maintain and continuously update the City's fire hazard overlay map for changes in fire hazard severity zones overlay district consistent with changes in hazard designations by CALFIRE.

- **Policy S-3.2 – Service Levels.** Provide appropriate staffing levels, equipment, and facilities to maintain a community ISO 3 rating; strive to meet NFPA-recommended response times for fires and emergency paramedic response.

- **Policy S-3.3 – Fire and Building Codes.** Require adherence to fire standards and building codes in accordance with the City's municipal code, Fire Hazard Overlay Districts, California Fire Code, and California Building Code.

- **Policy S-3.4 – Fuel Modification.** Enforce fuel modification standards and defensible space requirements around structures to reduce wildfire hazards and to protect Yucaipa's urban area from potential wildfire spreading.

- **Policy S-3.5 – Fire Abatement Features.** Encourage residential, commercial, and industrial developments to implement fire-hazard-reducing project designs and features (e.g., fire resistive materials, vegetation).

- **Policy S-3.6 – Development Review.** Allow CAL FIRE to review future development proposals for impacts to fire facilities and compatibility with high fire hazard severity zones.

- **Policy S-3.7 – Adequate Water Supply.** Ensure that public and private water distribution and supply facilities have adequate capacity and reliability to supply emergency firefighting needs beyond everyday demands.

- **Policy S-3.8 – Aid Agreements.** Participate in mutual aid and automatic aid agreements with adjoining fire service providers, emergency medical service providers, and other agencies providing critical services.

- **Policy S-3.9 – Public Education.** Educate the community about fire prevention and suppression; work with other agencies and private interests to educate private landowners on fire-safe measures to achieve a low risk condition.

- **Policy S-4.1 – Land Use Patterns and Facilities.** Maintain land use patterns and building standards that minimize exposure to natural or human-caused hazards and contribute to a "disaster-resistant" community.

- **Policy S-4.2 – Hazard Planning.** Update City hazard mitigation and emergency operations plan on a timely basis; coordinate with relevant agencies responsible for updating water, fire, or other hazard mitigation plans.

- **Policy S-4.3 – Training.** Facilitate training of City emergency response personnel through coursework, emergency operations plan orientation, disaster service training, emergency operations center training, and other training.

- **Policy S-4.4 – Public Education.** Promote education and events that reinforce the responsibility of all residents, business owners, and City staff to individually and collectively plan for, respond to, and recover from disasters.

- **Policy S-4.5 – Interagency Support.** Sustain mutual aid agreements through the California Disaster and Civil Defense Master Mutual Aid Agreement, to provide emergency aid to parties as needed.

- **Policy S-4.6 – Communications.** Maintain effective communication protocols and systems for coordinating service providers, neighboring cities, business, schools, and other agencies for responding to emergencies.

- **Policy S-4.7 – Critical Facilities and Lifeline Services.** Work with various service providers to ensure that essential facilities, lifeline services, and infrastructure (water, sewer, communication, power, roads, etc.) are capable of responding following a disaster.

- **Policy S-4.8 – Emergency Access and Evacuation.** Maintain emergency access, protocols, and evacuation routes for residents, business, and equine and large animals; regularly exercise evacuation protocol and procedures.

Public Services and Facilities Element

- **Policy PSF-7.1 – Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and the timely provision of public facility and municipal improvements.

- **Policy PSF-7.2 – Public Facility Plans.** Maintain and implement public facility master plans to ensure compliance with appropriate regional, state, and federal laws and to provide appropriate public facilities and services to maintain quality of life in Yucaipa.

- **Policy PSF-7.3 – Fair Share Funding.** Ensure that new development pays its fair share of the cost of providing/financing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development.

- **Policy PSF-7.5 – Facility Sharing.** Promote the clustering of public and quasi-public facilities (e.g., schools, parks, activity centers, etc.), the joint use of facilities, and agreements for sharing costs and operational responsibilities among users.

- **Policy PSF-7.6 – Service Levels.** Continue to offer professional, high-quality service that meets the needs of residents and businesses; function efficiently and professionally in operations and public activities; use revenues and resources in a cost-effective manner.

5.13.1.5 EXISTING REGULATIONS AND STANDARD CONDITIONS

Federal

- International Fire Code

State

- California Health and Safety Code Section 13000 et seq.

- California Health and Safety Code Section 25500 et seq.
- Unified Program Hazardous Materials Disclosure Programs
- California Fire Code

Local

- City of Yucaipa Development Code, Division 11 (Public Facilities Financing), Chapter 4 (Fire Facilities Financing)
- City of Yucaipa Development Code, Division 5 (Overlay Districts), Section 85.020220 (Area FR1 and FR2 Requirements)

5.13.1.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.13-1.

5.13.1.7 MITIGATION MEASURES

No significant adverse impacts were identified and no mitigation measures are necessary.

5.13.1.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No mitigation measures are required and impacts would remain less than significant.

5.13.2 Police Protection

5.13.2.1 ENVIRONMENTAL SETTING

Regulatory Background

Local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

City of Yucaipa Municipal Code/Development Code

The following provision from the City's municipal code helps minimize impacts to police protection and services associated with new development projects and is relevant to the proposed project.

- **Chapter 15.08 (Development Impact Fees).** The Development Impact Fee (DIF) provides a mechanism for funding for public facilities and services improvements. The City of Yucaipa institutes a DIF on new residential and nonresidential development within the City to finance public facilities, including those required for police services, which are required to mitigate the impacts of development in the City. Fees are deposited into a separate fund and are due and payable on the date of final inspection, or the date the certificate of occupancy is issued. The amount of each fee authorized pursuant to this

chapter may be more specifically set and revised periodically by resolution of the City Council. Currently, the development impact fee for public facilities, which includes police services, is $1,770.55 per dwelling unit, $9,673.69 per square foot of new commercial development, and $9,664.53 per square foot of new industrial development (Yucaipa 2014).

Existing Conditions

The Yucaipa Police Department provides police services through the San Bernardino County Sheriff's Department through contractual agreement. The Yucaipa Police Department serves areas within the City limits while the San Bernardino County Sheriff's Department provides police protection in the City's SOI, including areas north of the North Bench neighborhood, Zanja Peak, and Crafton Hills.

Staffing and Equipment

The Yucaipa Police Station was recently relocated to 34144 Yucaipa Boulevard and serves both the City and SOI (see Figure 5.13-1, *Public Services*). The state-of-the-art facility opened in July 2014 and was built to meet expected needs through 2040 (Caddel 2014). The station is staffed by 22 sworn officers and 10 professional staff personnel and houses 21 vehicles, 2 motorcycles, and 5 trailers (of which county and City officers share 14 vehicles and 2 motorcycles) (Yucaipa Police Department 2013, Caddel 2014).

The City of Yucaipa supports the San Bernardino County Sheriff's Department contractual services by providing supervisory, clerical, crime prevention, and investigative personnel at the station level. In return, the San Bernardino County Sheriff's Department provides various support units such as Aviation, K-9 Crime Lab, and Specialized Investigations, including Homicide, Narcotics, Arson/Bomb, and Crimes Against Children. The San Bernardino County Sheriff's Department receives additional support from the City of Yucaipa's citizen volunteers. The 2013 Yucaipa Police Department Annual Report concluded that 172 volunteers provided nearly 32,000 service hours over the 2013 calendar year, and included unit duties such as line reserves/mounted posse, citizen patrol, explorer scouts, search and rescue, and chaplain corps. These volunteers helped produce over $1.4 million in manpower savings for the City (Yucaipa Police Department 2013).

Response Times

Table 5.13-4 below shows the total number of calls and the response times over the last three years from 2011-2013 for the Yucaipa Police Station. The current average response time is 5 minutes and 43 seconds (Caddel 2014).

Table 5.13-4 Yucaipa Police Department 2011–2013 Total Calls and Response Times

	2011	2010	2013
Total Calls	34,445	38,685	34,958
Response Times (Emergency only)	4 minutes 59 seconds	6 minutes 34 seconds	5 minutes 49 seconds

Source: Yucaipa Police Department Annual Report 2013.

Performance Standards

The Yucaipa Police Department does not have a set response time goal for calls since calls for service are taken on a priority basis and are constantly monitored by management staff in real time. However, the Yucaipa Police Department uses a goal of 0.62 officers per 1,000 residents (Caddel 2014). Currently, the Yucaipa Police Department's ratio is 0.46.

Funding

Funding for the Yucaipa Police Department staff and facilities comes from General Fund revenue generated by property, sales, and user's taxes. In addition, other revenue sources include Proposition 172 sales tax (allocated for public safety services), various state and federal grants, and private donations. Development impact fees outlined in the City's municipal code, title 15 (Building and Construction), chapter 15.08 (Development Impact Fees) also are used to fund new facilities. The chapter outlines the requirement for developers to pay an impact fee for new developments within the City to finance public facilities, such as police stations and related equipment. Table 5.13-5 shows the public facilities development impact fees for various land uses.

Table 5.13-5 Public Facilities Development Impact Fees

Land Use Type	Impact Fee
Residential	$1,770.55 per dwelling unit
Commercial	$9,673.69 per net acre
Industrial	$9,664.53 per net acre

Source: Yucaipa 2014.

5.13.2.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

PP-1 Result in a substantial adverse physical impact associated with the provisions 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 police protection services.

5.13.2.3 ENVIRONMENTAL IMPACTS

Impact 5.13-2: Development in accordance with the proposed project would introduce new structures and an additional 29,493 residents and 11,600 workers into the Yucaipa Police Department and San Bernardino County Sheriff's Department service boundaries, thereby increasing the requirement for police protection facilities and personnel. [Threshold PP-1]

Impact Analysis: Implementation of the proposed General Plan Update would introduce an additional 29,493 residents and 11,600 workers into Yucaipa. The increase in people within the City, both permanent and visiting, would likely increase demand for police services. Both the Yucaipa Police Department and San Bernardino County Sheriff's Department would continue serving the City and its SOI. However, the YPD's recently built state-of-the-art police facility was built to meet expected needs through 2040 (Caddel 2014). Therefore, the new facility space would be able to adequately serve the City and SOI at buildout of the proposed project.

The Yucaipa Police Department states that existing staff and resources are able to adequately serve the community; however, the current officer-to-resident ratio is 0.46 officer per 1,000 residents, and the department's goal is 0.62 (Caddel 2014). The proposed project would introduce an additional 29,493 residents in the City and SOI, which would further reduce the officer-to-residents ratio to 0.28 officer per 1,000 residents. To reach the goal of 0.62, the Yucaipa Police Department would need to hire 26 additional officers by project buildout in 2040. However, staff needs could vary greatly based on crime trends, special events, and City needs, so staffing needs could be higher or lower. The 26 additional officers would not be hired all at the same time and would depend on the department's assessed needs based primarily on the growing number of calls for service or decreases in average response times in the future.

Funds for additional police personnel and facilities would come from the City's General Funds, which would increase proportionally with sales and property tax collected from new residential and nonresidential development in accordance with the General Plan Update. In addition, other revenue sources include Proposition 172 sales tax (allocated for public safety services), various state and federal grants, and private donations. Additional funding for police equipment and facility needs would be provided through development impact fees pursuant to Chapter 15.08 of the City's municipal code, which are collected for all new residential, commercial, and industrial uses, as detailed in Table 5.13-5. The additional demand for police services generated by the project would be satisfied through these funding sources.

Further, goals and policies in the proposed General Plan Update's Public Services Element ensure adequate police services and a safe community for Yucaipa's growing population. Goal PSF-4 addresses community safety and policies that help create professional, proactive, and community-oriented police services that maintain the safety of Yucaipa residents, visitors, workforce, and business. Specifically, Policies PSF-4.1 and PSF-4.2 recommend maintaining police service standards related to response times, staff, equipment, facilities, and technology; Policy PSF-4.3 prioritizes enforcement activities to minimize public safety hot spots within the City; Policy PSF-4.4 encourages community education and outreach related to crime prevention, emergency situations, and other personal safety hazards; Policy PSF-4.8 encourages utilizing volunteer

support (e.g., line reserves, citizen patrol, search and rescue teams, etc.); and Policies PSF-4.5 through 4.7 promotes school, neighborhood, and traffic safety.

As development occurs in accordance with the proposed project, the City's General Fund would grow and allow the Yucaipa Police Department to hire additional officers as needed to serve the growing population. Further, implementation of the proposed goals and policies would also ensure adequate police services in the City. Thus, impacts on police service would be less than significant.

5.13.2.4 APPLICABLE GENERAL PLAN UPDATE POLICIES

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to police services and facilities.

Parks, Recreation, Trails, and Open Space Element

- **Policy PR-1.4 – Park Safety.** Enhance and maintain the safety of parks through the latest in playground design and technology, crime prevention design, and routine patrols by police and community volunteers.

Public Services and Facilities Element

- **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.

- **Policy PSF-4.2 – Police Resources.** Provide funding for police services to ensure the ample availability of well-trained staff, equipment, facilities, and technology to consistently achieve the community's service standards.

- **Policy PSF-4.3 – Public Safety Hot Spots.** Prioritize enforcement activities to minimize safety hot spots. Work with code enforcement to support the timely resolution of cases to ensure compliance with City codes.

- **Policy PSF-4.4 – Community Education.** Maintain and improve outreach and education efforts with the community and organizations to prevent crime, emergency situations, and other personal safety hazards.

- **Policy PSF-4.5 – School Safety.** Collaborate with Yucaipa schools to support the community's youth through high quality after-school/summer programs, psychological counseling, and education about online safety.

- **Policy PSF-4.6 – Neighborhood Safety.** Maintain safe neighborhoods by preventing crime through crime-free multifamily housing, Neighborhood Watch initiatives, and focused problem-oriented policing.

- **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.

- **Policy PSF-4.8 – Volunteer Support.** Utilize volunteer support to help staff key initiatives of the San Bernardino County Sheriff's Department in Yucaipa, such as the line reserves, citizen patrol, search and rescue teams, mounted posses, chaplain corps, and Explorer Scouts.

- **Policy PSF-7.1 – Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and the timely provision of public facility and municipal improvements.

- **Policy PSF-7.2 – Public Facility Plans.** Maintain and implement public facility master plans to ensure compliance with appropriate regional, state, and federal laws and to provide appropriate public facilities and services to maintain quality of life in Yucaipa.

- **Policy PSF-7.3 – Fair Share Funding.** Ensure that new development pays its fair share of the cost of providing/financing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development.

- **Policy PSF-7.5 – Facility Sharing.** Promote the clustering of public and quasi-public facilities (e.g., schools, parks, activity centers, etc.), the joint use of facilities, and agreements for sharing costs and operational responsibilities among users.

- **Policy PSF-7.6 – Service Levels.** Continue to offer professional, high-quality service that meets the needs of residents and businesses; function efficiently and professionally in operations and public activities; use revenues and resources in a cost-effective manner.

5.13.2.5 EXISTING REGULATIONS AND STANDARD CONDITIONS

- City of Yucaipa Municipal Code Chapter 15.08 (Development Impact Fees)

5.13.2.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.13-2.

5.13.2.7 MITIGATION MEASURES

No significant adverse impacts were identified and no mitigation measures are necessary.

5.13.2.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No mitigation measures are required and impacts would remain less than significant.

5.13.3 School Services

5.13.3.1 ENVIRONMENTAL SETTING

Regulatory Background

Local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

State

California State Assembly Bill 2926: School Facilities Act of 1986

To assist in providing school facilities to serve students generated by new development, Assembly Bill (AB) 2926 was enacted in 1986 and authorizes a levy of impact fees on new residential and commercial/industrial development. The bill was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000 et seq. to the Government Code. Under this statute, payment of impact fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

California Senate Bill 50

Senate Bill (SB) 50, passed in 1998, provides a comprehensive school facilities financing and reform program and enables a statewide bond issue to be placed on the ballot. Under the provisions of SB 50, schools districts are authorized to collect fees to offset the costs associated with increasing school capacity as a result of development and related population increases. The funding goes to acquiring school sites, constructing new school facilities, and modernizing existing school facilities. SB 50 establishes a process for determining the amount of fees developers would be charged to mitigate the impact of development on school districts from increased enrollment. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation."

Under this legislation, there are three levels of developer fees that may be imposed upon new development by the governing school district. Level I fees are assessed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses. Level II fees require the developer to provide one-half of the costs of accommodating students in new schools, and the state provides the remaining half. To qualify for Level 2 fees, the governing board of the school district must adopt a School Facilities Needs Analysis and meet other prerequisites in accordance with Section 65995.6 of the California Government Code. Level III fees apply if the state runs out of bond funds, allowing the governing school district to impose on the developer 100 percent of the cost of school facility or mitigation minus any local dedicated school monies.

Existing Conditions

The Yucaipa-Calimesa Joint Unified School District (YCJUSD) provides school services to all of Yucaipa and the northern portion of Calimesa. YCJUSD has six elementary schools (Grades K-6 or K-8), two middle schools (Grades 6-8 or 7-8), and one high school (Grades 9-12). YCJUSD also has one dependent International Baccalaureate charter school (Grades K–8), a continuation high school (Grades 9–12), a special

education success program (Grades K–12), and an adult continuing education program. Figure 5.13-1, *Public Services*, shows the school locations and Table 5.13-6 provides additional details regarding existing capacity and current enrollment information.

Table 5.13-6 Yucaipa-Calimesa Joint Unified School District School Enrollment and Capacity

School & Location	Grades	Total Classrooms	Total Capacity	Current 2014–2015 Enrollment
Elementary School				
Calimesa Elementary School 13523 Second Street, Yucaipa	K-6	29	875	397
Chapman Heights Elementary School 33692 Cramer Road, Yucaipa	K-6	33	975	738
Competitive Edge Charter Academy 34450 Stonewood Drive, Yucaipa	K-8	35	1,060	669
Dunlap Elementary School 32870 Avenue E, Yucaipa	K-6	26	775	405
Ridgeview Elementary School 11021 Sunnyside Drive, Yucaipa	K-6	31	950	747
Valley Elementary School 12333 Eighth Street, Yucaipa	K-6	30	895	455
Wildwood Elementary School 35972 Susan Street, Yucaipa	K-6	33	975	688
Total	—	—	6,505	4,099
Middle Schools				
Mesa View Middle School 800 Mustang Way, Calimesa	6-8	49	1,700	886
Park View Middle School 34875 Tahoe Drive, Yucaipa	7-8	43	1,500	930
Total	—	—	3,200	1,816
High Schools				
Yucaipa High School 33000 Yucaipa Boulevard, Yucaipa	9-12	93	3,255	2,698
Total	—	—	3,255	2,698

Source: Richards 2014.

Funding

YCJUSD is funded primarily by federal and state grant programs or local and state taxes. In addition, the district rents its facilities for rent to youth organizations, nonprofits, and for-profits. Facilities include classrooms, gymnasiums, shower facilities, kitchen, multipurpose rooms, dining rooms, auditoriums and stadiums, board and conference rooms, and parking lots.

School Development Impact Fees

SB 50 offers comprehensive school facilities financing and reform program. The bill allows the state to provide funding to school districts for school site acquisitions, new school facilities construction, and existing school facilities improvements. Under this legislation, school districts can charge developer fees to mitigate the impact of development on school facilities from increased enrollment. It was established by the legislature to constitute "full and complete mitigation of the impacts" on the provision of adequate school facilities (Government Code § 65995[h]). SB 50 also relieves jurisdictions from having the authority of denying approval of a legislative or adjudicative action under CEQA in reference to real estate development based upon the inadequacy of school facilities. The bill establishes two potential limits for school districts, depending on the availability of new school construction funding from the state and the particular needs of the individual school districts. YCJUSD qualifies for Level 1 developer fees, which are considered the base school-mitigation fee. To apply Level 1 fees, a district must justify its development fees for each land use and cannot request payment of development fees for school-facility construction exceeding the amount of the statutory fees expressed in Education Code Section 17620. If school districts conduct a school-facility needs assessment and qualify for participation in the State Funding Program by the State Allocation Board, among meeting other requirements, they can be eligible for Level 2.

Development in Yucaipa in accordance with the General Plan Update would require payments to YCJUSD for the construction of new schools. Development impact fees are set within the limits of SB 50 and are detailed in Table 5.13-7.

Table 5.13-7 YCJUSD Development Impact Fees

Land Use Type	Impact Fees (per square foot)
Residential	$5.91
Commercial	$0.54

Source: Richards 2014.

5.13.3.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

SS-1 Result in a substantial adverse physical impact associated with the provisions 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 school services.

5.13.3.3 ENVIRONMENTAL IMPACTS

Impact 5.13-3: Implementation of the proposed project would generate up to 7,065 additional students who would impact the Yucaipa-Calimesa Joint Unified School District's existing classroom capacities. [Threshold SS-1]

Impact Analysis: Development in accordance with the proposed project would allow for up to 10,847 additional homes and 10,246 additional households, resulting in an increase of 29,493 residents in Yucaipa and its SOI. The increase in residents would also lead to an increase in the City's student population, which is served by the YCJUSD.

School districts project the number of students that will be generated by new residential development by using district-specific rates in order to plan for future facility expansions or constructions. YCJUSD's generation rates for development of single-family (detached) and multifamily residential units are reflected in Table 5.13-8.

Table 5.13-8 General Plan Update Buildout Student Generation

Land Use	Existing Units	Increase in Units	Student Generation Rate	Generated Students	Current Enrollment + Generated	Existing Capacity	Remaining Capacity
Single-Family Residential (Detached)	18,368	2,113	E.S. = 0.2867	606	E.S. = 7,910 M.S. = 2,951 H.S. = 4,817	E.S. = 6,505 M.S. = 3,200 H.S. = 3,255	E.S. = (1,405) M.S. = 249 H.S. = (1,562)
			M.S. = 0.0680	144			
			H.S. = 0.1344	284			
Multifamily Residential	862	8,738	E.S. = 0.3667	3,205			
			M.S. = 0.1133	991			
			H.S. = 0.2100	1,835			

Source: Richards 2014.
Notes:
E.S. = Elementary school; M.S. = Middle School; H.S. = High School
Existing and proposed residential units were categorized into single-family (detached) and multifamily. Based on Tables 3-1 and 3-3 in Chapter 3, *Project Description*, single-family (detached) includes Rural Residential and Single Family Residential (per Table 3-1), and Rural Living, Residential (R-1, -2, -4, and -8), Residential Single, and Planned Development (per Table 3-3). Multifamily includes Multi-Family Residential (per Table 3-1), and Multiple Residential and Residential (R-24) (per Table 3-3).

As shown in Table 5.13-8, buildout of the General Plan Update would generate up to 3,811 elementary, 1,135 middle, and 2,119 high school students in the City and SOI. This would exceed the YCJUSD's elementary and high school classroom capacities by 1,405 and 1,562 students, respectively. YCJUSD's middle schools would still have adequate capacity for students generated from the proposed project and an additional 249 students in the future. Assuming an average capacity of 600 students for elementary schools and 2,400 students for high schools, buildout of the General Plan Update would require 3 additional elementary schools and one additional high school. However, the projected increase in student population would not occur all at once; the student population would gradually increase as residential development occurs. Therefore, YCJUSD would not have to immediately expand or construct new facilities. Further, buildout of the General Plan Update is not expected to occur until at least 2035; however, the fully projected 10,847 additional homes may not actually occur, depending on Yucaipa's future housing market.

Nevertheless, if and when the YCJUSD needs to expand or construct new facilities to accommodate the growth generated by buildout of the General Plan, funding for new school facilities would be obtained from development impact fees (listed in Table 5.13-7) pursuant to SB 50, and state and federal funding programs. As stated above, development impact fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." Further, at the General Plan level of analysis, it is speculative and infeasible to evaluate project-specific environmental impacts associated with the specific construction of future school facilities since specific sites and timeframes for development are unknown. When specific projects are necessitated and subsequently undertaken to meet the growth demands from buildout of the proposed project, the appropriate level of analysis required under CEQA would be conducted by the YCJUSD.

In addition, proposed policies within the General Plan Update highlight the importance of maintaining high quality educational opportunities for Yucaipa's student residents. Goal PSF-1 under the proposed Public Services Element addresses educational resources within the City. Policies PSF-1.1 through PSF-1.3 recommend collaborating and partnering with community organizations and private, public, and charter schools to provide high quality early childhood, K–2, and after-school learning environments for all ages and abilities. Policies PSF-1.4 and PSF-1.5 support occupational and college education through partnerships with regional occupational boards, local educational institutions, the Crafton Hills College, and other higher education institutions to provide comprehensive educational opportunities for youth and adults. Policy PSF-1.6 supports implementing educational programs within Yucaipa's libraries, and Policy PSF-1.7 encourages strengthening open communication between the City and its many educational institutions to achieve high quality education for Yucaipa's children, youth, and adults. Policy PSF-1.8 supports working with developers and YCJUSD to ensure the payment of SB 50 developer fees for the construction and expansion of future school facilities. Thus, impacts on school services from implementation of the General Plan Update would be less than significant.

5.13.3.4 APPLICABLE GENERAL PLAN UPDATE POLICIES

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to school services and facilities.

Public Services and Facilities Element

- **Policy PSF-1.1 – Early Childhood Development.** Partner with community organizations and schools in providing and expanding opportunities for early childhood care (0–5 years) and development.

- **Policy PSF-1.2 – Primary and Secondary Education.** Participate and collaborate with private, public, and charter schools to provide high quality K–12 learning environments for children and youth of all ages and abilities.

- **Policy PSF-1.3 – After-School Programs.** Partner with schools and community organizations to provide safe, affordable, and quality after-school programs that offer recreational, educational, and health programs.

- **Policy PSF-1.4 – Occupational Training.** Partner with the efforts of regional occupational boards and local educational institutions to implement career pathway and job training programs for youth and adults.

- **Policy PSF-1.5 –College Education.** Support Crafton Hills College and other institutions of higher education in providing comprehensive educational opportunities that include associate, four-year, and advanced degree programs.

- **Policy PSF-1.6 – Libraries and Lifelong Learning.** Support the reconstruction of Yucaipa's library and the provision of age-appropriate programs to meet the educational and informational needs of the community.

- **Policy PSF-1.7 – Communication.** Maintain and strengthen open communications between the City and its many educational institutions to achieve the highest quality education for Yucaipa's children, youth, and adults.

- **Policy PSF-1.8 – School Facilities.** Work with developers and the school district to ensure the payment of fees, construction, and expansion of school facilities to address expected increases in school-age population.

- **Policy PSF-1.9 – College Facilities.** Support the implementation of the Crafton Hills College Master Plan and projects to provide an array of appropriate educational and support facilities that further its mission.

- **Policy PSF-7.1 – Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and the timely provision of public facility and municipal improvements.

- **Policy PSF-7.2 – Public Facility Plans.** Maintain and implement public facility master plans to ensure compliance with appropriate regional, state, and federal laws and to provide appropriate public facilities and services to maintain quality of life in Yucaipa.

- **Policy PSF-7.3 – Fair Share Funding.** Ensure that new development pays its fair share of the cost of providing/financing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development.

- **Policy PSF-7.5 – Facility Sharing.** Promote the clustering of public and quasi-public facilities (e.g., schools, parks, activity centers, etc.), the joint use of facilities, and agreements for sharing costs and operational responsibilities among users.

- **Policy PSF-7.6 – Service Levels.** Continue to offer professional, high-quality service that meets the needs of residents and businesses; function efficiently and professionally in operations and public activities; use revenues and resources in a cost-effective manner.

5.13.3.5 EXISTING REGULATIONS AND STANDARD CONDITIONS

- California State Assembly Bill 2926: School Facilities Act of 1986
- California Government Code § 65995 (Senate Bill 50)

5.13.3.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.13-3.

5.13.3.7 MITIGATION MEASURES

No significant adverse impacts were identified and no mitigation measures are necessary.

5.13.3.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No mitigation measures are required and impacts would remain less than significant.

5.13.4 Library Services

5.13.4.1 ENVIRONMENTAL SETTING

Existing Conditions

The San Bernardino County Library System (SBCLS) is a network of 32 branch libraries that provides library services throughout San Bernardino County. The Yucaipa Branch Library is at 12040 5th Street in Yucaipa and is the main provider of library services to the Yucaipa community (see Figure 5.13-1, *Public Services*). Additional library services are provided by the Riverside County Library System's Calimesa Branch Library in the City of Calimesa.

The Yucaipa Branch Library is 12,070 square feet and includes a collection of 42,970 hard copy items. The library also has 42 computers available for public and library staff use. Programs and activities offered to library users include an open computer lab, adult literacy tutor program, adult basic computer classes, adult English improvement classes, summer reading program, teen craft and movie programs, and a number of K–5 children's programs (Turley 2014).

In addition to services and items available at the Yucaipa Branch library, electronic access to the entire SBCLS's collection of materials is available online and through daily delivery services shared among the various library branches. The on-line catalog provides access to over 2.5 million items and allows library patrons to directly request materials held by different branches and have those items delivered to their local branch for pick up. In addition, the SBCLS's OverDrive system allows online access for library patrons to

thousands of eBooks, audiobooks, music, and video through their personal device or web browser (San Bernardino 2013).

In 2012–2013, the SBCLS added over $100,000 in electronic content by updating its eBook/audiobook platform, implemented a JobScout database through a California State Library grant, and implemented an Adult Literacy Program across the County Library system available to all library patrons (San Bernardino 2013).

Over the next several years, the SBCLS plans to enhance service by replacing outdated computer hardware and software, restoring the Library's material budget and adding high demand items to the collection, including an expanded digital book collection.

Funding

According to the San Bernardino County Annual Budget 2013–2014, the SBCLS receives funding from Special Revenue Funds, which includes sources such as property tax allocations, library fines and fees collected from patrons, and state, federal, or governmental aid. Annual funding for 2013–2014 for the county Library System is approximately $13.8 million allocated between all 32 branch libraries.

In addition, public facility fees collected by the City of Yucaipa contribute to Yucaipa Branch Library's capital needs. The City has made one-time allocations from the City's General Funds to the library as well.

5.13.4.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

LS-1 Result in a substantial adverse physical impact associated with the provisions 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 or other performance objectives for library services.

5.13.4.3 ENVIRONMENTAL IMPACTS

Impact 5.13-4: Compared to existing conditions, development in accordance with the General Plan Update would allow for up to 29,493 additional residents, increasing the library service demands on the Yucaipa Branch Library. [Threshold LS-1]

Impact Analysis: The proposed project would allow development of up to 10,847 additional homes, resulting in up to 29,493 new residents. The growth in population would likely increase demands for existing library services provided by the SBCLS and more specifically, the Yucaipa Branch Library.

According to the SBCLS, there are no definitive guidelines or standards used to determine per capita needs. The California State Library Statistical Report provides comparative data and provides an approximate standard of 0.34 square feet per capita. However, there has been a growing demand by library patrons for

electronic rather than hard-copy library resources. Therefore, the California State Library standard does not accurately determine library demands of growing populations. This means that although the General Plan Update would result in up to 29,493 additional residents, it does not necessarily mean that there would be a direct demand for more library collection items or facility space. Additionally, access to the entire SBCLS collection of materials is available online, and through daily delivery services shared among the various library branches. All library patrons are able to access these electric materials through the SBCLS website, which includes an on-line catalog of over 2.5 million items. Hard copy items are also available to all local branches through the delivery service.

According to SBCLS, the City would benefit from a new facility or expansion of the existing Yucaipa Branch Library. However, new or expanded facilities would depend heavily on funding availability. Funding for library services comes primarily from the San Bernardino County's General Funds, which includes sources such as property tax allocations, library fines and fees collected from patrons, and state, federal, or governmental aid. In addition, public facility fees collected by the City of Yucaipa contribute to Yucaipa Branch Library's capital needs. The City has made one-time allocations from the City's General Funds to the library as well. Therefore, as development occurs in the City of Yucaipa and SOI, the General Funds should grow proportionally with property tax collections.

In addition, the General Plan Update addresses library facilities to ensure that adequate facilities and resources are continually available to the City's growing population. For example, Policy PSF-1.6 under the Public Services Element supports the reconstruction of Yucaipa's library and the provision of age-appropriate programs to meet the educational and informational needs of the community. Thus, impacts to the SBCLS and Yucaipa Branch Library would be less than significant.

5.13.4.4 APPLICABLE GENERAL PLAN UPDATE POLICIES

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to library services and facilities.

Public Services and Facilities Element

- **Policy PSF-1.6 – Libraries and Lifelong Learning.** Support the reconstruction of Yucaipa's library and the provision of age-appropriate programs to meet the educational and informational needs of the community.

- **Policy PSF-7.1 – Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and the timely provision of public facility and municipal improvements.

- **Policy PSF-7.2 – Public Facility Plans.** Maintain and implement public facility master plans to ensure compliance with appropriate regional, state, and federal laws and to provide appropriate public facilities and services to maintain quality of life in Yucaipa.

- **Policy PSF-7.3 – Fair Share Funding.** Ensure that new development pays its fair share of the cost of providing/financing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development.

- **Policy PSF-7.5 – Facility Sharing.** Promote the clustering of public and quasi-public facilities (e.g., schools, parks, activity centers, etc.), the joint use of facilities, and agreements for sharing costs and operational responsibilities among users.

- **Policy PSF-7.6 – Service Levels.** Continue to offer professional, high-quality service that meets the needs of residents and businesses; function efficiently and professionally in operations and public activities; use revenues and resources in a cost-effective manner.

5.13.4.5 EXISTING REGULATIONS AND STANDARD CONDITIONS

No existing regulations or standard conditions apply to library services.

5.13.4.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.13-4.

5.13.4.7 MITIGATION MEASURES

No significant adverse impacts were identified and no mitigation measures are necessary.

5.13.4.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No mitigation measures are required and impacts would remain less than significant.

5.13.5 References

Caddel, David (lieutenant). 2014, December 2. Response to Service Questionnaire. Yucaipa Police Department.

Janssen, Ron (fire chief/battalion chief). 2014, October 21. Response to Service Questionnaire. CAL FIRE / Yucaipa Fire and Paramedic Department.

Richards, Christi (planner/accountant). 2014, December 10. Response to Service Questionnaire. Yucaipa-Calimesa Joint Unified School District.

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Turley, Patty (regional manager). 2014, November 14. Response to Service Questionnaire. San Bernardino County Library.

Yucaipa, City of. 2014, December 27. City of Yucaipa Development Impact Fee Worksheet. http://yucaipa.org/wp-content/uploads/dev_svcs/DIF/DIF_Worksheet.pdf.

Yucaipa Fire Department. 2013. 2013 Annual Report. http://www.yucaipa.org/cityDepartments/fireDepartment/PDF_Files/2013ar.pdf.

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5.14 RECREATION

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Yucaipa General Plan Update to impact public parks and recreational facilities in the City and its sphere of influence (SOI). Cumulative impacts related to recreation would be within the City and SOI boundary.

5.14.1 Environmental Setting

5.14.1.1 REGULATORY BACKGROUND

State Regulations

California Public Park Preservation Act

The primary instrument for protecting and preserving parkland is California's Public Park Preservation Act of 1971. Under the Public Resource Code, cities and counties may not acquire any real property that is in use as a public park for any nonpark use unless compensation, land, or both are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

Quimby Act

The Quimby Act (California Government Code Section 66477) authorizes cities and counties to require developers to dedicate land as parkland, pay in-lieu fees, or both as a condition of approval for a tentative or final tract map or parcel map for a residential subdivision. Revenue generated through the Quimby Act cannot be used for the operations or maintenance of existing park facilities. The Quimby Act also sets a statewide standard of three acres of parkland for every 1,000 residents unless the amount of existing neighborhood and community park area exceeds that limit, in which case the city or county may establish a higher standard. The City's Park ordinance establishes a standard of 3.5 acres of passive and active parks per 1,000 residents.

Mitigation Fee Act

The California Mitigation Fee Act (Government Code §§66000 et seq.), allows cities to establish fees that will be imposed upon development projects for the purpose of mitigating the impact that the development projects have upon city's ability to provide specified public facilities. In order to comply with the Mitigation Fee Act, the City must follow four primary requirements: 1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee; 2) Segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds; 3) Make findings each fiscal year describing the continuing need for fees that have been in the possession of the City for five years or more and that have not been spent or committed to a project the money; and 4) Refund any fees with interest for developer deposits for which the findings noted above cannot be made.

Local Regulations

City of Yucaipa Municipal Code/Development Code

Development Code, Chapter 3, Division 11, Public Facilities Financing

The City's Quimby Act standard requires dedication of land, payment of a development impact fee in lieu thereof, or both, to satisfy the City's park standard, which is 3.5 acres of passive and active parks per 1,000 residents (§ 811).

New residential subdivisions can offset park fees by providing private open space that is maintained and operated by the homeowner's association so long as the following criteria are met:

- The private park land meets a minimum size requirement of one-third acre.
- The proposed private park land is reasonably adaptable for park and recreational purposes, taking into consideration such factors as size, shape, topography, geology, access, and location.
- The following areas or subdivision design features shall not be eligible for private park credit: yards, court areas, setbacks, subdivision edges, landscaped subdivision entries, greenbelts, meandering streams, and circulation improvements such as bicycle, hiking, and equestrian trails.
- The location of the land provides convenient access to housing and schools.
- The perpetual private ownership and maintenance of the land is adequately provided for by a recorded written agreement.
- The use of the private park land is perpetually restricted for park and recreational purposes that cannot be defeated or eliminated without the consent of the City Council and without providing equivalent park and recreational space elsewhere in the subdivision.

Municipal Code Chapter 15.08, Development Impact Fees

Development impact fees are imposed on all new development to finance the cost of additional public facilities and improvements, including park facilities for new residential uses. Park facilities fees are currently set at $2,135.77 per dwelling unit (Yucaipa 2014a).

5.14.1.2 EXISTING CONDITIONS

Parks and Recreational Facilities

Yucaipa is known for an abundance of park and recreational facilities, drawing residents and visitors to participate recreational activities, attend community events or festivals, play active sports, or enjoy the open space. As shown on Figure 5.14-1, *Parks and Recreational Facilities*, the City of Yucaipa has a number of public parks, including an equestrian arena, a municipal pool, and other special use facilities. In addition to city parks, Yucaipa is home to the 844-acre Wildwood Canyon State Park and the 385-acre Yucaipa Regional Park with

campgrounds and three lakes for swimming, boating, and fishing. Additional special use recreational facilities will offer opportunities for passive and active recreation. Yucaipa is presently served by a variety of local, community, and regional parks facilities described below and summarized in Table 5.14-1, *Yucaipa Parks and Recreational Facilities*.

- **Local Parks.** Yucaipa offers a number of mini and neighborhood parks ranging from one to 10 acres. These smaller parks are intended to serve residents living within a half mile of the park and typically offer playgrounds. Local parks count toward the City's parkland standard of 3.5 acres per 1,000 residents.

- **Community Parks.** Community parks are larger than local parks—about 10 to 30 acres. They feature larger amenities, like soccer, baseball, and softball fields. Community parks also count toward the City's parkland standard.

  The Yucaipa Community Park is a central location for recreational activities in the community. This 31-acre park has multipurpose ball fields, tennis courts, basketball courts, a sand volleyball court, playgrounds, walking trails, group picnic shelters, barbecues, and an amphitheater. The Community Park is also home to the Yucaipa Community Services Department and a 24,462-square foot community center and gymnasium. The community center offers recreational classes, sports programs, and special events. In addition, community center facilities (banquet room, park shelters, athletic facilities, community meeting room, kitchen, and amphitheater) are available to rent for public and private events.

- **Yucaipa Regional Park.** Yucaipa Regional Park is a 385-acre facility at the base of the foothills of the San Bernardino Mountains. The park features three lakes for swimming, fishing, paddle boats, and water slides. There are walking trails, picnic facilities, a recreational vehicle campground, and numerous athletic fields at the Jerry Lewis Regional Soccer Complex. This regional attraction is full of activity year-round and attracts tens of thousands of visitors each year. It also counts toward the City's parkland standard.

- **Special Use Facilities.** The City of Yucaipa is actively working in partnership with the community to build facilities that complement existing City park and recreational facilities. Facilities include, but are not limited to:

  - **Yucaipa Valley Golf Club:** This public golf course offers recreational and tournament level golfing opportunities.

  - **Yucaipa Equestrian Center:** The Equestrian Center hosts numerous local and regional equestrian events for all ages.

  - **McCown Soccer Complex:** This soccer complex provides soccer fields for league play year round.

  - **Yucaipa BMX Facility and Skate Park:** The skate park is at the 13th Street Sports Complex and caters to youth and avid biking enthusiasts.

  - **Bryant Glen Sports Complex:** This sports complex is used by the Yucaipa Valley National Little League, High School Girls Softball, and other organizations.

Of these special use facilities, the Yucaipa Equestrian Center and McCown Soccer Complex count towards the City's parkland standard.

- **School Facilities.** Yucaipa's parks are supplemented by school play areas and athletic fields. Crafton Hills College allows public use of recreational facilities, including a six-hole golf course, Olympic-sized pool, gymnasium, track, basketball courts, tennis courts, and hiking trails. Joint use agreements with the Yucaipa-Calimesa Joint Unified School District allow limited public access to certain facilities on weekends. Various athletic leagues also work with the district to use their facilities. Joint use school facilities do not count toward the City's parkland standard.

- **Natural Open Space.** As shown on Figure 5.14-2, *Natural Open Space*, Yucaipa is framed by the San Bernardino National Forest, Crafton Hills, Wildwood Canyon State Park, El Dorado Ranch Park, Oak Glen, and San Gorgonio Wilderness. These open space areas offer thousands of acres of natural space for active and passive recreation; however, they do not count toward the City's parkland standard.

  - **San Bernardino National Forest:** The San Bernardino National Forest frames the northern side of Yucaipa and expands across more than 1,000 square miles. The forest supports both passive and active recreational activities—hiking, mountain biking, horseback riding, fishing, camping, scenic drives, outdoor education, and skiing and other winter sports. Trails and recreational areas provide active recreational opportunities, and prominent peaks (such as the 11,503-foot San Gorgonio Peak) offer unparalleled views of the Yucaipa Valley.

  - **Crafton Hills:** The 4,500-acre Crafton Hills are a defining feature of Yucaipa, providing beautiful vistas and habitat for over 500 species of plants and animals. Trails are used by hikers, horseback riders, bicyclists, and birders for recreation and to access Yucaipa Regional Park, Zanja Peak, and the north slopes.

    In 1992, the Crafton Hills Open Space Conservancy (CHOSC) was formed to protect in perpetuity the Crafton Hills area for its significant watershed, ecological, aesthetic, and other benefits. Since that time, CHOSC has preserved two-thirds of the 4,500 acres through acquisition and cooperative management with San Bernardino County, Crafton Hills College, and the cities of Redlands and Yucaipa. The conservancy is dedicated to saving a beautiful area for education, recreation, and wildlife habitat preservation.

  - **Wildwood Canyon State Park:** Wildwood Canyon State Park encompasses 844 acres. Ranchers and miners staked claims in the area and it was called Hog Cañon (Spanish for canyon) until the 1920s. To protect the area from development, the Wildland Conservancy was instrumental in the establishment of the Wildwood Canyon State Park in 2003. The Yucaipa Valley Conservancy is working with the California State Parks to add 3,500 acres to Wildwood Canyon State Park.

    Today, Wildwood Canyon offers recreational opportunities for hiking, bicycling, horseback riding, sightseeing, and cultural events. Home to hundreds of species of flora and fauna, Wildwood Canyon preserves ancient oak woodlands and hosts diverse wildlife, including multiple species of birds, mice, and snakes (Yucaipa 2014b).

- **El Dorado Ranch Park:** In 2009, the Yucaipa Valley Conservancy donated 334 acres off of Oak Glen Road to the City of Yucaipa, with the requirement that the land be a permanent open space. In addition to providing a place for community members to enjoy the views and traverse the natural terrain, the area is also home to alluvial scrub, oak trees, and sycamore riparian habitat among others. Part of the park's property has been set aside for critical flood control, transportation projects, and the Wildwood Creek Detention Basin project.

  To support public access to the land, the City has built a restroom facility, parking lot, picnic area, and places for group camping. In October 2013, the City won a $121,000 grant from the California Natural Resources Agency for trailhead, parking lot, and facility improvements.

- **Oak Glen Preserve:** The Oak Glen Preserve, a 2,169-acre area in the San Bernardino National Forest, is a frequently visited park. Purchased by the Wildlands Conservancy in 1996, the area includes Wilshire Peak (8,680 feet) and Galena Peak (9,324 feet), an important lambing ground for bighorn sheep. Habitats on the main trail include ponds, streams, wetlands, oak and pine forests, chaparral, and willow woodland. Lower elevations are accessible to visitors through the 103-year-old Los Rios Rancho, a historic apple orchard and ranch offering a wide variety of community activities (Yucaipa 2014b).

Table 5.14-1 Yucaipa Parks and Recreational Facilities

Facility Name	Size (Acres)	Address/Location	Neighborhood	Type	Amenities
Local Parks, Community Parks, Regional Parks, and Special Use Facilities					
Seventh Street Park	13.5	Avenue E and 7th Street	Central Core	C	Picnic area, play equipment, basketball court, sports fields, aquatics, biking, recreation center, dog park
Avenue "A" Park	0.5	Avenue A and California Street	Central Core	M	Picnic area
Avenue "I" Park	10.3	5th Place and Avenue I	Central Core	C	Picnic area, play equipment, basketball court, sports fields
Bryant Glen Sports Park	13.3	11092 Sunnyside Drive	North Bench	C	Play equipment, sports fields
California Street Soccer Park*	7.2	NA	Wildwood Canyon	C	NA
Center Park	1.0	1st Street and Avenue B	Central Core	M	Picnic area, play equipment, basketball court
Crafton Hills Park	2.5	Above Chapman Heights Elementary School on Brandon Road	Chapman Heights	N	Picnic area, play equipment, basketball court, trails/water, camping
Dunlap Neighborhood*	13.4	NA	Dunlap Acres	N	NA
Equestrian Center	7.2	13272 California Street	Wildwood Canyon	S	Play equipment, equestrian
Flag Hill Veterans Memorial Park	7.8	Yucaipa Boulevard and Fremont Street	Central Core	N	Picnic area, play equipment, basketball court
John Tooker City Park	0.5	In front of City Hall on Yucaipa Boulevard	Central Core	N	Trails/water

Table 5.14-1 Yucaipa Parks and Recreational Facilities

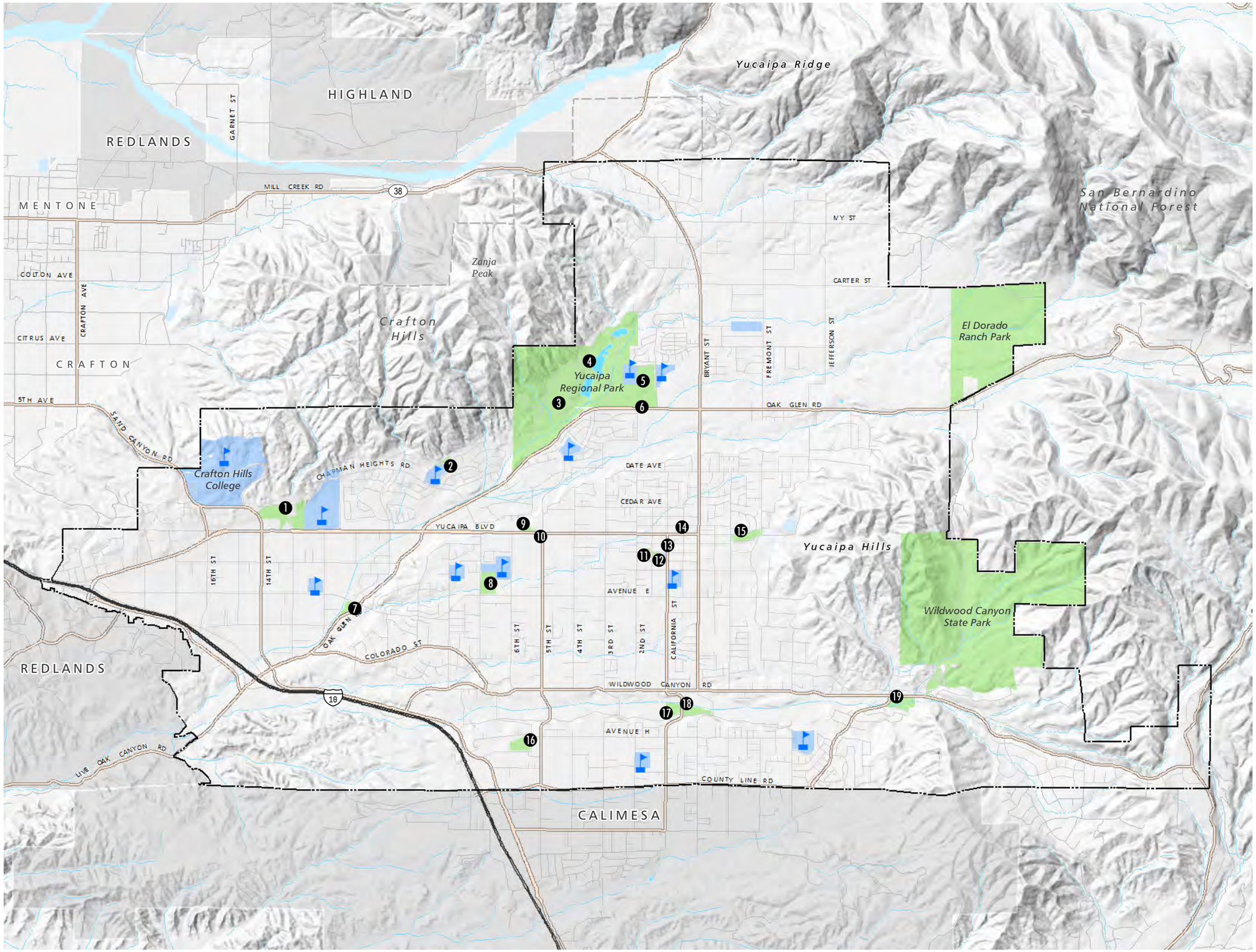
Facility Name	Size (Acres)	Address/Location	Neighborhood	Type	Amenities
Lillian Eaton Park	0.5	Yucaipa Boulevard, just below 5th Street	Central Core	M	Picnic area
McCown Soccer Complex	13.2	33900 Oak Glen Road	Chapman Heights	C	Sports fields
Oak Glen Park*	1.0	NA	NA	N	NA
Special Needs Play Area*	NA	NA	NA	M	NA
Wildwood City Park	12.9	Near Wildwood State Park on both sides of Mesa Grande Drive at Wildwood Canyon Road	Wildwood Canyon	C	Picnic area, play equipment, trails/water, biking, equestrian
Yucaipa Community Park	31.1	34900 Oak Glen Road	North Bench	C	Picnic area, play equipment, basketball court, sports fields, trails/water, recreation center
Yucaipa Regional Park	385	33900 Oak Glen Road	North Bench	R	Picnic area, play equipment, trails/water, aquatics, biking, equestrian, camping, boating, fishing
13th Street Sports Complex*	29.8	NA	Chapman Heights	C	NA
Subtotal	550.7				
Natural Open Space					
Wildwood Canyon Open Space area	75	Wildwood Canyon Road	Wildwood Canyon	O	NA
El Dorado Ranch Park	334	Oak Glen Road	North Bench	O	Picnic area, trails/water, camping
Wildwood Canyon State Park	844	12261 Wildwood Canyon Road	Wildwood Canyon	O	Trails/water, biking, equestrian
Subtotal	1,253				
TOTAL	1,803.7				

Source: Yucaipa 2014b.
Notes: * Planned parks
M=Mini Park; N=Neighborhood Park; C=Community Park; R=Regional Park; S=Special Use; O=Open Space

Multiuse Trails

The City of Yucaipa's Trails and Open Space Committee is actively involved in promoting recreation and active living through the provision of trails and open space. Yucaipa's diverse terrain offers trails for hiking, bike, and equestrian uses. As shown in Figure 5.14-3, *Multipurpose Trails*, trails traverse the City and continue into the hills, where county, state, and federal open spaces provide additional trails. Yucaipa's natural waterways meander through the community and make drainage channels and other water features unique opportunities for trails that connect neighborhoods. The City continues to build multiuse trails as an active part of the majority of its drainage and infrastructure improvements (Yucaipa 2014b).

Figure 5.14-1
PARKS AND RECREATIONAL FACILITIES



City Limits
Yucaipa Sphere of Influence
Park/Recreation
Schools

1. 13th Street Sports Complex
2. Crafton Hills Park
3. Rick McCown Soccer Complex
4. Yucaipa Regional Park
5. Bryant Glen Sports Complex
6. Yucaipa Community Park
7. Dunlap Neighborhood Park*
8. 7th Street Park
9. John Tooker Civic Park
10. Lillian Eaton Park
11. Scherer Senior Center
12. Center Park
13. Avenue A Park
14. Performing Arts Center
15. Flag Hill Veterans Memorial Park
16. Avenue I Park
17. California Street Soccer Fields*
18. Equestrian Center
19. Wildwood City Park

* Proposed Park

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: Placeworks 2015

11/30/2015

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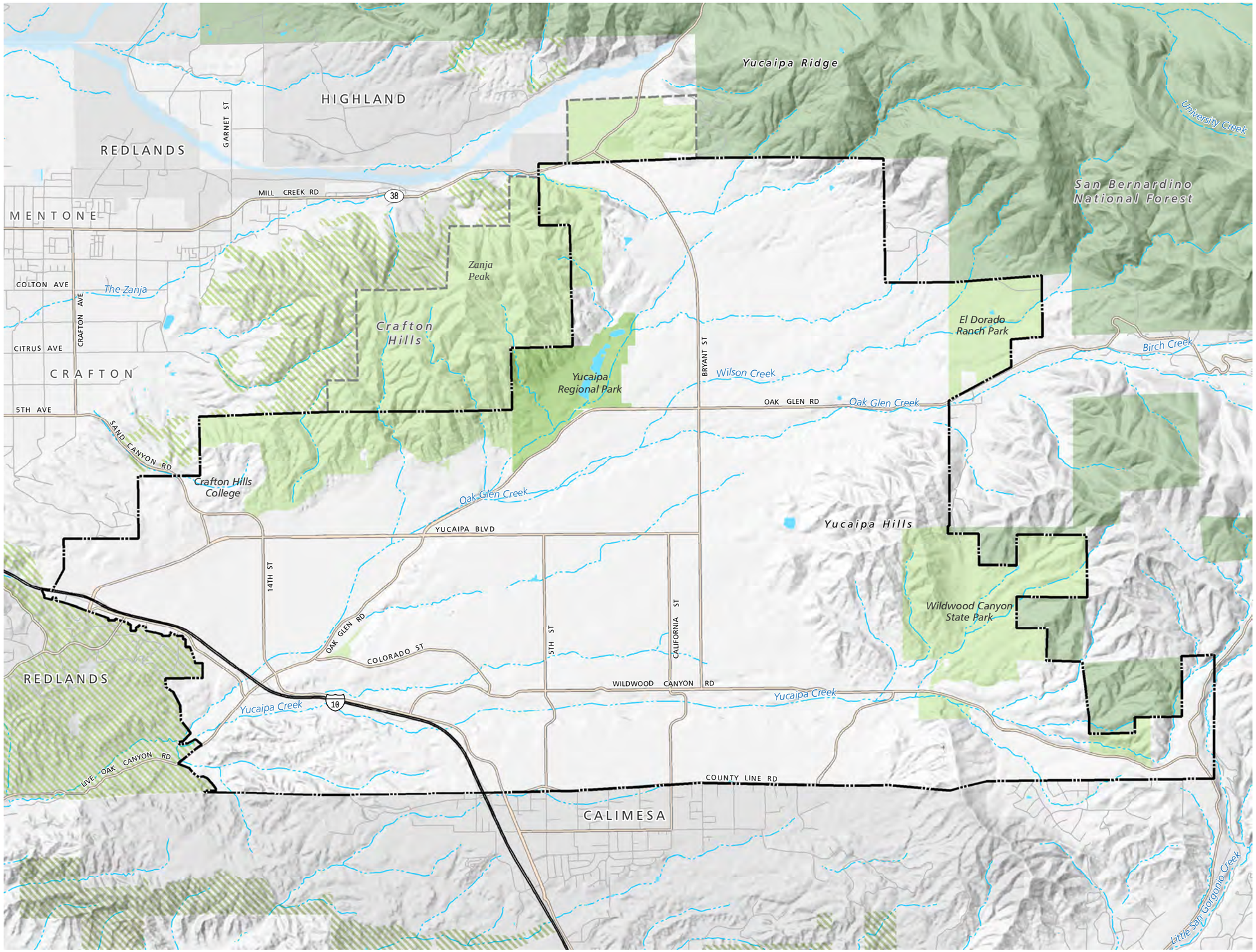
Figure 5.14-2
NATURAL OPEN SPACE



City Limits
Yucaipa Sphere of Influence
Open Space Land Designation
Yucaipa Regional Park
National Forest
Riverside County Multiple Species Habitat Conservation Lands
Riverside County Multiple Species Habitat Conservation Lands
Stream/River

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: USGS NHD, 2014

9/21/2015

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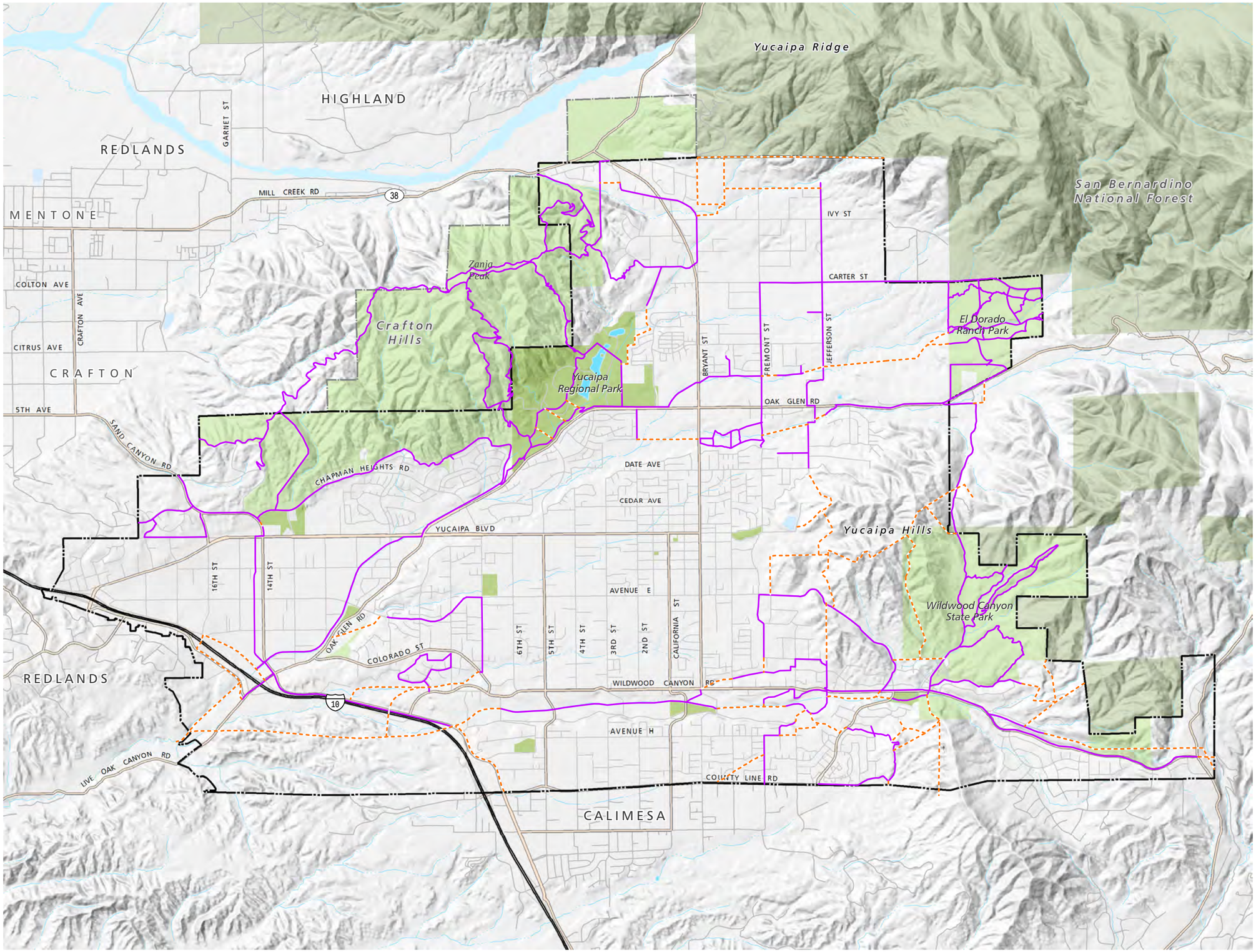
Figure 5.14-3
MULTIPURPOSE TRAILS



- City Limits
- Yucaipa Sphere of Influence
- Open Space
- Park
- National Forest
- Existing Multipurpose Trail
- Proposed Multipurpose Trail

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: City of Yucaipa 2014, Placeworks 2015

12/10/2015

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Parkland Standard

Overall, there are 550.7 acres of local parks, community parks, regional parks, and special use facilities and 1,253 additional acres of natural open space in the City and SOI. There is no state or federal statute detailing how to calculate the City's level of park service. Additionally, there is no federal minimum level of park or recreation space. Typically, each jurisdiction determines the appropriate park standard based on the guidance provided by Section 666477 of the California Government Code, commonly referred to as the Quimby Act. The City counts local parks, community parks, regional parks, and several special use facilities toward meeting the parkland standard defined in the City's General Plan and Park ordinance. The City of Yucaipa established a minimum 3.5 acres per 1,000 residents standard for providing adequate parkland and recreational facilities to its residents (Yucaipa 2004). The City has a population of 47,835 in the City and SOI, resulting in 11.5 acres per 1,000 people, which substantially exceeds the minimum parkland standard. The large amount of available parkland is a benefit to the community and plays a large role in establishing Yucaipa's unique character as a semirural community with small town feel. Much of the excess parkland also provides recreational opportunity for activities that require more land (e.g., equestrian uses, mountain biking, hiking, etc.).

Facility Funding

Quimby ordinance fees, developer agreements, and grants fund the acquisition of parkland. Impact fees and grants pay for the improvements to parks. These fees are sufficient to develop new park and recreational facilities, but additional funds are needed to maintain and renovate park and recreational facilities. Funding sources may include, but are not limited to, assessment districts, foundation grants, gifts, and other sources.

Per Chapter 15.08 of the City of Yucaipa Municipal Code and development code chapter 3, Division 11, Public Facilities Financing, dedication of land, payment of a development impact fee in lieu thereof, or both are required for new residential subdivisions. If the park land requirement for a new residential subdivision is not fully satisfied by onsite park dedication, development impacts fees finance offsite public facilities and improvements required by the new development. For park facilities, new developments are required to pay $2,135.77 per dwelling unit unless otherwise noted (Yucaipa 2014a).[1] The monies generated are to be used solely for the acquisition, development, improvement, and maintenance of public parks and recreational facilities in the City, as proposed by the City's 7-Year Capital Improvement Program.

5.14.2 Thresholds of Significance

According to Appendix G of the California Environmental Quality Act Guidelines, a project would normally have a significant effect on the environment if the project:

R-1 Would 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.

[1] For parcels created after June 6, 1990, the park facilities fee is calculated as number of dwelling units x occupancy factor x (0.0035 x land value/acre). Occupancy factors are as follows:

Multiple Family = 2.2/unit	Single Family = 3.5/unit
Single Family-Planned Development = 3.0/unit	Mobile Home = 1.5/unit

R-2 Includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

5.14.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.14-1: The proposed project would generate additional residents that would increase the use of existing park and recreational facilities. [Threshold R-1]

Impact Analysis: Buildout of the proposed project would allow development of up to 30,077 dwelling units, which would result in an estimated population of 77,328 residents. Such a substantial increase from the City's existing population of 47,835 would increase use of existing park and recreational facilities. The Parks, Recreation, Trails, and Open Space Element identifies the following park standard:

- **Policy PR-1.1 – Park Acreage.** Ensure that at least of 3.5 acres of developed parkland and appropriate amenities are available for every 1,000 Yucaipa residents; require all new development projects to satisfy this standard.

Currently, the City has 550.7 acres of local, community, and regional public parks and special use facilities available for its residents, approximately 11.5 acres per 1,000 residents (see Table 5.14-1). This is substantially more than the required 3.5 acres per 1,000 residents. Additionally, there are 1,253 acres of natural open space available to residents.

The additional 29,493 residents expected at buildout of the General Plan Update would reduce parkland to 7.11 acres per 1,000 residents. However, this would still exceed the City's minimum parkland standard. Thus, existing and future residents of Yucaipa would be able to equally enjoy a significant amount of park and recreational opportunities.

Though existing parks would more than satisfy the park demand generated by the General Plan, future parks may also be developed based on the availability of funding and as part of parkland dedicated through the City's Park Ordinance in residential subdivisions. Quimby fees, developer agreements, and grants fund the offsite acquisition of land for new parks. Impact fees and grants pay for the improvements to parks. Current development impact fees for park facilities are set at $2,135.77 per dwelling unit (Yucaipa 2014a). As residential development occurs, funding will grow and allow the City to develop future parks for the growing population.

Yucaipa's parks are also supplemented by the City's many multiuse trails that offer hiking, bicycling, and equestrian opportunities; school play areas, recreational facilities, and athletic fields (at Crafton Hills College and through a joint-use agreement with Yucaipa-Calimesa Joint Unified School District); and special use facilities, such as the Yucaipa Valley Golf Club, an equestrian center on California Street, a sports complex for nonexclusive use by the Yucaipa Valley National Little League, High School Girls Softball, and other organizations. In addition, the San Bernardino National Forest frames the northern, eastern, and southeastern

boundaries of Yucaipa and expands across more than 1,000 square miles, offering passive and active recreational opportunities (e.g., hiking, mountain biking, horseback riding, fishing, camping, scenic drives, outdoor education, and skiing and other winter sports).

Goals and policies under the General Plan Update's Parks, Recreation, Trails, and Open Space Element support a comprehensive and ample system of parks and a diverse range of recreation services, programs, and activities (Goals PR-1 and PR-2). Specifically, Policy PR-1.1 ensures that the established 3.5 acres per 1,000 residents standard is maintained; Policies PR-1.2 through PR-1.4 encourage providing a variety of park types (e.g., local, community, and special use) and designs distributed throughout the City with proper park safety and maintenance. Policy PR-1.5 recommends strengthening partnerships with Yucaipa-Calimesa Joint Unified School District, colleges, and other entities for joint use parks and facilities, and Policy PR-1.8 dedicates sufficient funding to pay for the construction, maintenance, rehabilitation, and periodic modernization of Yucaipa's parks and recreational facilities. Further, policies under Goal PR-2 recommend providing a broad and flexible range of recreation services, programs, activities, and opportunities (Policy PR-2.1); partnering with public, nonprofit, and private organizations to develop health and wellness recreation programs (Policy PR-2.2); creating afterschool programs (Policy PR-2.3); focusing on recreational opportunities for all ages (Policy PR-2.4); ensuring recreational facilities are regularly maintained and modernized (Policy PR-2.5); and planning special community events to celebrate Yucaipa's unique history and sense of community (Policy PR-2.7).

In addition to parks and recreational facilities, Goal PR-5 supports creating a comprehensive trail system throughout Yucaipa that allows residents to travel and explore the City on foot, bicycle, or horseback. Policies under this goal encourage creation of a multipurpose trails system, navigable trail access, and internal and regional connectivity (Policies PR-5.1, 5.2, 5.5, and 5.6).

Overall, the City of Yucaipa is already rich in existing parkland and recreational facilities. Implementation of the General Plan Update's goals and policies would be beneficial to the City's existing and future parks and recreational facilities. Thus, impacts would be less than significant.

Impact 5.14-2: Implementation of the proposed General Plan Update could result in environmental impacts to provide new and/or expanded recreational facilities. [Threshold R-2]

Impact Analysis: The proposed Yucaipa General Plan Update guides growth and development within the project area and is not itself a development project. As shown in Table 3-3, *Proposed General Plan Update Summary*, the proposed land use plan designates 574 acres of Park use as well as 507 acres of Open Space Planned Development and 3,867 acres of Open Space in the City and SOI. Based on the City's population growth and availability of funds, portions of undeveloped land would be improved as parks and recreational facilities to provide residents with new recreational opportunities and to continue meeting and exceeding the City's parkland standard of 3.5 acres per 1,000 residents. Parks are also a permitted use under other land use designations (e.g., residential land uses), which could result in the development of additional parkland opportunities outside of park-designated parcels.

Development and operation of future new or expanded parks and recreational facilities may have an adverse physical effect on the environment, including impacts relating to air quality, biological resources, lighting, noise, and traffic. Environmental impacts associated with the construction of new and/or expansions of existing recreational facilities in accordance with the proposed land use plan are addressed separately. Construction-related air quality and noise impacts of the project are described in Section 5.3, *Air Quality*, and Section 5.11, *Noise*, respectively. Addressing the site-specific impacts of these parks at this time would be beyond the scope of this programmatic EIR. Subsequent environmental review for individual park developments would be required Furthermore, potentially adverse impacts to the environment that may result from the expansion of parks, recreational facilities, and multiuse trails pursuant to buildout of the proposed land use plan would be less than significant upon the implementation of the General Plan's goals, policies, and implementation actions and existing federal, state, and local regulations. Consequently, the proposed General Plan Update would not result in significant impacts relating to new or expanded recreational facilities.

5.14.4 Applicable General Plan Update Policies

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to park and recreational facilities.

5.14.4.1 PARKS, RECREATION, TRAILS, AND OPEN SPACE ELEMENT

- **Policy PR-1.1 – Park Acreage.** Ensure that at least of 3.5 acres of developed parkland and appropriate amenities are available for every 1,000 Yucaipa residents; require all new development projects to satisfy this standard.

- **Policy PR-1.2 – Park Design.** Provide a variety of park types (e.g., local, community, special use) and mix of amenities that are tailored to meet the active and passive recreational needs of Yucaipa residents of all ages and abilities.

- **Policy PR-1.3 – Park Distribution.** Locate parks to allow convenient access to appropriate park facilities; seek sites to locate additional neighborhood parks in the Central Core and Dunlap Acres area south of Yucaipa Boulevard.

- **Policy PR-1.4 – Park Safety.** Enhance and maintain the safety of parks through the latest in playground design and technology, crime prevention design, and routine patrols by police and community volunteers.

- **Policy PR-1.5 – Shared Use Facilities.** Maintain and strengthen partnerships with the school district, college, and other entities for the shared use, maintenance, and development of parks and recreational facilities.

- **Policy PR-1.6 – Park Maintenance.** Incorporate energy efficiency and water conservation technology in the design and retrofit of parks and recreational facilities, including the use of recycled water.

- **Policy PR-1.7 – Community Support.** Engage residents, community, and neighborhoods (including City committees and commissions) in determining the acreage, type, location, and use of parks and recreational facilities.

- **Policy PR-1.8 – Funding Parks.** Dedicate and maintain sufficient funds to pay for the construction, maintenance, rehabilitation, and periodic modernization of parks and recreational facilities in Yucaipa.

- **Policy PR-2.1 – Responsive Programs.** Provide a broad and flexible range of recreation services, programs, activities, and opportunities that are responsive to the needs and interests of the community.

- **Policy PR-2.2 – Community Partnerships.** Collaborate with public, nonprofit, and private organizations to develop health, wellness, and recreation programs and services that meet the needs of the community.

- **Policy PR-2.3 – After-School Programs.** Collaborate with local schools and community organizations to provide safe and affordable after-school programs that offer a range of recreational, health, and educational activities.

- **Policy PR-2.4 – Intergenerational Focus.** In keeping with Yucaipa's growing population, seek to expand the number of intergenerational programs and services that bring together people of all ages.

- **Policy PR-2.5 – Facility Investment.** Ensure that recreational facilities are regularly maintained, rehabilitated, and modernized in accordance with demands for recreational services and facility planning needs.

- **Policy PR-2.6 – Healthy Yucaipa.** Consider policy and program recommendations to improve the health and well-being of Yucaipa residents and become a HEAL (Healthy Eating Active Living) designated community.

- **Policy PR-2.7 – Community Events.** Continue to plan and host, in partnership with community organizations, an array of special events and parades that celebrate Yucaipa's unique history and sense of community.

- **Policy PR-2.8 – Special Needs Programs.** Include Yucaipa residents with special needs (age, physical disability, learning disability, etc.) by offering recreational programs and facilities tailored to their needs.

- **Policy PR-3.1 – Trail Development.** Develop a multipurpose trail system for hiking, biking, and equestrians throughout Yucaipa, focusing on drainage channels, hillsides, parks, and other public use areas.

- **Policy PR-3.2 – Trail Access.** Trails that navigate through residential neighborhoods shall be designed to be unobtrusive, respect the privacy of bordering residences, and not detract from the safety of neighborhoods.

- **Policy PR-3.3 – Environmental Protection.** Locate, design, and regulate the use of multipurpose trails so that they do not have a significant negative impact on natural habitat, wildlife, landforms, and cultural resources.

- **Policy PR-3.4 – Trail Design.** Design trails to accommodate different users, with sustainable materials, appropriate trail heads and trail staging areas, signage, educational materials, safety sign-ins, and other amenities.

- **Policy PR-3.5 – Internal Connectivity.** Strive to connect multipurpose trails to schools, local and regional parks, residential neighborhoods, open space areas, Uptown, and other community destinations in Yucaipa.

- **Policy PR-3.6 – Regional Connectivity.** Coordinate with adjacent cities to connect Yucaipa's trail network to the trails of neighboring cities to form a multi-jurisdictional system that extends to the forest, badlands, and other areas.

- **Policy PR-3.7 – Trail Safety.** Promote the safe use of trails through lighting (where appropriate), signage, right-of-way and trail etiquette, safe crossings, trail improvements, and crime prevention strategies.

- **Policy PR-3.8 – Volunteer Support.** Promote and encourage volunteer involvement to support the development, maintenance, and managed use of recreational multiuse trails within the community.

- **Policy PR-3.9 – Development Requirements.** Condition approval of new projects near existing or proposed trails to ensure access to multipurpose trails and/or contribute improvements, dedications, or fees to extend trails.

- **Policy PR-4.1 – Crafton Hills.** Cooperatively work with the Crafton Hills Open Space Conservancy to expand, preserve, and protect the Crafton Hills for educational, recreational, habitat, and wildlife preservation purposes.

- **Policy PR-4.2 – Wildwood Canyon.** Cooperatively work with the Wildlands Conservancy, Yucaipa Valley Conservancy, State of California, and other stakeholders to expand the park and preserve its visual and natural resources.

- **Policy PR-4.3 – Hillside Preservation.** Protect lands with steep topography, prominent natural features, ridgelines, and view sheds through adherence to Yucaipa's Hillside Preservation Ordinance.

- **Policy PR-4.4 – Oak Tree Preservation.** Preserve the City's heritage oak trees through adherence to the Oak Tree Conservation regulations in the Yucaipa Municipal Code, proper tree care and maintenance, and other efforts.

- **Policy PR-4.5 – Creek Preservation and Restoration.** Protect the integrity of natural drainage channels; secure grants and support to restore and preserve Yucaipa's creeks in a naturalized state for aesthetic, recreational, and wildlife value to the extent practical.

- **Policy PR-4.6 – Development Regulations.** Require proposed private and public development to respect the integrity of the natural terrain of the city; ensure that potential impacts are fully mitigated, to the extent practical.

- **Policy PR-4.7 – Scenic Resources.** Protect Yucaipa's scenic resources, including scenic corridors along roads and views of the hillsides, prominent ridgelines, canyons, and other significant natural features, to the extent practical.

- **Policy PR-4.8 – Education.** Work with state, federal, and community partners to develop educational and other materials that promote the preservation and conservation of Yucaipa's natural resources, to the extent practical.

Public Services and Facilities Element

- **Policy PSF-7.1 – Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and the timely provision of public facility and municipal improvements.

- **Policy PSF-7.2 – Public Facility Plans.** Maintain and implement public facility master plans to ensure compliance with appropriate regional, state, and federal laws and to provide appropriate public facilities and services to maintain quality of life in Yucaipa.

- **Policy PSF-7.3 – Fair Share Funding.** Ensure that new development pays its fair share of the cost of providing/financing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development.

- **Policy PSF-7.5 – Facility Sharing.** Promote the clustering of public and quasi-public facilities (e.g., schools, parks, activity centers, etc.), the joint use of facilities, and agreements for sharing costs and operational responsibilities among users.

- **Policy PSF-7.6 – Service Levels.** Continue to offer professional, high-quality service that meets the needs of residents and businesses; function efficiently and professionally in operations and public activities; use revenues and resources in a cost-effective manner.

5.14.5 Existing Regulations and Standard Conditions

5.14.5.1 STATE

- California Public Park Preservation Act

- Mitigation Fee Act

5.14.5.2 YUCAIPA

- City of Yucaipa Development Code, Chapter 3, Recreational Facilities Financing.
- City of Yucaipa Municipal Code, Chapter 15.08, Development Impact Fees

5.14.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-1 and 5.14-2.

5.14.7 Mitigation Measures

No significant adverse impacts were identified, and no mitigation measures are necessary.

5.14.8 Level of Significance After Mitigation

No mitigation measures are required, and impacts would remain less than significant.

5.14.9 References

Yucaipa, City of. 2014a, December 27. City of Yucaipa Development Impact Fee Worksheet. http://yucaipa.org/wp-content/uploads/dev_svcs/DIF/DIF_Worksheet.pdf.

———. 2014b, March. Yucaipa Community Profile. Prepared by PlaceWorks. http://www.yucaipa.org/wp-content/uploads/Yucaipa_Community_Profile.pdf.

———. 2004, July. City of Yucaipa General Plan: Open Space and Conservation Element. http://www.yucaipa.org/cityDepartments/DevelopmentServices/General_Plan/Tab_12_Open_Space_Conservation.pdf.

5.15 TRANSPORTATION AND TRAFFIC

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Yucaipa General Plan Update (project) to result in transportation and traffic impacts in the City of Yucaipa and its sphere of influence (SOI). Cumulative impacts related to transportation and traffic would consider regional transportation improvements identified in the SANBAG subregional transportation model and regional growth projections identified by SCAG. The analysis in this section is based in part on "Traffic Impact Analysis Report for the City of Yucaipa General Plan Update" by IBI Group, Inc., dated October, 2015. A complete copy of the Traffic Impact Analysis (TIA) is included as Appendix H to this DEIR.

5.15.1 Environmental Setting

5.15.1.1 REGULATORY BACKGROUND

Vehicular Conditions

The traffic study analyzed the operation of the roadway system, including roadway segments and intersections. Operations for these facilities are expressed in terms of level of service (LOS), which is a general measure of traffic operating conditions where a letter grade is assigned, from LOS A (no congestion) to F (high levels of congestion). LOS E represents "at capacity" operations. LOS qualitatively measures the operating conditions within a traffic system and how drivers and passengers perceive these conditions.

The flow of vehicles without significant impediments is considered "stable," but when traffic encounters interference that limits the capacity acutely, the flow becomes "unstable." These grades represent the perspective of drivers only and are an indication of the comfort and convenience associated with driving, as well as speed, travel time, traffic interruptions, and freedom to maneuver.

Intersection Levels of Service

Chapter 16 of the Highway Capacity Manual (HCM) 2000 contains the operations methodology for signalized intersections, which evaluates LOS based on controlled delay per vehicle. Controlled delay is defined as the portion of the total delay attributed to the traffic signal operation, including deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The relationship between controlled delay per vehicle and LOS for signalized intersections is summarized in Table 5.15-1, *Intersection Level of Service for Signalized Intersections*.

Table 5.15-1 Intersection Level of Service for Signalized Intersections

Level of Service	Description of Traffic Conditions	Controlled Delay (sec/veh)
A	Insignificant delays: no approach phase is fully utilized and no vehicle waits longer than one red indication.	≤ 10
B	Minimal delays: an occasional approach phase is fully utilized. Drivers begin to feel restricted.	> 10–20
C	Acceptable delays: major approach phase may become fully utilized. Most drivers feel somewhat restricted.	> 20–35
D	Tolerable delays: drivers may wait through more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.	> 35–55
E	Significant delays: volumes approaching capacity. Vehicles may wait through several cycles and long vehicle queues form upstream.	> 55–80
F	Excessive delays: represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80

Source: IBI 2015.

The methodology described in HCM 2000 Chapter 17 is used for all unsignalized intersections, including roundabouts. With this methodology, LOS is related to the controlled delay for each stop-controlled movement. The relationship between controlled delay per vehicle and LOS for unsignalized intersections is summarized in Table 5.15-2, *Intersection Level of Service for Unsignalized Intersections*.

Table 5.15-2 Intersection Level of Service for Unsignalized Intersections

Level of Service	Description of Traffic Conditions	Controlled Delay (sec/veh)
A	No delay for stop-controlled approaches.	≤ 10
B	Operations with minor delay.	> 10–15
C	Operations with moderate delays.	> 15–25
D	Operations with some delays.	> 25–35
E	Operations with high delays and long queues.	> 35–50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50

Source: IBI 2015.

The HCM level of service analysis for signalized and unsignalized intersections is performed using the TRAFFIX software. For roundabouts, the LOS analysis was performed using the Highway Capacity Software (HCS) 2010.

Roadway Levels of Service

The LOS for roadway operations is calculated considering the daily volume-to-capacity ratio, where the capacity of each roadway segment is based on its classification and number of lanes. Table 5.15-3, *Level of Service for Roadway Segments*, contains the definitions of LOS contained in the current General Plan and the LOS corresponding to the v/c ratio.

Table 5.15-3 Level of Service for Roadway Segments

Level of Service	Description of Traffic Conditions	Volume to Capacity (v/c) Ratio
A	EXCELLENT. Free flow, light volumes	0.00 – 0.60
B	VERY GOOD. Free to stable flow, light to moderate volumes	0.61 – 0.70
C	GOOD. Stable flow, moderate volumes, freedom to maneuver noticeably restricted	0.71 – 0.80
D	FAIR. Approaches unstable flow, moderate to high volumes, limited freedom to maneuver	0.81 – 0.90
E	POOR. Extremely unstable flow, heavy volumes, maneuverability and psychological comfort extremely poor	0.91 – 0.99
F	FAILURE. Forced of breakdown conditions, slow speeds, tremendous delays with continuously increasing queuing lengths	Varies (≥1.00)

Source: IBI 2015.

Specific technical details to calculate roadway segment v/c ratios are described in Section 5.1.2 of the TIA included in Appendix H.

Applicable Plans and Regulations

The regulatory framework is used to inform decision makers about the regulatory agencies/policies that affect transportation in the City of Yucaipa and its SOI. This enables them to make informed decisions about planning improvements to transportation systems in the City. Major policy documents impacting the transportation system in Yucaipa include laws at the state level and planning documents at a regional level.

State Regulations

AB 1358, California Complete Streets Act

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, Assembly Bill 1358 required circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must "meet the needs of all users…in a manner suitable to the rural, suburban, or urban context of the general plan." Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate—including walking, biking, car travel, and transit.

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasked the Governor's Office of Planning and Research to release guidelines for compliance with this legislation by January 1, 2014.

Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law. The Legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas emissions (GHG), as required by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32).

Additionally, AB 1358, described above, requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users.

SB 743 started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. These changes will include the elimination of auto delay, LOS, and similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts in many parts of California (if not statewide). As part of the new CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." OPR is in the process of developing alternative metrics and thresholds based on vehicle miles traveled (VMT). OPR expects to publish the final draft of changes to CEQA Guidelines, which will require certification and adoption by the Secretary for Resources before they go into effect, which may take multiple months depending on the amount and type of input received during the rulemaking review process. Once the guidelines are prepared and certified by the Secretary of the Natural Resources Agency "automobile delay, as described solely by level of service of similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment." OPR is still in the process of preparing the guidelines and has prepared preliminary discussion drafts, with public comments submitted at the end of 2014. The final guidelines are expected to be published late 2015/early 2016, and implementation is expected in 2016. Because OPR has not yet amended the CEQA Guidelines to implement this change, automobile delay is still considered a significant impact, and the City will continue to use the established LOS criteria.

Regional Regulations

SCAG's 2013 RTP/SCS

The Southern California Association of Governments' (SCAG) 2013 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) provides a regional transportation plan for six counties in Southern California: Orange, San Bernardino, Riverside, Los Angeles, Ventura, and Imperial. The primary goal of the RTP is to increase mobility for the region. With recent legislation, this plan also encompasses sustainability as a key principle in future development.

San Bernardino County Congestion Management Program

The San Bernardino Associated Governments (SANBAG) is the subregional planning agency for San Bernardino County. SANBAG is responsible for the preparation and adoption of the county's Congestion Management Program (CMP). The CMP defines a network of state highways and arterials, LOS standards, and related procedures and provides technical justification for the approach. The CMP for San Bernardino County was originally adopted in 1992 and updated in 2007 with minor revisions in 2009, which serves as the current version. SANBAG is in the process of releasing a major update of the CMP.

The CMP establishes a county-wide network of state highways and arterial roadways that are monitored using established metrics for level of service to ensure that new development properly mitigates potential increases in traffic volume along the designated highways and roadways. All traffic studies prepared in San Bernardino County must conform to the CMP guidelines, and regional projects, including this General Plan update, must analyze whether the forecast increase in traffic volumes would result in significant impacts to the CMP highway and roadway network.

Intersections along designated CMP roadways have a minimum acceptable LOS of E, as defined by the SANBAG CMP. The designated facilities identified as operating at deficient level will be required to have a deficiency plan to restore operations to an acceptable level of service. In Yucaipa, several roadway segments and intersections are identified as CMP facilities; these are listed in Impact Statement 5.15-2, below.

Caltrans

Intersections within the City of Yucaipa associated with freeway on-ramps and off-ramps fall under Caltrans jurisdiction. Caltrans targets a minimum acceptable LOS at the transition between LOS "C" and LOS "D", as discussed in Caltrans' Guide for the Preparation of Traffic Impact Studies (Caltrans 2002). For intersection analysis, this limit is the equivalent of having a delay of about 35 seconds per vehicle using the HCM 2000 methodology. As noted previously, Caltrans and the City of Yucaipa both require use of the HCM 2000 methodology for the analysis of traffic conditions.

Local Regulations

Current General Plan Circulation and Transportation Element

The City's current Transportation Element in the General Plan was adopted in 2004. It identifies the existing transportation conditions in the City, including roadway configuration and capacities. In addition, the element identifies issues and opportunities, goals, policies, and actions related to circulation within the City. The City's goals include safe and efficient transportation and promoting non-motorized transportation; these goals encourage alternative transportation, congestion management, and traffic demand management. The City of Yucaipa current General Plan Policy F, Action 1, identifies that the City will strive to achieve LOS "C" as the standard of operation for the intersections and roadway segments that fall under its jurisdiction.

5.15.1.2 EXISTING CONDITIONS

Existing Roadway Network

The current City of Yucaipa General Plan Transportation Element identifies a hierarchy of roadway classifications to organize the City's transportation infrastructure. These classifications, along with their designated standard right-of-way widths, are intended to provide the City with a range of roadway types that are designed to serve anticipated traffic, pedestrian, bicycle, and transit volumes now and into the future. The existing standard conditions of the roadways in Yucaipa are, in general, consistent with the design standards for the neighboring jurisdictions. Existing roadway classifications are determined in terms of functionality and typical right-of-way based on the City's design standard plans. No changes to the definitions of these roadway classifications are proposed as part of the General Plan update process. Arterial roadway classifications consistent with the current General Plan are shown in Figure 5.15-1, *Current General Plan Circulation Network*. Descriptions for the current condition of each roadway are provided here.

- **Yucaipa Boulevard.** Yucaipa Boulevard is designated as an east-west Major highway in the Transportation Element of the City's General Plan from Interstate 10 (I-10) to 5th Street, a secondary highway from 5th Street to 2nd Street, and a Mountain Major from 2nd Street to Bryant Street. The roadway's existing lane configuration varies from a six-lane divided roadway between 15th Street and 5th

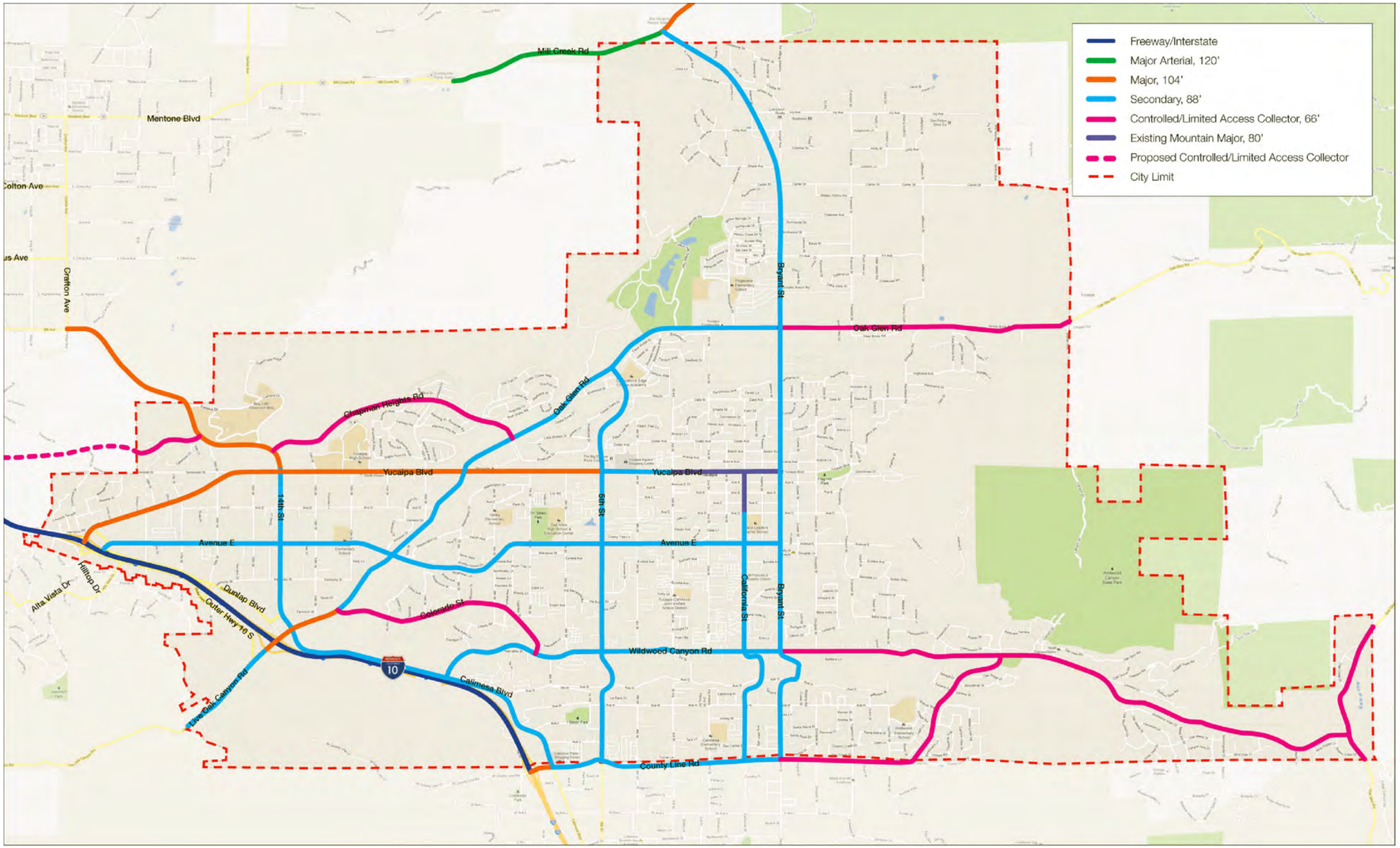
Street to a two-lane undivided from 2nd Street to Bryant Street. The posted speed limit ranges from 45 mph between I-10 and 14th Street, to 35 mph between 5th Street and 2nd Street, and 25 mph from 2nd Street to Bryant Street. The roadway includes bike lanes from 14th Street to 5th Street. On-street parking is allowed east of 2nd Street, where back-in angled parking is provided in the eastbound direction, and parallel parking is available in the westbound direction. The land use adjacent to Yucaipa Boulevard is mostly commercial and residential. Yucaipa Boulevard is also a designated truck route. Sidewalks are present on a majority of Yucaipa Boulevard from 14th Street to Bryant Street.

- **Sand Canyon Road.** Sand Canyon Road is designated as a Major highway in the Transportation Element. This road runs parallel to the I-10 and connects west Yucaipa to Crafton Hills. The roadway geometry is four-lane undivided west of Campus Drive (north), with a smaller footprint than the designation given in the Transportation Element. East of Campus Drive (north), this road is a four-lane facility with center turn-lane and bike lane, and curb-to-curb width is consistent with the roadway designation. Speed limit is 50 mph. Land use designations adjacent to Sand Canyon Road and within Yucaipa include commercial, residential, and institutional, but most of the land is currently undeveloped, with the exception of the parcels in the vicinity of Campus Drive (institutional to the north and residential to the south). Sidewalks are limited.

- **Live Oak Canyon Road.** Live Oak Canyon Road is designated as a Major highway close to the limits between Yucaipa and Redlands and from the I-10 eastbound ramps to Calimesa Boulevard, and as a secondary highway in between. The road is not built to this designation south of the I-10 ramps and is currently a two-lane undivided facility. North of the I-10 interchange, the roadway transitions to a section consistent with the major highway designation, with two lanes in each direction. This configuration changes to a divided roadway with three lanes in each direction from I-10 westbound ramps to Calimesa Road. Land use designations surrounding this roadway are residential, commercial, and open space, but development in the area is limited, with the majority of the land being vacant. Speed limit is 45mph, with localized speed reductions due to roadway geometry. Sidewalks are present at the I-10 interchange.

- **Oak Glen Road.** Oak Glen Road is classified as a Major highway from Calimesa Boulevard to Colorado Street, a secondary highway between Colorado Street and Bryant Street, and a collector street east of Bryant Street. Oak Glen Road currently is a divided roadway with three lanes in the north direction and two lanes in the south direction from Calimesa Boulevard to Colorado Street, a four-lane divided road from Colorado Street to the vicinity of Chapman Heights Road, and a four-lane undivided roadway from Chapman Heights Road to Bryant Street. East of Bryant Street, the roadway is undivided with one lane in each direction. The posted speed limit ranges from 40 mph between Avenue E and Yucaipa Boulevard to 45 mph between Calimesa Boulevard to Avenue E and east of Bryant Street. The roadway has striped Class II bike lanes from Calimesa Boulevard to Yucaipa Boulevard and from 5th Street to Fremont Street (east of Bryant Street). Land use along Oak Glen Road is mostly commercial and institutional, with a few pockets of residential uses and vacant land. Oak Glen Road is a designated truck route. Sidewalks are prevalent between Avenue E and Bryant Street.

Figure 5.15-1
CURRENT GENERAL PLAN CIRCULATION NETWORK



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Source: IBI Group, May 2015

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- **Avenue E.** Avenue E is designated as an east-west Secondary highway from 14th Street to Bryant Street and as a local street otherwise. The roadway is not built to facility standards for most of the extension designated as secondary highway, providing one lane in each direction, with the exception of the segment between the Wilson Creek Channel and Oak Glen Road (2 lanes in each direction), between Oak Glen Road and 10th Street (one lane eastbound and two lanes westbound), and from 10th Street to 8th Street (2 lanes in each direction). On-street parking is permitted on both sides of the road. The posted speed limit is 35 mph, except between Oak Glen and 8th Streets, where it is 40 mph. Land uses along this roadway are mostly residential.

- **Colorado Street.** Colorado Road is a two-lane undivided roadway that connects Oak Glen Road to Wildwood Canyon Road. Number of lanes is consistent with its designation as a Collector street, but other characteristics such as lane width and sidewalks do not currently match City standards. Posted speed limit is 35 mph. Development along Colorado Road is mainly residential, with some area designated as open space in the vicinity of Oak Glen Road.

- **Wildwood Canyon Road.** Wildwood Canyon Road is designated as an east-west Secondary highway west of Bryant Street and as a collector from Bryant Street to City limits. Curb-to-curb distance is narrower than the standard for this type of roadway, and this road is currently configured as a two-lane undivided roadway with a posted speed limit of 40 mph and 45 mph east of Bryant Street. The land use adjacent to this roadway is mostly residential.

- **Calimesa Boulevard.** Calimesa Boulevard is a Secondary highway that runs parallel to I-10 on the north side, connecting the south end of 5th Street (in Calimesa) to Oak Glen Road and 14th Street/Sand Canyon Road. For most of its extension, Calimesa Boulevard is not built to designation and is a two-lane undivided roadway, with the exception of the segment south of Avenue I, where the number of lanes is increased to two in each direction and divided by a center turn-lane. Posted speed limit is 50 mph between Oak Glen Road and Wildwood Canyon Road, 45 mph between Wildwood Canyon Road and County Line Road, and 35 mph south of County Line Road. The land along Calimesa Boulevard is partially developed. Allowed land uses along this roadway are mainly commercial, with some industrial, residential, and open space.

- **County Line Road.** This east-west roadway serves as the city limits of Yucaipa to the south, and serves also as a divider between the counties of San Bernardino and Riverside. The City of Yucaipa Transportation Element contains three designations for County Line Road: Major highway (between I-10 and Calimesa Boulevard), Secondary Highway (between Calimesa Boulevard and Bryant Street), and Collector (east of Bryant Street). Current configuration is two-lane undivided for most of its length, with a center turn-lane and an additional lane in the southbound direction between 5th Street and the I-10 northbound/westbound ramps, where geometry transitions back into two-lane undivided road.

- **Mesa Grande Drive.** Mesa Grande Drive is designated as a Collector street in the City's Transportation Element between Wildwood Canyon Road and County Line Road, and as a local street north of Wildwood Canyon Road. Geometry is two-lane undivided roadway with the exception of the block north of County Line Road and 200 feet south of Wildwood Canyon Road, where there is a raised median dividing the lanes. Speed limit is 40 mph for the segment south of Wildwood Canyon Road. Land use

adjacent to this roadway is residential, with some undeveloped parcels. Sidewalks are present on the western side of the road for the entire segment. The eastern side of the road has sidewalks between Escena Drive and Village Road.

- **14th Street.** 14th Street is an extension of Sand Canyon Road, connecting Yucaipa Boulevard to Oak Glen Road, and is designated as a Secondary highway in the City's Transportation Element. This north-south roadway is not built out to this designation, with only one lane in each direction, with curb-to-curb widths varying between 32 feet to 68 feet. Posted speed limit is 35 mph. Land uses surrounding 14th Street are commercial in the vicinity of Yucaipa Boulevard and residential in the segment between Yucaipa Boulevard and Oak Glen Road. Land use close to Oak Glen Road is designated as commercial, but the land is not developed.

- **5th Street.** 5th Street runs from Oak Glen Road towards the City's southern limits, and is designated as a Secondary highway. Currently the roadway is only built to standard between Oak Glen Road and Yucaipa Boulevard. South of Yucaipa Boulevard, 5th Street has only one traffic lane in each direction. Posted speed limit is 35 mph. Land use surrounding 5th Street is primarily residential, with some undeveloped parcels. Sidewalks are present between Oak Glen Road and Avenue E. South of Avenue E, sidewalks are sporadic.

- **California Street.** California Street is a north-south roadway and is designated as a Mountain Major from Yucaipa Boulevard to Avenue D and a Secondary highway between Avenue D and County Line Road. Current configuration is a two-lane divided roadway from Yucaipa Boulevard and Avenue E with posted speed limit of 25 mph, four-lane divided roadway from Avenue E to Ave H with 40 mph speed limit, and two-lane undivided with posted speed limit of 35 mph south of Avenue H. On-street parking is striped north of Avenue C. Land use north of Yucaipa Boulevard is mainly residential. Commercial and institutional uses are added to the land use mix south of Yucaipa Boulevard. Curb-to-curb width is not as wide as in City standards for the segments north of Avenue D. Sidewalks are present on both sides of the road between Yucaipa Blvd. and Avenue E. Sidewalks are present again south of Vickey Street.

- **Bryant Street.** Bryant Street is designated as a Secondary highway. Current configurations are: two-lane undivided with bike lane from Mill Creek Road to Juniper Avenue, two-lane with center turn-lane and bike lane from Juniper Avenue to Carter Street, three-lane (2 southbound and 1 northbound) with center turn-lane and bike lane from Carter Street to Sunnyside Drive, four-lane divided by center turn-lane and bike lane from Sunnyside Drive to Yucaipa Boulevard, and two-lane undivided south of Yucaipa Boulevard. Posted speed limits are 50 mph (north of Oak Glen Road), 45 mph from Oak Glen Road to Yucaipa Boulevard, and 35 mph south of Yucaipa Boulevard. Right-of-way varies significantly along the segments analyzed. Land use along Bryant Street is a mix of residential, commercial, institutional, and vacant. Most sidewalks are located between Oak Glen Road and Yucaipa Boulevard.

- **Mill Creek Road (CA-38).** This roadway is designated as a Major arterial west of Bryant Street and as a Major highway east of Bryant Street. This roadway is not built to City standards, and the current configuration is a two-lane undivided roadway. Posted speed limit is 55 mph.

- **Interstate 10.** Interstate 10 (I-10) provides east-west regional connection to the City of Yucaipa. In the study area, it currently has 4 travel lanes in the eastbound direction and 3 travel lanes in the westbound direction west of Oak Glen Road, and 3 lanes in each direction thereafter.

Exiting Traffic Conditions

Existing Intersection Traffic Level of Service Analysis

Existing traffic volumes at study intersections were determined utilizing counts obtained through recent traffic impact analyses prepared for projects in the City. Thirty-five intersections were selected for analysis. Intersection locations, lane geometry, and traffic control are illustrated in Figures 5.12-2a and 5.12-2b, *Existing Roadway Configuration and Intersection Control*. The number of midblock lanes of the street network is also included in the figure. Traffic counts collected prior to 2013 were subject to the application of a 1.5 percent annual traffic growth factor to estimate year 2013 traffic volumes.[1]

The intersection operations analysis for the existing condition was performed consistent with the methodology described above. Table 5.15-4, *Intersection Level of Service for Existing Conditions*, presents the results for the existing conditions traffic analysis without the proposed project. Under existing conditions, all intersections and roundabouts operate at acceptable LOS, except for the following:

- Live Oak Canyon Rd/Oak Glen Rd & Arlington Ave/14th St/Calimesa Blvd
- Oak Glen Rd & Colorado Rd
- California St & Wildwood Canyon Rd
- SB I-10 Ramps (eastbound) & County Line Rd

[1] Specific technical details and adjustments to calculate baseline conditions peak hour intersection turn movement volumes are provided in Sections 6.2.1 and 6.2.2 of the TIA. Figures 6-2 and 6-3 of the TIA in Appendix H include the existing traffic volumes for study area intersections.

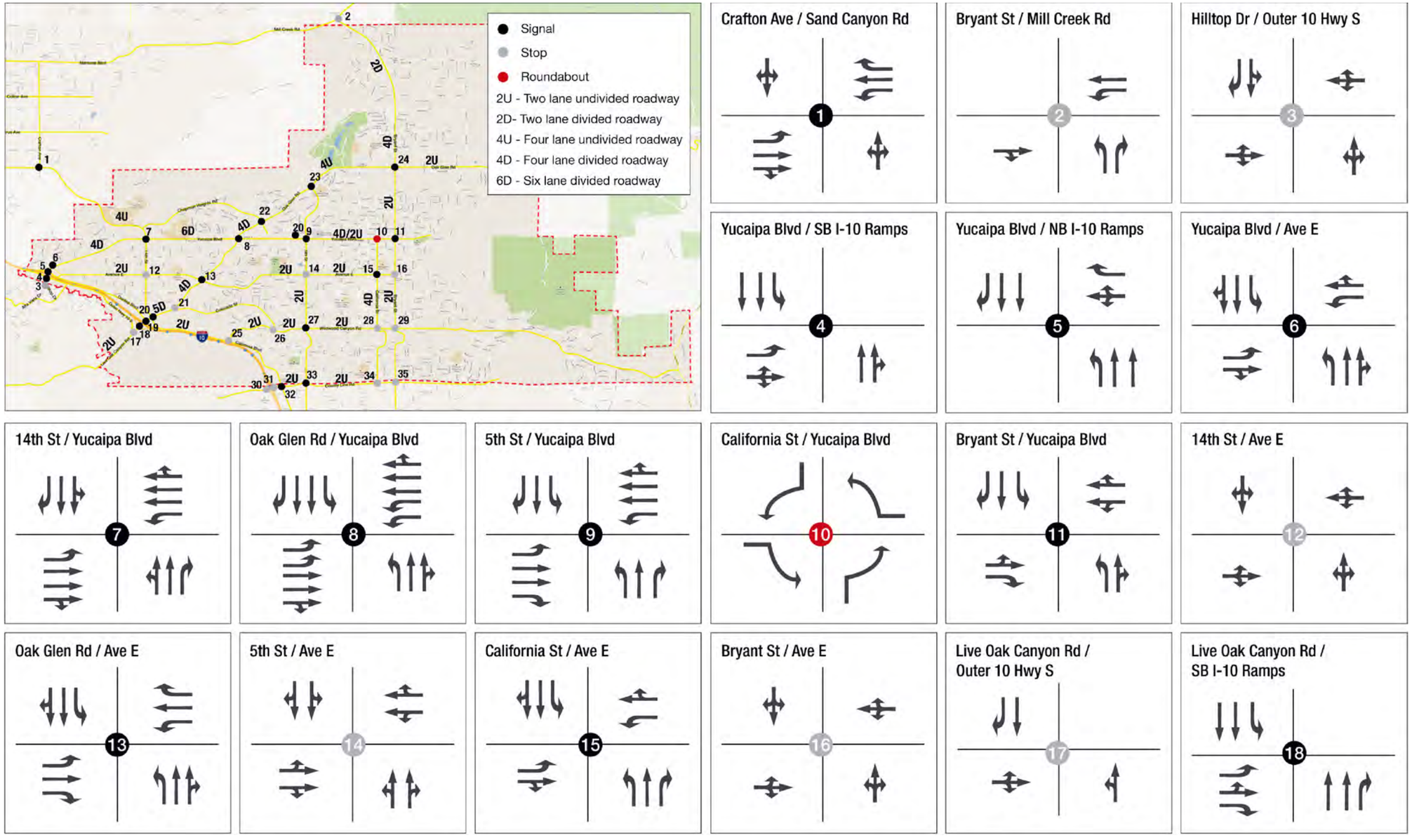
Table 5.15-4 Intersection Level of Service for Existing Conditions

Intersection		Control	AM Peak Hour			PM Peak Hour		
			LOS	Delay (s)	V/C	LOS	Delay (s)	V/C
1	Crafton Ave & Sand Canyon Rd	Signal	C	24.0	0.49	C	23.7	0.46
2	Bryant St & Mill Creek Rd	TWSC	C	17.4	0.60	B	13.5	0.29
3	Hilltop Drive & Outer 10 Highway S	NB/EB/ WB stop	B	14.0	0.23	C	16.8	0.16
4	Yucaipa Blvd & SB I-10 Ramps (EB)	Signal	B	11.2	0.38	B	13.4	0.67
5	Yucaipa Blvd & NB I-10 Ramps (WB)	Signal	A	6.9	0.22	A	6.5	0.16
6	Yucaipa Blvd & Ave E	Signal	C	28.7	0.54	C	24.2	0.55
7	14th St & Yucaipa Blvd	Signal	B	19.9	0.50	C	20.2	0.50
8	Oak Glen Rd & Yucaipa Blvd	Signal	C	26.1	0.71	C	26.3	0.77
9	5th St & Yucaipa Blvd	Signal	B	19.0	0.54	B	17.2	0.54
10	California St & Yucaipa Blvd	SLRBT	A	7.2		A	8.8	
11	Bryant St & Yucaipa Blvd	Signal	B	11.7	0.45	B	13.3	0.5
12	14th St & Ave E	AWSC	B	11.7	0.56	A	9.4	0.35
13	Oak Glen Rd & Ave E	Signal	B	10.2	0.53	A	6.7	0.51
14	5th St & Ave E	AWSC	C	18.6	0.71	C	15.6	0.66
15	California St & Ave E	Signal	B	12.9	0.27	B	11.2	0.30
16	Bryant St & Ave E	AWSC	C	16.4	0.71	B	10.3	0.40
17	Live Oak Canyon Rd & Outer 10 Highway S	EB stop	B	10.5	0.07	B	11.4	0.15
18	Live Oak Canyon Rd & SB I-10 Ramps (EB)	Signal	A	9.7	0.31	B	17.2	0.68
19	Live Oak Canyon Rd & NB I-10 Ramps (WB)	Signal	B	15.9	0.54	B	16.3	0.57
20	Live Oak Canyon Rd/Oak Glen Rd & Arlington Ave/14th St/Calimesa Blvd	Signal	D	38.4	0.75	C	26.1	0.57
21	Oak Glen Rd & Colorado Rd	WB stop	C	21.4	0.25	E	39.1	0.24
22	Chapman Heights Rd & Oak Glen Rd	Signal	C	31	0.69	C	22.8	0.5
23	5th St & Oak Glen Rd	Signal	C	22.9	0.61	B	16.1	0.56
24	Bryant St & Oak Glen Rd	Signal	C	24.9	0.69	C	20.4	0.55
25	Wildwood Canyon Rd & Calimesa Blvd	AWSC	C	17.4	0.75	B	14.3	0.69
26	Colorado Rd & Wildwood Canyon Rd	SB stop	B	13.1	0.13	B	13.6	0.15
27	5th St & Wildwood Canyon Rd	Signal	C	22.7	0.53	C	23.6	0.57
28	California St & Wildwood Canyon Rd	AWSC	D	33.3	0.99	C	16.1	0.73
29	Bryant St & Wildwood Canyon Rd	AWSC	C	23.7	0.84	B	13.3	0.61
30	SB I-10 Ramps (EB) & County Line Rd	SB stop	E	47.4	0.73	F	136	1.21
31	NB I-10 Ramps (WB) & County Line Rd	NB stop	B	12.1	0.28	C	18.2	0.43
32	Calimesa Blvd & County Line Rd	Signal	B	10.4	0.33	B	8.4	0.32
33	5th St & County Line Rd	Signal	B	17.6	0.43	C	20.5	0.44
34	California St & County Line Rd	AWSC	C	17.0	0.77	B	13.1	0.65
35	Bryant St & County Line Rd	AWSC	B	13.2	0.57	B	10.7	0.52

Source: IBI 2015.
Notes: Bold indicates that intersection performs below the minimum acceptable LOS of "C"
TWSC – Two-way stop control intersection
AWSC – All-way stop control intersection
RBT – Roundabout
* Critical movement V/C ratio (Upper bound/Lower bound)

Figure 5.15-2a

EXISTING ROADWAY CONFIGURATION AND INTERSECTION CONTROL



Source: IBI Group, May 2015

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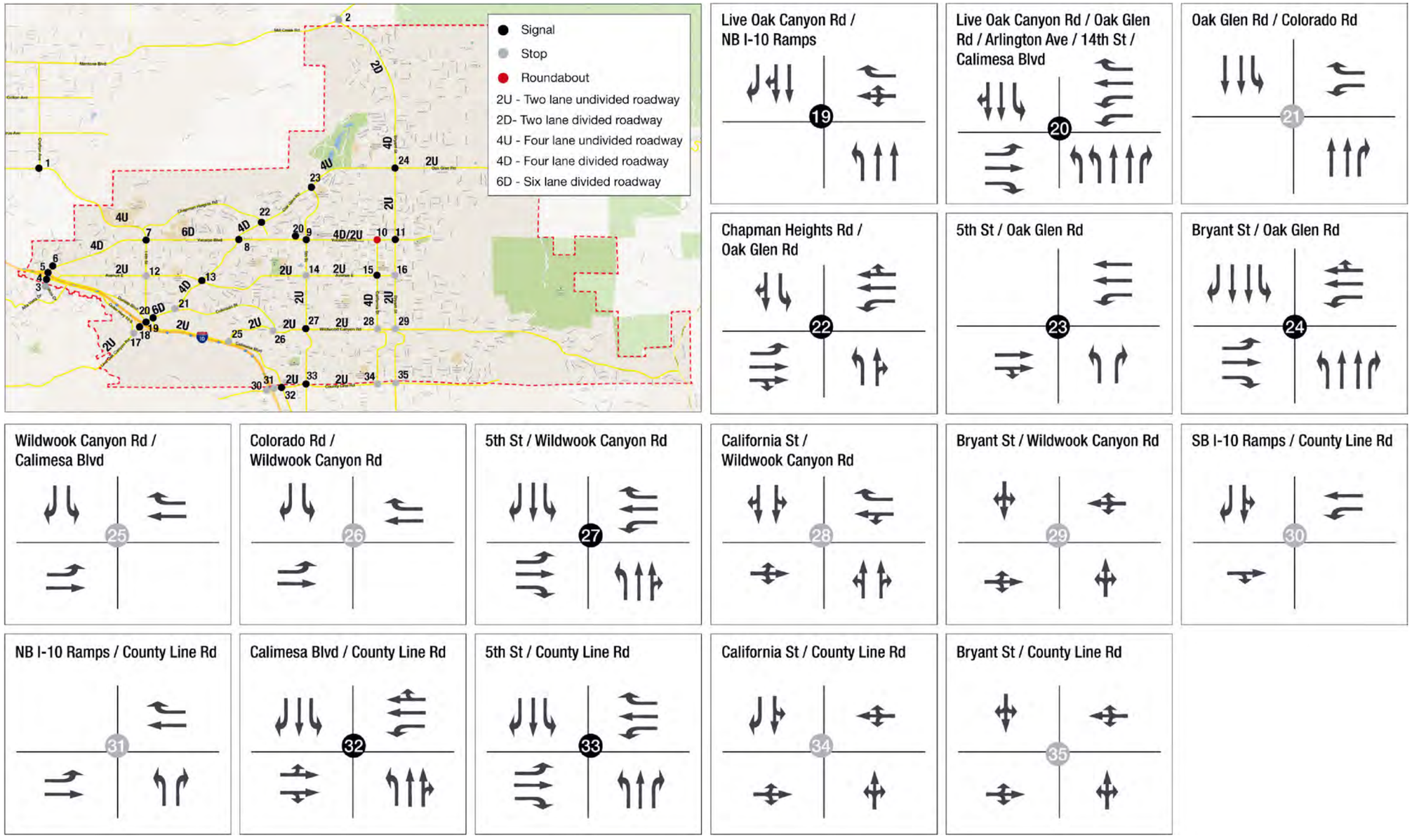
Figure 5.15-2b

EXISTING ROADWAY CONFIGURATION AND INTERSECTION CONTROL



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Source: IBI Group, May 2015

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Existing Roadway Segment Traffic Level of Service Analysis

Similar to the intersection data collection, existing roadway segment data was collected from previous TIAs in the City where available. The segment analysis for the existing condition without the project was performed, and the results for the existing conditions traffic analysis are presented in Table 5.15-5, *Roadway Segment Level of Service for Existing Conditions*. The analysis indicates that only the segment of County Line Road between 5th Street and 4th Street currently operates under deficient conditions.

Table 5.15-5 Roadway Segment Level of Service for Existing Conditions

Segment				Lane Geometry	Daily Volume	V/C	LOS
1	Sand Canyon Rd	Crafton Ave	Campus Drive	4 D	9,608	0.25	A
2		Campus Drive	Chapman Heights Rd	4 D	10,460	0.28	A
3	Yucaipa Blvd	17th St	16th St	4 D	22,163	0.58	A
4		11th St	10th St	6 D	24,011	0.41	A
5		7th St	6th St	6 D	26,975	0.46	A
6		2nd St	California St	2 U	12,628	0.79	C
7	Ave E	17th St	16th St	2 U	1,936	0.12	A
8		14th St	13th St	2 U	2,761	0.17	A
9		7th St	6th St	2 U	7,669	0.48	A
10		5th St	4th St	2 U	7,616	0.48	A
11	Live Oak Canyon Rd	S of the EB ramps	--	2 U	4,329	0.27	A
12	Oak Glen Rd	Colorado Rd	Ave E	4 D	17,491	0.58	A
13		Ave E	Yucaipa Blvd	4 D	15,662	0.52	A
14		Chapman Heights Rd	5th St	4 D	15,316	0.51	A
15		2nd St	Bryant St	4 U	12,147	0.40	A
16		Bryant St	Fremont St	4 U	4,176	0.26	A
17	Colorado Rd	9th St	8th St	2 U	1,097	0.07	A
18	Wildwood Canyon Rd	Calimesa Blvd	Colorado Rd	2 U	7,332	0.46	A
19		5th St	4th St	2 U	10,348	0.65	B
20		Bryant St	Douglas St	2 U	7,068	0.44	A
21	County Line Rd	5th St	4th St	2 U	13,293	0.83	D
22	14th St	Calimesa Blvd	Ave E	2 U	4,978	0.31	A
23		Ave E	Yucaipa Blvd	2 U	5,480	0.34	A
24	5th St	Wildwood Canyon Rd	Ave E	2 U	7,878	0.49	A
25		Ave E	Yucaipa Blvd	2 U	8,831	0.55	A
26	California St	County Line Rd	Wildwood Canyon Rd	2 U	4,757	0.30	A
27		Wildwood Canyon Rd	Ave E	2 U	5,863	0.37	A
28	Bryant St	County Line Rd	Wildwood Canyon Rd	2 U	3,806	0.24	A
29		Wildwood Canyon Rd	Ave E	2 U	5,940	0.37	A
30		Ave E	Yucaipa Blvd	2 U	6,611	0.41	A
31		Yucaipa Blvd	Date St	4 D	10,179	0.34	A
32		Fir St	Carter St	4 D	12,541	0.42	A

Source: IBI 2015. **Bold** indicates that segment performs below LOS "C"
2=number of lanes. U=undivided roadway, D= divided roadway.

Existing Freeway Traffic Level of Service Analysis

Existing volumes (2013) on the I-10 within Yucaipa vary from 96,000 daily vehicles east of County Line Road to 137,000 daily vehicles west of Yucaipa Boulevard. Considering existing peak hour and directional factors, level of service on the mainline is D in the existing conditions. For the study area, the most recent I-10 Transportation Concept Route (TCR) identifies LOS E as the route concept LOS. Therefore all Freeway segments within Yucaipa currently operate at acceptable LOS.

Existing Pedestrian and Bicycle Facilities

Pedestrian and bicycle transportation are important parts of multimodal mobility for Yucaipa residents. The City of Yucaipa has been actively working to implement additional pedestrian and bicycle infrastructure in recent years. Additionally, the General Plan further encourages maintenance of existing pedestrian and bicycle facilities, as well as the implementation of more of these facilities in the future.

The City of Yucaipa classifies bikeways as follows:

- Class I Bikeway (Bike Path). An off-street paved pathway for use by bicyclists and pedestrians.
- Class II Bikeway (Bike Lane). An on-street striped bicycle lane for use by bicyclists.
- Class III Bikeway (Bike Route). An on-street signed or marked bicycle route that allows for shared use of a travel lane by bicyclists and automobiles.

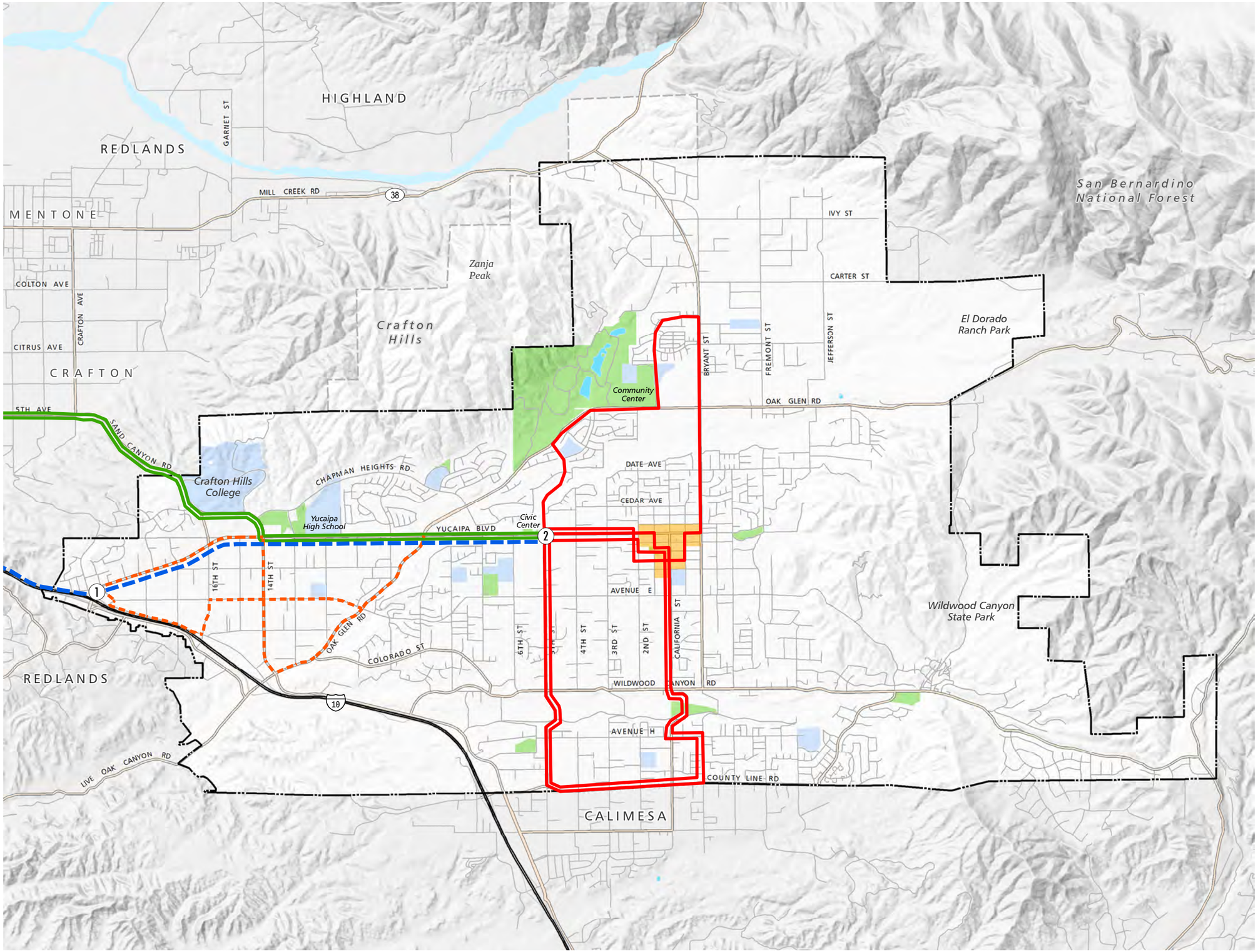
Existing bicycle facilities in the City include bikeways in all three classifications. Yucaipa has 18 miles of bicycle routes that run adjacent to the community's major corridors. Currently there are 2 miles of Class I, 16 miles of Class II bicycle facilities. Key routes include a Class I route along portions of Oak Glenn Road, Class II routes along portions of Bryant Street, Oak Glen Road, Yucaipa Boulevard, Chapman Heights Road, and Class III bicycle routes including portions of Yucaipa Boulevard, Wildwood Canyon Road and Oak Glen Road (Yucaipa 2015).

Exiting Transit Service

Bus and shuttle service for the City of Yucaipa is provided by OMNITRANS, the regional transit provider for the Valley portions of San Bernardino County. These routes and bus stop locations are subject to annual changes, and existing bus routes are shown in Figure 5.15-3, *Transit Routes*. There are two bus routes that connect Yucaipa directly to San Bernardino:

- **Route 8:** San Bernardino-Mentone-Yucaipa. Route 8 provides daily service to Yucaipa from San Bernardino via Loma Linda, Redlands and Mentone. Route 8 provides connection to San Bernardino International Airport, Crafton Hills College, Redlands Mall, Yucaipa City Hall, Yucaipa High School, Yucaipa Square Shopping Center, and Yucaipa Transit Center. Monday through Saturday, frequencies are 60 minutes, with 120 minute frequencies on Sundays.

Figure 5.15-3
TRANSIT ROUTES



City Limits
Yucaipa Sphere of Influence
Uptown Specific Plan

Transit Route Classification

Local OmniTrans Route
Local OmniGo Route
Proposed OmniGo Route
Proposed Freeway Express Route
1 Park and Ride Facility
2 Yucaipa Transit Center

Notes:
OmniTrans and OmniGo fixed transit routes are subject to change. Access ADA services are available within a ¾ mile radius from fixed routes. Service outside the ¾ mile radius is available with a surcharge.

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Source: IBI Group Inc., 2015

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- **Route 9:** San Bernardino-Redlands-Yucaipa. Route 9 provides daily service to Yucaipa from San Bernardino via Loma Linda and Redlands. Buses run approximately every 60 to 90 minutes on weekdays with the termini at 4th & F in San Bernardino and Yucaipa Transit Center. Route 9 provides connection to Crafton Hills College, Jerry L. Pettis Memorial Hospital, Loma Linda Medical Center, Redlands Mall, San Bernardino County Health Department, San Bernardino International Airport, Yucaipa City Hall, Yucaipa High School, Yucaipa Square Shopping Center, and Yucaipa Transit Center. Monday through Saturday, frequencies are 60 minutes, with 120 minute frequencies on Sundays.

In addition, there is service within the City of Yucaipa operated by OMNITRANS—the "OmniGo" shuttle service. The OmniGo shuttle has three routes: 308, 309, and 310.

- **Route 308:** Route 308 runs in a counter-clockwise direction, starting at the Yucaipa Transit Center, turning south on 5th Street, West on County Line Road, north on Bryant, east on Avenue E, north on California, east on Avenue B, and west on Yucaipa Boulevard.

- **Route 309:** Route 309 runs in a clockwise direction, starting at the Yucaipa Transit Center and following almost the exact opposite route of Route 308.

- **Route 310:** Route 310 runs in a clockwise direction, starting at the transit center and heading north on 5th street, east on Oak Glen, north on Sunnyside, east on Sunnyside, south on Bryant, east on Yucaipa Boulevard, south on Adams, east on Ave B. north on 2nd Street, and again west on Yucaipa Boulevard.

Freight Movement

The goods or freight movement system in Yucaipa consists primarily of designated truck routes. The City of Yucaipa Municipal Code (Section 10.04) contains regulations relating to truck circulation and parking/loading. This chapter of the municipal code defines weight restrictions, specifies the ability of trucks to enter areas not designated as truck routes, and defines the truck routes within the City. Roadways in the system that are not designated truck routes are restricted to trucks under 10,000 pounds, with the exception of vehicles traversing another street to a destination for the purpose of loading/unloading.

The roadways included in the City's truck route network are main thoroughfares; have classifications including major highway, secondary highway and mountain major; and must be used by all vehicles defined as trucks while traveling within City limits. Trucks may travel on nondesignated truck routes in order to access their origin/destination or a designated truck route. The roadways included in this truck network are listed below:

- Sand Canyon Road
- 14th Street
- Yucaipa Boulevard
- Live Oak Road
- Oak Glen Road

- 5th Street
- California Street
- Bryant Street
- County Line Road

5.15.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

T-1 Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

T-2 Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

T-3 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

T-4 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

T-5 Result in inadequate emergency access.

T-6 Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold T-3
- Threshold T-4
- Threshold T-5

These impacts will not be addressed in the following analysis.

Intersection and Roadway Segment Significance Criteria

As identified in the current General Plan for the City of Yucaipa, a significant impact would occur if the project would:

- Degrade levels of service from an acceptable LOS C or better to LOS D, E, or F.

For CMP intersections, the acceptable LOS standard is LOS E. Significant impacts to CMP-designated locations would occur if the addition of project traffic causes:

- A CMP-designated intersection to degrade from an acceptable level of service (LOS E or better) to LOS F.

Based on the Caltrans *Guide for the Preparation of Traffic Impact Studies*, the acceptable level of service for Caltrans intersections is the threshold between LOS C and LOS D. LOS C is considered the minimum acceptable operating level for Caltrans-controlled facilities. A significant impact would occur to a Caltrans facility if the project:

- Degrades level of service from an acceptable LOS C or better to LOS D, E, or F; or

- Increases traffic on a facility operating at an unacceptable level. For intersection analysis, this limit is the equivalent of having a delay of about 35 seconds per vehicle using the HCM 2000 methodology.

- For freeway mainline segments, the minimum acceptable LOS would be determined by the Transportation Concept Report (TCR) for each corridor.

5.15.3 Environmental Impacts

Methodology

Traffic Forecasting Methodology

Traffic volumes were forecast using methodology that is consistent with SANBAG's CMP guidelines to evaluate growth within the City of Yucaipa and its SOI for existing and 2040 conditions. Traffic forecasting consists of two steps:

- The first step consists of the application of a regional transportation model that considers socio-economic input and infrastructure configuration to forecast traffic volumes. The San Bernardino County Transportation Analysis Model (SBTAM) is a subregional model based on the Southern California Association of Governments (SCAG) regional model for San Bernardino County. Socioeconomic data and network were coded into the transportation model, configuring the new base year scenario (no project conditions). The socioeconomic data contained within the model is consistent with the regional growth forecasts developed by SCAG and included in the San Bernardino County subregional model. These growth forecasts consider and incorporate adopted general plans and specific plans for jurisdictions throughout Southern California. Model input was tailored to represent the post-2040 buildout conditions of the proposed project.

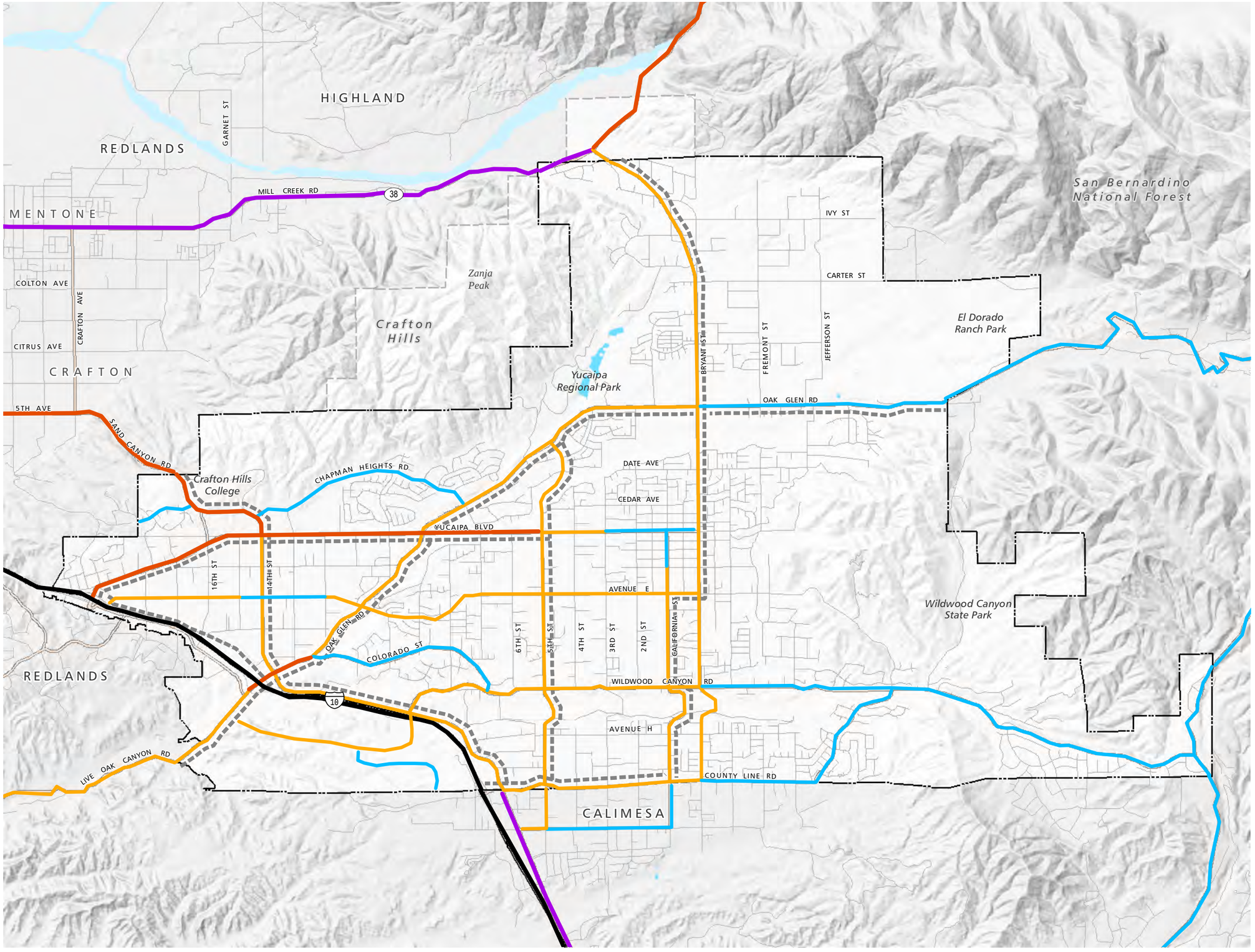
- The second step is the post-processing of the regional model's forecast volumes used in the traffic analysis. Traffic volumes for the proposed project in Post-2040 conditions are estimated using the forecast growth in traffic extracted from the SANBAG regional model.

Future Roadway Network

The proposed project includes planned roadways as part of the circulation network for the City of Yucaipa. The proposed circulation network is illustrated in Figure 5.15-4, *General Plan Update Circulation Network*. Proposed changes from existing conditions include:

- Widening of Yucaipa Boulevard (14th Street to I-10 ramps) from 4 to 6 lanes - City project
- Widening of 5th Street (Yucaipa Boulevard to County Line Road) from 2 to 4 lanes - City project
- Widening of Wildwood Canyon Rd (Calimesa Boulevard to Bryant Street) from 2 to 4 lanes - City project
- Widening of Avenue E (14th Street to 4th Street) from 2 to 4 lanes - City project
- Widening of California Street (south of Avenue I) from 2 to 4 lanes - City project
- Widening of Calimesa Boulevard (Oak Glen Rd to Ave H) from 2 to 4 lanes - City project
- Widening of Bryant St (south of Yucaipa Blvd to City limits) from 2 to 4 lanes - City project
- Widening of Live Oak Canyon Rd (south of I-10 SB ramps to south of East Road) from 2 to 4 lanes - Part of Freeway Corridor Specific Plan
- Widening of County Line Road (I-10 SB ramps to Park Avenue) from 2 or 3 to 4 lanes - City project
- Widening of County Line Road (Park Avenue to 4th Street) from 2 to 3 lanes - City project
- Improvement of County Line Road (4th Street to 2nd Street) from undivided collector to divided collector - City project
- Widening of Sandalwood Drive (I-10 SB ramps to I-10 NB ramp) from 2 to 4 lanes - City of Calimesa project
- Construction of Wildwood/I-10 interchange (extension of Wildwood Canyon Road with 4 lanes and ramps with 1 lane) - Caltrans project
- Construction of Oak Hills Parkway (Outer Highway to Wildwood Canyon/I-10 interchange) – 4 lanes - Part of Freeway Corridor Specific Plan

Figure 5.15-4
GENERAL PLAN UPDATE CIRCULATION NETWORK



City Limits

Yucaipa Sphere of Influence

Road Classification

- Freeway/Interstate
- Major Arterial Highway
- Major Highway
- Secondary Highway (Arterial)
- Controlled/Limited Access Collector
- Truck Route

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: IBI Group Inc., 2015

11/30/2015

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- Construction of East Rd (Oak Hill Parkway to County Line Road/I-10 interchange) – 2 lanes - Part of Freeway Corridor Specific Plan
- Inclusion of Singleton Rd (Calimesa Boulevard to current northern terminus) – 2 lanes - City of Calimesa project
- Construction of Singleton Rd (current northern terminus to Bryant Street/Greentree Circle) – 2 lanes - City of Calimesa project
- County Line Rd & I-10 SB ramps – SB stop to dual lane roundabout - City project
- County Line Rd &I-10 NB ramps – NB stop to dual lane roundabout - City project
- County Line Rd & Calimesa Blvd – signal to dual lane roundabout - City project
- County Line Rd & 5th St – signal to roundabout - City project
- County Line Rd & California St – all-way stop sign to roundabout - City project
- County Line Rd & Bryant St – all-way stop sign to roundabout with dual lanes northbound side - City project
- Colorado Rd & Wildwood Canyon Rd – all-way stop control to signal - City project
- Ave E & California St – all-way stop sign to roundabout - City project
- Ave E & Bryant St – all-way stop sign to dual lane roundabout - City project
- Ave E & 5th St – all-way stop to dual lane roundabout - City project
- Yucaipa Blvd & Bryant St – signal to dual lane roundabout - City project
- Wildwood Canyon Rd & Calimesa Blvd – all-way stop sign to signal - City project
- Oak Glen Rd & Colorado Rd – WB stop sign to signal - City project
- Live Oak Canyon Rd / Oak Glen Rd & Arlington Ave & 14th St & Calimesa Blvd – additional through lane NB and SB - City project
- Wildwood Canyon Rd & I-10 SB ramps – new/signal - Caltrans project
- Wildwood Canyon Rd & I-10 NB ramps – new/signal - Caltrans project

- Live Oak Rd & Oak Hills Rd – new/signal - Part of Freeway Corridor Specific Plan
- Mill Creek Rd & Bryant St – NB stop to signal - City Project
- Bryant Street & Wildwood Canyon Road – all-way stop to signal - City Project

The resulting future roadway configuration and intersection control under the General Plan update are presented in Figures 5.15-5a and 5.15-5b, *Future Roadway Configuration and Intersection Control*. The future roadway and intersection improvements would be funded with a combination of local and other fund sources, such as SANBAG's Transportation Measure I and Caltrans. The City of Yucaipa collects development impact fees, including specific fees for transportation improvements, based on number of residential dwelling units or square feet of commercial or industrial land use development.

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

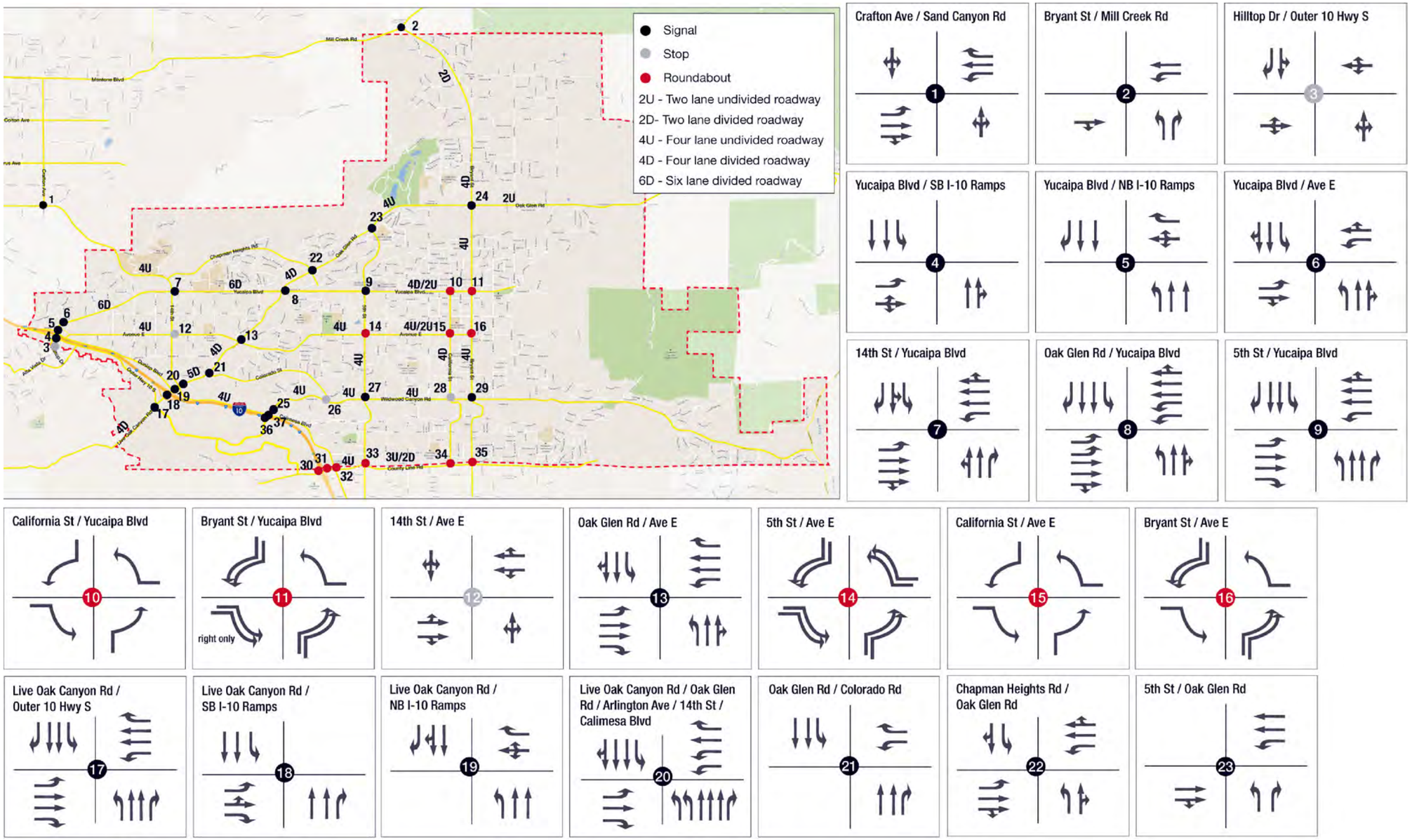
Impact 5.15-1:	Trip generation related to future development in conjunction with circulation improvements that would be accommodated by the General Plan would not result in levels of service at local area intersections and roadway segments exceeding the City's level of service requirements. [Threshold T-1]

Impact Analysis: For the purpose of the following analysis, it is important to note that the General Plan update is a regulatory document that lays down the framework for future growth and development and does not directly result in development in and of itself. Before any development can occur in the City, it must be analyzed for conformance with the General Plan, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

Forecast traffic volumes at roadway segments and intersections were determined utilizing the methodology described in Section 5.15.3, above. The following summarizes the operations at study area intersections and roadway segments under existing and the General Plan update and evaluates the potential impacts.

Figure 5.15-5a

FUTURE ROADWAY CONFIGURATION AND INTERSECTION CONTROL



Source: IBI Group, May 2015

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PLACEWORKS

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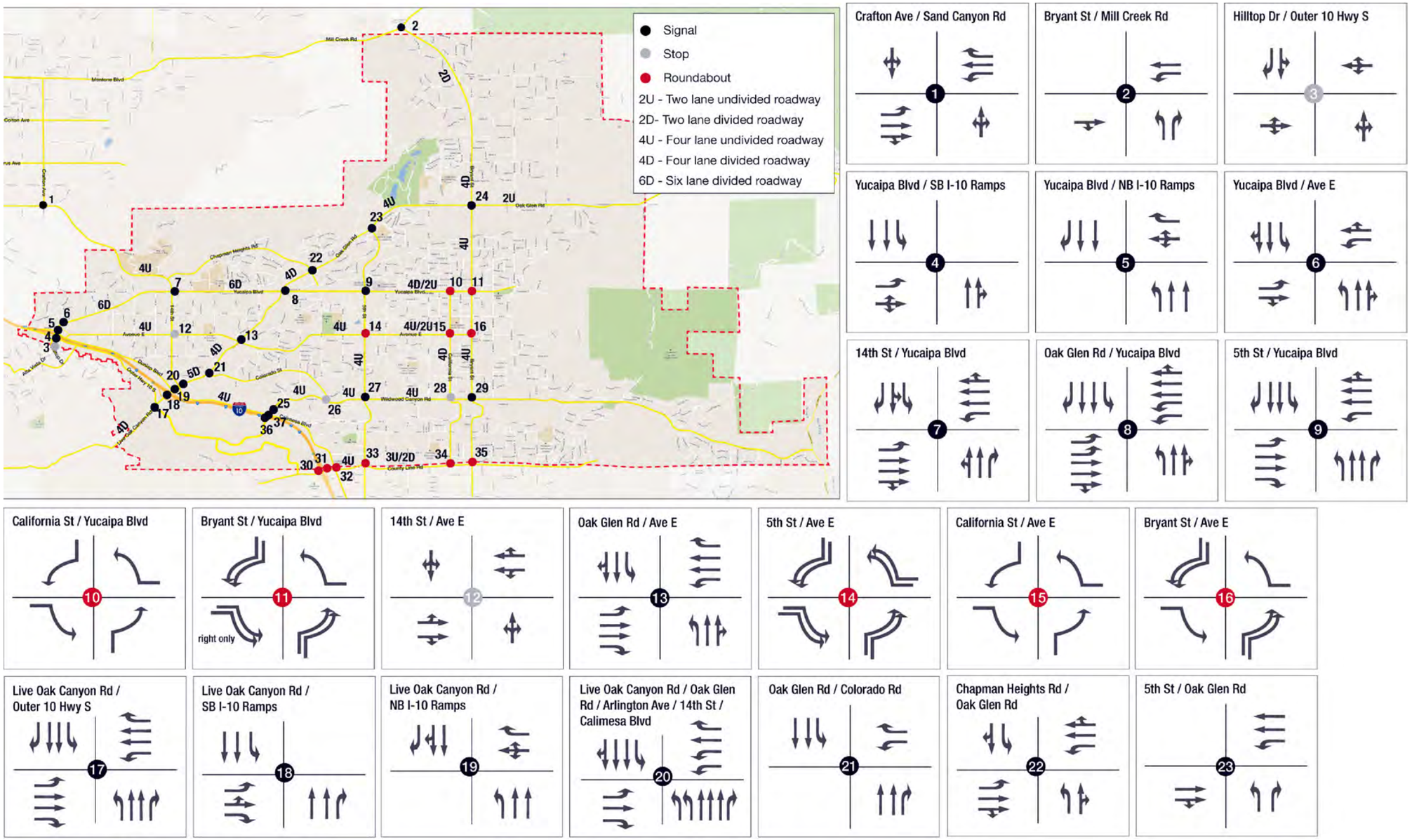
Figure 5.15-5a

FUTURE ROADWAY CONFIGURATION AND INTERSECTION CONTROL



Source: IBI Group, May 2015

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Intersections

As discussed in Section 5.15.1.1, City of Yucaipa currently uses LOS "C" as the standard of operation for the intersections and roadway segments. As part of the General Plan update, the Transportation Element includes Policy T-2.1 which would maintain LOS C on all intersections except for intersections where traffic movements are controlled by roundabouts, where LOS D would be acceptable. Table 5.15-6, *Intersection Level of Service for the General Plan Update*, presents the results for the General Plan update traffic analysis.[2] No intersections are anticipated to operate at LOS D or worse in one or both peak periods under the General Plan update, including intersections with roundabouts. As shown in the table, the intersection improvements and changes in the circulation network would improve the operations at the four intersections operating at LOS E and F under existing conditions. With the anticipated intersection improvements, implementation of the project would not result in significant traffic impacts to the circulation system.

Table 5.15-6 Intersection Level of Service for the General Plan Update

Intersection		Peak Hour	Existing Conditions			Post-2040 - Proposed GP		
			LOS	Delay (s)	V/C	LOS	Delay (s)	V/C
1	Crafton Ave & Sand Canyon Rd	AM	C	24.0	0.49	C	26.6	0.53
		PM	C	23.7	0.46	C	28.8	0.59
2	Bryant St & Mill Creek Rd	AM	C	17.4	0.60	A	9.9	0.34
		PM	B	13.5	0.29	B	10.3	0.40
3	Hilltop Drive & Outer 10 Highway S	AM	B	14.0	0.23	C	15.5	0.26
		PM	C	16.8	0.16	C	16.0	0.25
4	Yucaipa Blvd & SB IN/A10 Ramps (EB)	AM	B	11.2	0.38	B	11.6	0.56
		PM	B	13.4	0.67	B	11.7	0.53
5	Yucaipa Blvd & NB IN/A10 Ramps (WB)	AM	A	6.9	0.22	A	6.2	0.19
		PM	A	6.5	0.16	A	6.9	0.21
6	Yucaipa Blvd & Ave E	AM	C	28.7	0.54	C	21.1	0.55
		PM	C	24.2	0.55	C	28.7	0.85
7	14th St & Yucaipa Blvd	AM	B	19.9	0.50	C	20.6	0.58
		PM	C	20.2	0.50	C	26.7	0.75
8	Oak Glen Rd & Yucaipa Blvd	AM	C	26.1	0.71	C	21.0	0.54
		PM	C	26.3	0.77	C	21.6	0.58
9	5th St & Yucaipa Blvd	AM	B	19.0	0.54	B	16.0	0.40
		PM	B	17.2	0.54	B	13.9	0.34
10	California St & Yucaipa Blvd	AM	A	7.2	N/A	A	7.3	N/A
		PM	A	8.8	N/A	A	9.8	N/A
11	Bryant St & Yucaipa Blvd	AM	B	11.7	0.45	A	8.7	N/A
		PM	B	13.3	0.50	B	10.2	N/A
12	14th St & Ave E	AM	C	11.7	0.56	B	13.1	0.62
		PM	A	9.4	0.35	C	23.7	0.85

[2] The AM and PM peak hour traffic volumes are presented in Figures 8-3 and 8-4 of the TIA in Appendix H.

Table 5.15-6 Intersection Level of Service for the General Plan Update

Intersection		Peak Hour	Existing Conditions			Post-2040 - Proposed GP		
			LOS	Delay (s)	V/C	LOS	Delay (s)	V/C
13	Oak Glen Rd & Ave E	AM	B	10.2	0.53	B	10.3	0.43
		PM	A	6.7	0.51	A	8.5	0.48
14	5th St & Ave E	AM	C	18.6	0.71	A	6.1	N/A
		PM	C	15.6	0.66	A	6.5	N/A
15	California St & Ave E	AM	B	12.9	0.27	A	7.7	N/A
		PM	B	11.2	0.30	A	7.8	N/A
16	Bryant St & Ave E	AM	C	16.4	0.71	A	6.2	N/A
		PM	B	10.3	0.40	A	7.6	N/A
17	Live Oak Canyon Rd & Outer 10 Highway S	AM	B	10.5	0.07	A	7.2	0.19
		PM	B	11.4	0.15	B	11.1	0.57
18	Live Oak Canyon Rd & SB IN/A10 Ramps (EB)	AM	A	9.7	0.31	B	13.2	0.35
		PM	B	17.2	0.68	B	15.6	0.59
19	Live Oak Canyon Rd & NB IN/A10 Ramps (WB)	AM	B	15.9	0.54	B	11.6	0.51
		PM	B	16.3	0.57	B	17.5	0.76
20	Live Oak Canyon Rd/Oak Glen Rd & Arlington Ave/14th St/Calimesa Blvd	AM	D	38.4	0.75	B	19.5	0.52
		PM	C	26.1	0.57	C	20.0	0.50
21	Oak Glen Rd & Colorado Rd	AM	C	21.4	0.25	A	4.9	0.38
		PM	E	39.1	0.24	B	11.2	0.65
22	Chapman Heights Rd & Oak Glen Rd	AM	C	31.0	0.69	B	15.8	0.69
		PM	C	22.8	0.50	B	12.8	0.63
23	5th St & Oak Glen Rd	AM	C	22.9	0.61	B	12.3	0.61
		PM	B	16.1	0.56	A	6.4	0.56
24	Bryant St & Oak Glen Rd	AM	C	24.9	0.69	C	21.6	0.52
		PM	C	20.4	0.55	C	20.8	0.49
25	Wildwood Canyon Rd & Calimesa Blvd	AM	C	17.4	0.75	A	9.4	0.40
		PM	B	14.3	0.69	B	10.8	0.64
26	Colorado Rd & Wildwood Canyon Rd	AM	B	13.1	0.13	A	4.6	0.27
		PM	B	13.6	0.15	A	3.9	0.36
27	5th St & Wildwood Canyon Rd	AM	C	22.7	0.53	B	17.8	0.36
		PM	C	23.6	0.57	B	19.4	0.46
28	California St & Wildwood Canyon Rd	AM	E	33.3	0.99	B	13.2	0.45
		PM	C	16.1	0.73	C	15.4	0.63
29	Bryant St & Wildwood Canyon Rd	AM	C	23.7	0.84	B	11.0	0.42
		PM	B	13.3	0.61	A	8.4	0.38
30	SB IN/A10 Ramps (EB) & County Line Rd	AM	E	47.4	0.73	A	5.9	N/A
		PM	F	136.0	1.21	A	4.9	N/A
31	NB IN/A10 Ramps (WB) & County Line Rd	AM	B	12.1	0.28	A	4.3	N/A
		PM	C	18.2	0.43	A	4.0	N/A

Table 5.15-6 Intersection Level of Service for the General Plan Update

Intersection		Peak Hour	Existing Conditions			Post-2040 - Proposed GP		
			LOS	Delay (s)	V/C	LOS	Delay (s)	V/C
32	Calimesa Blvd & County Line Rd	AM	B	10.4	0.33	A	7.0	N/A
		PM	A	8.4	0.32	A	6.2	N/A
33	5th St & County Line Rd	AM	B	17.6	0.43	A	9.5	N/A
		PM	C	20.5	0.44	B	12.6	N/A
34	California St & County Line Rd	AM	C	17.0	0.77	A	7.8	N/A
		PM	B	13.1	0.65	A	7.8	N/A
35	Bryant St & County Line Rd	AM	B	13.2	0.57	B	13.5	N/A
		PM	B	10.7	0.52	B	14.0	N/A
36	Wildwood Canyon Rd & SB IN/A10 Ramps (EB)	AM	N/A	N/A	N/A	B	17.3	0.48
		PM	N/A	N/A	N/A	B	15.2	0.80
37	Wildwood Canyon Rd & NB IN/A10 Ramps (WB)	AM	N/A	N/A	N/A	B	12.3	0.53
		PM	N/A	N/A	N/A	B	15.8	0.64

Source: IBI 2015.
Notes: **Bold** indicates that intersection performs worse than LOS "C", which is the minimum acceptable LOS.
Intersections 36 and 37 currently do not exist.
V/C ratios for roundabouts are not applicable.

Roadway Segments

The segment analysis for the General Plan update was performed consistent with the methodology outlined in Section 5.15.3.1. As discussed in Section 5.15.1.1, City of Yucaipa currently uses LOS "C" as the standard of operation for roadway segments. As part of the General Plan update, the Transportation Element Policy T-2.1would allow the lower half LOS D, which corresponds to a v/c of up to 0.849, on roadway segments where a roundabout is located at one end. The results for the General Plan update roadway segment analysis is summarized in Table 5.15-7, *Segment LOS Analysis for the General Plan Update*:

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Table 5.15-7 Segment LOS Analysis for the General Plan Update

Segment				Existing Conditions				General Plan (Post-2040) Conditions			
				Lane Geometry	Daily Volume	LOS	V/C	Lane Geometry	Daily Volume	LOS	V/C
1	Sand Canyon Rd	Crafton Ave	Campus Drive	4D	9,608	A	0.25	4 D	14,290	A	0.38
2		Campus Drive	Chapman Heights Rd	4D	10,460	A	0.28	4 D	12,669	A	0.33
3	Yucaipa Blvd	17th St	16th St	4D	22,163	A	0.58	6 D	29,542	A	0.50
4		11th St	10th St	6D	24,011	A	0.41	6 D	21,285	A	0.36
5		7th St	6th St	6D	26,975	A	0.46	6 D	23,913	A	0.41
6		2nd St	California St	2U	12,628	C	0.79	2 U	11,466	C	0.72
7	Ave E	17th St	16th St	2U	1,936	A	0.12	2 U	3,075	A	0.19
8		14th St	13th St	2U	2,761	A	0.17	2 U	4,533	A	0.15
9		7th St	6th St	2U	7,669	A	0.48	4 U	8,664	A	0.29
10		5th St	4th St	2U	7,616	A	0.48	4 U	9,697	A	0.32
11	Live Oak Canyon Rd	S of the EB I-10 ramps	--	2U	4,329	A	0.27	4 U	14,817	A	0.49
12	Oak Glen Rd	Colorado Rd	Ave E	4U	17,491	A	0.58	4 U	17,491	A	0.58
13		Ave E	Yucaipa Blvd	4U	15,662	A	0.52	4 U	17,131	A	0.57
14		Chapman Heights Rd	5th St	4U	15,316	A	0.51	4 U	16,356	A	0.55
15		2nd St	Bryant St	4U	12,147	A	0.40	4 U	10,806	A	0.36
16		Bryant St	Fremont St	4U	4,176	A	0.26	4 U	5,158	A	0.32
17	Colorado Rd	9th St	8th St	2U	1,097	A	0.07	2 U	2,555	A	0.16
18	Wildwood Canyon Rd	Calimesa Blvd	Colorado Rd	2U	7,332	A	0.46	4 U	19,783	B	0.66
19		5th St	4th St	2U	10,348	B	0.65	4 U	15,879	A	0.53
20		Bryant St	Douglas St	2U	7,068	A	0.44	2 U	7,919	A	0.49
21	County Line Rd	5th St	4th St	2U	13,293	D	0.83	3 U	13,956	B	0.62
22	14th St	14th St	Ave E	2U	4,978	A	0.31	4 U	9,313	A	0.58
23		Ave E	Yucaipa Blvd	2U	5,480	A	0.34	4 U	10,010	B	0.63
24	5th St	Wildwood Canyon Rd	Ave E	2U	7,878	A	0.49	4 U	7,482	A	0.47
25		Ave E	Yucaipa Blvd	2U	8,831	A	0.55	4 U	7,336	A	0.46

5. Environmental Analysis
TRANSPORTATION AND TRAFFIC

Table 5.15-7 Segment LOS Analysis for the General Plan Update

Segment				Existing Conditions				General Plan (Post-2040) Conditions			
				Lane Geometry	Daily Volume	LOS	V/C	Lane Geometry	Daily Volume	LOS	V/C
26	California St	County Line Rd	Wildwood Canyon Rd	2U	4,757	A	0.30	2 U	4,656	A	0.29
27		Wildwood Canyon Rd	Ave E	2U	5,863	A	0.37	2 U	6,347	A	0.40
28	Bryant St	County Line Rd	Wildwood Canyon Rd	2U	3,806	A	0.24	4 U	12,489	A	0.42
29		Wildwood Canyon Rd	Ave E	2U	5,940	A	0.37	4 U	13,478	A	0.45
30		Ave E	Yucaipa Blvd	2U	6,611	A	0.41	4 U	12,609	A	0.42
31		Yucaipa Blvd	Date St	4U	10,179	A	0.34	4 U	15,941	A	0.53
32		Fir St	Carter St	4U	12,541	A	0.42	4 U	17,471	A	0.58

2=number of lanes. U=undivided roadway, D= divided roadway.
Bold indicates that segment performs below LOS "C."

As identified in the table, compared to existing conditions, the segment of County Line Road between 5th Street and 4th Street would no longer operate at deficient LOS D, because this segment would be widened from two lanes to three lanes. None of the segments analyzed are anticipated to operate under the LOS C standard established by the City for the future conditions with the General Plan buildout, including segments where a roundabout is located on one end. With the anticipated roadway improvements, implementation of the project would not result in significant traffic impacts to the roadway system.

Summary

As identified above, with implementation of the proposed Circulation Plan, intersections and segments in the City would operate at LOS C or better at buildout. Consequently, no significant impacts are identified for local roadway and intersections. In addition, the Transportation Element includes the following policies to ensure efficient use of the City's circulation network and reduce vehicle travel:

- **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.

Impacts would be less than significant, and no mitigations would be required.

Impact 5.15-2:	Trip generation related to the development of the land uses with buildout of the General Plan in combination with existing and proposed cumulative development would result in freeway mainline segments and interchanges exceeding Caltrans service standards. [Threshold T-1]

Impact Analysis: Caltrans has authority over the state highway system, including freeways, interchanges, and arterial state routes. Caltrans approves the planning, design, and construction of improvements for all state-controlled facilities, including State Route 38 (SR-38) and I-10 and its associated interchanges and intersections in Yucaipa. Caltrans also provides administrative support for transportation programming decisions made by the California Transportation Commission (CTC) for state funding programs. The State Transportation Improvement Program is a multiyear capital improvement program that sets priorities and funds transportation projects envisioned in long-range transportation plans.

Caltrans requirements are described in the *Guide for the Preparation of Traffic Impact Studies* (Caltrans 2001), which covers the information needed for Caltrans to review the impacts on state highway facilities, including freeway segments. The Guide states that "Caltrans endeavors to maintain a target LOS at the transition between LOS 'C' and LOS 'D' on state highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS." The Guide also states that where "an existing State highway facility is operating at less than the appropriate target LOS, the existing measure of effectiveness should be maintained."

Caltrans also prepares comprehensive planning documents, including Corridor System Management Plans and Transportation Concept Reports (TCR), which are long-range planning documents that establish a planning concept for state facilities. The Corridor System Management Plans and TCRs identify a "concept"

LOS, or "target" LOS, for the applicable highway facility. A deficiency or need for improvement is triggered when the actual LOS falls below the concept LOS.

SR-38 provides a link to the mountain communities of Angelus Oaks and Big Bear. Caltrans released the most recent TCR for SR-38 in August 1999 and is currently updating its TCR. For the study area, the most recent SR-38 TCR identifies LOS C as the route concept LOS. Table 5.15-6 identifies that the intersection of Bryant Street and Mill Creek Road (#2) would operate at LOS A during the AM peak hour and LOS B during the PM peak hour. Therefore, no significant impacts are identified for SR-38.

I-10 serves as an interregional and intraregional travel and shipping route that links Yucaipa to other major regional routes such as Interstate 15, Interstate 215, and State Route 60. Caltrans released the most recent TCR for the I-10 in March 2000 and is currently updating its TCR. For the study area, the most recent I-10 TCR identifies LOS E as the route concept LOS. For Post-2040 Without Project conditions, traffic volumes are anticipated to range between 128,600 and 173,900 daily vehicles at the freeway segments within Yucaipa. This represents an increase of approximately 1 percent per year over existing conditions. The freeway volumes associated with the General Plan under the With Project scenario are slightly higher, ranging from 129,600 to 178,000 daily vehicles. The project would add a substantial amount of traffic on I-10 and would have the potential to cumulatively degrade levels of service on the I-10 and on Caltrans freeway interchanges. Therefore, trip generation related to future development that would be accommodated by the General Plan would worsen traffic conditions on freeway main line and interchanges. This would be a significant impact.

Impact 5.15-3:	The project would not conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. [Threshold T-2]

Impact Analysis: The CMP defines a network of state highways and arterials, LOS standards, and related procedures and provides technical justification for the approach. As part of implementation of the General Plan update, this analysis must evaluate whether the forecast increase in traffic volumes would result in significant impacts to the CMP highway and roadway network.

CMP Intersections

Within the City of Yucaipa, the following intersections under local and Caltrans jurisdiction are identified as CMP intersections by SANBAG:

- # 2. Bryant Street & Mill Creek Road
- #4. Yucaipa Boulevard & Eastbound I-10 Ramps
- #5. Yucaipa Boulevard & Westbound I-10 Ramps
- # 7. 14th Street & Yucaipa Boulevard
- #8. Oak Glen Road & Yucaipa Boulevard
- #11. Bryant Street & Yucaipa Boulevard
- #18. Live Oak Canyon Road & Eastbound I-10 Ramps

- #24. Bryant Street & Oak Glen Road
- #29. Bryant Street & Wildwood Canyon Road
- #30. Eastbound I-10 Ramps & County Line Road
- #31. Westbound I-10 Ramps & County Line Road
- #35. Bryant Street & County Line Road

Intersections along designated CMP roadways have a minimum acceptable LOS of E, as defined by the SANBAG CMP. The CMP intersections in Yucaipa are forecast to operate at an acceptable LOS, per the SANBAG CMP, as can be seen in Table 5.15-8, *General Plan Update CMP Intersection LOS Analysis*.

Table 5.15-8 General Plan Update CMP Intersection LOS Analysis

Intersection		Peak Hour	Existing Conditions			Post-2040 - Proposed GP		
			LOS	Delay (s)	V/C	LOS	Delay (s)	V/C
2	Bryant St & Mill Creek Rd	AM	C	17.4	0.60	A	9.9	0.34
		PM	B	13.5	0.29	B	10.3	0.40
4	Yucaipa Blvd & EB I-10 Ramps	AM	B	11.2	0.38	B	11.6	0.56
		PM	B	13.4	0.67	B	11.7	0.53
5	Yucaipa Blvd &EB I-10 Ramps	AM	A	6.9	0.22	A	6.2	0.19
		PM	A	6.5	0.16	A	6.9	0.21
7	14th St & Yucaipa Blvd	AM	B	19.9	0.5	C	20.6	0.58
		PM	C	20.2	0.5	C	26.7	0.75
8	Oak Glen Rd & Yucaipa Blvd	AM	C	26.1	0.71	C	20.9	0.53
		PM	C	26.3	0.77	C	21.7	0.60
11	Bryant St & Yucaipa Blvd	AM	B	11.7	0.45	A	8.7	n/a
		PM	B	13.3	0.50	B	10.2	n/a
18	Live Oak Canyon Rd & EB I-10 Ramps	AM	A	9.7	0.31	B	13.2	0.35
		PM	B	17.2	0.68	B	15.6	0.59
24	Bryant St & Oak Glen Rd	AM	C	24.9	0.69	C	21.6	0.52
		PM	C	20.4	0.55	C	20.8	0.49
29	Bryant St & Wildwood Canyon Rd	AM	C	23.7	0.84	B	11.0	0.42
		PM	B	13.3	0.61	A	8.4	0.38
30	EB I-10 Ramps & County Line Rd	AM	E	47.4	0.73	A	5.9	-
		PM	F	136	1.21	A	4.9	-
31	WB I-10 Ramps & County Line Rd	AM	B	12.1	0.28	A	4.3	-
		PM	C	18.2	0.43	A	4.0	-
35	Bryant St & County Line Rd	AM	B	13.2	0.57	B	13.5	-
		PM	B	10.7	0.52	B	14.0	-
36	Wildwood Canyon Rd & SB- I-10 Ramps (EB)	AM	-	-	-	B	17.3	0.48
		PM	-	-	-	B	15.2	0.80

Note: Bold indicates that intersection performs at unacceptable LOS "F" per CMP standards.

CMP Roadway Segments

Within the City of Yucaipa, the following roadway segments under local and Caltrans jurisdiction are identified as CMP arterials by SANBAG:

- Sand Canyon Road/14th Street – City Limits to Oak Glen Road
- Yucaipa Boulevard – I-10 to Bryant Street
- Oak Glen Road – I-10 to Bryant Street
- Live Oak Canyon Road – I-10 to City Limits
- Bryant Street – Mill Creek Road to City Limits
- Colorado Street – Oak Glen Road to Wildwood Canyon Road
- Wildwood Canyon Road – Colorado Street to Bryant Street

CMP-designated roadways shall operate at LOS E or better, and the designated facilities identified as operating at deficient level will be required to have a deficiency plan to restore operations back to an acceptable level of service. The CMP arterial segments within Yucaipa are forecast to operate under acceptable LOS considering the General Plan update, as can be seen in Table 5.15-9, *General Plan Update CMP Segment LOS Analysis*.

Table 5.15-9 General Plan Update CMP Segment LOS Analysis

Segment				Future Lane Geom.	Existing Conditions			General Plan (Post-2040) Conditions		
					Daily Volume	LOS	V/C	Daily Volume	LOS	V/C
1	Sand Canyon Rd	Crafton Ave	Campus Drive	4 D	9,608	A	0.25	14,290	A	0.38
2		Campus Drive	Chapman Heights Rd	4 D	10,460	A	0.28	12,669	A	0.33
3	Yucaipa Blvd	17th St	16th St	6 D	22,163	A	0.58	29,542	A	0.50
4		11th St	10th St	6 D	24,011	A	0.41	21,285	A	0.36
5		7th St	6th St	6 D	26,975	A	0.46	24,122	A	0.41
6		2nd St	California St	2 U	12,628	C	0.79	10,988	B	0.69
11	Live Oak Canyon Rd	S of the EB ramps	--	4 U	4,329	A	0.27	14,817	A	0.49
12	Oak Glen Rd	Colorado Rd	Ave E	4 U	17,491	A	0.58	17,491	A	0.58
13		Ave E	Yucaipa Blvd	4 U	15,662	A	0.52	17,131	A	0.57
14		Chapman Heights Rd	5th St	4 U	15,316	A	0.51	16,148	A	0.54
15		2nd St	Bryant St	4 U	12,147	A	0.40	10,806	A	0.36
17	Colorado Rd	9th St	8th St	2 U	1,097	A	0.07	2,555	A	0.16
19	Wildwood Canyon Rd	5th St	4th St	4 U	10,348	B	0.65	15,879	A	0.53
22	14th St	14th St	Ave E	2 U	4,978	A	0.31	9,313	A	0.58
23		Ave E	Yucaipa Blvd	2 U	5,480	A	0.34	10,010	B	0.63
28	Bryant St	County Line Rd	Wildwood Canyon Rd	4 U	3,806	A	0.24	12,489	A	0.42
29		Wildwood Canyon Rd	Ave E	4 U	5,940	A	0.37	13,478	A	0.45
30		Ave E	Yucaipa Blvd	4 U	6,611	A	0.41	12,609	A	0.42
31		Yucaipa Blvd	Date St	4 U	10,179	A	0.34	15,463	A	0.52
32		Fir St	Carter St	4 U	2,541	A	0.42	17,471	A	0.58

Summary

In summary, trip generation related to future development that would be accommodated by the General Plan would not result in designated roadways and intersections exceeding the LOS E standards for the CMP network in the City of Yucaipa. Impacts would be less than significant.

Impact 5.15-4: The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. [Threshold T 6]

Impact Analysis: The General Plan update identifies existing and proposed bicycle, pedestrian, and transit routes and facilities throughout the City of Yucaipa. The proposed policies in the General Plan pertaining to bicycle, pedestrian, and transit travel support the implementation of these transportation infrastructure improvements and coordination with regional plans, programs, and policies. Pedestrian and bicycle transportation are important parts of multimodal mobility for Yucaipa residents.

The City of Yucaipa has been actively working to implement additional pedestrian and bicycle infrastructure in recent years. Figure 5.15-6, *Bikeway Network*, presents the existing and proposed bicycle network. Figure 5.15-6 and Figure 5.14-3, *Multipurpose Trails*, illustrate the network of proposed pedestrian facilities and multiuse trails within the City of Yucaipa, respectively. Future bike routes and bike lanes are proposed on major arterials and collectors throughout the City of Yucaipa. The City proposes to enhance the bicycle network by upgrading several existing bike routes to bike lanes and by implementing new bike paths, lanes, and routes to provide connectivity between key uses and destinations. Pedestrian facilities within the City of Yucaipa include sidewalks and multiuse trails (both paved and unpaved). The following General Plan Update policies are related to improving multimodal transportation networks within the City:

- **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.

- **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.

- **Policy T-3.3 –** Utilize Complementary Infrastructure. Capitalize on existing and future water drainage channel improvements to implement new bicycle and pedestrian infrastructure where possible.

- **Policy T-3.4 –** Accessibility Standards. Design bicycle and pedestrian infrastructure in accordance with federal, state, and local design standards, including ADA accessibility standards. Ensure bicycle and pedestrian infrastructure is accessible for use by people of all abilities.

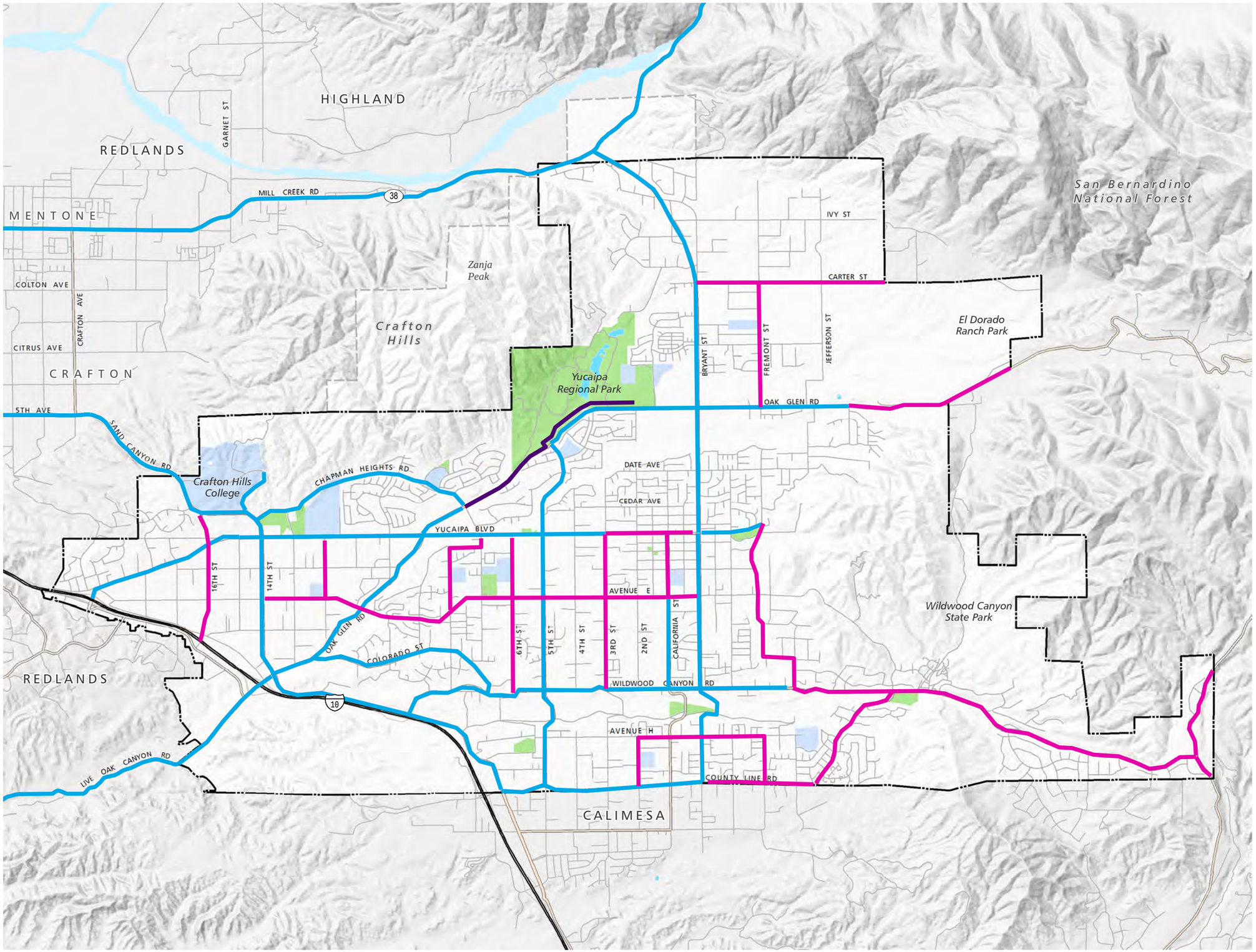
- **Policy T-3.5 –** Biking and Pedestrian Amenities. Provide supporting bicycle and pedestrian facilities, such as traffic control devices, bike racks or other parking accommodations, crosswalks, benches, and other infrastructure where feasible.

- **Policy T-3.6 –** Safe Routes to School. Partner with schools to develop a bike and pedestrian safety program, safe routes to schools, and traffic and active transportation safety programs in classroom curriculums.

- **Policy T-3.7 –** Street Retrofits. As streets are improved or rehabilitated, incorporate the pedestrian and bicycle facilities to provide a complete street, consistent with the City's roadway design standards.

- **Policy T-3.8 –** Intersection and Signal Enhancements. Enhance pedestrian and bicycle crossing efficiency and safety, including timing of signals, crosswalks, and intersection design features. Provide signal timing that allows intersection crossing at a safe pace.

Figure 5.15-6
BIKEWAY NETWORK



- City Limits
- Yucaipa Sphere of Influence
- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Schools
- Park and Recreation

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: IBI Group Inc., 2015

10/20/2015

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As discussed previously, public transportation in the City of Yucaipa consists of public bus service operated by OMNITRANS. Implementation of the General Plan update would promote the use of alternative transportation modes. The General Plan includes several policies to promote a bicycle and transit system that serves as a functional alternative to commuting by car.

- **Policy T-4.1 –** Expand Local Transit Service. Continue to consult with regional operators to maintain and improve the coverage and frequency of transit service with consideration to current and future land use patterns, the built environment, and population needs.

- **Policy T-4.2 –** Fare subsidies. Continue to support specialized transit programs and fare reductions for special needs groups, such as students, seniors, and people with disabilities to encourage use of transit,

- **Policy T-4.3 –** Park-Ride Lots. Support additional locations for park-and-ride facilities that will facilitate and encourage improvements in transit ridership and efficiently reuse parcels along the freeway for productive uses.

- **Policy T-4.4 –** Bus Stops. Consult with regional transit operators to provide attractive and convenient bus stops, including shade/weather protection, seats, transit information, and bus shelters as appropriate.

- **Policy T-4.5 –** Roadway Design. Ensure roadways are designed to adequately and safely accommodate transit vehicle circulation (e.g., allowing for turnouts) and transit stops where possible.

- P**olicy T-4.6 – Sp**ecial Needs Population. Support transit services for special needs groups; maintain and improve access to transit stops for locations that have a population with high mobility needs (e.g., senior housing, affordable housing, group homes).

- **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.

- **Policy T-4.8 –** Commuter Express Routes. Work with transit providers, surrounding communities, SANBAG, other stakeholders and interested parties to expand freeway express commuter routes along Interstate 10 to locations in Yucaipa.

In summary, implementation of the City of Yucaipa General Plan update would increase demand for public transit, bicycle, and pedestrian facilities, which would require the improvement and expansion of the circulation system. The Transportation Element policies support public transit, bicycle improvements, and improvements to pedestrian facilities by expanding the network and promoting the use of alternative transportation. Additionally, General Plan policies support implementation of Complete Streets through an expanded bike and pedestrian network.

The General Plan update would not conflict with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or the performance or safety of those facilities. Therefore, this impact is less than significant.

Impact 5.15-5: Trip generation related to the development of the land uses with buildout of the General Plan in combination with existing and proposed cumulative development would result in lower vehicle miles traveled per capita. [Threshold T-1]

Impact Analysis: On September 27, 2013, Senate Bill (SB) 743 was signed into law and started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. These changes could include the elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. SB 743 includes amendments that allow cities and counties to opt out of traditional LOS standards where CMPs are used, and requires the Office of Planning and Research (OPR) to update the CEQA Guidelines and establish criteria to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. OPR has selected vehicle miles traveled (VMT) as the alternative measure of performance of the transportation system. OPR is in the process of developing procedures and thresholds to utilize alternative metrics to analyze transportation impacts, and expects to publish the final draft of changes to CEQA Guidelines in the summer of 2016. The rulemaking process will require certification and adoption by the Secretary for Natural Resources before these changes go into effect, which may take multiple months depending on the amount and type of input received during the rulemaking review process. Because OPR has not yet amended the CEQA Guidelines to implement these changes, automobile delay is still considered a significant impact, and the City will continue to use the established LOS criteria. The discussion below has been provided for information purposes only to illustrate how the General Plan would affect VMT.

VMT is obtained by multiplying the traffic volumes on each segment by the distance of the proposed segment. VMT is based on the recommendations of the Regional Transportation Advisory Committee (RTAC) recommendations under Senate Bill 375 (SB 375). For RTAC accounting purposes, there are three types of trips:

- Internal-Internal (I-I): Vehicle trips that originated and terminated within the City of Yucaipa or SOI. Using the accounting rules established by RTAC, 100 percent of the length of these trips are attributed to the City of Yucaipa

- Internal-External/External-Internal (I-X/X-I): Vehicle trips that either originated or terminated (but not both) within the City of Yucaipa or SOI. Using the accounting rules established by RTAC, 50 percent of the trip length for these trips is attributed to the City of Yucaipa.

- External-External (X-X): Vehicle trips that neither originated nor terminated within the City of Yucaipa or SOI. These trips are commonly called pass-through trips. Using the accounting rules established by RTAC, these trips are not counted towards the City's VMT.

The growth in traffic that results from the implementation of the General Plan is reflected in the increase in VMT, with total VMT related to trips starting or ending in the City of Yucaipa increasing by 54 percent between the existing condition and with the General Plan update buildout, while population is expected to increase about 62 percent. This results in a 4 percent reduction of VMT per capita, as can be seen in Table 5-

15.10, *VMT by Trip Type for the General Plan Update*. In terms of service population, implementation of the Proposed General Plan would result in a reduction of approximately 12 percent from existing conditions.

While OPR has not yet established thresholds to evaluate impacts using the alternative transportation metrics based on VMT, the General Plan would result in a reduction in VMT per capita and per service population, which is in line with the objectives of SB 743 to promote a reduction in greenhouse gas emissions and the development of multimodal networks. Impacts would be less than significant.

Table 5.15-10 VMT by Trip Type for the General Plan Update

Trip Type	Daily VMT			Percent Change from Existing
	Existing	General Plan (Post-2040) Buildout	Change from Existing	
Internal-Internal	61,121	87169	26,048	43%
Internal-External (I-E and E-I)	1,789,716	2,767,972	978,256	55%
Total VMT	1,850,837	2,855,141	1,004,304	54%
Population	47,835	77,328	29,493	62%
Employment	6,888	18,488	11,600	168%
Service Population (Population + Employees)	54,733	95,816	41,083	75%
VMT per capita	38.7	36.9	-1.8	-5%
VMT per service population	33.8	29.8	-4.0	-12%

Notes: Total VMT provided by IBI Group.

5.15.4 Applicable General Plan Update Policies

The following is a list of the policies from the Yucaipa General Plan update that are intended to reduce potentially significant adverse effects related to transportation and traffic.

- **Policy T-1.1 – Roadway Buildout.** Complete the circulation system by constructing or improving roadways consistent with Figure T-1; allow modified standards where appropriate to allow for transit, bicycle facilities, sidewalks, and on-street parking to be sensitive to adjacent land uses, districts, and roadway users.

- **Policy T-1.2 – Roadway Design.** Provide community and context-sensitive street standards for rural, semirural, and suburban roadways within the City that reflect surrounding land uses and the environment.

- **Policy T-1.3 – Roadway Construction.** Design and construct new roads in a manner that requires minimal grading, accommodates drainage, and preserves the natural topography and scenic views, while still meeting the City's design standards.

- **Policy T-1.4 – Truck Routes.** Designate truck routes to allow the safe and efficient movement of goods for commerce and industry, minimize conflicts with auto traffic, and minimize incompatibility with other land uses.

- **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.

- **Policy T-1.6 – Emergency Access.** Prioritize road improvements to eliminate or mitigate low water crossings; provide new transportation facilities or retrofit existing facilities to serve the vehicular and emergency access needs in existing, newly developing, and rural areas.

- **Policy T-1.7 – Intergovernmental Coordination.** Coordinate with Caltrans, SCAG, and SANBAG to plan, fund, and improve freeway access at Wildwood Canyon, roadways of regional importance, and local projects that further regional mobility goals.

- **Policy T-1.8 – Roadway Funding.** Support a flexible financing system, including traffic impact fees, to fund the construction, maintenance, and improvement of roadways and other transportation projects according to priorities.

- **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).

  On-street parking, improvement levels, roundabouts, and infrastructure may be considered in furthering acceptable levels of service, safety, and other priorities.

- **Policy T-2.2 – Multimodal Network.** Assess roadway operations for new development and infrastructure projects with a balance between vehicle capacity, vehicle miles traveled, and multimodal transportation modes.

- **Policy T-2.3 – Advanced Technology.** Utilize advanced technology, intelligent transportation systems, and traffic signal synchronization to improve traffic flow on arterial streets and reduce greenhouse gas emissions.

- **Policy T-2.4 – Roadway Standards.** Reserve sufficient right-of-way and construct roadway improvements necessary to allow streets to require appropriate mitigation if the project has potential to reduce the LOS on adjacent streets below the level that is deemed acceptable.

- **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.

- **Policy T-2.6 – Public Road Access.** Public road access is required for all newly created parcels. If this is not feasible, adequate private roadway access may be granted if circumstances warrant. The creation of "flag lots" shall be discouraged on all Tentative Tract Maps.

- **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.

- **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.

- **Policy T-3.3 – Utilize Complementary Infrastructure.** Capitalize on existing and future water drainage channel improvements to implement new bicycle and pedestrian infrastructure where possible.

- **Policy T-3.4 – Accessibility Standards.** Design bicycle and pedestrian infrastructure in accordance with federal, state, and local design standards, including ADA accessibility standards. Ensure bicycle and pedestrian infrastructure is accessible for use by people of all abilities.

- **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.

- **Policy T-3.6 – Safe Routes to School.** Partner with schools to develop a bike and pedestrian safety program, safe routes to schools, and traffic and active transportation safety programs in classroom curriculums.

- **Policy T-3.7 – Street Retrofits.** As streets are improved or rehabilitated, incorporate the pedestrian and bicycle facilities to provide a complete street, consistent with the City's roadway design standards.

- **Policy T-3.8 – Intersection and Signal Enhancements.** Enhance pedestrian and bicycle crossing efficiency and safety, including timing of signals, crosswalks, and intersection design features. Provide signal timing that allows intersection crossing at a safe pace.

- **Policy T-4.1 – Expand Local Transit Service.** Continue to consult with regional operators to maintain and improve the coverage and frequency of transit service with consideration to current and future land use patterns, the built environment, and population needs.

- **Policy T-4.2 – Fare subsidies.** Continue to support specialized transit programs and fare reductions for special needs groups, such as students, seniors, and people with disabilities to encourage use of transit,

- **Policy T-4.3 – Park-Ride Lots.** Support additional locations for park-and-ride facilities that will facilitate and encourage improvements in transit ridership and efficiently reuse parcels along the freeway for productive uses.

- **Policy T-4.4 – Bus Stops.** Consult with regional transit operators to provide attractive and convenient bus stops, including shade/weather protection, seats, transit information, and bus shelters as appropriate.

- **Policy T-4.5 – Roadway Design.** Ensure roadways are designed to adequately and safely accommodate transit vehicle circulation (e.g., allowing for turnouts) and transit stops where possible.

- **Policy T-4.6 – Special Needs Population.** Support transit services for special needs groups; maintain and improve access to transit stops for locations that have a population with high mobility needs (e.g., senior housing, affordable housing, group homes).

- **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.

- **Policy T-4.8 – Commuter Express Routes.** Work with transit providers, surrounding communities, SANBAG, other stakeholders and interested parties to expand freeway express commuter routes along Interstate 10 to locations in Yucaipa.

- **Policy T-5.1 – Scenic Corridor Designation.** Prioritize the preservation of scenic qualities or environmental character of streets and highways designated on the local scenic highway plan (Figure T-4) in the design, construction, and modification of streets.

- **Policy T-5.2 – Scenic Resource Overlay.** Enforce the scenic resources overlay district, including regulations on building and structure placement, review area, undergrounding of utilities, access drives, landscaping, roads/walkways/ parking, grading, and signage.

- **Policy T-5.3 – Street Design.** Apply special consideration in the design of street lighting, signage, landscaping palette, street furniture, and other appurtenances that complement the views from the roadway along scenic corridors.

- **Policy T-5.4 – Development Review.** Exercise design review of all projects visible from a designated scenic route consistent with the Scenic Resources Overlay District; balance design considerations of projects with the preservation of the natural aesthetics of the area.

- **Policy T-5.5 – Scenic Corridor Signage.** Avoid free-standing signage along designated Scenic Corridors. Enforce design criteria for consideration of new freestanding outdoor advertising structures or signs along designated scenic corridors.

- **Policy T-5.6 – Scenic Corridor Treatment.** Consider special scenic highway treatment, such as highway directional signs, guardrails and fences, provision of scenic outlooks, and appropriate lighting, where feasible.

5.15.5 Existing Regulations and Standard Conditions

City of Yucaipa

- City of Yucaipa Municipal Code, Title 10, Vehicles and Traffic.
- City of Yucaipa Development Code, Division 11, Chapter 2, Circulation Facilities Financing
- City of Yucaipa Development Code, Division 7, Chapter 6, Parking Regulations

5.15.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and General Plan policies, the following impacts would be less than significant: 5.15-1, 5.15-3, 5.15-4, and 5.15-5.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.15-2 The General Plan Update would increase traffic on Interstate 10 and would worsen already congested traffic conditions on Caltrans' freeway main line and interchanges.

5.15.7 Mitigation Measures

Impact 5.15-2

No feasible mitigation measures are available to reduce impacts at Caltrans freeways and interchanges. Caltrans has authority over the state highway system, including freeways, interchanges, and arterial state routes. Caltrans approves the planning, design, and construction of improvements for all state-controlled facilities. Improvements on the Caltrans highway system would be outside the City's jurisdiction to implement and are therefore were considered and rejected.

5.15.8 Level of Significance After Mitigation

Impact 5.15-2

The General Plan update would increase traffic on I-10 and would worsen already congested traffic conditions on Caltrans freeway main line and interchanges. Caltrans has authority over the state highway system, including freeways, interchanges, and arterial state routes. Therefore, there are no feasible mitigation measures in the City's control that would reduce impacts at Caltrans freeway main line and interchanges. Impact 5.15-2 would remain significant and unavoidable.

5.15.9 References

California Department of Transportation (Caltrans). 2000. Route Concept Fact Sheet: District 8, Interstate Route 10. http://www.dot.ca.gov/hq/tpp/corridor-mobility/D8_docs/TCRs/I-10.pdf. Note: This concept is being updated as of 7/16/2015.

———. 1999. Route Concept Fact Sheet: District 8, State Route 138. http://dot.ca.gov/hq/tpp/corridor-mobility/d8-page.html.

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San Bernardino County Associated Governments (SANBAG). 2007, December. Congestion Management Program (CMP). http://www.sanbag.ca.gov/planning2/congestion-mgmt.html.

Yucaipa, City of. 2015. Transportation, Bicycle and Pedestrian Routes http://yucaipa.org/explore-yucaipa/transportation/active-transportation/

———. 2004. Transportation Element. City of Yucaipa General Plan.

5.16 UTILITIES AND SERVICE SYSTEMS

This section of the Draft Environmental Impact Report (DEIR) addresses the potential for implementation of the City of Yucaipa General Plan Update to impact utility and service systems in the City of Yucaipa and its sphere of influence (SOI). Utilities and services systems include water supply and distribution systems; wastewater (sewage) conveyance and treatment; storm drainage systems; solid waste collection and disposal services; and other public utilities. Impacts to hydrology (e.g., flooding) and water quality can be found in Section 5.9, *Hydrology and Water Quality*. Cumulative impacts related to water supply and distribution systems would be within the Yucaipa Valley Water District, Western Heights Water Company, South Mesa Water Company, and Redlands Municipal Utilities & Engineering Department service areas; wastewater conveyance and treatment would be within the Yucaipa Valley Water District service area; storm drainage systems would be within the Yucaipa Creek Watershed and the San Bernardino County Flood Control District service area; solid waste collection and disposal services would be within the County of San Bernardino Solid Waste Management Division service area; natural gas services would be within the Southern California Gas Company service area; and electricity services would be within the Southern California Edison service area.

The analysis in this section is based in part on this technical report:

- *Yucaipa General Plan Update Utility Systems,* IBI Group, Inc., March 18, 2015

A complete copy of this study is included as Appendix I to this DEIR.

5.16.1 Wastewater Treatment and Collection

5.16.1.1 ENVIRONMENTAL SETTING

Clean Water Act and National Pollution Elimination Discharge System

Wastewater treatment before effluent is discharged to Waters of the United States is required by the federal Clean Water Act, United States Code, Title 33, Sections 1251 et seq. Requirements for waste discharges from publicly owned treatment works to navigable waters are addressed in National Pollution Elimination Discharge System (NPDES) regulations under the Clean Water Act. NPDES permits for such discharges in the project region are issued by the Santa Ana Regional Water Quality Control Board.

Existing Conditions

Sewers

Yucaipa Valley Water District (YVWD) provides sewer service to the majority of the City and its SOI, as shown in Figure 5.16-1, *YVWD Sewer Collection System*. YVWD encompasses an active service area of 40 square miles, 27 of which are in the City of Yucaipa (YVWD 2014). The public sewer system serves the entire City except for a few corners. These areas have not connected to the infrastructure in place and it is assumed they rely on septic tanks.

Wastewater Collection System

YVWD operates over 203 miles of sewer mains and 6 lift stations (YVWD 2014). As early as the 1970s, YVWD began planning a public sewer system to eliminate the negative water quality impacts associated with thousands of privately owned septic tanks and leaching pits. Thirty years later, a majority of the lots in the City have access to sewer mains, and a large percentage of these are currently connected to YVWD's sewer system. However, sewer infrastructure is intermittent or not available in three areas—Dunlap Acres, northeast Yucaipa, and the southeast corner of Yucaipa along Wildwood Drive.

- The Dunlap Acres Community and Crafton Hills area have intermittent access to sewer mains. While some infrastructure is present, a large number of existing lots are not currently connected to the system.
- In the northeast corner of the City of Yucaipa, a small amount of infrastructure is present with existing connections; however, several large blocks have no infrastructure.
- In the southeast corner of the City along Wildwood Drive, YVWD has no sewer infrastructure.

Wastewater Treatment Process

Sanitary wastewater is treated in three phases:

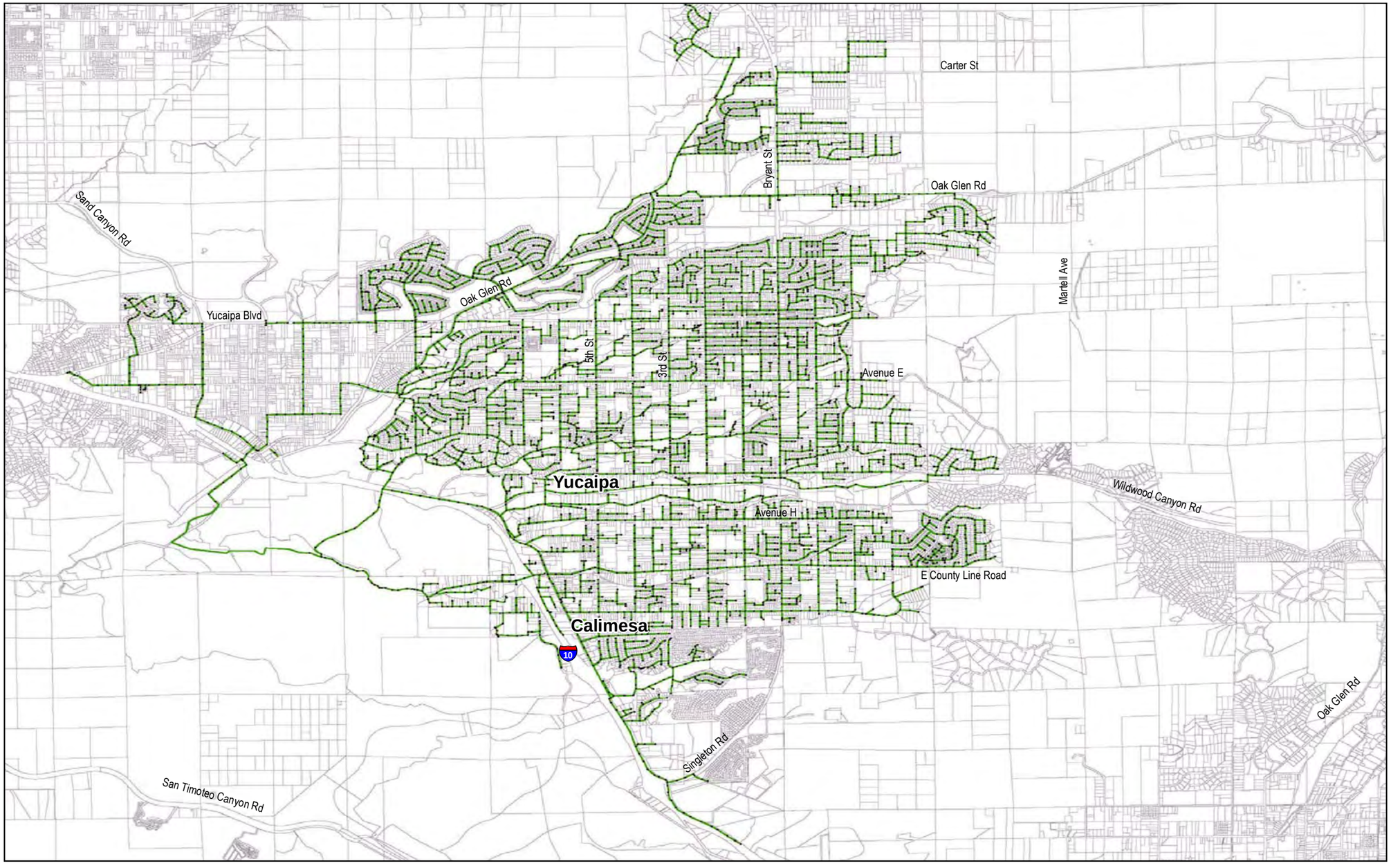
- **Primary Treatment:** Removal of solids using settling tanks,
- **Secondary Treatment:** Reduction of organic matter using bacteria and oxygen, followed by further removal of solids,
- **Tertiary Treatment:** Filtration of wastewater to remove any solids remaining after the first two phases of treatment.

Most wastewater that undergoes tertiary treatment is disinfected afterward. Disinfection methods include chlorine bleach and ultraviolet light. Tertiary-treated wastewater is often reused (i.e., recycled) for landscape and agricultural irrigation, groundwater recharge, and industrial uses.

Wastewater Treatment Facilities

YVWD routes the sewage flows to the Henry N. Wochholz Regional Water Recycling Facility (WRWRF), where it is treated by a three-phase system capable of handling 6.67 million gallons per day (mgd). It is anticipated that the capacity will be rerated to 8.0 mgd based on a reevaluation of the tertiary treatment microfiltration membranes and disinfection facilities (YVWD 2008a). The WRWRF is south of Interstate 10 to the east of Live Oak Canyon Road. It consists of bar screens and grit chamber; primary treatment (primary sedimentation basins and primary equalization basin); secondary treatment (splitter boxes, anoxic basins, aeration basins, and secondary clarifiers); tertiary treatment (secondary equalization basin and microfiltration system); ultraviolet disinfection system; effluents storage and pumping; and process residuals treatment. These facilities were designed and constructed to meet the nitrogen standards for a live stream discharge to maintain the beneficial uses of San Timoteo Creek. The plant receives raw wastewater through over 100 miles of sewer collection pipelines (YVWD).

Figure 5.16-1
YVWD SEWER COLLECTION SYSTEM



Sewer Collection System

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: IBI, March 18, 2015

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The WRWRF meets and exceeds the bacteria and turbidity requirements of Title 22 of California Code of Regulations for recycled water, and the majority of its recycled water is now discharged to San Timoteo Creek. The rest is piped through a separate system for irrigating greenbelt areas, commercial and institutional landscape areas, and some residential front and rear lots. YVWD proposes to decrease future recycled water discharge to the creek, making more recycled water available for nonpotable use. According to YVWD's 2010 Urban Water Management Plan, the recycled water system currently consists of approximately 8.5 percent of the overall demand on YVWD's water system. Delivery amounts are expected to grow to about 6,700 acre-feet by 2020, or about 24 percent of total agency water demands. Ultimately, the YVWD expects to deliver about 8,000 acre-feet per year (afy) of recycled water (YVWD 2008).

Estimated Wastewater Generation

YVWD provides sewer services to the City of Calimesa, the City of Yucaipa, and some rural county areas outside these city limits. It is estimated that the City of Yucaipa generates approximately 4.3 mgd of residential wastewater based on 2010 census data, design flows of 250 gallons per unit per day, and an average of 2.8 people per unit. The City of Yucaipa generates approximately 359,161 gallons per day of nonresidential wastewater, with an average wastewater generation rate of 5,687.2 gallon per day per acre. Table 5.16-1, *Estimated Wastewater Generation under Existing Condition*, summarizes generation rates for and residential and nonresidential customers.

Table 5.16-1 Estimated Wastewater Generation under Existing Condition

Land Use	Units	Wastewater Generation (gallons per day)	
		Per Person or Acre	Total
Residential	47,839 people	90	4,305,510
Nonresidential	63.15 acres[1]	5,687.2	359,161
		Total	4,664,671

Source: IBI Group 2015.
[1] For estimating wastewater demand, nonresidential acres are based on the nonresidential building square footage and converted to acres (rather than using total parcel acreage).

Per YVWD design standards, industrial and commercial flows are handled on a case-by-case basis and therefore difficult to estimate. However, YVWD has indicated that current capacity at the WRWRF is adequate for existing wastewater flows (YVWD 2011).

5.16.1.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-1 Would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

U-2 Would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

U-5 Would result in a determination by the wastewater treatment provider which serves or may serve the project that has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

5.16.1.3 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.16-1: Project-generated wastewater could not be adequately treated by the wastewater service provider for the project. [Thresholds U-1, U-2 (part), and U-5]

Impact Analysis:

Full Buildout under Proposed General Plan Update

Full buildout under the proposed General Plan Update is estimated to generate about 7.0 mgd of residential wastewater and about 1.25 mgd of nonresidential wastewater, as shown in Table 5.16-2, *Estimated Residential Wastewater Generation under Proposed General Plan*. Sewer service would be expanded within the current City limits, and existing residential septic tank users would be connected to the systems in place. Additional sewer connections would be added as industrial and commercial sites are developed. The combined residential and nonresidential wastewater is estimated to exceed 8.2 mgd.

Table 5.16-2 Estimated Residential Wastewater Generation under Proposed General Plan

Land Use	Units	Wastewater Generation (gallons per day)		
		Per Person or Acre	Total	Change from Existing
Residential	77,328 people	90	6,959,520	2,654,010
Nonresidential	219.95 acres[1]	5,687.2	1,250,909	891,748
		Total	8,210,429	3,545,758

Source: IBI Group 2015.
[1] For estimating wastewater demand, nonresidential acres are based on the nonresidential building square footage and converted to acres (rather than using total parcel acreage).

Sewer Impacts

General Plan buildout would involve substantial land use intensification, requiring installation of new or expanded sewer laterals and sewer mains in the City and SOI.

The majority of lots in Yucaipa have access to sewer mains owned and operated by the YVWD. However, three areas still have limited or intermittent sewer infrastructure—Dunlap Acres, northeast Yucaipa, and the southeast corner of Yucaipa along Wildwood Drive. As these areas develop, plans exist to expand sewer

services. The YVWD has identified planned service for these areas (YVWD 2015) and requires that new developments of five or equivalent dwelling units (EDU) within 1,000 feet of any existing or planned sewage collection facility must extend the public sewer line (YVWD 2008b). This transition allows the YVWD to comply with applicable water quality regulations. Construction and/or expansion of sewer laterals and mains serving new development in the City and SOI would be considered as development occurs.

Sewer systems are funded by impact fees, grants, fair share cost arrangements, and service fees. Individual projects that have the potential to impact YVWD's facilities are required to pay development impact fees (see Public Facilities and Services Element Policy 3.3 and Policy 5.5). Capital improvements to YVWD are funded from connection fees charged to new developments, redevelopments, and expansions of existing land uses. The connection fee funds additional conveyance, treatment, and disposal facilities (capital facilities) required by new users connecting to the YVWD's sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. Future development projects that can impact YVWD's facilities must coordinate with the YVWD to ensure sufficient sewer capacity. If sewer capacity is not available to serve the individual project, the developer would be required to fund expansion or construction of new water mains or other infrastructure. Concurrent development of individual projects and associated sewer infrastructure would ensure the YVWD is able to adequately treat all wastewater generated within its service area. Sewer mains are generally within roadways; thus, installation of new or expanded sewer mains would involve disturbance of soil that has been previously disturbed for construction of roadways and installation of existing utilities. Construction-related impacts from installation of sewer laterals and/or sewer mains are analyzed throughout Chapter 5 of this DEIR as part of the total impacts of the General Plan buildout. Construction-related air quality and noise impacts of the project are described in Section 5.3, *Air Quality*, and Section 5.11, *Noise*, respectively.

Wastewater Treatment Capacity Impacts

Buildout of the General Plan Update would generate 8.2 mgd of wastewater (see Table 5.16-3). The existing residual capacity at WRWRF, which treats wastewater from the Yucaipa-Calimesa service area, is about 6.67 mgd; therefore, wastewater generated within the City and SOI would exceed the design capacity of the WRWRF. General Plan Update buildout would require WRWRF to build new or expanded wastewater treatment facilities to accommodate the additional demand. Although expansion of the WRWRF is not currently planned or funded, the YVWD, as service provider for the City, would expand wastewater treatment capacity to keep up with demand, in accordance with federal and state regulations regarding water quality. Future development projects that have the potential to increase wastewater generation and impact YVWD's facilities would be required to pay development impact fees to YVWD to fund regional capital sewer improvements, including potential expansion of the WRWRF, if needed. The following policy would ensure that the City coordinates with the YVWD to plan for sufficient wastewater treatment capacity to keep up with demand.

- **Policy PSF-6.1 – Infrastructure.** Work with service providers to assess the adequacy of utilities in existing developed areas, and implement needed improvements to address existing and future wastewater treatment needs.

Additionally, at a citywide General Plan level of analysis, it is speculative and infeasible to evaluate project-specific environmental impacts associated with the future expansion of WRWRF since the design and timeframes for development are unknown. When and if WRWRF needs to expand to meet the growth demands from buildout of the proposed project, the appropriate level of analysis required under CEQA would be conducted by the YVWD.

5.16.1.4 APPLICABLE GENERAL PLAN UPDATE POLICIES

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to wastewater treatment and collection.

Public Services and Facilities Element

- **Policy PSF-6.1 – Infrastructure.** Work with service providers to assess the adequacy of utilities in existing developed areas, and implement needed improvements to address existing and future wastewater treatment needs.

- **Policy PSF-6.2 – Brine Line.** Continue to support the Yucaipa Valley Brineline from Yucaipa to San Bernardino and other new infrastructure investments that support advanced water treatment methods.

- **Policy PSF-6.3 – Septic Systems.** Protect groundwater quality by supporting water district efforts to phase out existing septic systems, extend main lines, and establish connections to sewer infrastructure where feasible.

- **Policy PSF-6.4 – Recycled Water.** Work with YVWD and end users to ensure the highest possible quality of wastewater treatment; increase and maximize the use of recycled water for existing and future needs.

- **Policy PSF-6.5 – Service Levels.** Work with wastewater service providers in Yucaipa to maintain adopted service standards for sewer service systems and fee structures that are equitable and efficient.

- **Policy PSF-6.6 – Reduced System Demand.** Reduce wastewater system demand by: requiring water-conserving designs and equipment; encouraging water-conserving devices; and designing wastewater systems to minimize inflow and infiltration.

- **Policy PSF-6.7 – Groundwater Quality.** Continue to treat wastewater in accordance with regional water quality control board requirements and state and federal standards prior to discharge into San Timoteo Creek.

- **Policy PSF-6.8 – Sanitary Sewer Overflows.** Continue to proactively work with and educate businesses, residents, schools, and other institutions in Yucaipa to prevent and mitigate sanitary sewer overflows.

- **Policy PSF-7.1 – Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and the timely provision of public facility and municipal improvements.

- **Policy PSF-7.2 – Public Facility Plans.** Maintain and implement public facility master plans to ensure compliance with appropriate regional, state, and federal laws and to provide appropriate public facilities and services to maintain quality of life in Yucaipa.

- **Policy PSF-7.3 – Fair Share Funding.** Ensure that new development pays its fair share of the cost of providing/financing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development.

- **Policy PSF-7.4 – Infrastructure Rehabilitation.** Prioritize the regular maintenance and rehabilitation of public facilities and critical infrastructure to extend its useful life; prioritize replacement of structures that have reached the end of their useful life or have capacity constraints.

5.16.1.5 EXISTING REGULATIONS AND STANDARD CONDITIONS

Federal

- Code of Federal Regulations, Title 40, Parts 122 et seq.: National Pollution Elimination Discharge System regulations

City of Yucaipa

- City of Yucaipa Development Code, Division 11, Chapter 5, Public Facilities Financing.

- City of Yucaipa Municipal Code, Chapter 15.08, Development Impact Fees

- City of Yucaipa Municipal Code, Chapter 9: Small Lot Standards, Section 88.0915, Development Standards

YVWD

- Design Manual and Construction Guidelines

5.16.1.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of the General Plan policies and regulatory requirements and standard conditions of approval, Impact 5.16-1 would be less than significant.

5.16.1.7 MITIGATION MEASURES

No mitigation measures are required.

5.16.1.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.16.2 Water Supply and Distribution Systems

5.16.2.1 ENVIRONMENTAL SETTING

Regulatory Background

20x2020 Water Conservation Plan

The 20x2020 Water Conservation Plan was issued by the Department of Water Resources (DWR) in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed "SBX7-7." SBX7-7 mandated urban water conservation and authorized the DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 requires urban water providers to adopt a water conservation target of 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use.

Senate Bills 610 and 221

To assist water suppliers, cities, and counties in integrating water and land use planning, the state passed Senate Bill (SB) 610 (Chapter 643, Statutes of 2001) and SB 221 (Chapter 642, Statutes of 2001), effective January 1, 2002. SB 610 and SB 221 improve the link between information of water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures that promote more collaborative planning between local water suppliers, cities, and counties. Both require detailed information regarding water availability to be provided to city and county decision makers prior to approval of specified large development projects. This detailed information must be included in the administrative record as the evidentiary basis for an approval action by the city or county on such projects. The statutes recognized local control and decision making regarding the availability of water for projects and the approval of projects. While SB 610 and SB 221 are not applicable to general plans, future projects subject to SB 610 and SB 221 are required to provide a water supply assessment. Under SB 610, water supply assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects subject to CEQA, as defined in Water Code Section 10912[a]. Under SB 221, approval by a city or county of certain types of residential subdivision requires an affirmative verification of sufficient water supply. SB 221 is intended as a fail-safe to ensure collaboration on finding the needed water supplies to serve a new large subdivision before construction begins. General plans serve as an important planning tool for the local water supply when they prepare the 20 year vision for the Urban Water Management Plan (UWMP).

Urban Water Management Planning Act

The Urban Water Management Planning Act of 1983, California Water Code Sections 10610 et seq., requires preparation of a plan that:

- Plans for water supply and assesses reliability of each source of water, over a 20-year period, in 5-year increments.

- Identifies and quantifies adequate water supplies, including recycled water, for existing and future demands in normal, single-dry, and multiple-dry years.

- Implements conservation and the efficient use of urban water supplies. Significant new requirements for quantified demand reductions have been added by the Water Conservation Act of 2009 (SBX7-7), which amends the act and adds new water conservation provisions to the Water Code.

The Urban Water Management Planning Act states that every urban water supplier that provides water to 3,000 or more customers or provides over 3,000 acre-feet of water per year (afy) should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple-dry years. Both SB 610 and SB 221 identify the UWMP as a planning document that can be used by a water supplier to meet the standards in both statutes. Thorough and complete UWMPs are foundations for water suppliers to fulfill the specific requirements of these two statutes, and they are important source documents for cities and counties as they update their General Plans. Conversely, general plans are source documents as water suppliers update the UWMPs. These planning documents are linked, and their accuracy and usefulness are interdependent (DWR 2014a).

Principles Governing CEQA Analysis of Water Supply

In *Vineyard Area Citizens for Responsible Growth, Inc., v. City of Rancho Cordova* (February 1, 2007), the California Supreme Court articulated the following principles for analysis of future water supplies for projects subject to CEQA:

- To meet CEQA's informational purposes, the EIR must present sufficient facts to decision makers to evaluate the pros and cons of supplying the necessary amount of water to the project.

- CEQA analysis for large, multiphase projects must assume that all phases of the project will eventually be built, and the EIR must analyze, to the extent reasonably possible, the impacts of providing water to the entire project. Tiering cannot be used to defer water supply analysis until future phases of the project are built.

- CEQA analysis cannot rely on "paper water." The EIR must discuss why the identified water should reasonably be expected to be available. Future water supplies must be likely rather than speculative.

- When there is some uncertainty regarding future availability of water, an EIR should acknowledge the degree of uncertainty, include a discussion of possible alternative sources, and identify the environmental impacts of such alternative sources. Where a full discussion still leaves some uncertainty about long-term water supply, mitigation measures for curtailing future development in the event that intended sources become unavailable may become a part of the EIR's approach.

- The EIR does not need to show that water supplies are definitely ensured, because such a degree of certainty would be "unworkable, as it would require water planning to far outpace land use planning." The requisite degree of certainty of a project's water supply varies with the stage of project approval. CEQA does not require large projects, at the early planning phase, to provide a high degree of certainty regarding long-term future water supplies.

- The EIR analysis may rely on existing urban water management plans, as long as the project's demand was included in the water management plan's future demand accounting.

- The ultimate question under CEQA is not whether an EIR establishes a likely source of water, but whether it adequately addresses the reasonably foreseeable impacts of supplying water to the project.

Governor's Statewide Mandatory Water Restrictions – Executive Order B-29-15

California Governor Edmund Brown Jr. declared a drought state of emergency on January 17, 2014, asking Californians to reduce water by 20 percent. Then on April 1, 2015, the Governor issued Executive Order B-29-15, which imposes the first-ever statewide mandatory water restrictions. The executive order directed State Water Resources Control Board to implement mandatory water reductions in cities and towns across California to reduce water usage by 25 percent through February 29, 2016.

On May 5, 2015, the SWRCB adopted emergency regulations to achieve a statewide reduction in potable urban water use for individual water suppliers. These restrictions require water suppliers to California's cities and towns to reduce usage 2013 amounts. The restrictions consider the relative per capita water usage of each water supplier's service area and require that areas with high per capita use achieve proportionally greater reductions than those with low use. The water use reduction target for the City of Yucaipa is 36 percent below water usage in 2013. The penalty for failure to meet this reduction is a fine of up to $10,000 per day. The approved regulations took effect on June 1, 2015, and continue through February 2016. The regulations include prohibitions on:

- Using potable water to wash sidewalks and driveways;
- Runoff when irrigating with potable water;
- Using hoses with no shut-off nozzles to wash cars;
- Using potable water in decorative water features that do not recirculate the water;
- Using outdoor irrigation during and 48 hours following rain storms.

The saving amounts to approximately 1.5 million acre-feet of water statewide over the next nine months. The order will also replace 50 million square feet of lawns throughout the state with drought-tolerant landscaping in partnership with local governments; direct the creation of a temporary, statewide consumer rebate program to replace old appliances with more water- and energy-efficient models; require campuses, golf courses, cemeteries, and other large landscapes to make significant cuts in water use; prohibit new homes and developments from irrigating with potable water unless water-efficient drip irrigation systems are used; and ban watering of ornamental grass on public street medians. In addition to water-saving actions, the order

increases enforcement, streamlines government response, and invests in new technologies to help make California more drought resilient.

Yucaipa Valley Water District 2010 Urban Water Management Plan

Water Shortage Contingency Planning

Section 5.4 of the YVWD 2010 UWMP is Water Shortage Contingency Planning, which establishes actions and procedures for managing water supply and demands during water shortages. The plan would help YVWD maintain essential public health and safety and minimize adverse impacts on economic activity, environmental resources, and the region's lifestyle.

Water supply disruptions can occur for a variety of reasons, but drought is of particular importance to YVWD. In the Yucaipa Valley, historical data indicates a high probability of short-term and multiyear drought conditions.

This region is generally faced with a relatively dry summer period. Most of the annual 16 inches of precipitation falls from November to April. Since YVWD typically relies on local surface water and groundwater, the precipitation in the Yucaipa Valley is extremely important to recharge the underground water basins. Certain weather can affect this cycle:

- Less than normal winter precipitation and snowpack in the Yucaipa Valley would limit the quantity of water available at the Oak Glen Surface Water Filtration Facility and ultimately reduce the amount of groundwater recharge.
- Unusually warm spring weather brings early melting of the snowpack and early drawdown of the mountain resources.
- Unusually hot and dry summer weather can significantly increase peak season demands.
- A delayed return of the fall rains or a dry winter can delay the fall percolation refill cycle (which replenishes the underground storage reservoirs after the peak season).

YVWD's strategy for dealing with the uncertainty of drought management and related emergency issues has several components: information gathering; forecasting; communication with other local, state, and federal agencies; and dynamic operating rules (i.e. flexibility to manage resources as conditions and forecasts change).

Principles of the Water Conservation Strategy

The YVWD's Water Conservation Implementation Plan is based on the following principles stated in YVWD's 2010 UWMP:

- Given clear, timely, and specific information on supply conditions and the necessary actions to forestall worsening conditions, customers prefer the opportunity to meet targeted demand reduction levels through voluntary compliance measures. The decision to move to mandatory restrictions is more

acceptable if the voluntary approach has been tried first but has not resulted in enough demand reduction to ensure public health and safety through the projected duration of the shortage.

- Each drought or other shortage situation has enough unique characteristics that a plan cannot specifically define all the scenarios and specific supply and demand management actions. The usefulness of a Water Conservation Implementation Plan lies in planning the range of supply and demand management actions in advance of the situation, and in defining the communication mechanisms by which decisions will be made during the event.

- Given the effective long-term conservation program operated by YVWD, it is important to distinguish between the short term curtailment measures necessitated by a water supply disruption, and the conservation measure YVWD promotes to its customers. Conservation focuses on efficiencies, which do not affect the quality of life, whereas curtailment measures can involve short-term actions, which could impact it.

- It is essential to closely monitor water quality during a supply disruption and particularly during a warm weather drought. Water quality issues must be considered when supply management decisions are made.

Alternative Water Supplies

Depending on the nature and timing of a potential water shortage, alternative water supplies may be useful to supplement existing supplies.

- **Interties.** Since water supply disruptions may not affect all water suppliers to the same extent, it is sometimes feasible for the district to obtain water from other providers through interties, where they exist.

- **Recycled Water.** YVWD recognizes the value of recycled water as a means to conserve and extend the useful life of the potable water supply. Recycled water is the use of highly treated effluent instead of potable water for irrigation, street washing, construction purposes, etc., in order to reduce demand for potable water and lessen the impact of shortages on the community. It is important to note that as recycled water becomes more widely available through YVWD's proposed recycled water facilities, YVWD will rely more heavily on it for nonpotable uses.

Phased Curtailment Plan

The Phased Curtailment Plan provides four stages of response for summer droughts and other long-range disruptions based on increasingly serious conditions.

- Advisory Stage (Stage 1). When winter season rainfall is significantly less than the average annual rainfall of 18 inches per year for Yucaipa.

    - Voluntary conservation measures resulting in a 5 to 10 percent reduction in water use, which can generally be achieved by reducing residential landscaping and irrigation use.

- Voluntary Stage (Stage 2). When supply conditions have not improved and demand levels indicate the need for a more systematic response to manage the situation.
  - Constant water conservation practices resulting in a 10 to 15 percent reduction in water use.
    - Issue a request that nonrecirculating fountains be turned off.
    - Restrict construction meters to essential purposes.
    - Activate any existing interties to increase supply availability.
    - Request that fire department limit training exercises that use water.
    - Request that City agencies eliminate washing fleet vehicles unless recycling car washes are used.
    - Request that hosing sidewalks, driveways, parking lots, etc., be limited to situations that require it for public health and safety.
    - Have YVWD field personnel "tag" observed obvious water waste—such as hoses without shutoff nozzles, gutter flooding, etc.—with notice to the customer.
    - Evaluate ability to accelerate, enhance, or expand long-term conservation programs; implement as appropriate.
- Mandatory Stage (Stage 3). If goals in the Advisory and Voluntary Stage have not been met, the specific restrictions imposed during the mandatory stage would be determined based on the season, targeted demand levels, and other considerations.
  - Mandatory conservation measures resulting in a 10 to 15 percent reduction in water use. Possible water conservation restrictions:
    - Prohibit all watering during the day, for example between 6:00 AM and 9:00 PM.
    - Limit all watering to a specific number of days per week or per month.
    - Prohibit use of any ornamental fountain using drinking water for operation or make-up.
    - Prohibit car washing except at commercial car wash facilities that recycle water.
    - Rescind water construction meter hydrant permits.
    - Prohibit washing of sidewalks, streets, decks or driveways, except as necessary for public health and safety.
    - Limit pressure washing of buildings to situations that require it as part of scheduled building rehabilitation project (e.g., painting).

- Prohibit water waste including untended hoses without shut-off nozzles, obvious waste such as gutter flooding and sprinklers/irrigation whose spray pattern unnecessarily and significantly hits paved areas.

- Emergency Curtailment Stage (Stage 4). At this stage, a critical water situation exists. Without additional significant curtailment actions, a shortage of water for public health and safety will be imminent.
  - Increasingly stringent water use restrictions are established and enforced.
    - Prohibit all lawn and turf irrigation.
    - Make recycled water available for street cleaning, construction projects, landscape irrigation, dust control, etc.
    - Require that all firefighting agencies discontinue the use of water in training exercises until emergency is over.
    - Rescind all construction meter or fire hydrant permits.
  - Significant rate surcharges to encourage customer compliance.

Existing Conditions

Water Providers and Facilities

Potable water in the City of Yucaipa is provided by the YVWD, Western Heights Water Company (WHWC), South Mesa Water Company (SMWC), and Redlands Municipal Utilities & Engineering Department (MUED). The service areas of the four water providers are shown in Figure 5.16-2, *YVWD Water Distribution System*, Figure 5.16-3, *WHWC Water Distribution System*, Figure 5.16-4, *SMWC Water Distribution System*, and Figure 5.16-5, *Redlands MUED Water Distribution System*.

Yucaipa Valley Water District

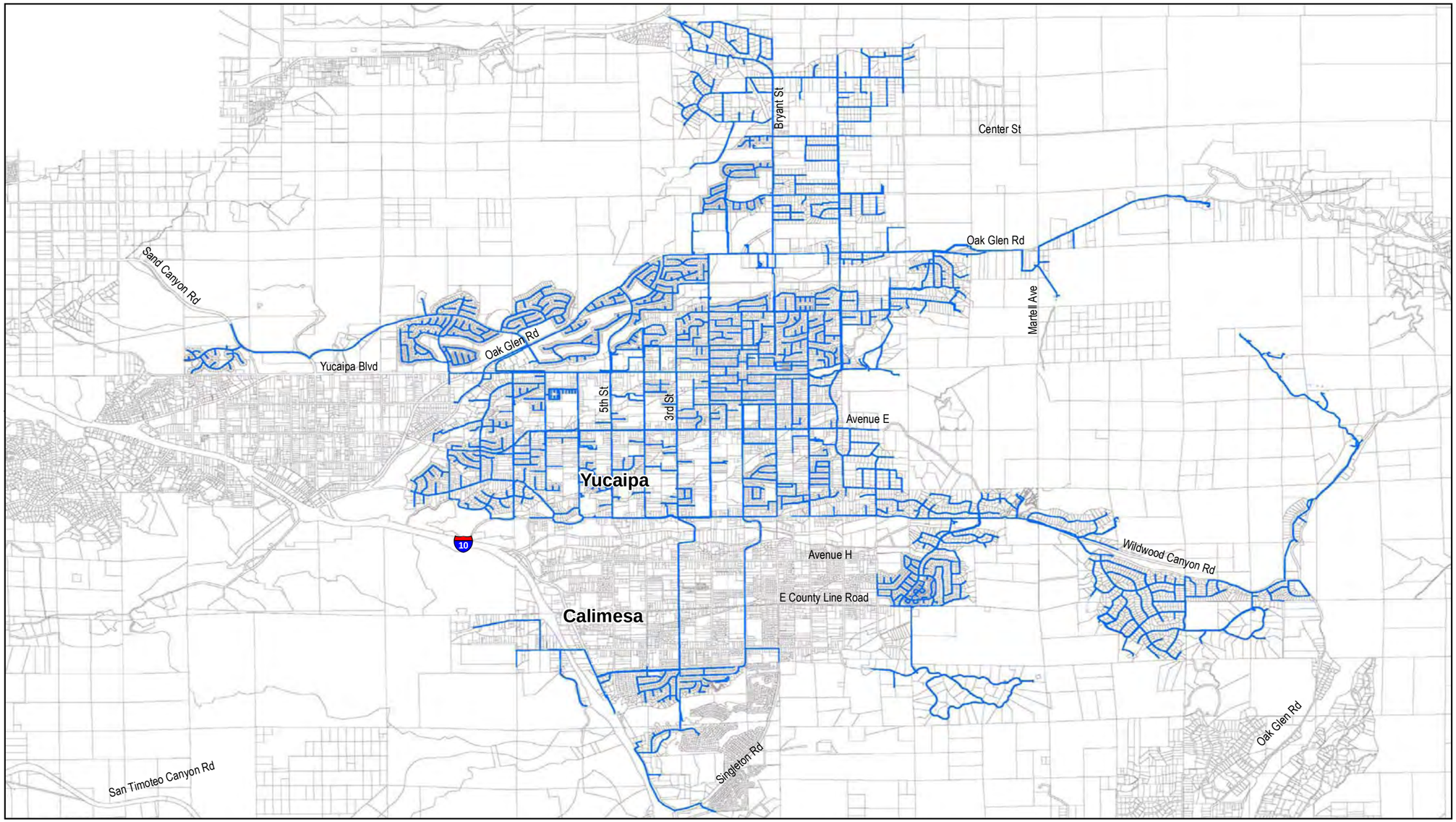
YVWD services a large majority of the City of Yucaipa and its SOI. The district encompasses 40 square miles, 27 of which are in the City of Yucaipa (YVWD 2014), and serves a population of 42,171. YVWD currently uses groundwater wells, surface water, recycled water, and imported water from the California State Water Project (SWP) to meet its annual demand.

YVWD has traditionally used groundwater to meet the bulk of demand. However, the district's overreliance on groundwater has shifted in recent years, due in part to the overdrafting of local groundwater supplies. In 2000, groundwater resources provided 93.7 percent of the total water demands of the YVWD. By 2010, this resource supplied 60.1 of the total water demands (YVWD 2011).

Surface water collection from the Oak Glen area has been operated and maintained within the City of Yucaipa since the early 1900's. This water is treated in the Oak Glen Surface Water Filtration Facility and distributed throughout the Yucaipa Valley. Local surface water supplied 6.3 percent of the total water demands of YVWD in 2000. This has decreased to 3.0 percent of total demand as of 2010.

Figure 5.16-2

YVWD WATER DISTRIBUTION SYSTEM



Water Distribution System

Source: IBI, March 18, 2015

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YUCAIPA GENERAL PLAN DRAFT EIR

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PLACEWORKS

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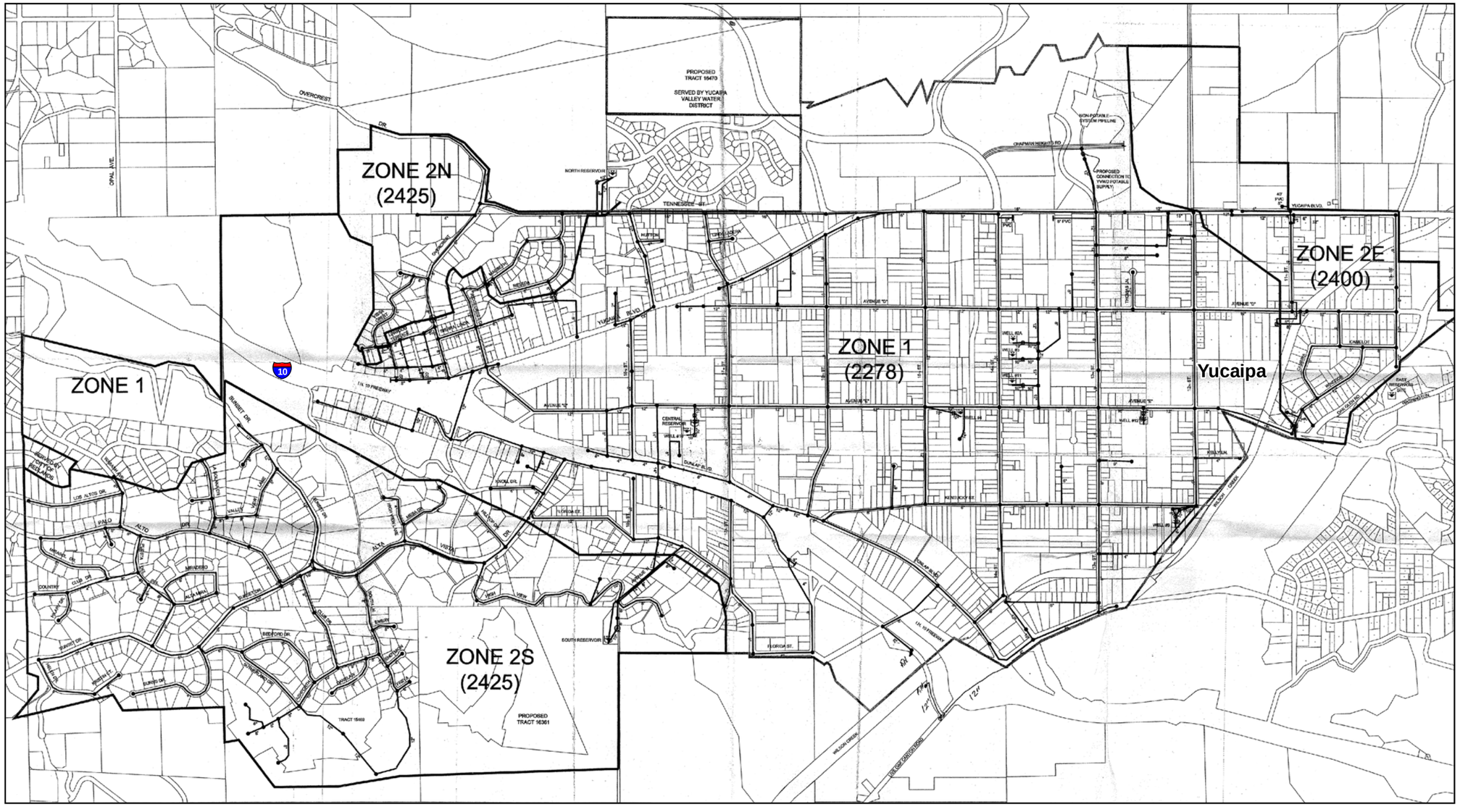
Figure 5.16-3

WHWC WATER DISTRIBUTION SYSTEM



Existing Water System

12/1/2015

YUCAIPA GENERAL PLAN DRAFT EIR

0 Feet 1,300

PLACEWORKS

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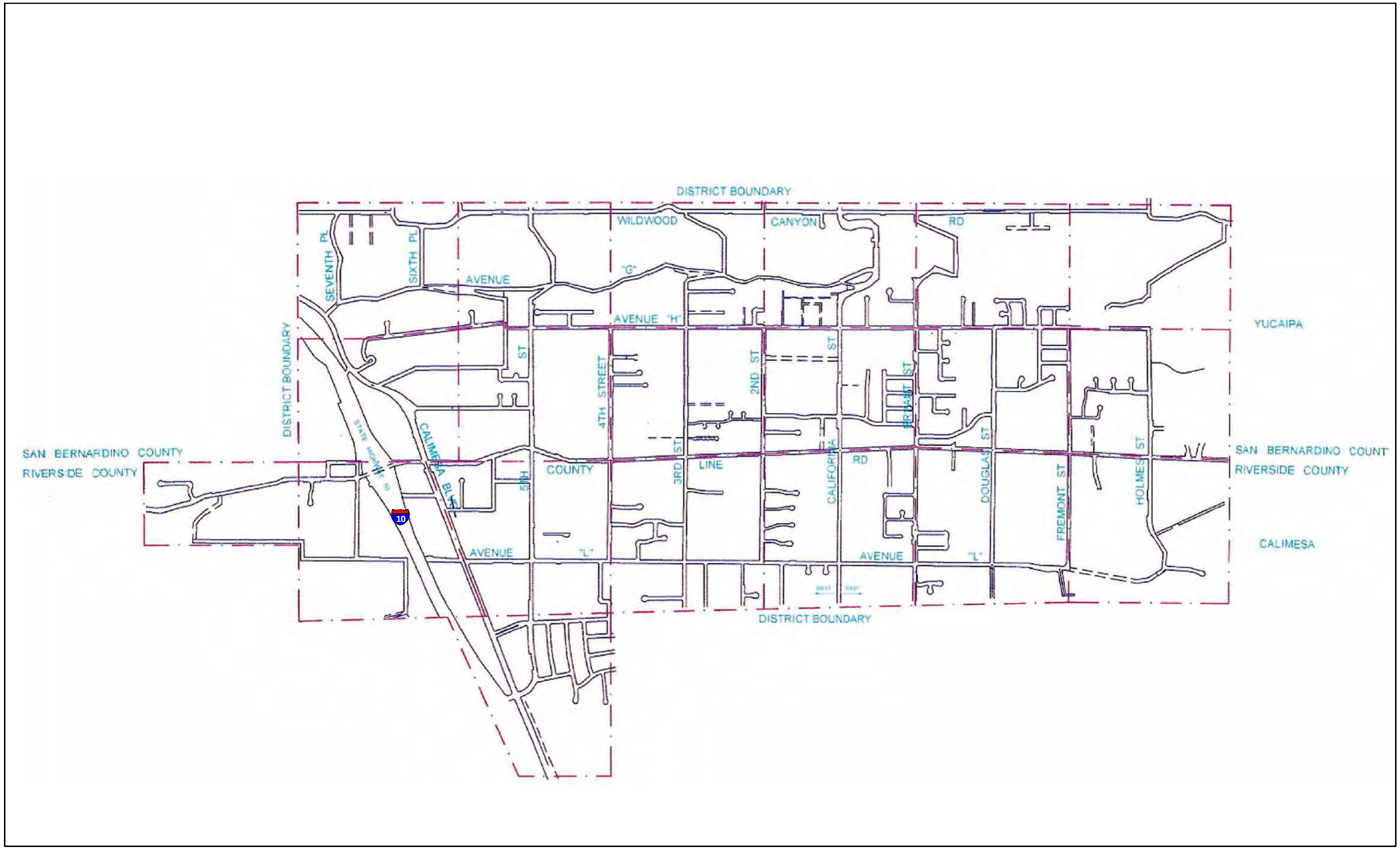
Figure 5.16-4

SMWC WATER DISTRIBUTION SYSTEM



Source: SMWC

12/1/2015

YUCAIPA GENERAL PLAN DRAFT EIR

0 Feet 1,800

PLACEWORKS

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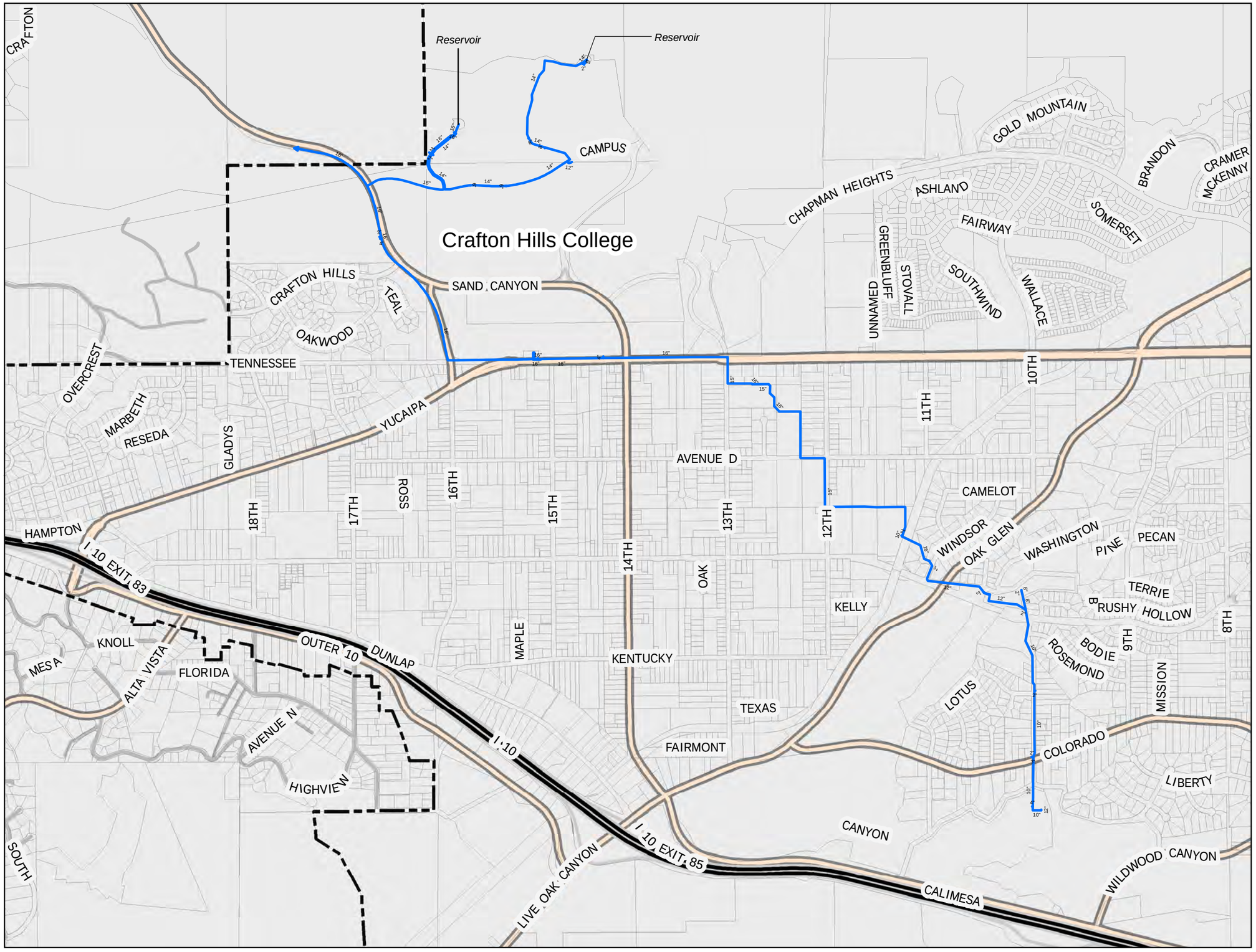
Figure 5.16-5
REDLANDS MUED WATER DISTRIBUTION SYSTEM



Redlands Water Main

City Limits

Note: Agriculture land cover type includes both existing and historic agricultural use.

YUCAIPA GENERAL PLAN DRAFT EIR

0 600 1,200 Feet

PLACEWORKS

Source: IBI, March 18, 2015

12/1/2015

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Recycled water has been provided by YVWD since 2002. The system initially used imported water from the SWP, but now uses backwash from the Yucaipa Valley Regional Water Filtration Facility (YVRWFF). It was anticipated in the YVWD's 2010 UWMP that the WRWRF would provide recycled water to meet irrigation demands by the end of 2014. No recycled water was used prior to 2002, and this resource supplied 8.6 percent of the total water demands in 2010. Additional infrastructure improvements and new customers are expected to expand the use of recycled water within YVWD.

Imported water has been used to meet nonpotable water demands since 2002. Imported water was not used as drinking water until 2005 when YVWD began operation of a water filtration facility. While the introduction of imported water has been recent, by 2010 imported water supplied 28.2 percent of the total water demand.

Western Heights Water Company

WHWC services 1,555 parcels within the Dunlap Acres Community of the City of Yucaipa and parts of the City of Redlands. WHWC obtains the majority of its water from groundwater wells, and a small amount from the California SWP. In normal years, the groundwater basins supply approximately 2,550 afy (Engineering Resources of Southern California, Inc. 2015).

WHWC receives only minimal amounts of water from the California SWP. The amount used per year varies between 150 and 450 afy (Engineering Resources of Southern California, Inc. 2015). Water from the SWP is delivered through facilities owned and operated by YVWD.

South Mesa Water Company

SMWC straddles the city line between Yucaipa and Calimesa. SMWC currently supplies water to a population of approximately 10,000 through 2,996 service connections. All water supplies are provided through eight groundwater wells. A series of wells and booster stations currently provide an estimated 8,379 afy (SMWC 2014).

Redlands Municipal Utilities & Engineering Department

Redlands MUED services the City of Redlands and part of the City of Yucaipa. Its service area encompasses 36 square miles in Redlands as well as approximately 5,000 persons outside the city boundaries. Redlands MUED operates 2 surface water treatment plants, 20 wells, 37 booster pumps, 18 reservoirs, and 400 miles of transmission and distribution lines.

Redlands MUED uses the San Bernardino Basin and the Yucaipa Basin as its groundwater sources. Groundwater in the San Bernardino Basin is governed by a court action called the Western Judgement. The Western Judgement gives the San Bernardino Valley Municipal Water District (SBVMWD), of which Redlands MUED is a part, an adjusted right for use of 167,238 afy. Extraction beyond this amount is required to be recharged by the SBVMWD. Recharge is typically accomplished using water from the SWP. Redlands MUED pulls between 15,000 to 22,000 afy from the San Bernardino Basin with 20 groundwater wells. An additional 2 wells are used in the Yucaipa Basin. Together these wells meet approximately 50 percent of annual demand of Redlands MUED's service area.

Redlands MUED receives surface water from Mill Creek Watershed, Santa Ana River Watershed, and SWP (Kennedy/Jenks Consultant 2012).

Redlands MUED currently produces recycled water capable of use in irrigation and industrial applications. This recycled water is produced at Redlands wastewater treatment plant at a rate of approximately 5.4 mgd. This supply is mainly used by Southern California Edison Company to cool its Mountain View plant. Additional use for irrigation is being pursued for areas near the wastewater treatment plant.

Redlands MUED purchases SWP water from SBVMWD only in years where surface flows and groundwater have been insufficient to meet demands. It is anticipated that Redlands MUED will continue to request water from the SWP only when available surface water is insufficient to meet demands.

Water Treatment Facilities

YVWD processes its drinking water at the YVRWFF, which uses macro-filtration and molecular filtration processes to clean and treat the water. The YVRWFF treats an average flow of 10 mgd with a peak flow of 16 mgd. The maximum capacity at the facility is 29 mgd.

WHWC does not have a centralized treatment facility. Water is treated at the source wells with chlorine as it is introduced into the water distribution system.

SMWC does not have a treatment facility. Water is treated with chlorine at all well and booster stations as it is introduced into the distribution system.

Redlands MUED operates two water treatment facilities. Water collected within the Mill Creek Watershed is treated at the Henry Tate Surface Water Treatment Plant (SWTP), and water collected within the Santa Ana River Watershed is treated at the Hinckley SWTP. When needed, water from the California SWP is treated at either facility.

The Hinckley SWTP can treat up to 12 mgd. The Tate SWTP has a capacity of 20 mgd, but due to the hydraulic restrictions, it can only treat approximately 12 mgd (Kennedy/Jenks Consultants 2012).

Water Supply and Demand

Current and projected water supplies are shown in Table 5.16-3, *Projected Normal Year Water Supplies*. Supply projections have been broken down by source and water district.

Table 5.16-3 Projected Normal Year Water Supplies

Source	Fiscal Year Ending (afy)			
	2015	2020	2025	2030
Potable Water				
Local Groundwater				
Yucaipa Valley Water District[1]	6,445	6,445	6,445	6,445
Western Heights Water Company[2]	2,550	3,000	3,000	3,350
South Mesa Water Company[3]	8,379	8,379	8,379	8,379
Redlands MUED[4]	18,464	17,357	18,531	19,830
Local Surface Water				
Yucaipa Valley Water District[1]	453	453	453	453
Western Heights Water Company[2]	0	0	0	0
South Mesa Water Company[3]	0	0	0	0
Redlands MUED[4]	15,000	15,000	15,000	15,000
Imported Surface Water				
Yucaipa Valley Water District[1]	6,678	7,269	7,918	8,636
Western Heights Water Company[2]	0	0	0	0
South Mesa Water Company[3]	0	0	0	0
Redlands MUED[4]	1,130	2,420	3,710	5,000
Potable Water Subtotal	59,098	60,322	64,435	67,093
Nonpotable Water				
Recycled Water				
Yucaipa Valley Water District[1]	1,585	2,176	2,825	3,544
Western Heights Water Company[2]	100–500	100–500	100–500	100–500
South Mesa Water Company[3]	60	10	10	10
Redlands MUED[4]	2,214	3,040	3,290	3,290
Total Water Supply	62,957	65,548	69,560	73,937

Sources:
[1] YVWD 2011.
[2] Kennedy/Jenks Consultants 2012.
[3] SMWC 2014.
[4] Engineering Resources of Southern California, Inc. 2015.

Current and projected water demands are shown in Table 5.16-4, *Projected Normal Year Water Demands*. Demand projections have been broken down by water district.

Table 5.16-4 Projected Normal Year Water Demands

Water District	Fiscal Year Ending (afy)			
	2015	2020	2025	2030
Yucaipa Valley Water District[1]	21,975	23,508	25,145	26,679
Western Heights Water Company[2]	2,360	2,715	2,660	2,600
Redlands MUED[3]	25,966	27,806	31,313	33,258
Total Water Supply Demands	50,301	54,029	59,118	62,537

Sources:
[1] YVWD 2011.
[2] Kennedy/Jenks Consultants 2012.
[3] Engineering Resources of Southern California, Inc. 2015.

Water Supply Reliability

The Yucaipa Valley is in the upper portion of the Santa Ana Watershed, south of Mill Creek and the Santa Ana River. Without a significant watercourse in the valley, local groundwater basins do not naturally refill with precipitation and melting snowpack.

For this reason, water supply is clearly one of the most critical issues facing the Yucaipa Valley. In the past, the area has relied heavily on local sources of surface and groundwater. Continued growth has caused the water demand to exceed the locally available supply. The YVWD recognizes that in order for development continue, there must be a reliable source of water to meet the new demands and replenishment to recover the previously depleted groundwater basins.

YVWD relies on a variety of water resources, but the most reliable source of imported water from northern California has become less reliable. To ensure sufficient water supplies for new development, it is important for developers and builders to demonstrate a guaranteed source of water prior to receiving a building permit for construction (YVWD 2011).

Surface Water

YVWD currently collects surface water from several sources in the Oak Glen area: Oak Glen, Birch, and Back Canyon creeks and their tributaries. Subsurface flows are collected in the Adams, Clark, Edward's, and Worthington tunnels. The flows from these sources are highly seasonable and depend on the amount of rainfall and snow melt in the area. Oak Glen and Birch creeks provide the majority of the surface flows. However, their production has decreased significantly from about 1,000 afy in the early 1980s to today's level of 200 to 300 afy. These sources are both minor and relatively unreliable due to their availability only in wet periods (YVWD 2008).

Surface water collected from Ford Creek, Birch Creek, Back Creek, and several tunnels is treated at the Oak Glen Surface Water Filtration Facility. Subsurface flows are collected from the Worthington and Adams tunnels. The Adams Tunnel partially collapsed, but its water is now pumped by a shallow well set into the tunnel. Similar to the surface flows, production from these sources has declined over the last decade, but not as much as the surface flows. In the early 1980s, production from the Adams Tunnel ranged from 400 to 450 afy, and the Worthington Tunnel produced approximately 75 afy. Current production volumes for these two sources are 200 to 300 afy for the Adams Tunnel and below 5 afy for the Worthington facility (YVWD 2008).

Groundwater

Yucaipa Basins

The amount of water that is recharged in the Yucaipa Basins is very small when compared to their spreading capacity and the amount of water available for recharge. The Wilson spreading basins have a recharge area of approximately 12 acres. Infiltration tests indicated that the infiltration capacity of these basins is approximately 1.5 feet per day (YVWD 2008).

Wildwood Canyon Basin

This small basin is a recharge source of the Oak Glen subbasin in the Yucaipa Basins. The yield of this basin has been estimated at 615 afy. At the present time, YVWD has five wells in this basin producing approximately 180 afy. YVWD does not have any plans to continue developing this basin because of the poor performance of the existing wells in the area.

In 1992, YVWD acquired a mutual water company that serves the upper portions of Wildwood Canyon. This system is composed of 11 wells with a minimum combined summer production of about 300 gallons per minute. Production from this area is only enough to supply the current localized demand and does not represent a significant source of supply to the system. The majority of the wells in this area have erratic production since they extract from a layer in the aquifer composed mostly of fractured rock (YVWD 2008).

Imported Water

Mill Creek

Through the Santa Ana-Mill Creek Cooperative Water Project Agreement, YVWD is able to exchange up to 32 cubic feet per second (cfs) of water from the SWP for Mill Creek water, when available. This water can be delivered by gravity to the Wilson Creek spreading grounds and can serve direct delivery needs through YVRWFF. In exchange for the Mill Creek supply, YVWD can deliver water to the City of Redlands Hinckley or Tate water treatment plants. This source is variable, however, depending upon local hydrology. Flows in the creek can range from 10,000 to 120,000 acre-feet per year with the bulk of high water flows in the winter months. This is the least expensive supplemental surface water supply for the YVWD. However, lack of storage limits the ability to exchange this water, often available in wet years, for water during dry years (YVWD 2008).

Santa Ana River and Seven Oaks Dam

In addition to the Mill Creek surface water supply, YVWD will be able to receive exchange water from Santa Ana River water rights holders following the completion of the YVRWFF. Phase II of the Department of Water Resources East Branch Extension project will expand transmission capacity to the Yucaipa area to 88 cfs, with 48 cfs of capacity rights held by the San Gorgonio Pass Water Agency (SGPWA) and 40 cfs by the SBVMWD. Santa Ana River water availability to Yucaipa would be subject to availability and exchange of SWP water, which is provided under SBVMWD's exchange plan.

The Seven Oaks Dam, operated by the Army Corps of Engineers, will operate with a conservation pool of between 10,000 and 50,000 acre-feet. The precise amount is the subject of ongoing negotiations. With the East Branch extension pipeline and water filtration facility complete, water from Seven Oaks could be delivered to Yucaipa. The long-term average yield for the 50,000-acre-foot conservation pool is about 11,700 acre-feet annually. Flow from this conservation pool would be available to the SBVMWD generally from late spring through early fall after the prime flood control obligations of the facility have ended each year (YVWD 2008).

State Water Project

The SBVMWD is a wholesale water agency delivering water to retail purveyors such as YVWD. SBVMWD encompasses much of YVWD and holds an entitlement to SWP water in the amount of 102,600 acre-feet annually. The SGPWA serves the remainder of YVWD's service area in Riverside County through its SWP entitlement of 17,300 acre-feet per year. SWP water is now available directly or by exchange through the East Branch extension pipeline. The YVRWFF is able to provide direct delivery of state water to both Yucaipa and Calimesa.

YVWD recognizes that the SWP will not be able to reliably deliver its full State Water Contractor deliveries (basic contracted amounts of water from the SWP) to the SBVMWD or SGPWA. Accordingly, YVWD plans to utilize SWP surface water, when available in average or wetter years, in gradually increasing amounts as capacity of the YVRWFF is increased from its initial capacity of 12 mgd to 29 mgd.

Table 5.16-5, *State Water Project Average and Dry Year Delivery from the Delta in Five-Year Intervals for Studies 2007 and 2027*, reflects an assessment of SWP reliability by the State Department of Water Resources indicating the amount of allocation available to SWP customers in average and various drought scenarios.

Table 5.16-5 State Water Project Average and Dry Year Delivery from the Delta in Five-Year Intervals for Studies 2007 and 2027

Year	Average	Single Dry Year (1977)	2-Year Drought (1976-1977)	4-Year Drought (1931-1934)	6-Year Drought (1987-1992)	6-Year Drought (1929-1934)
2007	63 %	6%	34%	35%	35%	34%
2012	64-65%	6%	32%	34-36%	35%	34-35%
2017	65-66%	7%	30-31%	34-36%	34-35%	34-35%
2022	66-68%	7%	28-29%	33-37%	34-35%	33-36%
2027	66-69%	7%	26-27%	32-37%	33-35%	33-36%

Source: DWR 2008.

This table indicates that even in severe drought scenarios, YVWD can expect some water from the SWP. Additionally, the State Department of Water Resources generally operates a dry year supply program where agricultural users and others in the Central Valley sell water to the state to make up shortfalls in SWP supply. YVWD would be able to participate in such purchases. In wet years, the SWP is able to deliver 100 percent or more of allocation, which would allow YVWD to maximize surface water deliveries in those years and reduce groundwater pumping, thus reserving groundwater supplies for dryer years as necessary (YVWD 2008).

Recycled Water

The YVWD has been implementing a recycled water project since the 1990s. Recycled water meeting Title 22 requirements is available through WRWRF. WRWRF produces advanced tertiary treated recycled water at a current rated capacity of 6.7 mgd, but it is anticipated that the capacity will be rerated to 8.0 mgd based on a reevaluation of the tertiary treatment microfiltration membranes and disinfection facilities. Dual plumbing is currently being installed in new developments.

Delivery amounts are expected to grow to about 6,700 acre-feet by 2020. Ultimately, the YVWD expects to deliver about 8,000 afy of recycled water (YVWD 2008).

Water Requirements for New Development

YVWD requires new development to provide bundled water, sewer, and recycled water services for all new construction. Bundled services are a critical component in order for YVWD to make a firm commitment of water for at least two decades.

Overall, YVWD's water facilities are designed to serve single family, multifamily, commercial, and industrial properties. The water required to serve each type of land use is related to the water required to serve one single-family residence, or one Equivalent Dwelling Unit (EDU). Every service connection is assigned an EDU based on meter size and historical consumption data. When meter sizes have not been determined, as for the commercial developments, parks, and schools, consumption is based on acreage and historical data for water use per acre. The total consumption per parcel is then converted to EDUs.

Water demand criteria for new development was updated by the YVWD and is the basis for the most recent 2005 water master plan. Resolution No. 32-2002 set demand requirements for water delivery system design as follows:

- Average Day Demand (gallons) = (Number of EDUs) x (700 gallon per day per EDU)
- Maximum Day Demand = 200 percent of Average Day Demand
- Peak Hour Demand = 400 percent of Average Day Demand

A key component in the 2005 water master plan is YVWD's commitment to recycled water, that "…recycled or other non-potable water be used, for any purpose approved for non-domestic water use, to the maximum extent possible." Based on this policy, all new developments with access to recycled water are required to connect to recycled water delivery system to irrigate all greenbelt areas, commercial landscape areas, roadway medians, and front and year yards of individual homes

Based on analyses of similar dual-plumbed water systems, the potable water demand for a standard residential home is estimated at 40 percent of the regular total water demand, as shown in Table 5.16-6, *Dual-Plumbed Home Water Allocation for a Typical Residential Dwelling Unit*. Therefore, potable water delivery systems are forecast to be reduced from YVWD's standard design criteria of 700 gallons of total water per day per EDU to 280 gallons of potable water per day per residential EDU.

Table 5.16-6 Dual-Plumbed Home Water Allocation for a Typical Residential Dwelling Unit

Water Type	Percentage of Total Demand	Gallons per Day (per EDU)
Potable Water	40%	280
Nonpotable Water	60%	420
Total Water Demand	100%	700

The nonpotable water demand makes up approximately 60 percent of the total residential water demand. Therefore, nonpotable water delivery systems are generally sized at 420 gallons per day per residential EDU.

The total water demand for an EDU will require over five million gallons of water (5,100,000 gallons) per unit over 20 years, as shown in Table 5.16-7, *Water Demand Analysis for a Typical Residential Dwelling Unit*. Considering the quantity of water needed for each new home, YVWD has recognized the need to implement the Water Resource Validation Program for each new unit of residential, commercial, institutional, and industrial development (YVWD 2011).

Table 5.16-7 Water Demand Analysis for a Typical Residential Dwelling Unit

Water Demand	Gallons (per EDU)	Acre-Feet (per EDU)
Total water demand for one day	700	0.00215
Total water demand for one year	255,500	0.784
Total water demand for twenty years	5,100,000	15.68

Parcel Development Process

Since July 1, 2009, the YVWD required that project applicants fund the purchase of 7 af of imported supplemental water prior to issuance of grading or building permits. The cost for the supplemental imported water is based on the anticipated imported water delivery rate charged by the State Water Project.

Crystal Status Development Program

New development projects that consider creative conservation measures to reduce potable water demand and secure the physical delivery of 15.68 af of imported supplemental water per EDU are given a Crystal Status Development status (YVWD 2008).

Water Supply Reliability Strategy

Through buildout, YVWD will provide a reliable supply of water to the community despite rapidly growing water demands by prioritizing the import of water based on its availability:

- **Process needed for new development to occur.** If the available supply of imported water exceeds the first, second, and third priorities, imported water will be allocated to the following priority.

- **Priority Four, Parcel Development Process.** The parcel development process provides for the storage of 7.0 acre-feet per EDU for all new developments and 15.68 acre-feet per EDU of imported water for the Crystal Status Development Program. This water is sufficient to clearly demonstrate a 20-year supply of water is available for the development to occur. The cost of imported supplemental water will be linked directly to the availability and anticipated cost for water delivered by either the SBVMWD or the SGPWA as established by the YVWD.

- **Priority One, Direct Delivery for Existing Customers.** The direct delivery of imported water to meet the needs of existing potable water and nonpotable water demands will be the highest priority of YVWD.

This priority ensures sufficient water supply is allocated to meet current water demands. If the supply of imported water exceeds the existing direct delivery demand, imported water will be allocated to the next priority.

- **Priority Two, Groundwater Adjudication Obligations.** YVWD is responsible for meeting the obligations of groundwater adjudications in the Beaumont and Yucaipa Basins. This is the second highest priority to ensure sufficient storage and replenishment of obligations under court orders have been achieved. This priority also ensures sufficient water supply is allocated to meet current water demands. If the supply of imported water exceeds the first and second priorities, imported water will be allocated to the following priority.

- **Priority Three, Groundwater Banking for Future Reliability.** The YVWD will establish a groundwater banking of 15 percent of the total water used by YVWD customers to recover our groundwater basins for future reliability. Each month, customers will be charged the cost of importing an additional 15 percent of the water consumed. The water will be stored in the groundwater basins to establish a credit and future drinking water supply to allow the community to use this local source during times of droughts and disruptions to the SWP. As with the first two priorities, this third priority also ensures sufficient water supply is allocated to meet current water demands, and is different from the Parcel Development anticipated cost for water delivered by either the SBVMWD or the SGPWA as established by YVWD.

Based on this strategy, new development will contribute to the capital assets of YVWD as well as the water supply strategy to ensure a long-term and reliable water supply. This strategy allows YVWD to serve its customers' water demands entirely through groundwater or surface water, allowing YVWD to insulate itself from periodic drought by using available surface waters in wetter years and groundwater in dryer years. YVWD is able to switch between the two sources, or use both sources simultaneously, depending on hydrology and water availability.

Surface supply available from the SWP, San Bernardino Basin Bunker Hill Pressure Zone, Seven Oaks Dam, Mill Creek, and Santa Ana River can be used interchangeably, to supplement a stable local groundwater yield. Additionally, YVWD will incorporate recycled water delivery systems into new development, focusing service of new irrigation demands on recycled water. Recycled water will give YVWD a new local source of water of high reliability, lessening the dependence on imported sources and increasing reliability of total supply. Overall, as stated in YVWD's 2010 UWMP, there are sufficient water resources to meet its current and projected growth (YVWD 2011).

5.16.2.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-2 Would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

U-4 Would not have sufficient water supplies available to serve the project from existing entitlements and resources, and new and/or expanded entitlements would be needed.

5.16.2.3 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.16-2: Although the water providers indicate sufficient water supplies for a 20-year planning horizon, the severity and uncertain duration of California's recent drought conditions makes water supply unreliable. Therefore, water supply impacts are considered potentially significant under the proposed General Plan Buildout. [Thresholds U-2 (part) and U-4]

Impact Analysis:

Forecast Water Demand by General Plan Buildout

Buildout of the proposed General Plan Update is expected to increase population to 95,816. Water demand is estimated using the water demand SBX7-7 rates. As identified in Table 5.16-8, *Forecast Water Demands by General Plan Buildout*, the water demand of the General Plan Update is expected to increase to 25,018 afy, resulting in a net increase in 7,157 afy of water use in the City and SOI compared to existing conditions.

Table 5.16-8 Forecast Water Demands by General Plan Buildout

Existing (2015)				General Plan Buildout				
	Water Demand				Water Demand			
Service Population	Gallons Per SP Per day[1]	Total Gallons/Day	Total afy	Service Population	Gallons/SP/ Day[1]	Total Gallons/Day	Total afy	Change (afy)
54,724	291.38	15,945,479	17,861	95,816	233.10	22,344,710	25,018	7,157

Source: IBI Group 2015.
Note: SP: Service Population = residents plus employees
[1] SBX7-7 requires a 20 percent reduction in urban per capita water use by 2020. Service population is defined as residents plus employees, whereas per capita accounts for only the population in the City. To provide a conservative estimate of water demand, the per capita rate is applies to both the population and employment in the City and SOI.

Requirements for New Development

YVWD requires new development to provide bundled water, sewer, and recycled water services for new construction in order for the YVWD to make a firm commitment of water for at least two decades.

The YVWD also imposes specific conditions on new development through the Parcel Development Process. New developments that have access to recycled water are required to connect to recycled water infrastructure to irrigate all greenbelt areas, commercial landscape areas, roadway medians, front yards of individual homes, and rear yards of individual homes. The YVWD also requires new development to be dual plumbed regardless of current access to recycled water so that it is available when recycled water service is expanded. The YVWD also requires that the applicants for new development projects fund the purchase of 7 af of imported supplemental water per EDU prior to issuance of grading or building permits.

According to the 2010 UWMP, the YVWD has also developed a Water Resource Validation Program as part of the Parcel Development Process that applies to all new development within its service area, not just developments with 500 or more units (per SB 610 and/or SB 221). Consequently, an assessment of water supply and demand would be required by the YVWD for new development in order to validate that water supply needs can be met.

These Parcel Development Process requirements imposed by the YVWD would reduce and/or offset the increased demand for water for new developments.

Emergency Conservation Regulations

On May 5, 2015, the SWRCB adopted emergency regulations to achieve a statewide reduction in potable urban water use. These emergency water conservation regulations will require the YVWD to achieve a 36 percent reduction based on the amount of potable water produced in 2013. In response to the state's emergency regulations, the YVWD adopted resolution No. 2014-14 on Aug. 6, 2014, to implement the Mandatory Storage of the Phased Curtailment Plan in the Water Shortage Contingency Plan, declaring the YVWD in a Stage 3 drought (see the section, *Phased Curtailment Plan*, above, for a list of mandatory measures).

Additional Water Source Opportunities

The 2010 UWMP identifies several additional water source opportunities—transferred water, desalinated water, and recycled water.

Transfer Opportunities

The Santa Ana-Mill Creek Cooperative Water Project Agreement permits YVWD to exchange up to 32 cfs of water from the State Water Project for Mill Creek water when available. However, this source is highly variable, and largely depends on local hydrology and participation by other local water purveyors. Generally, the lack of storage limits the ability to use this water during dry years.

Desalinated Water Opportunities

YVWD's Water Supply Renewal Project includes the construction of reverse osmosis membrane treatment at the Yucaipa Valley Regional Water Filtration Facility for the treatment of imported water supplies in compliance with the basin plan objectives set by the Regional Water Quality Control Board. Additionally, YVWD will be adding reverse osmosis membrane treatment equipment at the WRWRF to produce high quality recycled water in compliance with the basin plan objectives.

Recycled Water Opportunities

As stated above, YVWD has been implementing a recycled water project since the 1990s. WRWRF produces advanced tertiary treated recycled water at a current rated capacity of 6.7 mgd, but it is anticipated that the capacity will be rerated to 8.0 mgd based on a reevaluation of the tertiary treatment microfiltration membranes and disinfection facilities. Delivery amounts are expected to grow to about 6,700 acre-feet by 2020. Ultimately, the YVWD expects to deliver about 8,000 afy of recycled water (YVWD 2008).

However, more recent information regarding future alternative water supplies are uncertain. The YVWD has not yet released the 2016 UWMP; therefore, it would be speculative to identify where potential alternative water supplies might come from if not from Yucaipa's existing supply (surface water, groundwater, imported water, recycled water). This uncertainty is elevated given severity of the current drought.

Conclusion

The water providers only provide water supply projections to the year 2030. Together, the water providers anticipate the average year supply to be 73,937 afy in 2030 (see Table 5.16-4), while demand is estimated as 62,537 afy in 2030 (see Table 5.16-5) during a normal year. The severity and uncertain duration of California's drought makes water supply unreliable for the 20-year planning horizon. Therefore, the ability for new development to secure supplemental water supply to offset the increase in demand is uncertain. In addition, the YVWD is required to reduce water use by 36 percent from a 2013 baseline between June 1, 2015, and February 28, 2016. The General Plan Update includes several policies to encourage water conservation and reduce the demand for potable water use for new development:

- **Policy PSF-5.2 – Water Supply Infrastructure.** Work with water providers to plan, build, and manage a water supply, treatment, storage, and distribution system capable of ensuring reliable water supplies to Yucaipa.

- **Policy PSF-5.3 – Water Supply.** Routinely evaluate the impact of new development proposals in Yucaipa and require appropriate measures (fees, water supply assessments, etc.) to ensure long-term water supplies.

- **Policy PSF-5.4 – Use of Recycled Water.** Increase use of recycled water in development projects and landscaping; implement best practices (e.g., dual plumbing) to expand recycled water use when safe, Policy practical, and available.

- **Policy PSF-5.5 – Water Conservation.** Support water conservation measures that comply with state and federal legislation and that are consistent with measures adopted in the urban water management plan.

- **Policy PSF-5.6 – Drought Planning.** Support the implementation of drought contingency plans to ensure adequate water during drought, including emergency water connections and related measures.

- **Policy PSF-5.7 – Groundwater Management.** Continue to pursue capital projects that stabilize groundwater levels, recharge the aquifer, and ensure water demands do not exceed the sustainable groundwater supply.

- **Policy PSF-5.8 – Public Education.** Partner with water treatment agencies to increase public awareness of the need for efficient management of water resources, including but not limited to conservation and reuse practices.

- **Policy PSF-5.9 – Communications.** Maintain effective communication between the City, water providers, businesses, and the public to optimize resources and provide the highest level of dependable and affordable water service.

- **Policy PSF-6.4 – Recycled Water.** Work with YVWD and end users to ensure the highest possible quality of wastewater treatment; increase and maximize the use of recycled water for existing and future needs.

- **Policy PSF-6.6 – Reduced System Demand.** Reduce wastewater system demand by: requiring water-conserving designs and equipment; encouraging water-conserving devices; and designing wastewater systems to minimize inflow and infiltration.

In accordance with the YVWD's regulations and policies, as part of the Parcel Development Process, new development would be required to fund supplemental water supply prior to grading and/or building permits. However, given the uncertainty of water availability and YVWD's requirement to reduce water use from 2013 water conditions, water supply impacts are considered a significant impact from buildout of the proposed General Plan Update. It should be noted that individual development projects may still occur within the City although they are contingent on the validation of sufficient water supply by the YVWD.

Impact 5.16-3: Development pursuant to the General Plan Update would not require the expansion or construction of surface water treatment facilities, but would require the expansion or construction of water delivery systems. [Thresholds U-2]

Impact Analysis:

Water Treatment Facilities

The proposed project would increase water demand from existing conditions by approximately 6.4 mgd, for a total demand of 22.3 mgd at buildout. The YVRWFF and Oak Glen Surface Water Filtration Facility together will have a total capacity of approximately 30 mgd, which is greater than the projected total water demand. Water demands resulting from General Plan Update buildout in addition to demand from growth within the YVWD service area that are outside of Yucaipa and its SOI would not require construction of new or expanded water treatment facilities.

Water Conveyance

General Plan Update buildout would involve substantial land use intensification. Multiple overlapping water service providers exist within the City of Yucaipa (i.e., YVWD, Redlands MUSD, and WHWC), and new development will need to assess which provider can best fit its needs. Additional infrastructure and water source requirements would need to be assessed for new developments. Substantial intensification of land uses would require new or expanded water laterals and could require installation of new or expanded water mains. Construction and/or expansion of water laterals and mains serving new development in the City and SOI would be considered as development occurs.

Infrastructure, including water delivery systems, are funded by impact fees, grants, fair share cost arrangements, and service fees. Individual projects are required to pay development impact fees to fund water connections. Capital improvements are funded from connection fees charged to new developments, redevelopments, and expansions of existing land uses by the water service providers. The connection fee is a capital facilities fee used to provide additional conveyance and treatment facilities required by new users of the water system. Future development projects are also required to coordinate with the service provider to ensure sufficient sizing of the infrastructure for water availability and water pressure. Water mains are generally within roadways; thus, installation of new or expanded water mains would disturb soil that has been previously disturbed to construct roadways and install existing utilities. Construction-related impacts from installation of water laterals and/or water mains would be part of the impacts of buildout of the entire General Plan Update analyzed throughout Chapter 5 of this DEIR. Construction-related air quality and noise impacts of the project are described in Section 5.3, *Air Quality*, and Section 5.11, *Noise*, respectively. Individual connection options would need to be assessed on a site-by-site basis for new developments.

5.16.2.4 APPLICABLE GENERAL PLAN UPDATE POLICIES

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to water supply and distribution systems.

Public Services and Facilities Element

- **Policy PSF-5.1 – Water Quality.** Work with water providers to ensure high-quality potable water for Yucaipa by managing stormwater runoff, protecting wellheads, using best management practices, monitoring quality, and employing the latest technology to clean water.

- **Policy PSF-5.2 – Water Supply Infrastructure.** Work with water providers to plan, build, and manage a water supply, treatment, storage, and distribution system capable of ensuring reliable water supplies to Yucaipa.

- **Policy PSF-5.3 – Water Supply.** Routinely evaluate the impact of new development proposals in Yucaipa and require appropriate measures (fees, water supply assessments, etc.) to ensure long-term water supplies.

- **Policy PSF-5.4 – Use of Recycled Water.** Increase use of recycled water in development projects and landscaping; implement best practices (e.g., dual plumbing) to expand recycled water use when safe, Policy practical, and available.

- **Policy PSF-5.5 – Water Conservation.** Support water conservation measures that comply with state and federal legislation and that are consistent with measures adopted in the urban water management plan.

- **Policy PSF-5.6 – Drought Planning.** Support the implementation of drought contingency plans to ensure adequate water during drought, including emergency water connections and related measures.

- **Policy PSF-5.7 – Groundwater Management.** Continue to pursue capital projects that stabilize groundwater levels, recharge the aquifer, and ensure water demands do not exceed the sustainable groundwater supply.

- **Policy PSF-5.8 – Public Education.** Partner with water treatment agencies to increase public awareness of the need for efficient management of water resources, including but not limited to conservation and reuse practices.

- **Policy PSF-5.9 – Communications.** Maintain effective communication between the City, water providers, businesses, and the public to optimize resources and provide the highest level of dependable and affordable water service.

- **Policy PSF-6.4 – Recycled Water.** Work with YVWD and end users to ensure the highest possible quality of wastewater treatment; increase and maximize the use of recycled water for existing and future needs.

- **Policy PSF-6.6 – Reduced System Demand.** Reduce wastewater system demand by: requiring water-conserving designs and equipment; encouraging water-conserving devices; and designing wastewater systems to minimize inflow and infiltration.

- **Policy PSF-7.1 – Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and the timely provision of public facility and municipal improvements.

- **Policy PSF-7.2 – Public Facility Plans.** Maintain and implement public facility master plans to ensure compliance with appropriate regional, state, and federal laws and to provide appropriate public facilities and services to maintain quality of life in Yucaipa.

- **Policy PSF-7.3 – Fair Share Funding.** Ensure that new development pays its fair share of the cost of providing/financing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development.

- **Policy PSF-7.4 – Infrastructure Rehabilitation.** Prioritize the regular maintenance and rehabilitation of public facilities and critical infrastructure to extend its useful life; prioritize replacement of structures that have reached the end of their useful life or have capacity constraints.

5.16.2.1 EXISTING REGULATIONS AND STANDARD CONDITIONS

State

- California Water Code Sections 10610 et seq.: Urban Water Management Planning Act

- California Water Code Sections 10800 et seq. and 10608 et seq.: Water Conservation Act of 2009 (SBX7-7)
- Chapter 642, Statutes of 2001: Senate Bill 221: Land Use and Water Supplies
- Chapter 643, Statutes of 2001: Senate Bill 610: Water Supply Planning

City of Yucaipa

- City of Yucaipa Development Code, Division 11, Chapter 5, Public Facilities Financing.
- City of Yucaipa Municipal Code, Chapter 15.08, Development Impact Fees
- City of Yucaipa Municipal Code, Chapter 4: Water Conservation

YVWD

- Water Shortage Contingency Plan
- Design Manual and Construction Guidelines
- 2005 Water Master Plan
- Crystal Status Development Program
- Water Supply Reliability Strategy
- Water Requirements for New Development: Bundled water, sewer, and recycled water services

5.16.2.2 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.16-3 would be less than significant.

Without mitigation, the following impact would be **potentially significant**:

- **Impact 5.16-2** The recent California drought conditions have made water supply unreliable in the region and for buildout of the proposed project.

5.16.2.3 MITIGATION MEASURES

Impact 5.16-2

16-1 Apply water conservation policies to all pending development projects, including approved tentative subdivision maps, to the extent permitted by law. Where precluded from adding requirements by vested entitlements, encourage water conservation in construction and landscape design.

16-2 Require new development to provide the infrastructure needed for delivery of recycled water to the property for use in irrigation, even if the recycled water main delivery lines have not yet reached the site, where deemed appropriate by the reviewing authority.

16-3 Promote the use of permeable paving materials to allow infiltration of surface water into the water table.

16-4 Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval, consistent with City and YVWD requirements.

16-5 Monitor growth and coordinate with water districts as needed to ensure that long-range needs for potable and reclaimed water will be met.

16-6 If water supplies are reduced from projected levels due to drought, emergency, or other unanticipated events, take appropriate steps to limit, reduce, or otherwise modify growth permitted by the General Plan in consultation with the YVWD to ensure adequate long-term supply for existing businesses and residents.

16-7 Discourage and consider restrictions on the use of potable water for washing outdoor surfaces.

16-8 In cooperation with the YVWD, expand opportunities for use of recycled water for the purposes of landscape maintenance, construction, water recharge, and other uses as appropriate.

5.16.2.4 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measures identified above would reduce potential impacts associated with utilities and service systems. However, given the uncertainty of water availability and YVWD's requirement to reduce water use from 2013 water conditions, water supply impacts are considered a significant impact from buildout of the proposed General Plan Update.

5.16.3 Storm Drainage Systems

5.16.3.1 ENVIRONMENTAL SETTING

Regulatory Background

County of San Bernardino Municipal Stormwater Permit

In January 2010, the Regional Water Quality Control Board (RWQCB) reissued the San Bernardino County MS4 Stormwater Permit as Waste Discharge Requirement Order R8-2010-0036, NPDES Permit No. CAS618036, to the County of San Bernardino, the 16 incorporated cities in San Bernardino County, and the San Bernardino County Flood Control District (SBCFCD). Pursuant to the MS4 Permit, the permittees were required to develop and implement programs and policies necessary to reduce the discharge of pollutants in urban runoff to Waters of the U.S. to the maximum extent practicable (MEP) as well as the implementation

of best management practices (BMPs) to reduce, consistent with the MEP standard, the discharge of pollutants in urban stormwater from the MS4s. The City of Yucaipa, as a permittee under the General MS4 permit, has legal authority for enforcing the terms of the permit in its jurisdiction.

The General MS4 permit requires that new development or significant redevelopment projects use BMPs, including site design planning, source control, and treatment techniques, to ensure that the water quality of receiving waters is protected. These requirements are detailed in the San Bernardino County Model Water Quality Management Plan (WQMP) and supplemental Technical Guidance Document (TGD), revised May 2012, which the City of Yucaipa has incorporated into their project approval processes. Within the General Plan area, any new development project (i.e., adding 10,000 or more square feet of impervious surface) or significant redevelopment project (i.e., adding 5,000 or more square feet of impervious surface) is required to prepare a WQMP that specifies the BMPs and Low Impact Development (LID) measures that will be implemented to minimize the effects of the project on regional hydrology, runoff flow rates and/or velocities, and pollutant loads. An operations and maintenance (O&M) plan must also be included as part of the WQMP and must designate terms, conditions, and requirements for maintaining the BMPs in perpetuity.

City of Yucaipa Municipal Code

City municipal code requirements for drainage and stormwater quality protection are set forth in Chapter 13.04, *Storm Drain System*. New development projects (i.e., adding 10,000 or more square feet of impervious surface) and significant redevelopment projects (i.e., adding 5,000 or more square feet of impervious surface) must prepare and implement WQMPs specifying BMPs and LID measures for minimizing stormwater pollution pursuant to the General MS4 permit.

Existing Conditions

Watershed

The City and its SOI are in the Yucaipa Creek Watershed, which encompasses approximately 40 square miles and is generally defined as the area that drains Wilson Creek and Wildwood Creek to Live Oak Canyon. Wilson Creek divides into three main tributaries, with Gateway Wash as the north fork, Oak Glen Creek the south fork, and Wilson Creek between the two.

Drainage Facilities

In general, the City of Yucaipa maintains the local storm drain facilities, which discharge into SBCFCD's regional facilities and the Santa Ana River. These agencies maintain flood control facilities to prevent or minimize loss of life and property caused by flooding. Runoff is managed by a combination of open and closed drainage channels and several detention facilities. These channels generally follow the existing ground and slope from east to west and from north to south. The drainage facilities in the City of Yucaipa and its SOI are shown in Figure 5.9-2, *Drainage Facilities*, in Section 5.9, *Hydrology and Water Quality*.

The Master Plan of Drainage (MPD) for the City of Yucaipa was updated in 2011 to include additional detention facilities and revised flows as a result of the facilities. The implementation of the proposed and

modified facilities was intended to "mitigate the potential for flooding within existing facilities and alleviate overburdened downstream mainline structures" (RBF Consulting 2011).

It is important to note that localized flooding and damage to existing infrastructure can occur during large storm events. Many areas in the City rely on surface drainage to direct water into local channels. Additionally, recent fires within and around the City of Yucaipa have damaged undergrowth and created areas susceptible to flood risk. This problem has been compounded by recent droughts.

Recommended facility upgrades in the MPD are being implemented to address the current flooding concerns. Additionally, nine Low-Water Crossing projects were identified in the City of Yucaipa's Flood Plan Annex that would help protect local infrastructure (roads, utilities, etc.) during large storm events. Of those nine, seven were identified as high priority projects (City of Yucaipa 2014). These projects are summarized in Table 5.16-9, *Low-Water Crossing Projects*, along with their priority and estimated costs.

Table 5.16-9 Low-Water Crossing Projects

Location	Priority	Estimated Cost
Wilson Creek at 10th Street	High	$1,884,152
Wildwood Creek at Live Oak Canyon	Medium	$1,800,000
Wilson Creek at Avenue D	High	$1,800,000
Wilson Creek at 13th Street	High	$1,800,000
Wildwood Creek at 3rd Street	High	$1,876,184
Wildwood Creek at 6th Place	High	$1,800,000
Wilson Creek at Freemont Street	High	$1,800,000
Pendleton Drive	High	$1,800,000
Wilson Creek at Live Oak Canyon Road	Low	$3,534,000

Source: IBI Group 2015.

Flood Zones

The following waterways in the City and its SOI are mapped as 100-year flood zones by the Federal Emergency Management Agency (FEMA):

- Wilson Creek Drainage Channel
- Wildwood Creek Drainage Channel

5.16.3.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-3 Would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

5.16.3.3 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.16-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project. [Threshold U-3]

Impact Analysis: Yucaipa's terrain makes it vulnerable to flooding during winter months or intense seasonal storms. To prevent and control flooding, Yucaipa and the SBCFCD manage a network of local and regional flood control channels, detention basins, and other flood control facilities. Figure 5.9-2, *Drainage Facilities*, in Section 5.9, *Hydrology and Water Quality*, shows the major drainage infrastructure that protects the community against flooding. More than 28 miles of drainage infrastructure, a dozen detention basins, and numerous catch basins help to divert flood waters.

Dunlap Acres is currently one of the areas susceptible to localized flooding during large storm events. This is due in part to a general lack of infrastructure within the community. Many areas lack curb and gutter to capture runoff within the right-of-way. Additionally, per the 2011 MPD Update, the existing storm drain infrastructure is at capacity. Large storm events currently overflow existing pipes, causing ponding in the right-of-way. Locations where the ponding spreads into areas without curb and gutter are prone to localized flooding. Changes in land use in the Dunlap Acres area would increase available densities. The existing runoff coefficient is estimated to be 0.53. Under the General Plan Update the runoff coefficient would be increased to 0.59, in which more areas would have lower infiltration and higher runoff.

Yucaipa continues to prioritize flood control projects to reduce potential flooding hazards. Yucaipa's 2011 MPD Update outlines various planned improvements to flood control channels. Improvements include detention basins; desilting basins; flood channel stabilization; and improvements to drainage facilities and infrastructure needed to provide protection from flooding events. The Oak Glen Creek Project, the Wildwood Creek Basin Project, and other projects have significantly reduced flooding hazards in Dunlap Acres and other areas of the community. The improvements in the 2011 MPD Update are consistent with those in the Hazard Mitigation Plan and Yucaipa's annual capital improvement program. In addition, regional flood control improvements are also implemented by the SBCFCD.

The City regulates the types of discharge to the storm drain system and conducts periodic inspections to verify compliance. Future individual developments built according to the proposed General Plan Update would also require an assessment of how the project would affect the existing and proposed storm drain system. New development would be required to retain the increase in stormwater flows onsite to ensure that there would be no net increase in stormwater flows to the City's existing drainage system. Necessary storm system improvements would be required for each project. Developers are also required to submit a Stormwater Quality Management Plan (SWQMP) that describes BMPs and site design measures that will be implemented to minimize site runoff. Funding for drainage facilities would come from the City's Street Maintenance Division funds and development impact fees collected under Chapter 15.08 of the City's municipal code.

In addition, the General Plan Update includes several policies to reduce stormwater runoff and ensure sufficient infrastructure is installed in new development:

- **Policy PSF-6.9 – Stormwater Runoff.** Require new developments that add substantial impervious surfaces to integrate low impact development best management practices (e.g., permeable pavements) to reduce stormwater runoff.

- **Policy S-2.4 – Building Codes.** Require adherence to the latest codes in the California Building Code, FEMA guidelines, and Floodplain Safety Overlay District to minimize flood hazards; update codes periodically for latest advances.

These policies—along with implementation of improvements recommended in the 2011 MPD Update and Flood Plan Annex—would reduce the potential impacts of development on the drainage system within the City of Yucaipa.

5.16.3.4 APPLICABLE GENERAL PLAN UPDATE POLICIES

The following is a list of policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to storm drainage infrastructure.

Public Safety Element

- **Policy S-2.4 – Building Codes.** Require adherence to the latest codes in the California Building Code, FEMA guidelines, and Floodplain Safety Overlay District to minimize flood hazards; update codes periodically for latest advances.

- **Policy S-2.5 – Special Flood Hazard Areas.** Support policies, procedures, and recommendations of the National Flood Insurance Program for SFHAs with respect to zoning, subdivision, building codes, and overlays.

- **Policy S-2.6 – Flood Control Facilities.** Prioritize and fund maintenance and construction of improvements to drainage facilities and roadways identified in the City's Master Plan of Drainage and Hazard Mitigation Plan.

- **Policy S-2.7 – Stormwater Runoff.** Require new developments that add substantial amounts of impervious surfaces to integrate low impact development best management practices to reduce stormwater runoff.

- **Policy S-2.8 – Interagency Coordination.** Collaborate with the San Bernardino County Flood Control District to maintain and improve the City's flood control channels and detention basins.

- **Policy S-2.9 – Public Education and Preparedness.** Compile and distribute flooding prevention information to Yucaipa residents and business owners; conduct periodic inspections and preparedness events.

Public Services and Facilities Element

- **Policy PSF-6.9 – Stormwater Runoff.** Require new developments that add substantial impervious surfaces to integrate low impact development best management practices (e.g., permeable pavements) to reduce stormwater runoff.

- **Policy PSF-7.1 – Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and the timely provision of public facility and municipal improvements.

- **Policy PSF-7.2 – Public Facility Plans.** Maintain and implement public facility master plans to ensure compliance with appropriate regional, state, and federal laws and to provide appropriate public facilities and services to maintain quality of life in Yucaipa.

- **Policy PSF-7.3 – Fair Share Funding.** Ensure that new development pays its fair share of the cost of providing/financing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development.

- **Policy PSF-7.4 – Infrastructure Rehabilitation.** Prioritize the regular maintenance and rehabilitation of public facilities and critical infrastructure to extend its useful life; prioritize replacement of structures that have reached the end of their useful life or have capacity constraints.

5.16.3.5 EXISTING REGULATIONS AND STANDARD CONDITIONS

California Regional Water Quality Control Board – Santa Ana Region

- County of San Bernardino MS4 Stormwater Permit NPDES Permit No. CAS618036

City of Yucaipa Municipal Code

- Chapter 13.04: Storm Drain System
- Chapter 15.08: Development Impact Fees

City of Yucaipa

- City of Yucaipa Development Code, Division 11, Chapter 1, Drainage Facilities Financing.
- City of Yucaipa Municipal Code, Chapter 15.08, Development Impact Fees
- 2011 Master Plan of Drainage Update Hazard Mitigation Plan

5.16.3.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

After construction of facilities recommended within the 2011 Master Plan of Drainage Update, the following impacts would be less than significant: 5.16-3.

5.16.3.7 MITIGATION MEASURES

No mitigation measures are required.

5.16.3.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant under the proposed General Plan update.

5.16.4 Solid Waste

5.16.4.1 ENVIRONMENTAL SETTING

Regulatory Background

State

California Integrated Waste Management Act

California's Integrated Waste Management Act of 1989 (AB 939, Public Resources Code 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses.

California Solid Waste Reuse and Recycling Act of 1991

The California Solid Waste Reuse and Recycling Access Act (AB 1327, California Public Resources Code Sections 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

California Green Building Standards Code

Section 5.408 of the 2013 California Green Building Standards Code (Title 24, California Code of Regulations, Part 11) requires that at least 50 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

City of Yucaipa Municipal Code

Solid waste disposal is regulated by City Ordinance No. 119 and California Government Code, Title 7.3, which relates to solid waste management. Chapter 8.28, Waste Management, sets requirements governing storage and collection of solid waste and recyclable materials.

Existing Conditions

Solid Waste Collection

Yucaipa Disposal collects solid waste in Yucaipa under contract with the City. In 2013, the latest year for which data are available, 27,887 tons of solid waste and 2,130 tons of alternative daily cover[1] from the City were landfilled (CalRecycle 2015a).

Landfills

In 2013 about 99 percent of the solid waste landfilled from the City of Yucaipa was disposed of at the Mid-Valley Sanitary Landfill in the City of Rialto and the San Timoteo Sanitary Landfill in the City of Redlands; both facilities are operated by County of San Bernardino Solid Waste Management Division. The two landfills are described in Table 5.16-10, *County of San Bernardino Solid Waste Management Division Landfill Capacities*.

Table 5.16-10 County of San Bernardino Solid Waste Management Division Landfill Capacities

Landfill	Location	Remaining Capacity (cubic yards)	Estimated Closure Date	Maximum Daily Permitted Tonnage	Actual Average Daily Disposal, tons[3]	Residual Disposal Capacity, tons per day
Mid-Valley	2390 North Alder Avenue Rialto, CA 92377	67,520,000[1]	2033	7,500	2,336	5,164
San Timoteo	San Timoteo Canyon Road Redlands, CA 92373	13,605,488[2]	2043	2,000	628	1,372
Total		81,125,488	Not Applicable	7,700	2,964	6,536

Sources: CalRecycle 2015b; CalRecycle 2015c; CalRecycle 2015d.
1 Remaining capacity as of September 1, 2009.
2 Remaining capacity as of December 11, 2012.
3 Average daily disposal is calculated from total annual disposal in 2013; each landfill is open six days per week (assumed to be 300 days per year after deducting holidays).

Both landfills are required to comply with existing landfill regulations from federal, state, and local regulatory agencies. They are subject to regular inspections from CalRecycle and the local enforcement agency, the RWQCB, and the South Coast Air Quality Management District.

Solid Waste Diversion and Recycling

There are 41 solid-waste diversion programs in the City of Yucaipa, including those for composting, household hazardous waste collection, public education programs, recycling, source reduction at businesses and schools, and special waste materials such as tires and concrete/asphalt/rubble (CalRecycle 2015e).

[1] Alternative daily cover means cover material other than earthen material placed on the surface of the active face of a municipal solid waste landfill at the end of each operating day to control vectors, fires, odors, blowing litter, and scavenging.

Compliance with the diversion requirement in AB 939 is measured in part by comparing actual disposal rates with target disposal rates; disposal rates at or below target rates are consistent with AB 939. For 2013, the latest year for which data are available, the target disposal rates for Yucaipa were 4.5 pounds per day (ppd) per resident, and 32.4 ppd per employee. Actual disposal rates in 2013—2.9 ppd per resident and 24.1 ppd per employee—were below target rates and thus were consistent with AB 939 (CalRecycle 2015e).

5.16.4.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-6 Would be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

U-7 Would not comply with federal, state, and local statutes and regulations related to solid waste.

5.16.4.3 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.16-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste and comply with related solid waste regulations. [Thresholds U-6 and U-7]

Impact Analysis: As shown below in Table 5.16-11, *Forecast Net Increase in Solid Waste Generation*, the General Plan Update would result in an increase of 21,339 tons per year (approximately 58 tons per day).

Table 5.16-11 Yucaipa Solid Waste Generation

Waste Type	Existing (2013) Disposal (Tons/Year)	Average 3-Year Disposal (Tons/Year)[1]	Annual Disposal Rate per Service Population (SP)[2]	General Plan Buildout Disposal (Tons/Year)	Increase (Tons/Year)
Waste Generation	27,889	27,596	0.504 ton/SP	48,318	20,430
Alternative Daily Cover (ADC)	2,130	1,733	0.032 ton/SP	3,034	905
Total Waste Disposal	30,018	29,329	0.536 ton/SP	51,353	21,339

Source: CalRecycle 2015f.
1 Based on an average 2011-2013 disposal rates identified by CalRecycle for the City of Yucaipa.
2 Annual disposal rate are calculated based on the average 2011–2013 disposal for the City divided by the total existing population and employment. Totals may not add up to 100 percent due to rounding.

The two landfills accepting the great majority of landfilled solid waste from Yucaipa have total remaining capacity of over 81,100,000 cubic yards—over 60,800,000 tons—and combined residual daily disposal capacity of over 6,500 tons per day. The estimated closing dates of the landfills are 2033 and 2043. The County of San Bernardino is required to maintain 15 years' identified disposal capacity, or have a plan to transform or divert its waste, pursuant to AB 939. Thus, while General Plan buildout could occur after 2033

and 2043, the county would be required to have 15 years' identified disposal capacity after that date. There is adequate landfill capacity in the region for solid waste that would be generated by the General Plan Update buildout, and impacts would be less than significant.

Impacts on Regulations Governing Solid Waste Disposal

New development projects approved by the City of Yucaipa pursuant to the General Plan Update would contain storage areas for recyclable materials in conformance with California Public Resources Code Sections 42900 et seq., City Ordinance No. 119, and City of Yucaipa Municipal Code Chapter 8.28. Solid waste diversion programs in the City would continue operating and would have adequate capacity to accept all future wastes and recyclables.

5.16.4.4 APPLICABLE GENERAL PLAN UPDATE POLICIES

The following is a list of policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to solid waste.

Public Services and Facilities Element

- **Policy PSF-9.1 – Diversion.** Continue implementing waste reduction, reuse, and recycling programs to divert recyclable materials from landfills; expand programs as needed in response to state mandates and local priorities.

- **Policy PSF-9.2 – Organic Wastes.** Continue to encourage and diversify the organic waste program, including landscaping, Christmas trees, composting and mulch, and other sources of organic waste that are deemed appropriate.

- **Policy PSF-9.3 – Hazardous Waste. P**rotect the community from the dangers of hazardous waste and materials (oil, household cleaners, pesticides, e-waste, etc.) through education, monitoring, and enforcement of proper use, storage, handling, and disposal.

- **Policy PSF-9.4 – Construction/Demolition.** Require developers to recycle construction debris for residential, multifamily and commercial construction, and demolition projects that meet certain thresholds.

- **Policy PSF-9.5 – Agricultural Waste.** Work with residents and businesses to implement agricultural waste programs that are cost-effective and sanitary, and that minimize adverse impacts on the community and environment.

- **Policy PSF-9.6 – Fees and Funding.** Periodically adjust collection, recycling, and disposal fees to achieve state and federal mandates, meet community expectations, and reflect cost efficiencies or increases for service delivery.

- **Policy PSF-9.7 – Public Education.** Collaborate with the solid waste collection service provider to educate the public on how to help divert recyclable materials from landfills and safely dispose of household hazardous wastes.

5.16.4.5 EXISTING REGULATIONS AND STANDARD CONDITIONS

State

- California Public Resources Code 40050 et seq.: Integrated Solid Waste Management Act of 1989
- California Public Resources Code Sections 42900 et seq.: California Solid Waste Reuse and Recycling Access Act
- Assembly Bill 341 (Chapter 476, Statutes of 2011)
  - Title 24, California Code of Regulations, Part 11 (California Green Building Standards Code), Section 5.408

City of Yucaipa

- City of Yucaipa Municipal Code, Chapter 8.28: Waste Management
- City Ordinance No. 119 Waste Management

5.16.4.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.16-4.

5.16.4.7 MITIGATION MEASURES

No mitigation measures are required.

5.16.4.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts are less than significant.

5.16.5 Other Utilities

5.16.5.1 ENVIRONMENTAL SETTING

Regulatory Background

California Energy Commission

The CEC was created as the state's principal energy planning organization in 1974, in order to meet the energy challenges facing the state in response to the 1973 oil embargo. The CEC is charged with six basic responsibilities when designing state energy policy:

- forecasting statewide electricity needs;
- licensing power plants to meet those needs;
- promoting energy conservation and efficiency measures;
- developing renewable energy resources and alternative energy technologies;
- promoting research, development and demonstration;
- planning for and directing the state's response to energy emergencies.

Title 24, California Code of Regulations, Part 6: Energy Efficiency Standards for Buildings

Title 24 was first established in 1978, in response to a legislative mandate to reduce California's energy consumption. Since that time, Title 24 has been updated periodically to allow for consideration and possible incorporation of new energy-efficiency technologies and methods.

Title 20, California Code of Regulations, Sections 1601 et seq: Appliance Efficiency Regulations

The 2012 Appliance Efficiency Regulations took effect on February 13, 2013. The regulations include standards for both federally and nonfederally regulated appliances.

Electric Utility Industry Restructuring Act: Assembly Bill 1890 (1996)

The California Public Utilities Commission regulates investor-owned electric power and natural gas utility companies in the State of California. AB 1890, enacted in 1996, deregulated the power generation industry, allowing customers to purchase electricity on the open market. Under deregulation, the production and distribution of power that was under the control of investor-owned utilities (e.g., Southern California Edison) was decoupled. All new construction in California is subject to the energy conservation standards in Title 24, Part 6, Article 2 of the California Administrative Code. These are prescriptive standards that establish maximum energy consumption levels for the heating and cooling of new buildings. The use of alternative energy applications in development projects, while encouraged, is not required as a development condition. Such applications may include installation of photovoltaic solar panels, active solar water heating systems, or integrated pool deck water heating systems, all of which serve to displace consumption of conventional energy sources. Incentives are primarily state and federal tax credits, as well as reduced energy bills.

Existing Conditions

Electricity

Southern California Edison (SCE) provides electricity to Yucaipa. Total electricity demands in SCE's service area are forecast to increase from 99,224 gigawatt-hours per year (GWh/yr) in 2011 to 109,888 GWh/yr in 2020 (CEC 2012); one GWh is equivalent to one million kilowatt-hours. In 2013, the most recent year for which data are available, 21.6 percent of SCE's electricity was generated by renewable sources (CPUC 2014). SCE's renewable inventory is primarily from geothermal and wind power. In 2014, SCE's energy portfolio included 24 percent from renewable energy (including biomass, geothermal, solar and wind), 3 percent from large hydroelectric, 27 percent from natural gas, 6 percent from nuclear, and 40 percent from unspecified sources (SCE 2014).

Electric Generating Capacity in California

In 2011 about 200,000 GWh of electricity were generated in California by government agencies, utilities, and commercial generators. Net imports of electricity into the state in 2011 amounted to approximately 85,000 GWh (CEC 2013).

The California Public Utilities Commission has approved contracts for roughly 7,700 megawatts (MW) of in-state central-station renewable generation facilities, many of which are not yet operational. Some of these contracted facilities are not expected to be completed. California Governor Edmund Brown's office has set an overall target of 12,000 MW of renewable distributed generation by 2020. Existing programs, including rooftop solar, the Renewable Auction Mechanism, and the Solar Photovoltaic Program, have targets totaling 9,000 MW, meaning that programs totaling 3,000 MW would need to be developed. Some 3,000 MW of this 12,000 are operational, and 2,030 MW of gas-fired generation are under construction as of May 2013 (Vidaver 2013).

Existing Electricity Demand in Yucaipa

Existing electricity demand in the City of Yucaipa was provided by SCE for 2013 and 2012. Average annual aggregated electricity demand for all uses in the City of Yucaipa during this period is approximately 221 million kilowatt-hours per year (kWh/yr).

Natural Gas

The Southern California Gas Company (SoCal Gas) supplies natural gas to the City. Total natural gas supplies available to SoCal Gas are forecast to remain constant at 38.8 million therms per day (3,875 million cubic feet per day) from 2015 through 2030 (CGEU 2012). SoCal Gas obtains its natural gas supplies from the United States and Canada.

Existing natural gas demand in the City of Yucaipa was provided by SoCal Gas for 2013 and 2012. Average annual aggregated natural gas demand for all uses in the City of Yucaipa during this period is approximately 10 million therms per year.

5.16.5.2 THRESHOLDS OF SIGNIFICANCE

Although not specifically in Appendix G of the CEQA Guidelines, the following additional threshold is also addressed in the impact analysis. A project would normally have a significant effect on the environment if the project:

U-8 Would increase demand for other public services or utilities.

5.16.5.3 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.16-5: Existing and/or proposed facilities would be able to accommodate project-generated utility demands. [Threshold U-8]

Impact Analysis:

Electricity

The General Plan Update buildout is estimated to result in an increase in electricity use of approximately 208.6 million kilowatt hours per year in the project area, shown below in Table 5.16-12, *Yucaipa Estimated Electricity Demand*.

Table 5.16-12 Yucaipa Estimated Electricity Demand

	2014 Existing Electricity Demand (kwh/year)	General Plan Buildout Electricity Demand (kwh/year)	Increase (kwh/year)
Residential Electricity Use[1]	146,184,612	228,781,256	82,596,644
Nonresidential Electricity Use[2]	74,810,391	200,797,693	125,987,302
Total Electricity Use	220,995,003	429,578,949	208,583,946

Notes: kWh = kilowatt hour
[1] Provided by SCE (2014). Projected based on increase in housing units. Based on a two-year average of 2012 to 2013 data.
[2] Provided by SCE (2014). Projected based on increase in employment. Based on a two-year average of 2012 to 2013 data.

The General Plan Update includes several policies to promote the wise and efficient use of energy and decrease energy use per capita. The General Plan Update includes policies to reduce energy use and increasing production of renewable energy (solar or wind power):

- **Policy PSF-8.1 – Reliable Energy.** Work with local utility companies to ensure the reliable provision of electricity and natural gas services for existing and newly developing areas and to minimize rolling shortages Policy and blackouts.

- **Policy PSF-8.2 – Renewable Energy.** Encourage the use of renewable energy sources (e.g., solar and other technologies) through demonstration projects at public facilities and development or financial incentives, where feasible.

- **Policy CDL-10.13 – Sustainable Designs.** Designs should incorporate sustainability concepts: incorporate measures to wisely reduce, conserve, or manage energy and water; control off-site drainage; and recycle construction and demolition debris as practical and cost-effective.

- **Policy CDL-10.14 – Lighting.** Exterior lighting should be subdued and avoid glare for occupants of adjacent properties. Lighting should enhance building design, improve safety and security, and wisely use energy; lighting intensity should be sensitive to surrounding properties and other environmental considerations.

- **Policy HN-3.7 – Resource Conservation.** Design and build homes to incorporate cost-effective best practices in energy conservation and water conservation (including dual plumbing for recycled water) that will effectively address and comply with state and federal mandates.

- **Policy PR-1.6 – Park Maintenance.** Incorporate energy efficiency and water conservation technology in the design and retrofit of parks and recreational facilities, including the use of recycled water.

State law already requires SCE to diversify its sources of energy generation to include renewable sources, like wind and solar. Yucaipa is helping to promote solar as an alternative energy source. The City's photovoltaic solar carport canopy at Community Park powers the City's Community Center. Solar generation technology is also used at other public facilities. Crafton Hills College also maintains a 1.3-million-watt photovoltaic system that can supply 90 percent of its electrical energy needs. As a result of the cycle update to the California Building and Energy Efficiency Standards, new development would be more energy efficient and would result in lower energy use per service population (residents and employees) in the City and SOI.

SCE is forecasted to have adequate electricity supplies to meet demands resulting from General Plan Update buildout. Buildout of the General Plan Update would not require SCE to obtain additional electricity supplies beyond its currently forecast supplies.

Natural Gas

The General Plan Update buildout is estimated to result in an increase in natural gas use in the project area of approximately 6,894,936 therms per year, shown below in Table 5.16-13, *Yucaipa Estimated Natural Gas Demand*.

Table 5.16-13 Yucaipa Estimated Natural Gas Demand

	2014 Existing Natural Gas Demand (therms/year)	General Plan Buildout Natural Gas Demand (therms/year)	Increase (therms/year)
Residential Natural Gas Use[1]	9,175,293	14,359,480	5,184,187
Nonresidential Natural Gas Use[2]	1,015,831	2,726,580	1,710,749
Total Natural Gas Use	10,191,124	17,086,060	6,894,936

[1] Provided by SoCalGas (2014). Projected based on increase in housing units. Based on a two-year average of 2012 to 2013 data.
[2] Provided by SoCalGas (2014). Projected based on increase in employment. Based on a two-year average of 2012 to 2013 data.

Existing SoCal Gas supplies are vastly greater than the forecast net increase in natural gas demands resulting from General Plan Update buildout. SoCal Gas would have sufficient natural gas supplies to meet the net increase in natural gas demands due to General Plan Update buildout.

Furthermore, new development would be required to adhere to the state's Building and Energy Efficiency Standards to increase energy efficiency. As a result of the cycle update to the California Building and Energy Efficiency Standards, new development would be more energy efficient and would result in lower energy use per service population (residents and employees) in the City and SOI.

In conclusion, the General Plan Update policies would promote the wise and efficient use of energy and decrease energy use per service population and VMT per service population. Impacts would be less than significant.

5.16.5.4 APPLICABLE GENERAL PLAN UPDATE POLICIES

The following is a list of the policies from the Yucaipa General Plan Update that are intended to reduce potentially significant adverse effects related to energy.

Community Design and Land Use Element

- **Policy CDL-10.13 – Sustainable Designs.** Designs should incorporate sustainability concepts: incorporate measures to wisely reduce, conserve, or manage energy and water; control off-site drainage; and recycle construction and demolition debris as practical and cost-effective.

- **Policy CDL-10.14 – Lighting.** Exterior lighting should be subdued and avoid glare for occupants of adjacent properties. Lighting should enhance building design, improve safety and security, and wisely use energy; lighting intensity should be sensitive to surrounding properties and other environmental considerations.

Housing and Neighborhoods Element

- **Policy HN-3.7 – Resource Conservation.** Design and build homes to incorporate cost-effective best practices in energy conservation and water conservation (including dual plumbing for recycled water) that will effectively address and comply with state and federal mandates.

Parks, Recreation, Trails, and Open Space Element

- **Policy PR-1.6 – Park Maintenance.** Incorporate energy efficiency and water conservation technology in the design and retrofit of parks and recreational facilities, including the use of recycled water.

Public Safety Element

- **Policy S-7.5 – Energy Usage.** Support the reduction and conservation of energy usage in residential and nonresidential buildings through adoption of building codes, promotion of energy-saving equipment, solar power, and other technology.

Public Services and Facilities Element

- **Policy PSF-8.1 – Reliable Energy.** Work with local utility companies to ensure the reliable provision of electricity and natural gas services for existing and newly developing areas and to minimize rolling shortages Policy and blackouts.

- **Policy PSF-8.2 – Renewable Energy.** Encourage the use of renewable energy sources (e.g., solar and other technologies) through demonstration projects at public facilities and development or financial incentives, where feasible.

- **Policy PSF-8.3 – Undergrounding Utilities.** Require all new utility lines built as part of new development projects to be installed underground or, in the case of transformers, pad mounted consistent with City specifications.

- **Policy PSF-8.4 – Undergrounding Existing Utility Lines.** Continue to encourage the undergrounding of existing overhead facilities to the extent feasible through utility districts, development agreements, and other mechanisms.

- **Policy PSF-8.5 – Telecommunications.** Work with service providers to ensure adequate access and availability of a wide range of telecommunications services for residences, businesses, institutions, and public agencies.

- **Policy PSF-8.6 – Cell Towers, Radio Towers, and Appurtenances.** Regulate and ensure that transmission towers and other appurtenances do not block, impede, or impair the visual quality of Yucaipa; oppose such infrastructure on hillsides surrounding the community.

- **Policy PSF-8.7 – Aesthetics.** Work with utility providers to develop innovative ways for improving the aesthetics of energy and communication systems with shielding, grouping devices, undergrounding, and other techniques.

- **Policy PSF-8.8 – Health and Safety.** Protect the health and safety of residents by considering potential health and safety impacts from utility and communication systems; work with utilities providers to minimize potential risks.

- **Policy PSF-8.9 – Emergency Service.** Protect the health and safety of residents by working with utility and communication service providers to maintain adequate backup systems during emergency outages..

5.16.5.5 EXISTING REGULATIONS AND STANDARD CONDITIONS

- Title 24, California Code of Regulations, Part 6: Energy Efficiency Standards for Buildings
- Title 20, California Code of Regulations, Sections 1601 et seq.: Appliance Efficiency Regulations
- Electric Utility Industry Restructuring Act: Chapter 854, Statutes of 1996

5.16.5.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.16-5.

5.16.5.7 MITIGATION MEASURES

No mitigation measures are required.

5.16.5.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

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6. Significant Unavoidable Adverse Impacts

At the end of Chapter 1, *Executive Summary*, is a table that summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. Mitigation measures would reduce the level of impact, but the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied.

Air Quality

- **Impact 5.3-1.** The project would not be consistent with the South Coast Air Quality Management District's (SCAQMD) 2012 Air Quality Management Plan because buildout of the City of Yucaipa and SOI under the project would exceed the forecasts in the air quality attainment plans, which are based on the current General Plan. Mitigation measures incorporated into future development projects and adherence to the project policies for operation and construction phases would reduce criteria air pollutant emissions associated with buildout of the project. Goals and policies included in the General Plan Update would facilitate continued City participation/cooperation with SCAQMD and the Southern California Association of Governments to achieve regional air quality improvement goals, promote energy conservation design and development techniques, encourage alternative transportation modes, and implement transportation demand management strategies. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the air quality management plans due to the magnitude of growth and associated emissions that would be generated by the buildout of the City of Yucaipa and its sphere of influence (SOI) in accordance with the project. Impact 5.3 1 would remain significant and unavoidable.

- **Impact 5.3-2.** Construction activities associated with the buildout of the General Plan Update would generate criteria air pollutant emissions that would exceed SCAQMD's regional significance thresholds and would contribute to the nonattainment designations of the South Coast Air Basin (SoCAB) and contribute to known health effects from poor air quality, including worsening of bronchitis, asthma, and emphysema; a decrease in lung function; premature death of people with heart or lung disease; nonfatal heart attacks; irregular heartbeat; and increased respiratory symptoms. Goals and policies are included in the project that would reduce air pollutant emissions. However, due to the magnitude of emissions generated by future construction activities associated with the buildout of the project, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Impact 5.3-2 would remain significant and unavoidable.

- **Impact 5.3-3**. Buildout of the proposed land use plan would generate additional vehicle trips and area sources of criteria air pollutant emissions that exceed SCAQMD's regional significance thresholds and would contribute to the nonattainment designations of the SoCAB and contribute to known health effects from poor air quality. Goals and policies are included in the project that would reduce air pollutant

emissions. However, due to the magnitude of emissions generated by the buildout of the project, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Impact 5.3-3 would remain significant and unavoidable.

- **Impact 5.3-4.** Buildout of the project could result in new sources of criteria air pollutant emissions near existing or planned sensitive receptors. Goals and policies are included in the project that would reduce concentrations of criteria air pollutant emissions generated by new development. However, localized emissions of criteria air pollutants could exceed the SCAQMD significance thresholds because of the scale of development activity associated with buildout of the project. For this broad-based General Plan Update, it is not possible to determine whether the scale and phasing of individual projects would result in the exceedance of the localized emissions thresholds and contribute to known health effects. Therefore, in accordance with the SCAQMD methodology, Impact 5.3-4 would remain potentially significant and unavoidable.

Biological Resources

Impact 5.4-2. Growth accommodated through long-term buildout of the City of Yucaipa General Plan would result in significant loss of habitat. The California Endangered Species Act and Federal Endangered Species Act regulate the loss of habitat as it pertains to special status plant and animal species. Coordination with the US Fish and Wildlife Services and California Department of Fish and Wildlife would ensure that, on a project-by-project basis, habitat is replaced or conserved in accordance with the agency-determined ratios if it is determined, through consultation, that special status plant and animal species occur or are likely to occur onsite. Implementation of Mitigation Measures 4-1 through 4-4 would also mitigate impacts for each individual project site. Impacts to jurisdictional sensitive habitats would be less than significant. However, to this date, no regional habitat conservation plan/natural communities conservation plan has been prepared for the San Bernardino valley region that mitigates for the cumulative loss of habitat as a result of future development. Consequently, while impacts from loss of habitat would be mitigated for each individual development through consultation with the relevant federal and state agencies, cumulative impacts of habitat loss associated with full buildout of the General Plan under Impact 5.4.2 are considered significant and unavoidable.

GHG Emissions

- **Impact 5.7-1.** Mitigation Measure 7-1 would ensure that the City continues to implement actions that reduce greenhouse gas emissions from buildout of the General Plan Update. However, additional federal and state regulations would be necessary to meet the per capita efficiency target. GHG emissions in the City are anticipated to decline further with implementation of additional measures to achieve California's post-2020 GHG targets for 2030 under Executive Order B-30-15, SB 350, and the triannual updates to the State's building and energy efficiency standards, which will be outlined in the second update to the Scoping Plan. Since no additional federal or state measures are currently available that would ensure that the City of Yucaipa and its SOI could achieve a post-2020 efficiency target, Impact 5.7-1 would remain significant and unavoidable.

- **Impact 5.7-2.** Buildout of the proposed land use plan would result in an increase in traffic on local roadways in the City of Yucaipa, which would substantially increase GHG emissions. Mitigation Measure 7-1 would ensure that the City continues to implement actions that reduce GHG emissions from buildout of the General Plan Update. However, additional federal and state measures beyond those outlined in the Scoping Plan for 2020 would be necessary to reduce GHG emissions to meet the long-term GHG reduction goals under Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent of 1990 levels by 2030, and Executive Order S-03-05, which identified a long-term goal to reduce GHG emissions to 80 percent of 1990 levels by 2050. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-03-05. CARB is in the process of updating the Scoping Plan to address the new interim GHG reduction target for 2030 under Executive Order B-30-15. Additionally, SB 350 set ambitious targets for renewable energy and efficiency. Under SB 350, California's RPS goal would increase from 33 percent in 2020 to 50 percent by 2030 and SB 350 set a new goal to double the energy efficiency savings in electricity and natural gas through energy efficiency and conservation measures. The second update to the Scoping Plan will outline additional measures state agencies will take to achieve these targets. Additionally, the triannual updates to the State's building and energy efficiency standards identify steps toward achieve ZNE for newly constructed residential buildings throughout California by 2020 and for non-residential buildings by 2030. Consequently, GHG emissions in the City are anticipated to decline further with implementation of additional measures to achieve California's post-2020 GHG targets. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology. Since no additional federal or state measures are currently available that would ensure that the City of Yucaipa and its SOI could achieve an interim post-2020 target, Impact 5.7-2 would remain significant and unavoidable.

Noise

- **Impact 5.11-1.** Traffic generated by buildout of the General Plan would substantially increase noise along major traffic corridors in the City and could expose existing and planned residents to substantial noise levels. To reduce potential noise impacts to new sensitive land uses, the General Plan Public Safety Element includes several policies that would require noise-reducing site design and building construction features in residential and mixed-use projects in areas where outdoor average daily noise levels exceed 60 dBA CNEL. Because most homes front the affected streets, sound walls would not be feasible. Rubberized pavement would not be effective because of the relatively low speeds on the roadways. Consequently, there are no feasible effective mitigation measures available that would prevent noise levels along major transportation corridors from increasing as a result of substantial increases in traffic volumes. Though new uses can be designed for the expected noise exposure, there would be no feasible mitigation measures to reduce potential noise impacts to existing noise-sensitive uses. Impact 5.11-1 would remain significant and unavoidable.

- **Impact 5.11-4.** Construction activities associated with buildout of the General Plan Update would substantially elevate noise levels in the vicinity of noise-sensitive land uses. Mitigation Measure 11-1 would reduce construction noise impacts to the extent feasible. However, because distance, source-to-

receiver geometry, and other site-specific conditions may render implementation of mitigation infeasible or ineffective for future projects in the City, Mitigation Measure 11-1 would not guarantee that construction noise impacts would be reduced to less than significant levels. Consequently, Impact 5.11-4 would be significant and unavoidable.

- **Impact 5.11-5.** Buildout of the individual land uses and projects for implementation of the General Plan Update could expose sensitive uses to significant groundborne vibration during construction. Mitigation Measure 11-2 would reduce vibration impacts associated with construction to the extent feasible. However, because distance, source-to-receiver geometry, and other site-specific conditions may render implementation of mitigation infeasible or ineffective for future projects in the City, Mitigation Measure 11-2 would not guarantee that construction vibration impacts would be reduced to less than significant levels. Consequently, Impact 5.11-5 would be significant and unavoidable.

Transportation and Traffic

- **Impact 5.15-2.** Development consistent with the General Plan Update would increase traffic on Interstate 10 and worsen already-congested traffic conditions on the freeway main line and interchanges. Caltrans has authority over the state highway system, including freeways, interchanges, and arterial state routes. Therefore, there are no feasible mitigation measures in the City's control that would reduce impacts on Caltrans's freeway main line and interchanges. Impact 5.15-2 would remain significant and unavoidable.

Utilities and Service Systems

- **Impact 5.16-2.** Mitigation Measures 5.16-1 through 5.16-9 would reduce potential impacts associated with increased water demand. However, given the uncertainty of water availability and Yucaipa Valley Water District's requirement to reduce water use from 2013 water conditions, water supply impacts are considered a significant impact from buildout of the proposed General Plan Update. Impact 5.16-2 would remain significant and unavoidable.

7. Alternatives to the Proposed Project

7.1 INTRODUCTION

7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines Section 15126.6). This chapter identifies potential alternatives to the proposed project and evaluates them, as required by CEQA.

Key provisions of the CEQA Guidelines on alternatives (Section 15126.6[a] through [f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR.

- "The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly" (15126.6[b]).

- "The specific alternative of 'no project' shall also be evaluated along with its impact" (15126.6[e][1]).

- "The no project analysis shall discuss the existing conditions at the time the Notice of Preparation (NOP) is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives" (15126.6[e][2]).

- "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project" (15126.6[f]).

- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (15126.6[f][1]).

- "For alternative locations, "only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR" (15126.6[f][2][A]).
- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative" (15126.6[f][3]).

For each development alternative, this analysis:

- Describes the alterative,
- Analyzes the impact of the alternative as compared to the proposed project,
- Identifies the impacts of the project that would be avoided or lessened by the alternative,
- Assesses whether the alternative would meet most of the basic project objectives, and
- Evaluates the comparative merits of the alternative and the project.

Per the CEQA Guidelines Section 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed.

7.1.2 Project Objectives

As described in Section 3.2, the following objectives have been established for the Yucaipa General Plan Update and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts:

- Maintain a small-town rural character with strong neighborhood identities
- Preserve scenic vistas, wild lands, ravines, and hillsides
- Attract quality businesses that bring quality jobs and retail opportunities
- Foster educational opportunities that prepare the community for the future
- Ensure the health, safety, and well-being of our residents
- Maintain excellent infrastructure, community services, and public facilities
- Sustain a vibrant Historic District and unique local artistic and cultural events
- Provide parks, trails, open space, and recreational opportunities for all ages
- Cultivate a spirit of community service, pride, and mutual respect
- Maintain a fiscally responsible and responsive governance

7.1.3 Significant Impacts of the Project

The following significant and unavoidable impacts are identified in Chapter 5, *Environmental Analysis*, of this Draft EIR:

Air Quality

- **Impact 5.3-1.** The project would not be consistent with the South Coast Air Quality Management District's (SCAQMD) 2012 Air Quality Management Plan because buildout of the City of Yucaipa and SOI under the project would exceed the forecasts in the air quality attainment plans, which are based on the current General Plan. Mitigation measures incorporated into future development projects and adherence to the project policies for operation and construction phases would reduce criteria air pollutant emissions associated with buildout of the project. Goals and policies included in the General Plan Update would facilitate continued City participation/cooperation with SCAQMD and the Southern California Association of Governments to achieve regional air quality improvement goals, promote energy conservation design and development techniques, encourage alternative transportation modes, and implement transportation demand management strategies. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the air quality management plans due to the magnitude of growth and associated emissions that would be generated by the buildout of the City of Yucaipa and its sphere of influence (SOI) in accordance with the project. Impact 5.3 1 would remain significant and unavoidable.

- **Impact 5.3-2.** Construction activities associated with the buildout of the General Plan Update would generate criteria air pollutant emissions that would exceed SCAQMD's regional significance thresholds and would contribute to the nonattainment designations of the South Coast Air Basin (SoCAB) and contribute to known health effects from poor air quality, including worsening of bronchitis, asthma, and emphysema; a decrease in lung function; premature death of people with heart or lung disease; nonfatal heart attacks; irregular heartbeat; and increased respiratory symptoms. Goals and policies are included in the project that would reduce air pollutant emissions. However, due to the magnitude of emissions generated by future construction activities associated with the buildout of the project, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Impact 5.3-2 would remain significant and unavoidable.

- **Impact 5.3-3**. Buildout of the proposed land use plan would generate additional vehicle trips and area sources of criteria air pollutant emissions that exceed SCAQMD's regional significance thresholds and would contribute to the nonattainment designations of the SoCAB and contribute to known health effects from poor air quality. Goals and policies are included in the project that would reduce air pollutant emissions. However, due to the magnitude of emissions generated by the buildout of the project, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Impact 5.3-3 would remain significant and unavoidable.

- **Impact 5.3-4.** Buildout of the project could result in new sources of criteria air pollutant emissions near existing or planned sensitive receptors. Goals and policies are included in the project that would reduce concentrations of criteria air pollutant emissions generated by new development. However, localized emissions of criteria air pollutants could exceed the SCAQMD significance thresholds because of the scale of development activity associated with buildout of the project. For this broad-based General Plan Update, it is not possible to determine whether the scale and phasing of individual projects would result

in the exceedance of the localized emissions thresholds and contribute to known health effects. Therefore, in accordance with the SCAQMD methodology, Impact 5.3-4 would remain potentially significant and unavoidable.

Biological Resources

Impact 5.4-2. Growth accommodated through long-term buildout of the City of Yucaipa General Plan would result in significant loss of habitat. The California Endangered Species Act and Federal Endangered Species Act regulate the loss of habitat as it pertains to special status plant and animal species. Coordination with the US Fish and Wildlife Services and California Department of Fish and Wildlife would ensure that, on a project-by-project basis, habitat is replaced or conserved in accordance with the agency-determined ratios if it is determined, through consultation, that special status plant and animal species occur or are likely to occur onsite. Implementation of Mitigation Measures 4-1 through 4-4 would also mitigate impacts for each individual project site. Impacts to jurisdictional sensitive habitats would be less than significant. However, to this date, no regional habitat conservation plan/natural communities conservation plan has been prepared for the San Bernardino valley region that mitigates for the cumulative loss of habitat as a result of future development. Consequently, while impacts from loss of habitat would be mitigated for each individual development through consultation with the relevant federal and state agencies, cumulative impacts of habitat loss associated with full buildout of the General Plan under Impact 5.4.2 are considered significant and unavoidable.

GHG Emissions

- **Impact 5.7-1.** Mitigation Measure 7-1 would ensure that the City continues to implement actions that reduce greenhouse gas emissions from buildout of the General Plan Update. However, additional federal and state regulations would be necessary to meet the per capita efficiency target. GHG emissions in the City are anticipated to decline further with implementation of additional measures to achieve California's post-2020 GHG targets for 2030 under Executive Order B-30-15, SB 350, and the triannual updates to the State's building and energy efficiency standards, which will be outlined in the second update to the Scoping Plan. Since no additional federal or state measures are currently available that would ensure that the City of Yucaipa and its SOI could achieve a post-2020 efficiency target, Impact 5.7-1 would remain significant and unavoidable.

- **Impact 5.7-2.** Buildout of the proposed land use plan would result in an increase in traffic on local roadways in the City of Yucaipa, which would substantially increase GHG emissions. Mitigation Measure 7-1 would ensure that the City continues to implement actions that reduce GHG emissions from buildout of the General Plan Update. However, additional federal and state measures beyond those outlined in the Scoping Plan for 2020 would be necessary to reduce GHG emissions to meet the long-term GHG reduction goals under Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent of 1990 levels by 2030, and Executive Order S-03-05, which identified a long-term goal to reduce GHG emissions to 80 percent of 1990 levels by 2050. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-03-05. CARB is in the process of updating the Scoping Plan to address the new interim GHG reduction target

for 2030 under Executive Order B-30-15. Additionally, SB 350 set ambitious targets for renewable energy and efficiency. Under SB 350, California's RPS goal would increase from 33 percent in 2020 to 50 percent by 2030 and SB 350 set a new goal to double the energy efficiency savings in electricity and natural gas through energy efficiency and conservation measures. The second update to the Scoping Plan will outline additional measures state agencies will take to achieve these targets. Additionally, the triannual updates to the State's building and energy efficiency standards identify steps toward achieve ZNE for newly constructed residential buildings throughout California by 2020 and for non-residential buildings by 2030. Consequently, GHG emissions in the City are anticipated to decline further with implementation of additional measures to achieve California's post-2020 GHG targets. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology. Since no additional federal or state measures are currently available that would ensure that the City of Yucaipa and its SOI could achieve an interim post-2020 target, Impact 5.7-2 would remain significant and unavoidable.

Noise

- **Impact 5.11-1.** Traffic generated by buildout of the General Plan would substantially increase noise along major traffic corridors in the City and could expose existing and planned residents to substantial noise levels. To reduce potential noise impacts to new sensitive land uses, the General Plan Public Safety Element includes several policies that would require noise-reducing site design and building construction features in residential and mixed-use projects in areas where outdoor average daily noise levels exceed 60 dBA CNEL. Because most homes front the affected streets, sound walls would not be feasible. Rubberized pavement would not be effective because of the relatively low speeds on the roadways. Consequently, there are no feasible effective mitigation measures available that would prevent noise levels along major transportation corridors from increasing as a result of substantial increases in traffic volumes. Though new uses can be designed for the expected noise exposure, there would be no feasible mitigation measures to reduce potential noise impacts to existing noise-sensitive uses. Impact 5.11-1 would remain significant and unavoidable.

- **Impact 5.11-4.** Construction activities associated with buildout of the General Plan Update would substantially elevate noise levels in the vicinity of noise-sensitive land uses. Mitigation Measure 11-1 would reduce construction noise impacts to the extent feasible. However, because distance, source-to-receiver geometry, and other site-specific conditions may render implementation of mitigation infeasible or ineffective for future projects in the City, Mitigation Measure 11-1 would not guarantee that construction noise impacts would be reduced to less than significant levels. Consequently, Impact 5.11-4 would be significant and unavoidable.

- **Impact 5.11-5.** Buildout of the individual land uses and projects for implementation of the General Plan Update could expose sensitive uses to significant groundborne vibration during construction. Mitigation Measure 11-2 would reduce vibration impacts associated with construction to the extent feasible. However, because distance, source-to-receiver geometry, and other site-specific conditions may render implementation of mitigation infeasible or ineffective for future projects in the City, Mitigation Measure

11-2 would not guarantee that construction vibration impacts would be reduced to less than significant levels. Consequently, Impact 5.11-5 would be significant and unavoidable.

Transportation and Traffic

- **Impact 5.15-2.** Development consistent with the General Plan Update would increase traffic on Interstate 10 and worsen already-congested traffic conditions on the freeway main line and interchanges. Caltrans has authority over the state highway system, including freeways, interchanges, and arterial state routes. Therefore, there are no feasible mitigation measures in the City's control that would reduce impacts on Caltrans's freeway main line and interchanges. Impact 5.15-2 would remain significant and unavoidable.

Utilities and Service Systems

- **Impact 5.16-2.** Mitigation Measures 5.16-1 through 5.16-9 would reduce potential impacts associated with increased water demand. However, given the uncertainty of water availability and Yucaipa Valley Water District's requirement to reduce water use from 2013 water conditions, water supply impacts are considered a significant impact from buildout of the proposed General Plan Update. Impact 5.16-2 would remain significant and unavoidable.

7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

Alternatives to the proposed project were evaluated based on their ability to reduce potentially significant impacts of the proposed project and their potential to attain most of the project's basic objectives. The following is a discussion of land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this Draft EIR (DEIR).

7.2.1 Alternative Development Area

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. A key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (Guidelines Sec. 15126[5][B][1]). The proposed project is the General Plan Update for the City of Yucaipa. The City does not have authority to carry out functions pursuant to its General Plan, including regulating land uses, outside of the City's boundaries. Therefore, an alternative development area would be infeasible and was not analyzed.

7.2.2 Density Redistribution Alternative

Implementation of the General Plan Update would result in significant unavoidable impacts from cumulative loss of habitat for sensitive biological resources. A Density Redistribution Alternative was considered as a

potential land use alternative to minimize development in undeveloped areas of the City and SOI to reduce impacts to biological resources.. Under this alternative, buildout would be the same as the proposed General Plan Update: 30,077 dwelling units, 77,328 residents, 9,581,104 square feet of nonresidential development, and 18,488 jobs. However, development density would be focused in specific areas of the City that are already developed and have existing infrastructure able to accommodate higher density uses. These areas would include the Central Core, Dunlap Acres, and the Yucaipa Boulevard corridor (see Figure 3-2, *Citywide Aerial*). Potential growth would be transferred from the rural edges of Yucaipa along the northern and eastern portions of the City and focused in the more central and urbanized areas.

This alternative would encourage a mix of higher density land uses in the core areas of the City. As a result, this alternative has the potential to reduce vehicle miles traveled (VMT) in the City and SOI by locating residences and business proximate to services, and reducing trips and trip lengths to services. As a result, while this alternative would have the same population and employment, it is likely that impacts related to air quality and GHG emissions would also be reduced Furthermore, because this alternative would limit growth in undeveloped areas along the rural edges and increase residential densities in the established areas of the City, this alternative would have the potential to reduce per capita water use as less non-potable water would be required for landscaping needs.

Increasing density in the established areas of Yucaipa, however, has the potential to adversely impact existing and planned infrastructure in these focused areas. Upsizing of existing water, sewer, and stormwater infrastructure may be required to accommodate higher land use densities in the Central Core, Dunlap Acres, and the Yucaipa Boulevard corridor.

Additionally, increasing residential and nonresidential densities in the City would not be in line with the City's objectives to maintain a small-town rural character with strong neighborhood identities and to maintain excellent infrastructure, community services, and public facilities. Based on the Market Feasibility Study for the Wilson Creek Innovation Center Specific Plan, there is very limited market for high density residential land uses in the City (PlaceWorks 2012). In addition, the potential growth along the northern and eastern portions of the City is already designated as Rural Living with 5- to 40-acre minimum lot sizes (the least dense land use designation) in the proposed land use plan. Thus, it is not feasible to further reduce permitted density in these areas to transfer growth potential into the Central Core, Dunlap Acres, and the Yucaipa Boulevard corridor. Therefore, this alternative was rejected and not analyzed in further detail.

7.2.3 Increased Residential Density in the North Bench Alternative

During the General Plan Update process the City had considered increasing the residential land use densities in the North Bench Area (see location in Figure 3-2, *Citywide Aerial*). The area considered for re-designation included several large chicken ranches and limited surrounding parcels. While this land use alternative was considered during the land use process, this alternative would not have the potential to reduce any of the environmental impacts of the proposed project. For example, increasing residential land use intensity density would increase trip generation and VMT in the more rural areas of the City. This alternative would also result in greater impacts to other impact areas including water supply. Lastly, this alternative was rejected by the City because this alternative would alter the community character of the North Bench area. Residents in the

North Bench area were also opposed to changes to the land use plan that would threaten their rural living and remaining agricultural businesses. As identified previously, based on a recent market feasibility study conducted in Yucaipa, there is very limited demand for high density residential use in Yucaipa. Consequently, because this alternative would not reduce the potentially significant impacts of the project, this alternative was rejected and not analyzed in further detail.

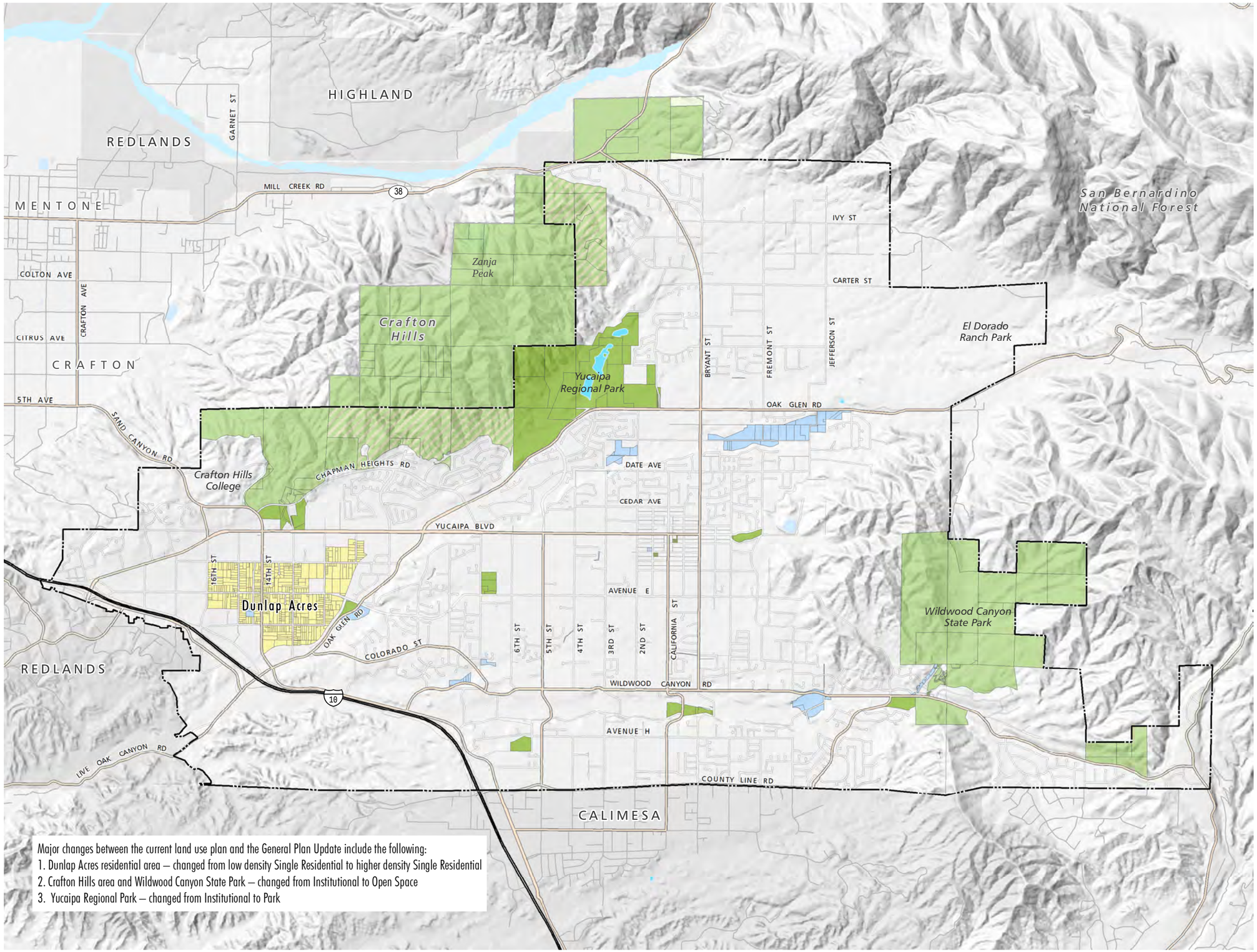
7.2.4 Reduced Residential Alternative

A Reduced Residential Alternative was considered to reduce the amount of population growth that would be accommodated by the General Plan Update. Reducing the number of allowable housing units would reduce regional traffic, air quality, GHG emissions, and noise impacts. Compared to the Current General Plan, which is the No Project Alternative, the General Plan Update allows for only 474 additional housing units. Figure 7-1, *General Plan Update Changes from the Current Land Use Plan*, identifies the limited locations in City and SOI where the General Plan Update modified the Current General Plan. The Buildout Methodology Report (see Appendix J to the DEIR) details calculations for estimating future residential growth. Only in very limited areas does the General Plan Update allow for greater density than the Current Land Use Plan. As identified in this figure, the majority of the residential changes to the Current General Plan were identified the central portions of the City. A Reduced Residential Alternative would essentially reflect the existing General Plan as reflected in the No Project Alternative. Moreover, this alternative would not achieve General Plan Update related housing goals to the extent of the proposed project including Goal HN-2, Goal HN-4, and Goal HN-5.

While the buildout statistics identify a substantial change in population and units from existing conditions, compared to the Current General Plan, residential uses only increased by 1.5 percent (474 units). Consequently, this alternative would not substantially reduce the potentially significant impacts of the proposed project. This alternative would not have the potential to reduce cumulative impacts to biological resources. Because this alternative would only result in a slight decrease in trip generation, this alternative would not have the potential to reduce potentially significant air quality, GHG emissions, and regional traffic impacts. Air quality and noise impacts would occur as a result of any potential new development; and therefore, construction under this alternative would trigger potentially significant construction-related air quality, noise, and vibration impacts. Likewise, this alternative would nominally affect the potential water demand in the City. Because this alternative would not have the potential to substantially reduce potentially significant impacts of the project, an alternative land use plan that nominally reduces residential units compared to the Current General Plan was considered and rejected.

Figure 7-1

GENERAL PLAN UPDATE CHANGES FROM THE CURRENT LAND USE PLAN



Major changes between the current land use plan and the General Plan Update include the following:
1. Dunlap Acres residential area – changed from low density Single Residential to higher density Single Residential
2. Crafton Hills area and Wildwood Canyon State Park – changed from Institutional to Open Space
3. Yucaipa Regional Park – changed from Institutional to Park

City Limits
Yucaipa Sphere of Influence

LAND USE DISTRICTS

- RL - Rural Residential
- RS - Single Residential
- RM - Multiple Residential
- PD - Planned Development
- CG - General Commercial
- CN - Neighborhood Commercial
- CS - Service Commercial
- IC - Community Industrial
- IN - Institutional
- OS - Open Space
- OS-PD - Open Space Planned Developmen
- P - Park
- FW - Floodway

Freeway Corridor Specific Plan

- R-1 - Rural Living
- R-2 - Single Residential
- R-4 - Single Residential
- R-8 - Single or Multiple Residential
- R-24 - Multiple Residential
- PUB - Public Facilities
- BP - Business Park
- Regional Commercial (CR)

YUCAIPA GENERAL PLAN DRAFT EIR

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: City of Yucaipa, 2013

CWE-11.0 : Fig 7-1 GP Update Changes Current to Proposed.mxd 12/10/2015

7. Alternatives to the Proposed Project

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7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following two alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project/Existing General Plan Alternative
- Focused Increased Residential Alternative

An EIR must identify an "environmentally superior" alternative, and where the No Project Alternative is identified as environmentally superior, the EIR is required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. Only the impacts involving air quality, biological resources (cumulative habitat loss), greenhouse gas emissions, noise, transportation and traffic (impacts to I-10), and utilities and service systems (water supply) were found to be significant and unavoidable. Section 7.7 identifies the Environmentally Superior Alternative.

The Preferred Land Use Alternative (proposed General Plan Update) is analyzed in detail in Chapter 5 of this DEIR.

7.3.1 Alternatives Comparison

The following statistical analysis provides a summary of general socioeconomic buildout projections determined by the proposed General Plan Update and two land use alternatives. It is important to note that these are not growth projections. That is, they do not anticipate what is likely to occur by a certain time horizon, but rather provide a buildout scenario that would only occur if all the areas of the City were to develop to the probable capacities yielded by the land use alternatives. The following statistics were developed as a tool to understand better the difference between the alternatives analyzed in the DEIR. Table 7-1, *Buildout Statistical Summary*, identifies City-wide information regarding dwelling unit, population and employment buildout, and percent of change from the proposed project for each of the alternatives.

Table 7-1 Buildout Statistical Summary

			No Project/Current General Plan Alternative			Focused Increased Residential Alternative		
	Existing Conditions	Proposed Project	Buildout	Change from Proposed Project	Percent Change	Buildout	Change from Proposed Project	Percent Change
Dwelling Units	19,230	30,077	29,630	-447	-1.5%	30,941	864	2.9%
Population	47,835	77,328	76,175	-1,153	-1.5%	79,655	2,327	3.0%
Nonresidential Square Feet	2,750,926	9,581,104	8,530,405	-1,050,699	-11.0%	8,468,698	-1,112,406	-11.6%
Employment	6,888	18,488	16,921	-1,567	-8.5%	16,495	-1,993	-10.8%
Jobs-to-Housing Ratio	0.36	0.61	0.57	0.04	-6.6%	0.53	-0.08	-13.1%

7.4 NO PROJECT/CURRENT GENERAL PLAN ALTERNATIVE

Per Section 15126.6(e)(1), a "No Project" alternative shall be evaluated along with its impact to allow decision makers to compare the impacts of approved the proposed project with the impacts of not approving the proposed project. Under the No Project/Current General Plan Alternative, the General Plan Update would not be implemented as proposed. The current (2004) Yucaipa General Plan, including land use designations in the Land Use Map shown in Figure 3-4, *Current Land Use Plan*, in Chapter 3, *Project Description*, would remain in effect and would not undergo any updates. The current General Plan addresses the same overall geographic boundaries and applies similar land use designations as the proposed General Plan Update (see Figures 3-4 and 3-5, *Proposed Land Use Plan*, for a comparison).

Buildout statistics for the current General Plan and General Plan Update are compared in Table 7-1. As shown in this table, buildout of the current General Plan would not substantially vary from the proposed General Plan Update. Nearly all buildout factors of the No Project/Current General Plan Alternative would be similar to the General Plan Update. The major land use changes between the current and proposed land use plans are shown on Figure 7-1, *General Plan Update Changes from the Current Land Use Plan*. As shown, most changes were related to parks, open space, and the Dunlap Acres residential area. Overall, the land use plans are very similar.

As shown in the table, the No Project/Current General Plan Alternative would reduce development by 447 homes (-1.5 percent) and 1,050,699 square feet of nonresidential development (-11.0 percent) compared to the proposed General Plan Update. The decrease in residential and nonresidential development would also equate to a reduction in population and employment by 1,153 fewer residents (-1.5 percent) and 1,567 fewer jobs (-8.5 percent).

7.4.1 Aesthetics

Buildout of the current General Plan would result in 447 fewer residential units and 1,050,699 fewer square feet of nonresidential development than the General Plan Update. Under the General Plan Update, the additional units and commercial square footage would occur within the changes areas shown on Figure 7-1, *General Plan Update Changes from the Current Land Use Plan*. The nominal decrease in residential and nonresidential development—1.5 and 11.5 percent—would likely not make a substantial difference in aesthetic impacts related to maintaining the City's existing visual character. Therefore, aesthetic impacts would be similar to the proposed project and remain less than significant.

7.4.2 Agriculture and Forestry Resources

There are approximately 44 acres of Prime Farmland and 23 acres of Unique Farmland in the City of Yucaipa south of I-10 and north of Oak Glen Road near the intersection of Oak Glen Road and Jefferson Street (see Figure 5.2-1, *Important Farmland and Williamson Act Lands*). Under both the current and proposed land use plan, these areas would maintain their land use designations as Rural Living and Regional Commercial. Therefore, impacts on important farmland would be less than significant and similar to the proposed project.

This alternative would also not conflict with existing zoning for agricultural uses because the City's zoning designations are the same as the current land use designations. In addition, the City of Yucaipa does not have any land bearing Williamson Act contracts. Thus, impacts would be similar to the proposed project and less than significant.

7.4.3 Air Quality

This alternative would result in 447 fewer residential units and 1,050,699 fewer square feet of nonresidential development compared to the proposed General Plan Update. Compared to the General Plan Update, the reduction in residential units and nonresidential building square footage under this alternative would result 81,084 fewer daily vehicle miles traveled (VMT) and associated mobile-source emissions. Furthermore, stationary-source emissions would be reduced because there would be fewer residential and nonresidential developments under the No Project/ Current General Plan Alternative compared to the proposed project. Additionally, a reduction in developments would reduce short-term emissions related to project construction activities. Although this alternative would reduce both long- and short-term pollutant emissions, it would not eliminate significant short- and long-term criteria air pollutant emissions that would exceed South Coast Air Quality Management District's (SCAQMD) regional significance threshold. However, it would be consistent with air quality management plans (AQMPs) since population and employment assumptions used to develop the regional emissions inventory in the latest AQMP are based on the existing General Plan. In comparison to the proposed project, this alternative would reduce mobile- and stationary-source emissions and criteria air pollutants from construction and operation activities, and eliminate one significant and unavoidable impact related to consistency with the AQMP.

7.4.4 Biological Resources

Under this alternative, biological resource impacts would be similar to the proposed project. A number of special status plant species and special status wildlife species are known to occur within or immediately adjacent (i.e., within a 1,000-foot buffer) to the City or are known to occur in the region based on historical data. In addition, sensitive riparian communities and jurisdictional wetlands are also found within the Yucaipa area. Federal and state regulations require development projects to assess and mitigate potential biological resources within a project site. The current General Plan would reduce development by 447 homes and 1,050,699 square feet of nonresidential development, but would be within the same footprint at the General Plan Update. Therefore, impacts on biological resources would be similar to the proposed General Plan Update and cumulative impacts from habitat loss would remain significant and unavoidable.

7.4.5 Cultural Resources

Cultural resource impacts would primarily be associated with potential ground disturbance and development of previously undisturbed areas, or impacts to potential historic structures (building additions, demolition, etc.). This alternative would allow less development primarily in the Dunlap Acres area (see Figure 7-1, *General Plan Update Changes from the Current Land Use Plan*). However, the difference is nominal and would be within the same development footprint as the proposed land use plan, Therefore, impacts to potential cultural resources would be similar and less than significant.

7.4.6 Geology and Soils

As with the General Plan Update, individual development projects Under the No Project/Current General Plan Alternative would be required to prepare site-specific geotechnical investigations to evaluate seismic, liquefaction, ground settlement, and/or soil expansion hazards. All development projects would be required to comply with existing federal, state, and local regulations, such as the California Building Code and statewide General Construction Permit. However, this alternative would allow for 447 fewer residential units and 1,050,699 fewer square feet of nonresidential development compared to the General Plan Update, which would subject fewer buildings, residents, and visitors to geological hazards in the City, such as strong seismic shaking. Therefore, impacts would remain less than significant and reduced compared to the proposed project.

7.4.7 Greenhouse Gas Emissions

The No Project/Current General Plan Alternative would reduce vehicle miles traveled (VMT) compared to the proposed project by 81,084 daily VMT, resulting in a reduction of GHG emissions from mobile sources. Additionally, because the alternative would provide less capacity for residential dwelling units and total square footage of nonresidential developments, GHG emissions from project-related construction and operation activities would also be potentially reduced. Impacts would be reduced compared to the proposed project, but would still be significant and unavoidable because additional statewide measures outlined in the subsequent updates to the Scoping Plan would be necessary to reduce GHG emissions to meet the City's post-2020 per capita efficiency target and long-term GHG reduction goals under Executive Order S-03-05.

7.4.8 Hazards and Hazardous Materials

In both this alternative and the proposed General Plan Update, land uses throughout the City would be required to comply with existing state, federal, and county regulations governing use, storage, transport, and disposal of hazardous materials and hazardous wastes. Structures built in fire hazard severity zones would be required to comply with building standards in the California Building Code and California Fire Code. However, this alternative would allow for 447 fewer residential units and 1,050,699 fewer square feet of nonresidential development throughout the City, some of which may be within fire hazard areas. Therefore, potential for hazards and hazardous materials impacts from buildout of this alternative would be reduced compared to the proposed General Plan Update and remain less than significant.

7.4.9 Hydrology and Water Quality

This alternative would reduce buildout by 447 homes (1.5 percent) and 1,050,699 square feet (11.0 percent) of nonresidential development compared to the proposed project. Reducing development intensity would reduce development of impervious surfaces in the City compared to the proposed General Plan. However, the change would be nominal and would not be a significant beneficial impact. Similarly, this alternative would nominally reduce potential stormwater runoff volumes, erosion or sedimentation in drainage swales and streams, and flood hazards. Potential impacts on water quality would also be similar under the current and proposed land use plans. Thus, impacts would be similar and remain less than significant

7.4.10 Land Use and Planning

California Government Code, Sections 65300 et seq., requires that cities and counties prepare and adopt general plans. This alternative would leave the current General Plan in place rather than updating it. Neither this alternative nor the proposed project would divide an established community. However, the current General Plan is not consistent with new or updated state and local planning laws such as the California Complete Streets Act of 2008 and the Southern California Association of Government's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). The Complete Streets Act of 2008 requires that cities plan for a multimodal transportation network that serves motorized and nonmotorized modes of transportation, and the 2012-2035 RTP/SCS encourages three principles that collectively work as the key to the region's future—mobility, economy, and sustainability. As such, Yucaipa's proposed street system is designed to be a high quality and comprehensive street network, designed in a way that encourages and promotes bicycling and walking as viable and alternative means of transportation. Goals and policies in the proposed General Plan Update Transportation Element address the need to establish an interconnected network of bicycle and pedestrian infrastructure that is safe, efficient and accessible. Comprehensive transit services related to mobility, connectivity, and safety are also addressed. Since the current General Plan was prepared in 2004, these new state planning laws would not be reflected. Thus, land use impacts would be increased under this alternative in comparison to the proposed General Plan Update.

7.4.11 Noise

Given that fewer homes and nonresidential developments (e.g., commercial and industrial uses) would be built under this alternative, construction and operational noise impacts would decrease compared to the proposed project. Less development would also reduce the number of residents in the City, which would decrease vehicular noise on local roadways. In addition, there would be less potential for sensitive receptors to be adversely impacted by construction or operational noise and vibration impacts in the Dunlap Acres residential area, which is where the majority of increased development would occur under the proposed land use plan (see Figure 7-1, *General Plan Update Changes from the Current Land Use Plan*). However, impacts would remain significant and unavoidable because mitigation would not guarantee that existing homes are not adversely affected by future vehicular traffic or that sensitive receptors are not significantly impacted by construction noise and vibration.

7.4.12 Population and Housing

Buildout of this alternative would consist of 447 fewer homes and 1,050,699 fewer square feet of nonresidential development compared to the proposed General Plan Update. The decrease in residential and nonresidential development would also reduce population by 1,153 residents (1.5 percent) and employment by 1,567 jobs (8.5 percent). Buildout of both the current land use plan and proposed land use plan would similarly surpass SCAG's population and employment projections for year 2040—72,514 persons and 15,004 jobs. Therefore, population impacts would be similar under both scenarios.

The jobs-housing ratio under this alternative compared to the proposed project would decrease from 0.61 to 0.57 (6.6 percent). A healthy jobs-housing balance is estimated to be approximately 1.50; therefore, the

reduction in the jobs-housing ratio would be a greater impact and make Yucaipa an even more housing-rich city.

Since population impacts would be similar and jobs-housing balance impacts would increase, overall population and housing impacts would increase compared to the proposed project, although remain less than significant.

7.4.13 Public Services

Impacts on public services, including fire, police, school, and library services, would be reduced under this alternative. The current General Plan would have a buildout of 447 fewer homes and 1,050,699 fewer square feet of nonresidential development, primarily in the Dunlap Acres residential area compared to the proposed project. Fewer homes, commercial, and industrial buildings would reduce calls for police and fire services. The decrease in buildout population by 1,153 residents would also reduce demands for school and library services. Thus, impacts would be less than the proposed project and remain less than significant.

7.4.14 Recreation

Buildout of the current General Plan would have 1,153 fewer residents than the proposed General Plan Update. This would reduce demand on existing parks and recreational facilities. However, as shown on Figure 7-1, *General Plan Update Changes from the Current Land Use Plan*, many of the land use changes under the proposed land use plan designate more park and open space areas throughout the City. For example, Figure 5.14-1, *Parks and Recreational Facilities*, shows two proposed recreational areas—Dunlap Neighborhood Park and California Street Soccer Fields. In addition, the increase in new development under the General Plan Update would help fund parks and recreational facilities improvements. Thus, impacts would be greater under this alternative, but would remain less than significant.

7.4.15 Transportation and Traffic

The decrease in residential and nonresidential development under this alternative would reduce vehicle trips within and in and out of Yucaipa since there would be a decrease in homes and jobs. This would reduce impacts on level of service at various intersections and roadway capacities. Therefore, impacts would be reduced under this scenario compared to the proposed project; however, cumulative impacts to Caltrans I-10 main line segments would remain significant and unavoidable.

7.4.16 Utilities and Service Systems

This alternative would reduce impacts on utilities and service systems compared to the proposed General Plan Update due to the reduced population and employment at buildout of this scenario. The reduced number of residents and workers would reduce associated water, natural gas, and electricity demands, and wastewater and solid waste generation. For example, buildout of the current General Plan would generate about 6.86 million gallons per day (mgd) of residential wastewater compared to 7.0 mgd under the proposed General Plan Update. Also, using per capita water demands, the estimated water demand at buildout of the current General Plan would be 17.8 mgd compared to 22.3 mgd for the proposed General Plan Update.

Overall, impacts would be reduced under this alternative, but water supply impacts would remain significant and unavoidable.

7.4.17 Conclusion

Ability to Reduce Environmental Impacts

Impacts of the No Project/Current General Plan alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, and cultural resources. Impacts would be greater for population and housing and recreation, but would be reduced for geology and soils, hazards and hazardous materials, hydrology and water quality, public services, and recreation. This alternative would also reduce air quality (regional criteria air pollutants), greenhouse gas emissions, noise, transportation and traffic (impacts to I-10), and utilities and service system (water supply) impacts; however, these impacts would remain significant and unavoidable in this alternative. This alternative would reduce significant and unavoidable air quality impacts related to consistency with the SCAQMD's air quality management plan (Impact 5.3-1) to less than significant.

This alternative would not provide a comprehensive update to the City's General Plan consistent with California Government Code Sections 65300 et seq. and would not revise the City's General Plan pursuant to various state requirements, for instance, the Complete Streets Act of 2008. Thus, impacts to land use and planning would be greater.

Ability to Achieve Project Objectives

The No Project/Current General Plan Alternative would maintain the City's small-town rural character; preserve scenic vistas, wild lands, ravines, and hillsides; sustain a vibrant Historic District and cultural events; and cultivate a spirit of community service, pride, and mutual respect. This alternative would also continue fostering educational opportunities; ensuring the health, safety, and well-being of Yucaipa's residents; maintaining infrastructure, community services, and public facilities; and providing parks, trails, open space, and recreational opportunities. This alternative would also be able to maintain a fiscally responsible and responsive governance.

Given that this alternative reduces nonresidential development by 1,050,699 square feet (-11.0 percent) and employment by 1,567 jobs (-6.6 percent), it is possible that the City would not be able to attract as many quality businesses, jobs, and retail opportunities to the extent that it would under the General Plan Update.

7.5 FOCUSED INCREASED RESIDENTIAL ALTERNATIVE

The Focused Increased Residential Alternative would consist of similar land use designations as the proposed General Plan Update; however, it would replace proposed nonresidential development with multi-family residential development in the Crafton Hills College and single-family residential development in the Wilson Creek/Oak Glen Creek Areas (see Figure 7-2, *Focused Increased Residential Alternative*). Focused increased residential density would be allowed in the areas south of Crafton Hills College campus which is bounded by Sand Canyon Road to the north, 14th Street to the east, Yucaipa Boulevard to the south, and 16th Street to

the west. The additional residential homes would provide housing for college students attending Crafton Hills College and reduce trips and vehicle miles traveled in and out of the western portion of the City—potentially reducing air quality, GHG, and traffic impacts.

In addition, this alternative would increase residential development in the Wilson Creek/Oak Glen Creek areas bounded approximately by Oak Glen Road to the north, Bryant Street to the east, Persimmon Avenue to the south, and 3rd Street to the west. Under the proposed land use plan, this area is designated Institutional; by considering a residential alternative, the area would be similar to surrounding land uses (residential, park, and neighborhood commercial), reduce vehicle trips near the 2nd Street/Bryant Street intersection, and be consistent with the City's policies to increase housing.

Buildout of this alternative would allow for 864 additional dwelling units, which would increase the buildout population by 2,327 persons in comparison to the General Plan Update. The amount of nonresidential development and employment would decrease by 1,112,406 square feet and 1,993 jobs in the Crafton Hills College and Wilson Creek/Oak Glen Creek areas to allow for the increased residential density in the same area.

7.5.1 Aesthetics

Aesthetic impacts under this alternative would be similar to the proposed project. The proposed neighborhood commercial use in the Crafton Hills College area would be similar and compatible with other commercial uses along Yucaipa Boulevard, residential homes under this alternative would be equally compatible with the commercial and residential uses nearby. Additionally, replacing institutional uses in the Wilson Creek/Oak Glen Creek area with residential homes would also be similarly compatible with its neighboring uses, which include residential homes, parks, and neighborhood commercial uses. Thus, aesthetic impacts would be similar to the General Plan Update and would remain less than significant.

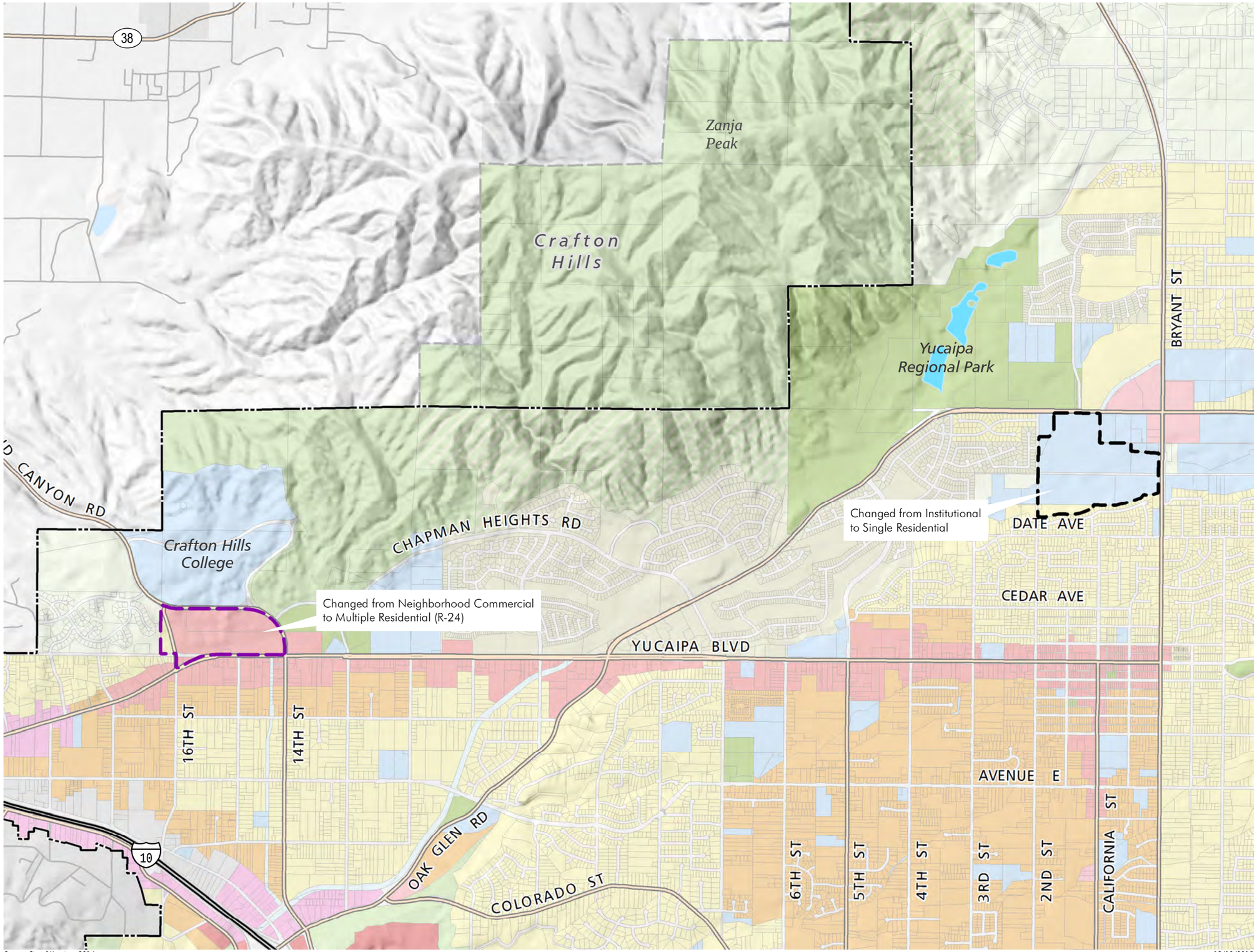
7.5.2 Agriculture and Forestry Resources

As stated above, there are approximately 44 acres of Prime Farmland and 23 acres of Unique Farmland in the City of Yucaipa south of I-10 and north of Oak Glen Road near the intersection of Oak Glen Road and Jefferson Street (see Figure 5.2-1, *Important Farmland and Williamson Act Lands*, in Section 5.2, *Agriculture and Forestry Resources*). This alternative does not propose any changes in these areas of important farmland. Therefore, impacts on farmland would be similar to the proposed project.

In addition, this alternative would not conflict with existing zoning for agricultural uses and would not conflict with any Williamson Act contracts. Thus, impacts would be similar to the proposed project and less than significant.

Figure 7-2

FOCUSED INCREASED RESIDENTIAL ALTERNATIVE



Crafton Village
Wilson Creek
City Limits
Yucaipa Sphere of Influence

LAND USE DISTRICTS

- RL - Rural Residential
- RS - Single Residential
- RM - Multiple Residential
- PD - Planned Development
- CG - General Commercial
- CN - Neighborhood Commercial
- CS - Service Commercial
- IC - Community Industrial
- IN - Institutional
- OS - Open Space
- OS-PD - Open Space Planned Development
- P - Park
- FW - Floodway

Freeway Corridor Specific Plan

- R-1 - Rural Living
- R-2 - Single Residential
- R-4 - Single Residential
- R-8 - Single or Multiple Residential
- R-24 - Multiple Residential
- PUB - Public Facilities
- BP - Business Park
- CR - Regional Commercial
- OS2 - Open Space

YUCAIPA GENERAL PLAN DRAFT EIR

0 500 1,000 1,500 2,000 Feet

PLACEWORKS

Source: City of Yucaipa, 2014

12/10/2015

7. Alternatives to the Proposed Project

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7.5.3 Air Quality

By focusing increased residential uses in the Crafton Hills College and Wilson Creek/Oak Glen Creek areas, vehicle miles traveled and associated emissions would be reduced. The residential uses near Crafton Hills College would provide student housing closer to campus and reduce commuting miles. In addition, based on the traffic analysis conducted by IBI Group[1], residential uses in the Wilson Creek/Oak Glen Creek area would generate fewer daily vehicle trips and have less operational emissions compared to the proposed institutional use that would permit medical, office, school, and professional uses. Therefore, the Focused Increased Residential Alternative would decrease impacts on air quality; however, impacts would still remain significant and unavoidable.

7.5.4 Biological Resources

Impacts on biological resources would be similar under both the Focused Increased Residential Alternative and the proposed project. Although buildout would increase dwelling units by 2.9 percent (864 homes) and would reduce nonresidential square feet by 11.6 percent (1,123,406 square feet), the development footprint would be the same. Therefore, impacts to biological resources would be similar; however, cumulative impacts from loss of habitat would remain significant and unavoidable.

7.5.5 Cultural Resources

Similar to biological resources, impacts on cultural resources would also be similar under this alternative and the proposed General Plan Update. The two areas of change between the proposed project and this alternative are the Crafton Hills College and Wilson Creek/Oak Glen Creek areas. Under both scenarios, these areas would require grading activities prior to construction, which would impact potential cultural resources to a similar degree, but remain less than significant.

7.5.6 Geology and Soils

As stated above, only the Crafton Hills College and Wilson Creek/Oak Glen Creek areas would be developed differently under this alternative compared to the proposed project; however, the overall development footprint under this alternative would be the same. Earthquake hazards would be of similar magnitude under this alternative as under the proposed project, because future development would still occur throughout the City. Other site-specific geological hazards associated with ground failure—including liquefaction—would also be similar for this alternative relative to the proposed project. New development under either scenario would be required to conform to the most recent California Building Code, which include strict building specifications to ensure structural and foundational stability. Impacts would be similar under both scenarios and remain less than significant.

[1] Based on the traffic analysis conducted for the Wilson Creek Specific Plan.

7.5.7 Greenhouse Gas Emissions

Buildout of the Focused Increased Residential Alternative would likely result in fewer GHG-related impacts than the proposed project. Buildout of this alternative would result in the development of 864 additional homes; however, it would also reduce nonresidential development by 1,123,406 square feet. The reduction in nonresidential development would reduce VMT and GHG emissions from mobile sources (i.e., cars traveling in and out of the City) because commercial uses generally have higher trip rates than residential uses. In addition, the majority of additional homes would be focused in the Crafton Hills College area, which would provide student housing and reduce the length of commuting trips and associated GHG emissions. Impacts would be reduced under this alternative; however, impacts would remain significant and unavoidable.

7.5.8 Hazards and Hazardous Materials

Impacts related to hazards and hazardous materials under this alternative would be similar, but slightly reduced since this alternative would increase the number of dwelling units by only 2.9 percent and decrease nonresidential development by 11.6 percent. Typically, nonresidential developments have the potential to use more hazardous materials during construction and operations (e.g., solvents, paints, cleaning agents, pesticides, etc.) than residential developments. Therefore, by reducing nonresidential development in the Crafton Hills College and Wilson Creek/Oak Glen Creek areas and replacing it with homes, potential hazards and hazardous materials impacts would be slightly reduced.

Regardless, development under both the proposed project and this alternative would be held to federal, state, and local policies protecting humans and the environment from exposure to hazards. Compliance with the provisions of hazardous material policies in the City's municipal code and implementation of existing regulations related to hazardous materials and fire danger would reduce impacts to less than significant levels.

7.5.9 Hydrology and Water Quality

The Focused Increased Residential Alternative would have similar hydrology and water quality impacts to the proposed project. Development in the Crafton Hills College and Wilson Creek/Oak Glen Creek areas under both scenarios would require grading activities and result in similar drainage and hydrological patterns. Specifically, flood control improvements in the Wilson Creek/Oak Glen Creek area are currently being planned under the Wilson Creek Innovation Center Specific Plan, and would similarly benefit buildout of this alternative and the General Plan Update. Similar to the proposed project, runoff would be subject to NPDES permit standards and provisions and impacts would be less than significant.

7.5.10 Land Use and Planning

Although this alternative would replace commercial and institutional uses in the Crafton Hills College and Wilson Creek/Oak Glen Creek areas with residential uses, this alternative would have similar land use and planning impacts as the proposed project. The goals and policies in the General Plan Update would be the same under both scenarios and would be consistent with state planning law, California Complete Streets Act, and SCAG's RTP/SCS goals and policies. Thus, impacts would be similar and less than significant.

7.5.11 Noise

Development of residential uses under this alternative would result in construction noise similar to proposed commercial and institutional uses under the proposed project. Construction noise impacts would remain significant. However, residential uses typically generate less noise than commercial and institutional uses, which are proposed under the General Plan Update. Therefore, operational noises would be reduced under this alternative. Overall, noise impacts would be reduced but remain significant.

7.5.12 Population and Housing

Compared to the proposed project, buildout of this alternative would allow for up to 864 additional dwelling units (2.9 percent) and 2,327 additional residents (3.0 percent). This would increase population impacts, but would provide needed student housing in the Crafton Hills College area.

Since the increase in residential homes would replace nonresidential development in the Crafton Hills College and Wilson Creek/Oak Glen Creek areas, nonresidential development would decrease by 1,112,406 square feet (11.6 percent) and employment would decrease by 1,993 (10.8 percent). This would decrease the City's jobs-housing ratio at buildout from 0.61 to 0.53, making Yucaipa more housing-rich. However, as previously stated, student housing is needed in the City. Therefore, housing impacts would be reduced under this alternative.

7.5.13 Public Services

This alternative would decrease nonresidential development and employment by 1,112,406 square feet and 1,993 jobs and would increase residential uses by 864 homes and residents by 2,327. Typically, residential uses have higher demand for fire and police services; therefore, the replacement of nonresidential uses with residential uses would result in an increased impact. The increase in population would also result in a greater demand for school and library services. Overall public service impacts under this alternative would be less than significant although greater than the proposed project.

7.5.14 Recreation

The Focused Increased Residential Alternative would increase dwelling units by 864 homes and population by 2,327 residents. This would result in an increase in demand for parks and recreational facilities. The City has a minimum parkland standard of 3.5 acres per 1,000 residents; therefore, this alternative would require an additional 8.1 acres of parkland compared to the proposed project. This would result in a greater impact than the proposed project. However, the City has an abundance of existing and proposed park and recreational facilities, so impacts would be less than significant.

7.5.15 Transportation and Traffic

This alternative would replace neighborhood commercial and institutional uses in the Crafton Hills College and Wilson Creek/Oak Glen Creek areas with residential uses. Residential uses typically generate fewer vehicle trips than job-generating uses like commercial and institutional uses. However, converting the Wilson

Creek Innovation Center Specific Plan area from institutional to residential would eliminate job opportunities for City residents to work within Yucaipa rather than commute, particularly along I-10, to other cities for employment. Therefore, this alternative would reduce local transportation impacts but would increase impacts on regional transportation. Cumulative impacts to Caltrans I-10 main line segments would remain significant and unavoidable.

7.5.16 Utilities and Service Systems

This alternative would increase residential units by 864 homes and decrease nonresidential development by approximately 1,123,406 square feet. Using wastewater generation rates for residential and nonresidential development, the proposed General Plan Update would generate approximately 8.2 mgd and this alternative would generate approximately 8.3 mgd, a slight, 0.8 percent increase.

The increase in population under this alternative would also increase the City's service population (residents and employees) from 95,816 persons to 96,150 persons. Forecast water supply demand under this alternative would slightly increase from 22.3 mgd to 22.4 mgd. And solid waste generation would increase by 183.4 tons per year. Overall, impacts on utilities and service systems would increase under this alternative, and impacts on water supply would remain significant and unavoidable.

7.5.17 Conclusion

Ability to Reduce Environmental Impacts

Impacts of the Focused Increased Residential Alternative would be similar for agriculture and forestry resources, biological resources, cultural resources, geology and soils, hydrology and water quality, and land use and planning. Impacts would be greater for population, public services, recreation, regional transportation, and utilities and service systems; however, impacts would be reduced for aesthetics, housing, hazards and hazardous materials, and local transportation. This alternative would also reduce air quality, greenhouse gas emissions, and noise impacts compared to the proposed project, but such impacts would remain significant and unavoidable. This alternative would not reduce any significant and unavoidable impacts of the proposed project to less than significant.

Ability to Achieve Project Objectives

This alternative would achieve the majority of the project objectives, including maintaining a small-town rural character with strong neighborhood identities; preserving scenic vistas, wild lands, and hillsides; fostering educational opportunities; ensuring health and safety of Yucaipa's residents, maintaining infrastructure, community services, and public facilities; sustaining a vibrant Historic District; providing parks, trails, and open space; and cultivating a spirit of community service, pride, and respect. This alternative would also be able to attract quality businesses that bring quality jobs and retail opportunity and maintain fiscally responsible and responsive governance.

7.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" and, in cases where the "No Project" Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. In this case, the No Project/Current General Plan Alternative is the environmental superior alternative. Therefore, another environmentally superior development alternative has been chosen.

The Focused Increased Residential Alternative has been identified as the environmentally superior alternative. As shown in Table 7-2, *Summary of Impacts: Proposed Project vs. Project Alternatives,* this alternative would lessen impacts associated with air quality, greenhouse gas emissions, hazards and hazardous materials, housing, noise, and local traffic. The following impacts are generally the same as the proposed project, aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hydrology and water quality, land use and planning, and public services.

Table 7-2 Summary of Impacts: Proposed Project vs. Project Alternatives

Topic	Proposed Project	No Project/Current General Plan Alternative	Focused Increased Residential Alternative
Aesthetics	LTS	=	=
Agriculture and Forestry Resources	LTS	=	=
Air Quality		*	
Construction	S/U	<	<
Operation	S/U	<	<
Biological Resources	LTS/M	=	=
Cultural Resources	S/U	=	=
Geology and Soils	LTS	<	=
Greenhouse Gas Emissions	S/U	<	<
Hazards and Hazardous Materials	LTS	<	<
Hydrology and Water Quality	LTS	<	=
Land Use and Planning	LTS	>	=
Noise			
Construction	S/U	<	<
Operation	S/U	<	<
Population and Housing			
Population	LTS	>	>
Housing	LTS	>	<
Public Services	LTS	<	>
Recreation	LTS	>	>
Transportation and Traffic			
Local Traffic	LTS/M	<	<
Regional Traffic	S/U	<	>
Utilities and Service Systems	S/U	<	>

Notes: LTS: Less than Significant; LTS/M: Less than Significant with Mitigation Incorporated; S/U: Significant and Unavoidable
* Eliminates a significant and unavoidable impact.
< The alternative would result in less of an impact than the proposed project.
> The alternative would result in greater impacts than the proposed project.
= The alternative would result in the same/similar impacts as the proposed project.

This alternative would meet the project objectives would not meet the objectives to attract quality business to the same extent as the proposed project (see Table 7-3, *Ability of Each Alternative to Meet the Project Objectives*).

Table 7-3 Ability of Each Alternative to Meet the Project Objectives

Objective	Proposed Project	No Project/ Current General Plan Alternative	Focused Increased Residential Alternative
Maintain a small-town rural character with strong neighborhood identities	Yes	Yes	Yes
Preserve scenic vistas, wild lands, ravines, and hillsides	Yes	Yes	Yes
Attract quality businesses that bring quality jobs and retail opportunities	Yes	Yes, but not to the same extent	Yes, but not to the same extent
Foster educational opportunities that prepare the community for the future	Yes	Yes	Yes
Ensure the health, safety, and well-being of our residents	Yes	Yes	Yes
Maintain excellent infrastructure, community services, and public facilities	Yes	Yes	Yes
Sustain a vibrant Historic District and unique local artistic and cultural events	Yes	Yes	Yes
Provide parks, trails, open space, and recreational opportunities for all ages	Yes	Yes	Yes
Cultivate a spirit of community service, pride, and mutual respect	Yes	Yes	Yes
Maintain fiscally responsible and responsive governance	Yes	Yes	Yes

7.7 REFERENCES

PlaceWorks. 2012, March 30. Memorandum: Draft Economic Analysis Summary, Wilson Creek Business Park Specific Plan.

8. Impacts Found Not to Be Significant

California Public Resources Code Section 21003 (f) states: "…it is the policy of the state that…[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in the State California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15126.2(a), which states that "[a]n EIR [Environmental Impact Report] shall identify and focus on the significant environmental impacts of the proposed project" and Section 15143, which states that "[t]he EIR shall focus on the significant effects on the environment." The Guidelines allow use of an Initial Study to document project effects that are less than significant (Guidelines Section 15063[a]). Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant, and were therefore not discussed in detail in the Draft EIR.

8.1 ASSESSMENT IN THE INITIAL STUDY

The Initial Study prepared for the proposed project in October 2014 determined that impacts listed below would be less than significant. Consequently, they have not been further analyzed in this Draft EIR (DEIR). Please refer to Appendix A for explanation of the basis of these conclusions. Impact categories and questions below are summarized directly from the CEQA Environmental Checklist, as contained in the Initial Study.

Table 8-1 Impacts Found Not to Be Significant

Environmental Issues	Initial Study Determination
II. AGRICULTURE AND FOREST RESOURCES. 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:	
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))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	Less Than Significant Impact
IV. BIOLOGICAL RESOURCES. Would the project:	
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?	No Impact

8. Impacts Found Not to Be Significant

Table 8-1 Impacts Found Not to Be Significant

Environmental Issues	Initial Study Determination
V. CULTURAL RESOURCES. Would the project:	
d) Disturb any human remains, including those interred outside of formal cemeteries?	Less Than Significant Impact
VI. GEOLOGY AND SOILS. Would the project:	
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 off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less Than Significant Impact
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?	Less Than Significant Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	
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 for people residing or working in the project area?	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:	
a) Violate any water quality standards or waste discharge requirements?	Less Than Significant Impact
X. LAND USE AND PLANNING. Would the project:	
a) Physically divide an established community?	Less Than Significant Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	No Impact
XI. MINERAL RESOURCES. Would the project:	
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	No Impact
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?	No Impact
XII. NOISE. Would the project result in:	
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 expose people residing or working in the project area to excessive noise levels?	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	No Impact
XIII. POPULATION AND HOUSING. Would the project:	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Less Than Significant Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Less Than Significant Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant Impact
e) Result in inadequate emergency access?	Less Than Significant Impact

9. Significant Irreversible Changes Due to the Proposed Project

Section 15126.2(c) of the CEQA Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Specifically, the CEQA Guidelines state:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highways improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

In the case of the General Plan Update, implementation would cause the following significant irreversible changes:

- Implementation of the proposed project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Future developments in accordance with the proposed project would require the use of natural gas and electricity, fossil fuels, and water. The commitment of resources required for the construction and operation of the proposed project would limit the availability of such resources for future generations or for other uses during the life of the project.

- An increased commitment of social services and public maintenance services (e.g., police, fire, schools, libraries, and sewer and water services) would also be required. The energy and social service commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.

- Population growth related to project implementation, while not substantial, would increase vehicle trips over the long term. Emissions associated with such vehicle trips would continue to contribute to the South Coast Air Basin's nonattainment designation for ozone (O_3) and particulate matter ($PM_{2.5}$ and PM_{10}).

9. Significant Irreversible Changes Due to the Proposed Project

- Future development in accordance with the City of Yucaipa General Plan Update is a long-term irreversible commitment of vacant parcels of land or redevelopment of existing developed land in the City and its sphere of influence.

Given the low likelihood that the land would revert to lower intensity uses or to its current form, the proposed project would generally commit future generations to these environmental changes.

10. Growth-Inducing Impacts of the Proposed Project

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

- Would this project result in the need to expand one or more public services to maintain desired levels of service?

- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this EIR.

Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

Buildout of the Yucaipa General Plan Update would directly induce substantial growth in the City of Yucaipa and its sphere of influence (SOI) through both major infrastructure improvements and changes in existing regulations.

10. Growth-Inducing Impacts of the Proposed Project

Construction or Extension of Major Infrastructure

- Implementation of the General Plan Update would allow for development of currently undeveloped parcels and alteration, intensification, and redistribution of existing land uses. This would induce construction of infrastructure extensions and improvements, such as roadways, storm drains, water pipes, solid waste collection systems, and energy/communication extensions toward undeveloped areas of the City. In addition, the proposed project would increase demand for electricity and natural gas that could require expansion of energy infrastructure, as provided by Southern California Edison and the Southern California Gas Company. As infrastructure is extended throughout Yucaipa and its SOI, obstacles to growth would be removed. Impacts to existing utilities and service systems and potential needs for future improvements are discussed further in Section 5.16, *Utilities and Service Systems*.

- Buildout of the proposed project may require additional firefighting and police personnel, and construction of new and/or expanded facilities to improve response times, if necessary. Buildout may also require future construction of new and/or expanded schools in the Yucaipa-Calimesa Joint Unified School District. Currently, the Yucaipa Branch Library's resources are adequate for serving its patrons. However, an expanded or new facility would benefit the City and may be implemented in the future, if needed. Impacts from the proposed project on public services facilities are discussed in detail in Section 5.13, *Public Services*.

- Buildout of roadways in the City per roadway classifications in the proposed General Plan Transportation Element would increase roadway capacity to maintain adequate levels of service. This would allow for more efficient multimodal transportation throughout the City and would promote the development of land near these enhanced roadways. Proposed roadway classifications and their impacts are described in Section 5.15, *Transportation and Traffic*.

Changes in Existing Regulations

Much of the City is currently designated Rural Living, Residential, Multiple Residential, Commercial (Retail, General, Neighborhood, and Service), Institutional, Planned Development, Open Space, and Right-of-Way. The proposed land use plan would change existing land use designations to include Open Space Planned Development and Park. The remaining land use designations would remain as is; however the densities and acreages of designated land would change. The proposed land use plan would maintain the majority of the Rural Living and Single Residential land uses in the northern and eastern portion of the City.

At full buildout of the General Plan Update, the proposed intensification of uses in the City and SOI would allow up to 77,328 persons, 29,493 more than the City's existing population. Additional buildout statistics, including employment, housing units, households, and building square footage, are detailed in Table 3-3, *Proposed General Plan Update Summary,* in Chapter 3, *Project Description*.

Would this project result in the need to expand one or more public services to maintain desired levels of service?

As stated above, proposed project buildout may require additional fire and police services, school facilities, and library space to maintain desired levels of service. This would include expanding existing facilities; acquiring land to construct new stations, schools, and libraries; and adequately equipping and staffing new facilities. Section 5.13, *Public Services*, analyzes the impacts of the proposed project on existing public services in more detail.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

Implementation of the proposed project would not encourage or facilitate economic effects that could result in other activities that could significantly affect the environment. Buildout of the Yucaipa General Plan Update would increase employment in the City and SOI to 18,488 jobs, 11,600 more jobs than existing. Impacts of the increases in job-generating land uses and employment pursuant to the General Plan Update are analyzed throughout Chapter 5 of this DEIR. No additional impacts would occur.

Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Cities and counties in California periodically update their general plans pursuant to California Government Code Sections 65300 et seq. Thus, approval of the proposed Yucaipa General Plan Update would not set a precedent that could encourage and facilitate other activities that could significantly affect the environment.

10. Growth-Inducing Impacts of the Proposed Project

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11. Organizations and Persons Consulted

CAL FIRE/ Yucaipa Fire Department

Ron Janssen, Fire Chief/Battalion Chief

San Bernardino County Library

Patty Turley, Regional Manager

Yucaipa-Calimesa Joint Unified School District

David Stevenson, Director of Facilities, Planning and Operations

Yucaipa Police Department

David Caddel, Lieutenant

11. Organizations and Persons Consulted

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