

# Draft Initial Study Checklist/ Mitigated Negative Declaration

## Cities of Calimesa and Yucaipa:

*County Line Road and Calimesa Boulevard Road Improvements*



City of Calimesa  
908 Park Avenue  
Calimesa, CA 92320

City of Yucaipa  
34272 Yucaipa Blvd.  
Yucaipa CA 92399

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### Applicants:

City of Calimesa and City of Yucaipa  
Public Works Department

**Public Review Period**  
**February 23, 2022 – March 24, 2022**

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## **1.0 INTRODUCTION**

### **1.1 Purpose of an Initial Study Checklist**

The California Environmental Quality Act (CEQA) requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform City of Calimesa and City of Yucaipa decision makers, representatives of other affected/responsible agencies, and other interested parties of the potential environmental effects that may be associated with implementation of the proposed Project.

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

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

### **1.2 Purpose of a Mitigated Negative Declaration**

A Mitigated Negative Declaration is a written statement by the City of Calimesa and City of Yucaipa (the Co-Lead Agencies) that the Initial Study Checklist identified potentially significant environmental effects of the project but with mitigation and adherence to stated regulations and policies, impacts will be reduced to less than significant levels.

### **1.3 Initial Study Checklist/ Mitigated Negative Declaration Document**

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

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

In the case of the proposed Project, the Initial Study Checklist determined that a Mitigated Negative Declaration is the appropriate form of CEQA compliance document, which does not require a Notice of Preparation. The Initial Study Checklist will circulate for a thirty (30) day period that will begin on March 23, 2022.

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

- 1) Organizations and individuals who have previously requested such notice in writing to the City of Calimesa and the City of Yucaipa;
- 2) Responsible and trustee agencies (public agencies that have a level of discretionary approval over some component of the proposed Project);

- 3) The Riverside County Clerk; and
- 4) The San Bernardino County Clerk.

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

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

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

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

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

### **1.5 Initial Study Checklist/Mitigated Negative Declaration Findings and Conclusions**

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

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

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emission
- Hazards and Hazardous Materials
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems,
- Wildfire and,

- Hydrology and Water Quality
- Land Use/Planning
- Mandatory Findings of Significance

The Initial Study Checklist determined that the proposed Project will not create **significant environmental effects**. The Project incorporates Project Design Features, and adheres to Plans, Policies, and Programs, such that the Project will either avoid or mitigate effects to a point where no significant environmental impacts on the environment would occur.

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

## **2.0 ENVIRONMENTAL CHECKLIST FORM**

### **2.1 Project Title**

County Line Road and Calimesa Boulevard Road Improvements

### **2.2 Lead Agencies' Names and Addresses**

#### **City of Calimesa**

908 Park Avenue  
Calimesa, CA 92320

#### **City of Yucaipa**

34272 Yucaipa Blvd  
Yucaipa, CA 92399

### **2.3 Contact Person Address, Phone Number, and Email**

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email: [fpreciado@yucaipa.org](mailto:fpreciado@yucaipa.org)

### **2.4 Project Location**

The County Line Road and Calimesa Boulevard Road Improvements Project (Project), is located along the Riverside and San Bernardino County line in the Cities of Calimesa and Yucaipa (Cities) within the southerly border of the City of Yucaipa and the northerly border of the City of Calimesa. The City of Calimesa covers approximately 23.2 square miles and is bordered by unincorporated portions of Riverside County to the east and west, the City of Beaumont to the south, and the Cities of Yucaipa and Redlands to the north.

The City of Yucaipa covers approximately 27.8 square miles within the County of San Bernardino. The City of Yucaipa is bordered by the City of Redlands to the west, the unincorporated community of Oak Glen to the east, County of San Bernardino to the north, and the City of Calimesa to the south. Specifically, the proposed Project is located on the intersection of County Line Road and Calimesa Boulevard as depicted on the U.S. Geological Survey (USGS) 7.5-minute Yucaipa quadrangle (USGS 1996) and the USGS 7.5-minute El Casco

quadrangle, between Sections 11 and 14 of Township 2 South, Range 2 West, San Bernardino Base and Meridian (SBBM). Refer to **Figure 1 – Vicinity Map**, **Figure 2 – Aerial Map**, and **Figure 3 – USGS Topographical Map**.

## **2.5 Project Sponsor’s Name and Address**

**City of Calimesa**  
908 Park Avenue  
Calimesa, CA 92320

**City of Yucaipa**  
34272 Yucaipa Blvd  
Yucaipa, CA 92399

## **2.6 General Plan and Zoning Designation**

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

Within the Project site, portions of County Line Road and Calimesa Boulevard are designated as a Secondary Arterial and Major Arterial in the City of Calimesa’s GP General Circulation Element and Secondary Highway (Arterial) and Truck Route in the City of Yucaipa’s GP General Circulation Element (Calimesa GP, p. 3-10; Yucaipa GP, p. 6-5.).

A summary of the existing City of Calimesa and City of Yucaipa’s General Plan land uses and zoning designations for the Project site and surrounding properties is provided in **Table A – Existing General Plan and Zoning Designations** below and in **Figure 4a – City of Calimesa General Plan Land Use**, **Figure 4b – City of Yucaipa General Plan Land Use and Zoning**, and **Figure 5a – City of Calimesa Zoning**.

**Table A-Existing General Plan and Zoning Designations**

<b>Location</b>	<b>General Plan Designation</b>	<b>Zoning Designation</b>
Site	City of Calimesa: Right-of-way Secondary Arterial Major Arterial DVC - Downtown Village Commercial	City of Calimesa: DVC - Downtown Village Commercial Calimesa Creek Overlay
	City of Yucaipa: Right-of-way Secondary Highway (Arterial) Truck Route CS – Service Commercial	City of Yucaipa: Right-of-way Secondary Highway (Arterial) Truck Route CS – Service Commercial
North	City of Yucaipa: CS - Service Commercial	City of Yucaipa: CS - Service Commercial
South	City of Calimesa: BP – Business Park DVC – Downtown Village Commercial	City of Calimesa: DVC – Downtown Village Commercial Calimesa Creek Overlay L-1 Light Industrial
East	City of Calimesa: DVC – Downtown Village Commercial	City of Calimesa: DVC – Downtown Village Commercial
	City of Yucaipa: CS – Service Commercial	City of Yucaipa: CS – Service Commercial
West	City of Calimesa: BP – Business Park DVC – Downtown Village Commercial	City of Calimesa: DVC – Downtown Village Commercial Calimesa Creek Overlay L-1 Light Industrial
	City of Yucaipa: CS – Service Commercial	City of Yucaipa: CS – Service Commercial
<i>Source: City of Calimesa General Plan Land Use Map, City of Calimesa-Existing Zoning Map; City of Yucaipa General Plan and Land Use Map, City of Yucaipa Existing Zoning Map</i>		

**2.7 Project Description**

The City of Calimesa and the City of Yucaipa (Project Applicants) are proposing road improvements on the intersection of County Line Road and Calimesa Boulevard Road (Project). The Project entails widening portions of the roads at the intersection of County Line Road and Calimesa Boulevard, removing the existing traffic light signals and replacing them with a roundabout, and completing minor sidewalk and drainage improvements as required.

The Project's preliminary engineering and right of way acquisition is expected to be funded partially through the Federal Highway Administration through the Safe, Accountable, Flexible, Efficient, Transportation Act Equity – A legacy for Users and requires coordination with Caltrans. The proposed improvements will dovetail with the improvements further east along County Line Road that are part of the *County Line Road Transportation Corridor* project, funded through the Local Partnership Program, a State-level funding plan. National Environmental Policy Act (NEPA) analysis and documentation for this Project has been conducted and resulted in a Categorical Exclusion. The Project, which addresses traffic congestion and safety, is within the Counties of Riverside (to the south of County Line Road) and San Bernardino (to the north of County Line Road). The Project's proposed improvements will disturb approximately four (4) acres.

County Line Road and Calimesa Boulevard improvements would include pavement widening, curbs, gutters and sidewalks adjacent to the properties at the southwest corner of the County Line Road/Calimesa Boulevard intersection as necessary to close gaps in the existing curbs, gutters and sidewalks. Specifically, improvements to County Line Road include pavement widening between the I-10 freeway and 600- feet (FT) east of Calimesa Boulevard, as necessary, to provide for two eastbound through lanes and continuous center two-way left-turn lane. Improvements to Calimesa Boulevard include pavement widening from 150-FT south of County Line Road to County Line Road, as necessary, to provide for two southbound through lanes and a continuous center two- way left-turn lane. The proposed roundabout would be approximately 82-FT in diameter with an inscribed circle diameter of 184-FT and would replace the existing traffic light signals at the County Line Road/Calimesa Boulevard intersection. The Project would also include widening at all adjacent corners of the intersection required for transitioning to curbs, gutters and sidewalks. New pavement stripes and markings would be proposed to achieve four lanes of traffic including the center two-way left-turn lane within Project site. **Figure 6 – Proposed Project Exhibit** shows the project improvements.

The Project requires roadway easement acquisitions from three parcels and full or partial takes from three parcels within the Project site. The roadway easement acquisitions include: 2,289 SF of the northwestern corner of the Inland Smog Shop property at 905 Calimesa Boulevard in the City of Calimesa (APN 411-100-040); 1,337 SF of the southern portion of the Fast Strip gas service/restaurant station located at 13710 Calimesa Boulevard in the City of Yucaipa (APN 0318-212-15) and 174 SF of the southeasterly corner of the Del Taco property located at 33940 County Line Road in the City of Yucaipa (APN 0318-212-17). The full and partial takes include: the partial take of the California Famous Tire (formerly the Dinosaur Tire shop) located at 13715 Calimesa Boulevard in the City of Yucaipa (part of APN 0318-235-15), a full take of the former automotive machine shop located at 625 County Line Road in the City of Calimesa (APN 411-080-015); and the full take of the South Mesa Water Company Well No. 11, a water well site along County Line Road in the City of Calimesa (APN 411-080-005). The water well will be relocated from its existing location to a nearby location. The acquisitions proposed would be used for public right-of-way improvements such as roadways, drainage, gutter, and/or sidewalk

features. Easement and property takes will be acquired by each City, respectively. The following is the list of APNs proposed for roadway easement acquisitions and full/partial takes:

City of Yucaipa

0318-212-15<sup>1</sup>

0318-212-17<sup>1</sup>

0318-235-15<sup>2</sup>

City of Calimesa

411-080-005<sup>3</sup>

411-080-015<sup>3</sup>

411-100-040<sup>1</sup>

<sup>1</sup> Roadway easement acquisition

<sup>2</sup> Partial Take

<sup>3</sup> Full Take

The Project will be constructed in one phase and is expected to take approximately five months, starting no sooner than Spring 2022. Earth work will be limited to roadway cut and fill and minor drainage improvements (curb inlet and connection to existing lateral) within public rights-of-way. It is anticipated that roadway excavation will not exceed two feet in depth and minor drainage improvements will not exceed four feet in depth. It is anticipated that roadway and drainage cut and fill excavation will produce a balance on-site and there will not be any need for exporting materials off-site for disposal. Existing pavements removed during construction will be either recycled for use as pavement base material on-site or will be disposed of at a licensed recycling facility in the County of Riverside.

It is anticipated that several ornamental trees at multitude locations within the Project site will be removed as a result of this Project. These trees include, but are not limited to, Peruvian pepper, tree of heaven, oleander, avocado, and Fremont cottonwood. No utilities are anticipated to be relocated. During construction, detours will be provided for pedestrians and vehicular traffic to travel to and from their destination around the construction area(s).

Project Design and Construction Features

The Project will include design and construction features, identified below, that will avoid significant impacts to the environment. Because these design features have been or will be incorporated into the design of the Project, or are required by law, they are not considered to be mitigation measures.

*General Measures*

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

utilities, and consult with the affected utility companies regarding the preservation or relocation of such utilities, if necessary.

#### *Air Quality*

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

#### *Hazards*

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

#### *Hydrology and Water Quality*

- A Storm Water Pollution Prevention Plan (SWPPP) will be prepared and implemented during the construction phase of the Project in compliance with the requirements of the General Construction Permit. The SWPPP will identify the following types of BMPs to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the Project during construction:
  - **Erosion Control:** Scheduling (EC-1), Soil Binders (EC-5)
  - **Sediment Control:** Silt Fence (SE-1), Fiber Rolls (SE-5), Gravel Bag Berm (SE-6), Curb Opening Sediment Barrier (SE-10), Street Sweeping and Vacuuming (SE-7)
  - **Tracking Control:** Stabilized Construction Entrance/Exit (TC-1), Entrance Outlet Tire Wash (TC-3)
  - **Wind Erosion Control:** Wind Erosion Control (WE-1)
  - **Non-Storm Water Control:** Water Conservation Practices (NS-1), Paving and Grinding Operations (NS-3), Illicit Connection/Illegal Discharge Detection and Reporting (NS-6), Vehicle and Equipment Cleaning (NS-8), Vehicle and Equipment Fueling (NS-9), Vehicle and Equipment Maintenance (NS-10), Concrete Curing (NS-12), Concrete Finishing (NS-13)

- **Waste Management and Materials Pollution Control:** Material Delivery and Storage (WM-1), Material Use (WM-2), Stockpile Management (WM-3), Spill Prevention and Control (WM-4), Solid Waste Management (WM-5), Concrete Waste Management (WM-8), Sanitary/Septic Waste Management (WM-9)

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

*Noise*

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

(1) Calimesa Municipal Code

- (a) Monday through Friday, 7:00 a.m. through 7:00 p.m.
- (b) Saturday and Sunday, 10:00 a.m. through 5:00 p.m.
- (c) Holiday schedule set forth in 8.15.080(A)

(2) Yucaipa Municipal Code- Temporary construction is exempted between 7:00 am through 7:00 pm, except on

- (a) Sunday
- (c) Federal Holidays

Project construction outside of these hours shall be limited to emergencies and activities determined by the respective City to be in the interest of the general public. Should the Project construction be otherwise conducted outside of these hours, it will be subject to associated code enforcement actions.

*Transportation/Circulation*

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

**2.8 Surrounding Land Uses and Setting**

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

The Project site encompasses the County Line Road/Calimesa Boulevard intersection, portions of County Line Road and Calimesa Boulevard, and the surrounding properties near

the intersection, as depicted in **Figure 2**. The Project site is mostly rural paved one or two-lane street, partially improved with curbs, gutter, or sidewalks. The Project site is characterized as generally flat. The Project site elevation is approximately 2,400 feet above mean sea level. A mix of developed and undeveloped lands (i.e., vacant lots) to the north, south, east, and west surrounds the Project Site.

Portions of County Line Road and Calimesa Boulevard within the Project site are designated Secondary Arterial and Major Arterial in the City of Calimesa and Secondary Highway (Arterial) and Truck Route in the City of Yucaipa. Within the Project site, County Line Road varies in width from approximately 53 FT to 64 FT, is striped with a continuous center two-way left-turn lane, two westbound lanes, and one eastbound lane. Calimesa Boulevard, within the Project site, varies in width from approximately 55 FT to 72 FT, is striped with a continuous center two-way left-turn lane, two northbound lanes, and one southbound lane. County Line Road provides access to the nearby I-10 freeway. Calimesa Boulevard runs adjacent to the I-10 freeway and provides freeway access further south.

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

Existing surrounding land uses along the Project site consist of commercial buildings, single family residential units, restaurants, tire/smog shops, service stations, South Mesa Water Company Well, and vacant lots as listed in **Table B – Existing Land Uses**. Additionally, the Calimesa Creek, which traverses Calimesa Boulevard, is adjacent to the southern portion of the Project site.

**Table B – Existing Land Uses**

Location	Existing Use
Site	Right-of-way, Unimproved Sidewalks, Vacant Commercial Buildings, South Mesa Water Company Well, Vacant Land, Commercial Shops, Tire/Smog Shop, Service Station, Restaurant
North	Church and Commercial
South	Residential and Commercial, Calimesa Creek
East	Commercial
West	Service Station, Restaurant, I-10

**2.9 Other Public Agencies Whose Approval Is Required**  
 (e.g., potential permits, financing approval, or participation agreement):  
 None

**Federal Agencies**

If the City pursues it, Federal Highways Administration may provide funding sources for the project.

**State Agencies**

None

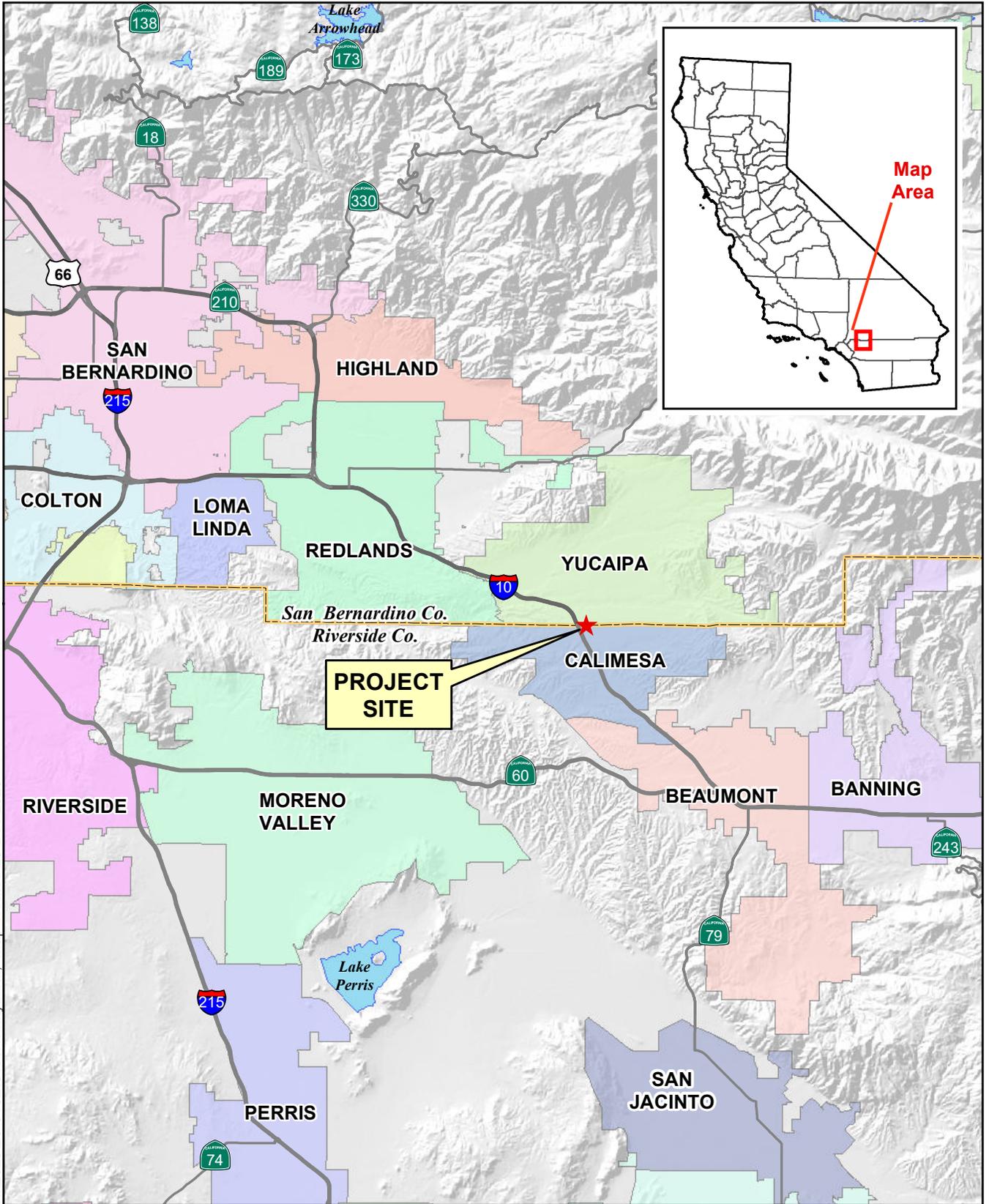
**City/Counties Agencies**

None

**2.10 California Native American Tribes Affiliated with the Project Area**

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

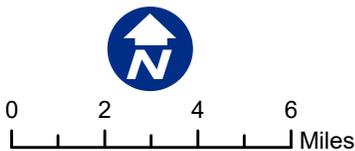
Yes. Compliance with Assembly Bill (AB 52) is discussed in Threshold 18a(ii), below.



H:\2020\20-0132\GIS\Vicinity.mxd; Map created 29 Dec 2020

Sources: Riverside County GIS, 2020;  
San Bernardino Co. GIS, 2020.

**Figure 1 – Vicinity Map**  
County Line Rd. and Calimesa Blvd. Road Improvements





H:\2020\20-0132\GIS\Aerial.mxd; Map created 31 Dec 2020

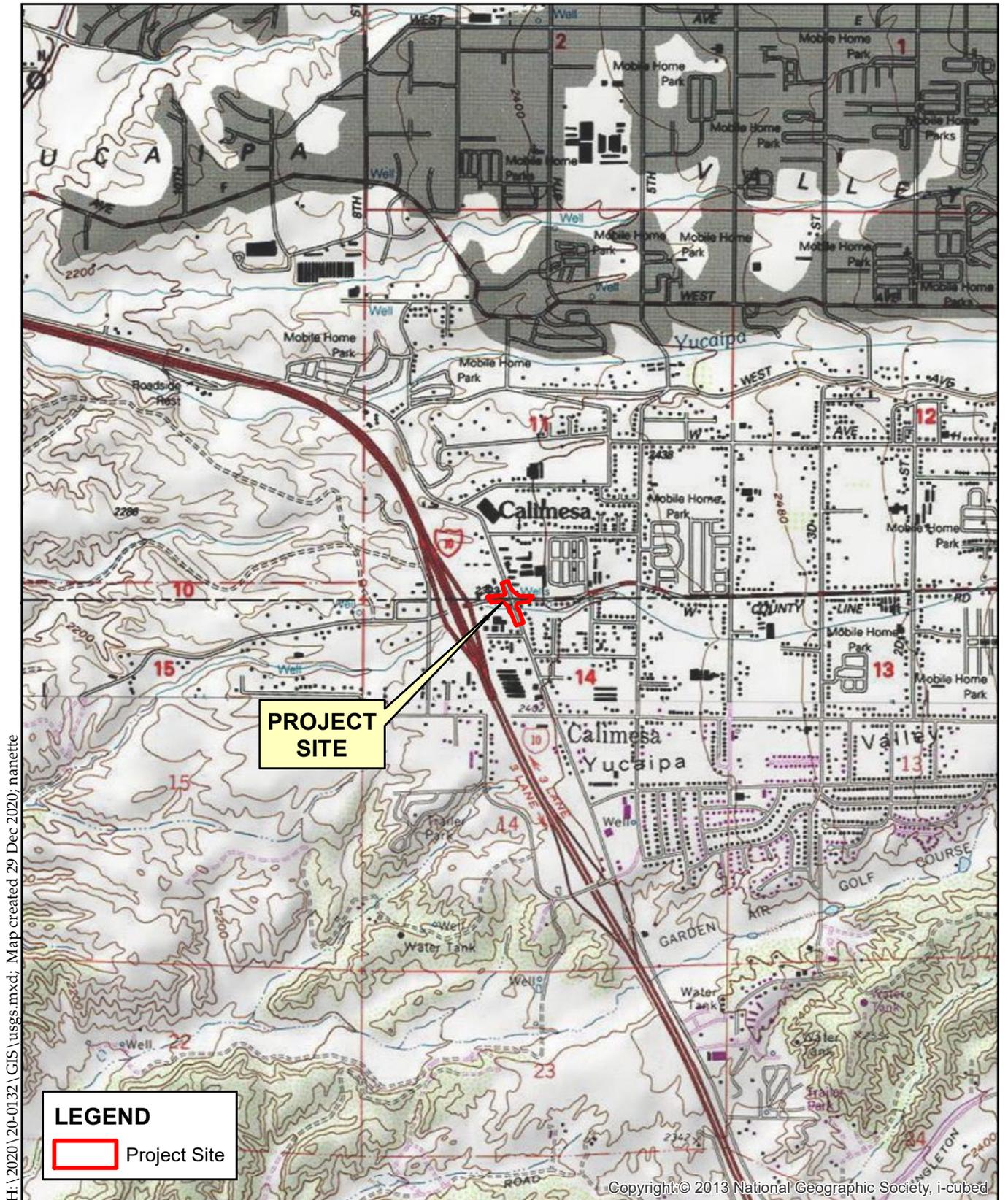
Sources: Riverside Co. GIS, 2020; San Bernardino Co. GIS, 2020 (streets and imagery).

**Figure 2 - Aerial Map**

County Line Rd. and Calimesa Blvd. Road Improvements



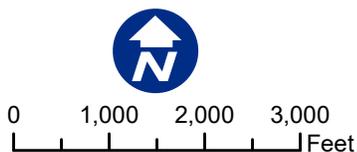
0 100 200 300 400 Feet

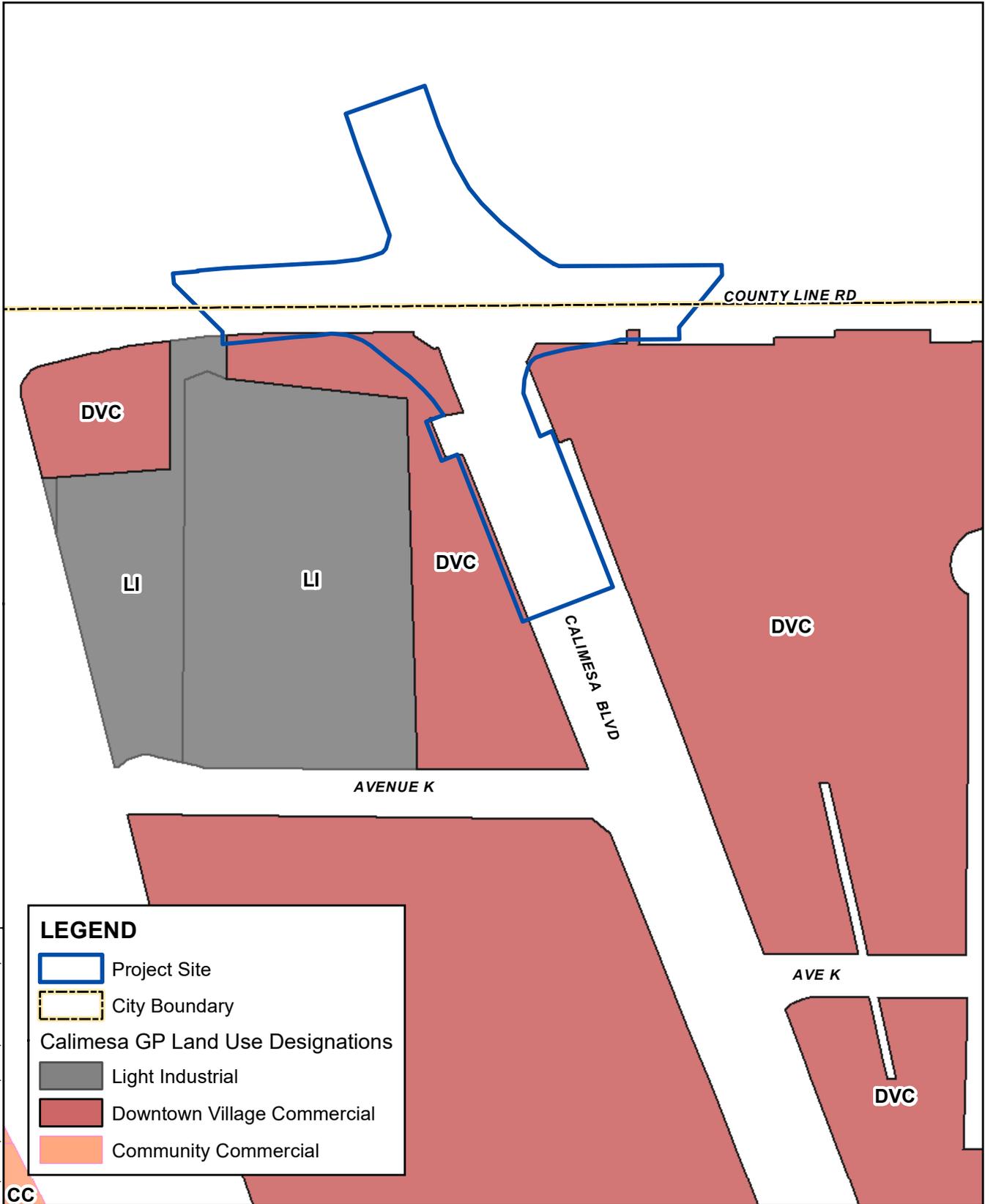


Sources: ESRI / USGS 7.5min Quad  
 DRGs: YUCAIPA / EL CASCO

**Figure 3 - USGS Topographic Map**

County Line Rd. and Calimesa Blvd. Road Improvements



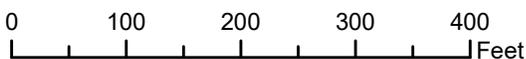


H:\2020\20-0132\GIS\GPLU.mxd; Map created 31 Dec 2020

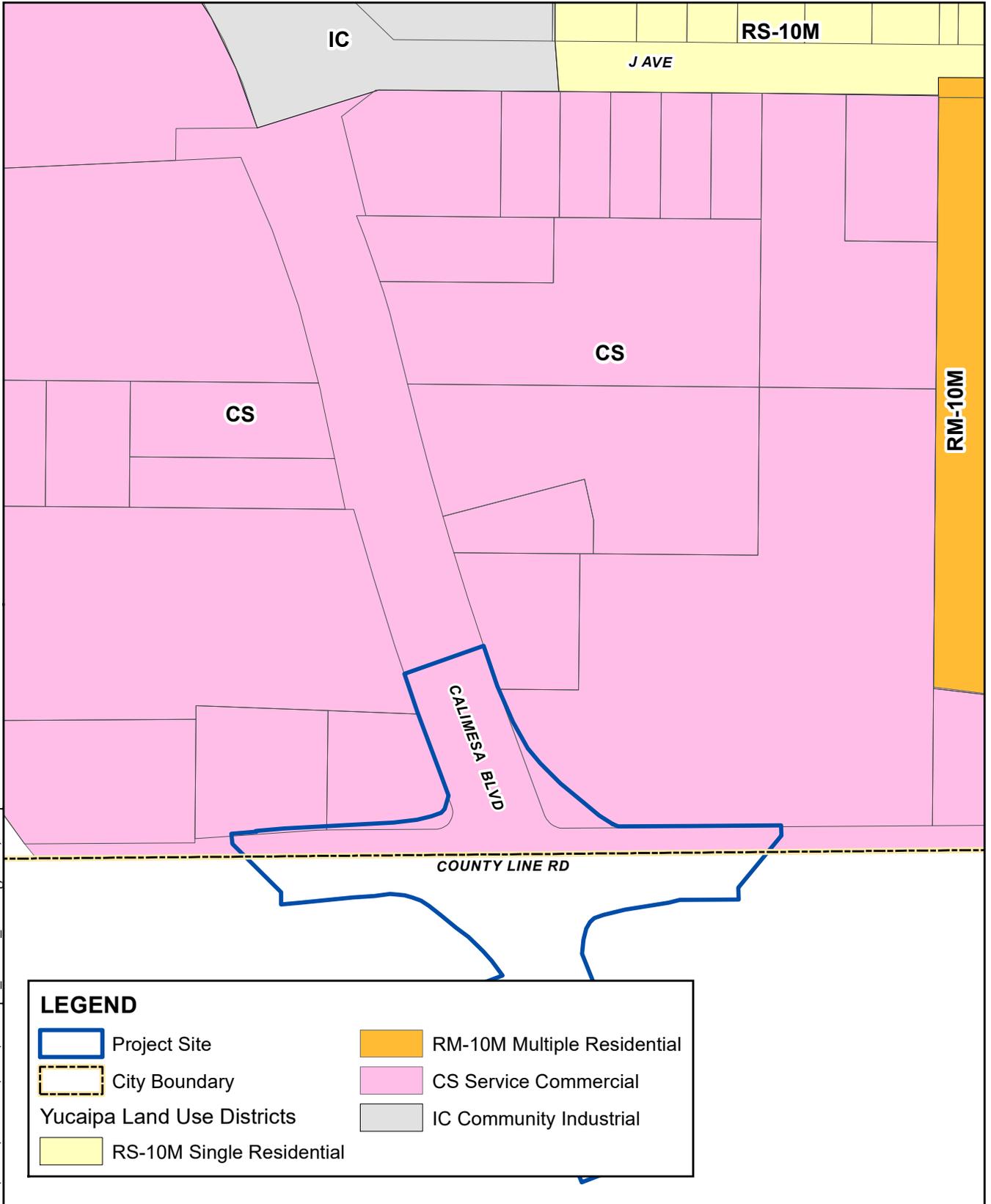
Sources: City of Calimesa, 2014;  
Riverside Co. GIS, 2020

**Figure 4a – City of Calimesa  
General Plan Land Use**

County Line Rd. and Calimesa Blvd. Road Improvements



H:\2020\20-0132\GIS\Yucaipa\_GPLU\_Zoning.mxd; Map created 31 Dec 2020



Sources: City of Yucaipa, 2014;  
San Bernardino Co. GIS, 2020

**Figure 4b – City of Yucaipa General Plan  
Land Use and Zoning**

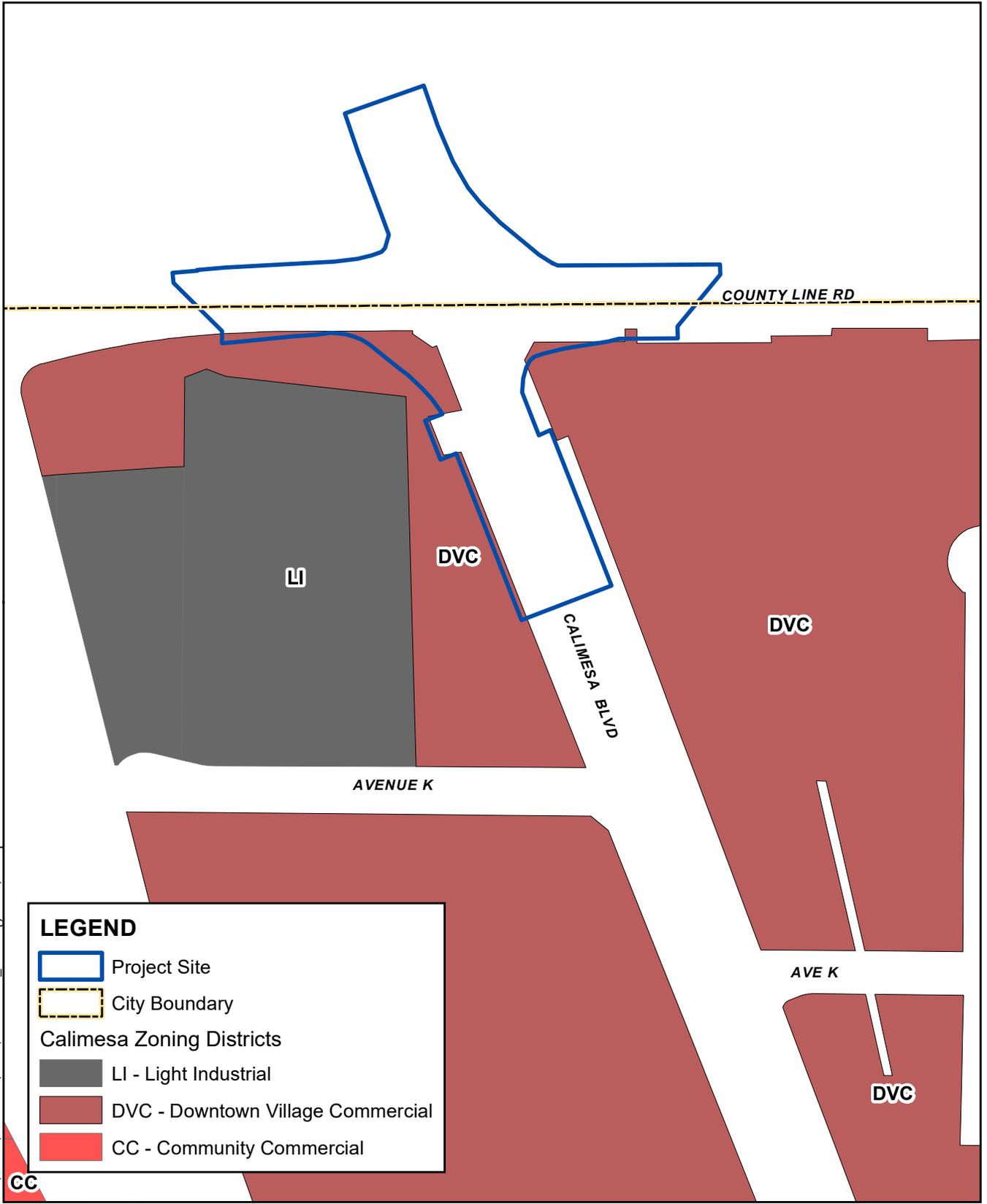
County Line Rd. and Calimesa Blvd. Road Improvements



0 100 200 300 400 Feet



H:\2020\20-0132\GIS\Calimesa\_Zoning.mxd; Map created 31 Dec 2020



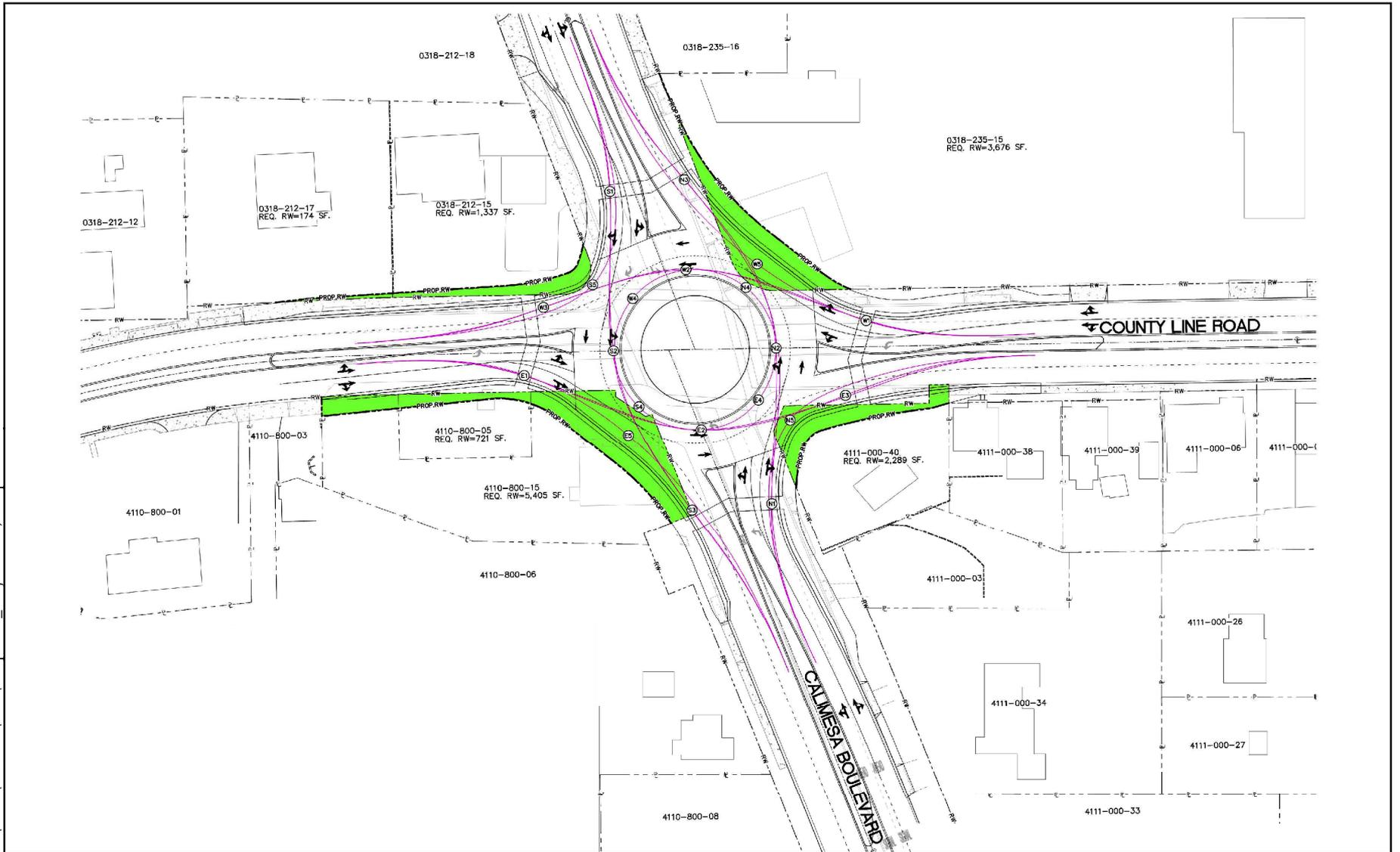
Sources: City of Calimesa, 2014;  
Riverside Co. GIS, 2020

**Figure 5 – City of Calimesa Zoning**  
County Line Rd. and Calimesa Blvd. Road Improvements



0 100 200 300 400 Feet

H:\2020\20-0132\GIS\Proposed\_Project.mxd; Map created 31 Dec 2020



Source: TKE Engineering, Oct. 2020.



Not to Scale

**Figure 6 – Proposed Project**  
County Line Rd. and Calimesa Blvd. Road Improvements

### 3.0 INITIAL STUDY/DETERMINATION

#### Evaluation Format

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

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

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

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

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

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

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

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

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

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

### **Environmental Factors Potentially Affected**

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

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

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

**Determination**

On the basis of this initial evaluation:

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

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

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

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

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

Kelly Lucia  
Signature

City of Calimesa  
Agency

Kelly Lucia, Planning Manager  
Printed Name/Title

2-10-2022  
Date

[Signature]  
Signature

City of Yucaipa  
Agency

Fermin Preciado, Development Services  
Director/City Engineer  
Printed Name/Title

2/10/22  
Date

### 3.1 AESTHETICS

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

---

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

---

**Determination: No Impact.**

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

#### **Plans, Policies or Programs (PPP)**

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

#### **Project Design Features (PDF)**

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

#### **Impact Analysis**

The proposed Project would not affect a scenic vista, as this Project entails roadway improvements to widen County Line Road, construct one roundabout at the intersection of County Line Road and Calimesa Boulevard, and complete the associated sidewalk and drainage improvements as required. As such the Project would not obstruct any hillsides, canyons, ridgelines, and peaks defined as a scenic views by the City of Calimesa and the City of Yucaipa (CGP, p. 6-9; YGP, p. 4-21). Construction activities for the proposed Project could have visual impacts towards a scenic vista from construction equipment; however, this impact would be temporary and would cease upon construction completion. Therefore, potential impacts associated with scenic views would not occur and no mitigation would be required.

---

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

---

**Determination: No Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

As referenced in *Threshold 3.1 (a)* above, the Project site will not impact a scenic vista. Moreover, there are no state scenic highways located near the Project site and no rock outcroppings or historic buildings are within the Project site. There are no state scenic highways in the Cities of Calimesa or Yucaipa. It is anticipated that several ornamental trees at multitude locations within the Project site will be removed as a result of this Project. These trees include, but are not limited to, Peruvian pepper, tree of heaven, oleander, avocado, and Fremont cottonwood. No oak trees will be removed since no oak trees are present onsite. Therefore, potential impacts associated with scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway would be less than significant and no mitigation would be required.

---

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

---

**Determination: Less than Significant.**

*Sources: US Census*

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

## Impact Analysis

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

---

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

---

**Determination: Less than significant.**

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

#### **Plans, Policies, or Programs (PPP)**

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

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

#### **Project Design Features (PDF)**

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

## Impact Analysis

The Project site is located in an area with existing outdoor lighting sources. Currently, sources of nighttime light originate from commercial and residential uses, parking lot lights, headlights from vehicles, and streetlights. No sources of light and glare are anticipated during Project construction since night time construction is not proposed. In addition, Project construction equipment staging will be within City of Calimesa-owned lots; the equipment will not remain lit beyond the Cities' allowable construction hours. Therefore, potential impacts associated with new source of substantial light or glare, which would adversely affect day or nighttime views in the area, would be less than significant and no mitigation would be required.

### 3.2 AGRICULTURE AND FORESTRY RESOURCES

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

---

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

---

**Determination: No Impact**

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

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

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

---

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

---

**Determination: No Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

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

---

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

---

**Determination: No Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

The Project site is not zoned for forest land, timberland, or timberland zoned for Timberland Production areas. Therefore, no potential impacts associated with a conflict with existing zoning or causing rezoning of forest land would occur and no mitigation would be required.

---

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

---

**Determination: No Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

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

---

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

---

**Determination: No Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

The Project site is designated “Urban and Built-Up Land” by the Department of Conservation, which is not a Farmland designation. The proposed Project does not include any component that would result in the conversion of Farmland or forest land to other uses. Therefore, potential impacts associated with the conversion of Farmland to non-agricultural use would not occur and no mitigation would be required.

### 3.3 AIR QUALITY

<i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:</i>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Conflict with or obstruct implementation of the applicable air quality plan?				■
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			■	
c. Expose sensitive receptors to substantial pollutant concentrations?		■		
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			■	

---

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

---

#### **Determination: No Impact.**

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

#### **Plans, Policies, or Programs (PPP)**

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

- PPP 3.3-1 City of Calimesa Policy AQ-2: Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas.
- PPP 3.3-2 City of Calimesa Policy AQ-16: Reduce fugitive dust emissions from construction activities.
- PPP 3.3-3 City of Calimesa Policy SUS-3: Promote increased physical activity, reduced driving, and increased walking, cycling, and public transit by encouraging the development of compact development patterns that are pedestrian- and bicycle-friendly, and increasing opportunities for active transportation (walking and biking) and transit use.
- PPP 3.3-4 City of Calimesa Policy SUS-18: Encourage convenient bicycle, pedestrian, and transit access to new commercial and industrial development.
- PPP 3.3-5 City of Calimesa Policy AQ-8: Require use of energy and fuel-efficient equipment and low emission material in City of Calimesa facilities and infrastructure.
- PPP 3.3-6 City of Yucaipa Policy S-7.1 – Integrated Planning: Integrate air quality planning with land use, economic development, and transportation-related planning to allow for the control and management of air quality.

- PPP 3.3-7 City of Yucaipa Policy S-7.2 – Transportation Sources: Encourage the expansion of transit, buildout of the pedestrian and bicycle route network, support of regional ride-share programs, and other efforts to reduce vehicle miles travelled from Yucaipa and associated vehicle emissions.
- PPP 3.3-8 City of Yucaipa Policy S-7.6 – Greenhouse Gas Reductions: Reduce communitywide greenhouse gas emissions locally through the implementation of Yucaipa’s Climate Action Plan; actively support regional efforts to reduce greenhouse gases throughout the county.

**Project Design Features (PDF)**

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

**Impact Analysis**

The Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB) sets forth a comprehensive program that will lead the SCAB into compliance with all federal and state air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections (SCAQMD-A). Since the proposed Project consists of widening a road segment and implementation of a roundabout to reduce congestion that, in and of itself, will not result in any changes to the existing land use patterns in the Project area, the Project does not conflict with or obstruct implementation of the AQMP. (AQIA, p. 29.)

Moreover, an Air Quality Impact Analysis (AQIA) prepared for the Project determined that the Project would not exceed federal ambient air quality standards (NAAQS) state ambient air quality standards (CAAQS). (AQIA, p. 29.) Violations of CAAQS and NAAQS would occur when localized significance thresholds (LSTs) or regional thresholds are exceeded. The Project’s regional and localized construction-source emissions would not exceed applicable LSTs as discussed in detail in *Threshold 3.1 (c)* below.

Therefore, no potential impacts associated with implementation of the applicable air quality plan would occur and no mitigation would be required.

---

**3.3(b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**

---

**Determination: Less than Significant Impact.**

*Sources: City of Calimesa General Plan, City of Yucaipa General Plan, South Coast Air Quality Management District (SCAQMD-B), Air Quality Impact Analysis (AQIA), California Air Resources Board (CARB-A)*

**Plans, Policies, or Programs (PPP)**

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

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

### **Project Design Features (PDF)**

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

- PDF 3.3-1** The Project will comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403 for Fugitive Dust.
- PDF3.3-2** Construction equipment will be maintained and operated so as to minimize exhaust emissions. For example, during construction, trucks and vehicles on site will be parked with their engines off to reduce vehicle emissions.
- PDF3.3-3** Only “Low-Volatile Organic Compounds” paints (no more than 100 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications consistent with South Coast Air Quality Management District Rule 1113 shall be used.

### **Impact Analysis**

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

Air quality impacts can be described in short-term and long-term perspectives. Short-term impacts relate to site grading/preparation and paving during Project construction. Long-term air quality impacts occur once the Project is in operation. Because the Project does not generate any mobile trips and is intended to improve conditions of the Project road segment, no operational-source emissions were modeled and no long-term impacts would occur. (AQIA, p. 20.)

The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. (AQIA, p. 22.) Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 or more acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of this Project’s disturbance area (approximately 4 acres total), a Fugitive Dust Control Plan or a Large Operation Notification Form would not be required.

The short-term construction emissions of criteria pollutants from this Project were modeled using the CalEEMod version 2016.3.2 program. (AQIA, p. 20.) The estimated construction period used in the CalEEMod analysis for the proposed Project is 100 days, beginning no sooner than Spring 2021, even though realistic construction start would not be until Spring 2022 given the timing of funding. Nevertheless, the use of a construction start of 2021 is a conservative estimate and is used in this analysis.

The off-road equipment to be used for each activity is shown in Appendix A. The default parameters within CalEEMod were used and these default values reflect a worst-case scenario, which means that Project emissions are expected to be equal to or less than the estimated emissions. To evaluate Project compliance with SCAQMD Rule 403 for fugitive dust control, the Project utilized the mitigation option of watering the Project site three times daily which achieves a control efficiency of 61 percent for PM-10 and PM-2.5 emissions. (AQIA, p. 3.)

The Project will be balanced (will not require import/export of soil). The Project will require demolition of existing roadways and some existing structures. Based on CalEEMod model defaults, demolition activity was estimated assuming that a conservative square footage of 120,000 square feet would be demolished. Construction emissions for construction worker vehicles traveling to and from the Project site, as well as vendor trips (construction materials delivered to the Project site) were estimated based on information CalEEMod model defaults. (AQIA, p. 21.)

The results of this analysis are summarized in **Table C – Maximum Daily Construction Emissions** and compared to the SCAQMD mass daily thresholds. <sup>1</sup>

**Table C – Maximum Daily Construction Emissions**

Construction Activity	Daily Emissions (lb/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM-10	PM-2.5
<b>SCAQMD Daily Construction Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Maximum Daily Emissions	4.17	42.47	22.65	0.05	20.46	12.01
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Source; Appendix A, AQIA Table 3-4: Construction Emissions Summary Notes: lb/day – pound per day; VOC – volatile organic compound; NO <sub>x</sub> – oxides of nitrogen; CO – carbon monoxide; SO <sub>x</sub> – sulfur oxides; PM-10 – particulate matter less than 10 microns in size; PM-2.5 – particulate matter less than 2.5 microns in size						

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

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

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

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

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#### **Determination: Less Than Significant Impact With Mitigation Incorporated.**

*Sources: Air Quality Impact Analysis (AQIA), South Coast Air Quality Management District (SCAQMD-A and SCAQMD-D)*

#### **Plans, Policies, or Programs (PPP)**

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

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

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

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

#### **Project Design Features (PDF)**

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

#### **Impact Analysis**

The SCAQMD has developed localized significance threshold (LST) methodology (SCAQMD-C) that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (both short- and long-term). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the state ambient air quality standards (NAAQS/CAAQS) and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). For this Project, the appropriate Source Receptor Area (SRA) for the LST is the San Geronio Pass monitoring station (SRA 29). (AQIA, p. 24.)

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

According to the LST methodology, only on-site emissions need to be analyzed. Emissions associated with vendor and worker trips are mobile source emissions that occur off site. The emissions analyzed under the LST methodology are NO<sub>2</sub>, CO, PM-10, and PM-2.5. SCAQMD has provided LST lookup tables to allow users to readily determine if the daily emissions for proposed construction or operational activities could result in significant localized air quality impacts for projects five acres or smaller. Although the Project disturbs approximately 4 acres, the Project site would be closed off in small segments to allow a continuous flow of traffic and would disturb a much smaller area per day. Use of a maximum 1 acre daily disturbed acreage is appropriate. (AQIA, p. 25.)

The closest potential sensitive receptors are the residential units located adjacent to the proposed Project site. The closest receptor on the LST look-up tables is 25 meters. (AQIA, p. 25.) According to LST methodology, projects with boundaries closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Therefore, a receptor distance of 25 meters (85 feet) was used.

**Table D – Unmitigated LST Results for Daily Construction Emissions** identifies the unmitigated localized impacts at the nearest receptor location in the vicinity of the Project. Emissions during the grading/excavation phase of construction activity would exceed the applicable thresholds for emissions of PM-10 and PM-2.5.

**Table D – Unmitigated LST Results for Daily Construction Emissions**

Pollutant	Peak Daily Emissions (lb/day)			
	NO <sub>x</sub>	CO	PM-10	PM-2.5
<b>LST for 1-ac at 25 meters</b>	<b>103</b>	<b>1,000</b>	<b>6</b>	<b>4</b>
Onsite Grading / Excavation	26.38	16.05	7.86	4.54
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>
Source: Appendix A, AQIA Table 3-6: Localized Significance Summary Construction (Without Mitigation)				

With the implementation of mitigation measure **MM AQ 1** during construction activities, which requires all rubber-tired dozers and graders to be CARB certified tier 3 or better, impacts at the nearest receptors are reduced. (Tier 3 or higher rated engines generate fewer exhaust emissions than lower tiered engines). **Table E – Mitigated LST Results for Daily Construction Emissions** shows that after implementation of **MM AQ 1**, the emissions during the grading/excavation phase of construction activity would not exceed the applicable thresholds for emissions of PM-10 and PM-2.5.

**Table E – Mitigated LST Results for Daily Construction Emissions**

Pollutant	Peak Daily Emissions (lb/day)			
	NO <sub>x</sub>	CO	PM-10	PM-2.5
LST for 1-ac at 25 meters	103	1,000	6	4
Onsite Grading / Excavation	15.91	16.05	3.34	2.06
Exceeds Threshold?	No	No	No	No
Source: Appendix A, AQIA Table 3-7: Localized Significance Summary Construction (With Mitigation)				

Additionally, the Project would not result in a carbon monoxide (CO) “hotspot” as a result of Project related traffic during ongoing construction. (AQIA, p. 29.)

Therefore, potential impacts associated with exposure of sensitive receptors to substantial pollutant concentrations would be less than significant with mitigation.

**MM AQ 1** The Project proponent and/or Contractor shall require, by contract specifications, that during construction, all rubber-tired dozers and graders shall be CARB certified Tier 3 or better.

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

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**Determination: Less Than Significant Impact.**

Sources; California Air Resources Board (CARB-B), Air Quality Impact Analysis (AQIA)

**Plans, Policies, or Programs (PPP)**

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

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

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

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

## **Project Design Features (PDF)**

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

## **Impact Analysis**

The California Air Resources Board has developed an Air Quality and Land Use Handbook to outline common sources of odor complaints, including: sewage treatment plants, landfills, recycling facilities, and petroleum refineries. (CARB-B.) The Project does not propose any such uses or activities that would result in potentially significant operational-source odor impacts. Potential sources of operational odors generated by the Project would include disposal of miscellaneous commercial refuse. Consistent with City requirements, all Project generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on-site. Moreover, construction-source odor emissions would be temporary, short-term, and intermittent in nature and would not result in persistent impacts that would affect substantial numbers of people. (AQIA, pp. 30, 33.) Therefore, potential impacts associated with other emissions (such as those leading to odors) adversely affecting a substantial number of people would be less than significant and no mitigation would be required.

### 3.4 BIOLOGICAL RESOURCES

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

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

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**Determination: Less Than Significant**

*Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), Regional Conservation Authority Multiple Species Habitat Conservation Plan (RCA); Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Biological Resources Compliance Analysis for the 9.45-Acre County Line/Calimesa Road Roadway Improvement Project (Cadre)(Appendix B)*

**Plans, Policies, or Programs (PPP)**

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

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

**Project Design Features (PDF)**

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

**Impact Analysis**

To determine whether the Project will exceed this threshold, the following factors are considered: whether listed species have been identified on or adjacent to the Project site, whether the Project site contains habitat suitable for listed species, and whether the Project site is located within a mapped area designated for focused surveys or other special conditions. A Biological Resources Compliance Analysis for the 9.11-Acre County Line Road/Calimesa Boulevard Roadway Improvement Project, Cities of Calimesa and Yucaipa, dated November 19, 2020 (included as Appendix B), was prepared by Cadre Environmental to document the existing biological resources at the Project site. Prior to the field reconnaissance on August 14, 2020, Cadre Environmental conducted a literature review to determine the locations and types of biological resources having the potential to exist within the region.

Relevant literatures reviewed included the MSHCP list of covered species potentially occurring onsite (MSHCP Table 2-2 Species Considered for Conservation Under the MSHCP Since 1999, 2004). Federal register listings, protocols, and species data provided by United States Fish and Wildlife Service (USFWS) were reviewed in conjunction with anticipated federally listed species potentially occurring at the Study Area. The California Natural Diversity Database (CNDDDB), a review of the California Native Plant Society (CNPS) sixth inventory (Tibor 2001), and Roberts et al. (2004) were also reviewed for pertinent information regarding the location of known occurrences of sensitive species in the vicinity of the property. In addition, numerous regional floral and faunal field guides were utilized in the identification of species and suitable habitats. (Cadre, p. 5.)

Existing Conditions

The southern region of the Project site within the City of Calimesa is located within the Pass Plan Area Plan of the MSHCP. The Project site is not located within an MSHCP Criteria Area Cell, Group, or Linkage Area (RCA; Cadre, p. 4). The northern region of the Project site, within the City of Yucaipa, is not located within the MSHCP boundary. However, existing conditions and impacts have been assessed to ensure compliance with the MSHCP and California Environmental Quality Act (CEQA) guidelines (Cadre, p. 4). The biological study area (BSA) is approximately 9.11 acres, which includes the Project site. Most of the BSA, approximately 8.43 acres, is identified as developed by existing roadways, parking lots, industrial commercial and multi-use land uses. A small patch of heavily disturbed land is located in the southwest region of the BSA. This region is dominated by approximately 0.68 acres of disturbed/ruderal vegetation with signs of annual clearing activities (weed abatement). Several ornamental trees and shrubs are located within the BSA. This ornamental vegetation is mostly located adjacent to the Calimesa Creek on the southern portion of the Project

site. No Native vegetation is located within or adjacent to the Project site. (Cadre, pp. 7-8.) An existing earthen bottom drainage (Calimesa Creek) is located adjacent to the southern BSA. This drainage feature will be improved as part of a separate project being processed by the City: the Calimesa Creek Storm Drain Project. (Cadre, p. 17.)

The BSA does not represent a wildlife movement corridor since it is primarily developed. The Calimesa Creek, adjacent to the BSA, terminates near the western boundary where it is primarily directed through subsurface culvert west of Interstate 10. (Cadre, p.10.)

### Biological Resources

Determinations of MSHCP sensitive species that could potentially occur on the Project site are based on one or both of the following: (1) a record reported in the CNDDDB or CNPS inventory and; (2) the Project site is within the known distribution of a species and contains suitable habitat or species documented onsite.

#### *Sensitive or native plant communities*

Sensitive or native plant communities were not documented within or adjacent to the BSA. A total of 3.20 acres of developed (3.07), disturbed (0.08) and ornamental vegetation (0.05) will be permanently impacted by the Project. (Cadre, pp. 14-15.) All sensitive plant species that potentially would occur onsite within the City of Calimesa are adequately covered under MSHCP. The northern region of the Project Site, in the City of Yucaipa, is not located within the western Riverside County MSHCP, is characterized completely as multi-use commercial development and does not possess any native or suitable habitat for state and/or federally sensitive plant species. (Cadre, p. 14-15.) No oak trees will be directly or indirectly impacted as a result of the Project. Impacts to sensitive or native plant communities would be less than significant.

#### *Sensitive wildlife species*

The southern portion of the BSA, in the City of Calimesa, does not occur within a predetermined MSHCP Survey Area for amphibians, mammals, or burrowing owls. (Cadre, p. 15.) The northern portion of the BSA, in the City of Yucaipa, is not located within the western Riverside MSHCP and is characterized as multi-use commercial development and does not possess any native or suitable habitat for state and/or federally sensitive wildlife species. (Cadre, p. 15.) The trees documented within and adjacent to the Project site may represent potential nesting habitat for bird and raptors. However, impacts would be mitigated through compliance with the Migratory Bird Treaty Act and relevant section of California Fish and Game Code (CDFG), Sections 3503, 3503.5, and 3513. (Cadre, p. 16.) Impacts to sensitive wildlife species would be less than significant.

Therefore, potential impacts associated with 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 Wildlife or U.S. Fish and Wildlife Service would be less than significant, and no mitigation would be required.

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

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**Determination: Less than Significant.**

*Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), Biological Resources Compliance Analysis for the 9.45-Acre County Line/Calimesa Road Roadway Improvement Project (Cadre) (Appendix B)*

### Plans, Policies, or Programs (PPP)

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

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

### Project Design Features (PDF)

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

### Impact Analysis

According to the Biological Resources Compliance Analysis, no vernal pool resources, hydric soils, road ruts or seasonal depressions were documented onsite following a review of soils, historic aerial maps and initiation of a site assessment. Additionally, no MSHCP Section 6.1.2 native riparian scrub, forest or woodland resources representing suitable habitat for the least Bell’s vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*) or western yellow-billed cuckoo (*Coccyzus americanus*) were documented within or adjacent to the Study Area. (Cadre, p. 17).

The Biological Resources Compliance Analysis indicates that the Calimesa Creek (an earthen bottom drainage) represents a MSHCP Section 6.1.2 riverine resource. This creek is located adjacent at the southern portion of the Project site and is dominated by ornamental trees, primarily tree of heaven (*Ailanthus altissima*). As part of a separate City-initiated project (the proposed Calimesa Creek Storm Drainage Project), which will be constructed before this Project, the existing riverine resources will be eliminated. As such, this MSHCP Section 6.1.2 riverine resource (Calimesa Creek) will not be directly or indirectly impacted as a result of this Project. Impacts to the Section 6.1.2 feature will be analyzed and addressed prior to Project construction as part of a proposed Calimesa Creek Storm Drain Project, a separate project being processed by the City. No jurisdictional delineation (JD), permits or certifications will be required for the proposed Project (Cadre, p. 16). Therefore, potential impacts associated with riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service would be less than significant, and no mitigation would be required.

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

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**Determination: Less than Significant.**

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), Biological Resources Compliance Analysis for the 9.45-Acre County Line/Calimesa Road Roadway Improvement Project (Cadre) (Appendix B)

### **Plans, Policies, or Programs (PPP)**

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

- PPP 3.4-1 City of Calimesa Policy RM-10: Local drainage courses should be retained in their natural condition to the extent feasible.
- PPP 3.4-3 City of Yucaipa Policy PR-5.1 – Resource Protection: Protect and conserve Yucaipa’s biological resources, with a special focus on sensitive, rare, or endangered plant and wildlife species in accordance with state and federal resource agency requirements.
- PPP 3.4-4 City of Calimesa Policy RM-11: The City will require the use of buffers, creative site planning, revegetation, and open space easements/dedications to conserve and protect important plant communities, including: Wildlife habitats; Riparian areas; Wetlands; Oak woodlands; Other significant tree stands; Rare or endangered plant/animal habitats.

### **Project Design Features (PDF)**

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

### **Impact Analysis**

As noted in *Threshold 3.4 (b)* above, the Project will not impact the Calimesa Creek and there is no riparian habitat or other sensitive natural wetland habitat within the Project site. As such, the Project is not anticipated to have any impacts upon these environments or other federally protected wetland sensitive habitat. Therefore, potential impacts associated with state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means would be less than significant, and no mitigation would be required.

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

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### **Determination: Less Than Significant.**

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (CYP), Regional Conservation Authority Multiple Species Habitat Conservation Plan (RCA,) Biological Resources Compliance Analysis for the 9.45-Acre County Line/Calimesa Road Roadway Improvement Project (Cadre) (Appendix B)

### **Plans, Policies, or Programs (PPP)**

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

- PPP 3.4-1 City of Calimesa Policy RM-10: Local drainage courses should be retained in their natural condition to the extent feasible.

- PPP 3.4-2 City of Calimesa Policy OSPR-2.1: Implement the Western Riverside County Multiple Species Habitat Conservation Plan.
- PPP 3.4-3 City of Yucaipa Policy PR-5.1 – Resource Protection: Protect and conserve Yucaipa’s biological resources, with a special focus on sensitive, rare, or endangered plant and wildlife species in accordance with state and federal resource agency requirements.

**Project Design Features (PDF)**

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

**Impact Analysis**

As noted in *Threshold 3.4 (a)* above, The Project site is not located within an MSHCP Criteria Area Cell, Group, or Linkage Area; therefore, conservation of the Project site is not required pursuant to the MSHCP. Additionally, the Project site does not represent a wildlife movement corridor since the Project site is primarily developed. The Calimesa Creek, adjacent to the Project site, terminates near the western boundary where it is primarily directed through subsurface culvert west of Interstate 10. (Cadre, p.10.) As such, the proposed Project will not interfere with the movement of wildlife. Therefore, potential impacts associated with the interference of movement of any native resident or migratory fish, or wildlife species or native resident or migratory wildlife corridors, or native wildlife nursery sites would be less than significant and no mitigation would be required.

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

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**Determination: No Impact**

*Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (CYP), Biological Resources Compliance Analysis for the 9.45-Acre County Line/Calimesa Road Roadway Improvement Project (Cadre) (Appendix B)*

**Plans, Policies, or Programs (PPP)**

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

- PPP 3.4-1 City of Calimesa Policy RM-10: Local drainage courses should be retained in their natural condition to the extent feasible.
- PPP 3.4-2 City of Calimesa Policy OSPR-2.1: Implement the Western Riverside County Multiple Species Habitat Conservation Plan.
- PPP 3.4-4 City of Calimesa Policy RM-11: The City will require the use of buffers, creative site planning, revegetation, and open space easements/dedications to conserve and protect important plant communities, including: Wildlife habitats; Riparian areas; Wetlands; Oak woodlands; Other significant tree stands; Rare or endangered plant/animal habitats.

PPP 3.4-5 City of Calimesa Policy RM-13: Native oak trees should be preserved whenever feasible. If preservation is not possible, trees should be replaced with oak trees of the same species at a ratio of 1:1.

### **Project Design Features (PDF)**

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

### **Impact Analysis**

Construction of the proposed Project will include potential removal of trees at multiple locations within the Project site. Several ornamental trees and shrubs are located within the Project site including but not limited to Peruvian pepper (*Schinus molle*), tree of heaven (*Ailanthus altissima*), oleander (*Nerium oleander*) and avocado (*Persea americana*). The drainage located adjacent to the southern Project site boundary is dominated by tree of heaven with a few isolated Fremont cottonwood (*Populus fremontii*) trees and small patches of giant reed (*Arundo donax*). (Cadre, p. 8.) However, these trees are not candidates for the City of Calimesa’s tree preservation ordinance per Chapter 18.80 of the Municipal Code, which details requirements for removal and replacement of oak trees, or the City of Yucaipa’s oak tree conservation policy contained in Chapter 5, Oak Tree Conservation, in the Municipal Code. There are no oak trees that meet the either City’s oak tree preservation ordinances within the Project site.

The Calimesa Municipal Code 18.70.120 *Tree preservation guidelines* (separate from the oak tree guidelines) indicates that the removal of healthy, shade-providing, aesthetically valuable trees shall be discouraged. In the event that more than five trees are to be cut down, uprooted, destroyed or removed within a 36-month period, a permit issued by the community development department will be required. However, CMC 18.70.120.A.2 exempts “city government projects.” Therefore, no impacts will occur relevant to conflicting with a local ordinance or policy for tree preservation. No mitigation measures are required.

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

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### **Determination: Less Than Significant**

*City of Calimesa General Plan (CGP), City of Yucaipa General Plan (CYP), RCA MSHCP Information Map (RCA), Biological Resources Compliance Analysis for the 9.45-Acre County Line/Calimesa Road Roadway Improvement Project (Cadre) (Appendix B)*

### **Plans, Policies, or Programs (PPP)**

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

PPP 3.4-1 City of Calimesa Policy RM-10: Local drainage courses should be retained in their natural condition to the extent feasible.

- PPP 3.4-2 City of Calimesa Policy OSPR-2.1: Implement the Western Riverside County Multiple Species Habitat Conservation Plan.
- PPP 3.4-7 City of Yucaipa Policy PR-5.6 – Interagency Coordination: Coordinate with the CDFW and USFWS in the review of biological resource assessments and surveys for land development applications in accordance with state and federal resource agency requirements.

### **Project Design Features (PDF)**

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

### **Impact Analysis**

Portions of the Project site are located within the western Riverside MSHCP of which the City of Calimesa is a permittee. The City of Yucaipa is not part of any habitat conservation plan or natural community plan in the County of San Bernardino and, as such, the Project site within the City of Yucaipa would not conflict an adopted conservation plan.

The City of Calimesa, as a permittee, is required to comply with the MSHCP. The MSHCP consists of a Criteria Area that assists in facilitating the process by which individual properties are evaluated for inclusion and subsequent conservation. In addition to Criteria Area requirements, the MSHCP requires consistency with Sections 6.1.2 (Protection of Species within Riparian/Riverine Areas and Vernal Pools), 6.1.3 (Protection of Narrow Endemic Plant Species), 6.1.4 (Urban Wildlands Interface), 6.3.2 (Additional Survey Needs and Procedures), Appendix C (Standard Best Management Practices), and 7.5.3 (Construction Guidelines). The MSHCP serves as a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP), pursuant to Section (a)(1)(B) of the Endangered Species Act (ESA), as well as the Natural Communities Conservation Plan (NCCP) under the State NCCP Act of 2001.

The portion of the Project site within the MSHCP, in the City of Calimesa, is not within a MSHCP Criteria Cell or Conservation Area.

#### *Consistency with MSHCP Section 6.1.1 (Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS))*

The HANS Process applies to property which may be needed for inclusion in the MSHCP Conservation Area or subject to other MSHCP Criteria and shall be implemented by the County and those Cities that have agreed to implement the HANS process. The southern region of the study area located within the City of Calimesa is located within the MSHCP Pass Area Plan. The study area is not located within an MSHCP Criteria Area, Cell Group, or linkage area. Therefore, no Habitat Evaluation and Acquisition Negotiation Strategy (HANS) or Joint Project Review (JPR) are required. (Cadre, p. 17.) Therefore, the proposed Project is consistent with Section 6.1.1 of the MSHCP.

#### *Consistency with MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)*

Volume I, Section 6.1.2 of the MSHCP requires that projects develop avoidance alternatives, if feasible, that would allow for full or partial avoidance of riparian/riverine areas. Section 6.1.2 of the MSHCP defines Riparian/Riverine areas as “lands which contain Habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year.” No MSHCP Section 6.1.2 riparian scrub, forest or woodland resources representing

suitable habitat for the least Bell's vireo, southwestern willow flycatcher or western yellow billed cuckoo were documented within or adjacent to the Study Area. No additional surveys are required. (Cadre, p. 18.) The existing earthen bottom drainage (Calimesa Creek) located adjacent to the southern Project boundary is a Section 6.1.2 riverine resource. This feature would not be directly/indirectly impacted by the proposed Project. Impacts to the Section 6.1.2 feature will be addressed prior to Project construction as a result of the proposed Calimesa Creek Storm Drain Project, a separate project being processed by the City. An MSHCP Determination of Biological Equivalent or Superior Preservation is not required. (Cadre, p. 18.) Therefore, the proposed Project is consistent with Section 6.1.2 of the MSHCP.

*Consistency with MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species)*

Volume I, Section 6.1.3 of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plants Species will be required for all public and private projects where appropriate soils and habitat are present. The Project site does not occur within a predetermined survey area for MSHCP narrow endemic plant species and no surveys are required. (Cadre, p. 17.) Therefore, the proposed Project is consistent with Section 6.1.3 of the MSHCP.

*Consistency with MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlife Interface)*

Section 6.1.4 outlines the minimization of indirect effects associated with locating development in proximity to a MSHCP Conservation Area. The Project site is not located adjacent to an existing or proposed MSHCP Conservation Area. (Cadre, p. 18.) Therefore, the proposed Project is consistent with Section 6.1.4 of the MSHCP.

*Consistency with MSHCP Section 6.3.2 (Additional Survey Needs and Procedures)*

The MSHCP requires additional surveys for certain species if a project or its off-site impact area are located within criteria areas shown on Figure 6-2 (Criteria Area Species Survey Area), Figure 6-3 (Amphibian Species Survey Areas with Critical Area), Figure 6-4 (Burrowing Owl Survey Areas with Criteria Area) and Figure 6-5 (Mammal Species Survey Areas with Criteria Area) of the MSHCP. The Project site does not occur within any Amphibian Species Survey Area, Mammal Species Survey Area, or Burrowing Owl Survey Area as identified by the MSHCP. (Cadre, p. 17.) As such, no further surveys related to amphibians, mammals, or burrowing owls are required. Therefore, the proposed Project is consistent with Section 6.3.2 of the MSHCP.

*Consistency with MSHCP Section 6.4 (Fuels Management)*

The fuels management guidelines presented in Section 6.4 of the MSHCP are intended to address brush management activities around new development within or adjacent to MSHCP Conservation Areas. The Project Site is not located adjacent to an existing or proposed MSHCP Conservation Area. (Cadre, p. 19.) Therefore, the proposed Project is consistent with Section 6.4 of the MSHCP.

Therefore, potential impacts associated with the provisions of an adopted conservation plan would be less than significant, and no mitigation would be required.

### 3.5 CULTURAL RESOURCES

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

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

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**Determination: Less Than Significant Impact with Mitigation Incorporated.**

*Source: Historical Resources Evaluation (ECORP-A)*

**Plans, Policies, or Programs (PPP)**

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

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

**Project Design Features (PDF)**

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

**Impact Analysis**

The State CEQA Guidelines state that the term “historical resources” applies to any such resources listed in or determined to be eligible for listing in the National Register of Historical Places (NHRP), included in a local register of historical resources or determined to be historically significant by the Lead Agency. A Historical Resources Evaluation Report (HRER), included as Appendix C, was prepared by ECORP Consulting to document historical resources at the Project site. As part of the

HRER, a cultural resources records search was performed for Riverside and San Bernardino Counties at the Eastern information Center (EIC), located at the University of California, Riverside, and the South Central Coastal Information Center (SCCIC) of the California Historical Resources System, located at California State University, Fullerton, since both the EIC and SCCIC are the State of California's official repositories of cultural resources records for the two Counties. These records searches were conducted on June 22, 2017 at the IEC and June 21, 2017 at the SCCIC to identify previously recorded cultural resources within the Project site and within a one-mile radius around the Project site. (ECORP-A, p. 2.)

In addition to the records search at EIC and SCCIC, the California Historic Property (HPDF) Data File for San Bernardino and Riverside Counties was consulted. The HPDF provides information about resources determined eligible for, or listed on, the NRHP and the California Register of Historical Resources (CRHR). It also provides information on resources that are California Historical Landmarks and California Points of Historical Interest. Historic period maps of the Project area were also reviewed in order to identify buildings and features that may be historical in age. Additional archival research was conducted at A.K. Smiley Library Heritage Room and letters were sent to the San Geronio Pass Historical Society (SGPHS) and the Yucaipa Valley Historical Society (YVHS) to assist in the evaluation of historical resources. (ECORP-A, p. 2.)

An intensive survey of the Project site and a one-mile radius was conducted by ECORP archaeologists on July 3, 2017 utilizing the Office of Historic Preservation's guidelines for recording historical resources. According to the research and additional information gathered from historical resource files, eight cultural resources (six historic-period buildings and two historic-period road segments) within the Project site were documented. (ECORP-A, p. 2.)

As a result of the records search, one previously recorded built-environment resource was identified within the Project site and one-mile radius. It consists of a historic-period poured concrete culvert that is located directly underneath Calimesa Boulevard (P33-23900). It was built in 1930 directly under Calimesa Boulevard (the Ocean-to-Ocean Highway) to facilitate the flow of Calimesa Creek under the road. This resource was previously recorded and evaluated as not eligible for the NRHP under any criteria. During the course of the investigation, it was found that the culvert was built as a part of Ocean-to-Ocean Highway (Calimesa Boulevard). Therefore, the culvert is considered part of the newly recorded Calimesa Boulevard. As a result of the records search and current study, no previously recorded built environment cultural resources were found eligible within the Project site. (ECORP-A, p. 8.)

As a result of the field survey and archival research, eight cultural resources were recorded within the Project site. Six single-story commercial buildings related to the later commercial development of the area were recorded and evaluated. These buildings include three automotive-related structures, one large shopping plaza, one combined liquor store and barber shop, and one former residential building that was converted into a pet grooming business. Three of the buildings (625 W. County Line Road, 613 W. County Line Road, and 13715 Calimesa Boulevard) were constructed between 1938 and 1959, and the remaining three (905 Calimesa Boulevard, 13711 Calimesa Boulevard and 13721 Calimesa Boulevard) were constructed between 1959 and 1963. In addition to the six buildings, two historic-period road segments were recorded and evaluated. Calimesa Boulevard is a northwest-southeast trending road that was formerly a part of the Ocean-to-Ocean Highway alignment before being bypassed by Interstate 10 freeway. County Line Road is an east-west trending road that generally marks the boundary between San Bernardino and Riverside Counties. As a result of the field survey, no newly recorded built-environment cultural resources were found eligible within the Project site. (ECORP-A, p. 8.)

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

**Mitigation Measure:**

**MM CR 1** In the event that cultural resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease, and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the Project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within **MM TCR 1**, regarding any pre-contact and/or post-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

If significant pre-contact and/or post-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered, and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within **MM TCR 1**. The archaeologist shall monitor the remainder of the project and implement the plan accordingly.

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

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**Determination: Less Than Significant Impact with Mitigation Incorporated**

*Source: Archaeological Survey Report (ECORP-B)*

**Plans, Policies, or Programs (PPP)**

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

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

use, design, and housing policies; as needed, inventory and record historic structures as part of the development review process.

### **Project Design Features (PDF)**

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

### **Impact Analysis**

An Archaeological Survey Report (ASR), included as Appendix D, was prepared by ECORP Consulting to document archaeological resources at the Project site. As part of the ASR, a cultural resources records search was performed for Riverside and San Bernardino Counties at the EIC, located at the University of California, Riverside, and the SCCIC of the California Historical Resources System, located at California State University, Fullerton, since both the EIC and SCCIC are the State of California's official repositories of cultural resources records for the two Counties. These records searches were conducted on June 22, 2017 at the IEC and June 21, 2017 at the SCCIC to identify previously recorded cultural resources within the Project site and within a one-mile radius around the Project site. (ECORP-B, p. 3.)

In addition to the records search at EIC and SCCIC, the California HPDF for San Bernardino and Riverside Counties was consulted. The HPDF provides information about resources determined eligible for, or listed on, the NRHP and the CRHR. It also provides information on resources that are California Historical Landmarks and California Points of Historical Interest. Historic period maps of the Project area were also reviewed in order to identify buildings and features that may be historical in age. (ECORP-B, p. 3.) Additional archival research was conducted at A.K. Smiley Library Heritage Room and letters were sent to the San Geronio Pass Historical Society (SGPHS) and the Yucaipa Valley Historical Society (YVHS) to assist in the evaluation of historical resources. (ECORP-B, p. 8.)

An intensive systematic pedestrian survey of the Project site and a one-mile radius was conducted using a single transect along each side of Calimesa Boulevard and County Line Road. Each transect covered approximately 15 meters of the right-of-way along the north and south sides of County Line Road, and the east and west sides of Calimesa Boulevard. In addition, all unpaved portions of the property located on the southwest corner of the intersection of County Line Road and Calimesa Boulevard were surveyed using parallel transects spaced 15-meters apart. Unpaved portions of the Project site include portions of parcel 411-080-015 and all of parcel 411-008-0005. All unpaved and undeveloped portions of the Project site were intensively inspected for archaeological material. Previously recorded resources were field checked and updated. (ECORP-B, p. 16.)

A letter was sent to the Native American Heritage Commission (NAHC) requesting a search of the Sacred Lands File. In a letter dated June 22, 2017, the NAHC reported that a search of the Sacred Lands File failed to indicate the presence of Native American cultural resources. However, the NAHC noted that the area is sensitive for cultural resources and provided a list of Native American contacts for the Project area. Letters were sent to those Native American contacts. (ECORP-B, p. 9.)

A total of 22 cultural resources investigations were conducted within the one-mile records search radius between 1977 and 2016. Of these studies, one (RI-9242) overlapped a portion of the Project site. RI-9242 was a small area survey conducted in 2014 by Don Perez for the installation of a cellular phone tower. As a result of this study, approximately 20 percent of the Project site has been previously surveyed for cultural resources. (ECORP-B, p. 3.)

No prehistoric/archaeological sites have been recorded within the Project site. As a result of the records search, 18 cultural resources have been previously recorded within the one-mile records search radius. Only five of these cultural resources are prehistoric resources; three prehistoric occupation sites (one of which contained at least one human burial) and two prehistoric lithic deposits. (ECORP-B, pp. 5-6.)

All five previously recorded prehistoric resources identified during the records searches are located in a cluster within and around Yucaipa Creek, approximately 0.5 to 0.75 mile northwest of the Project site. (ECORP-B, p. 7.)

The Project will be developed almost entirely within a previously disturbed area and any manifestation of prehistoric archaeological material that may have existed in the Project site has been removed by previous grading or development. However, there is the potential that unknown resources on the Project site may have been obscured by pavement or other materials over the years. As such, the potential exists for unknown cultural resources to be present and Project construction activities may impact unknown cultural resources within the Project area. In the unlikely event that archaeological resources are unearthed during Project construction, implementation of mitigation measure **MM CR 1** will reduce potential impacts to less than significant.

**Mitigation Measure:**

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

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

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**Determination: Less Than Significant Impact with Mitigation Incorporated.**

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

**Plans, Policies, or Programs (PPP)**

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

- PPP 3.5-1 City of Calimesa Policy RM-16: Identify, protect, and preserve the historical and cultural resources of the city.
- PPP 3.5-2 City of Calimesa Policy RM-17: Seek to protect significant historical sites or structures by offering programs and/or incentives to preserve, restore, or reuse the structures while maintaining their historical significance and integrity.
- PPP 3.5-3 City of Yucaipa Policy HN-1.9 – Historic Preservation.: Promote the preservation of historically and architecturally significant buildings and neighborhoods through land use, design, and housing policies; as needed, inventory and record historic structures as part of the development review process.
- PPP 3.5-4 The project is required to comply with the applicable provisions of California Health and Safety Code §7050.5, Public Resources Code §5097 et. seq., and provisions of AB 52 concerning consideration of Tribal Cultural Values in determination of project impacts and mitigation.

## **Project Design Features (PDF)**

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

## **Impact Analysis**

The Project is not located near any known formal cemeteries. The Project is within right of way, vacant land, and portions of existing developed parcels previously disturbed, and so the potential for uncovering human remains at the Project site is low. Nevertheless, in the unlikely event that human remains are encountered during Project construction, implementation of mitigation measure **MM CR 2**, which outlines standard procedure to follow in the event of discovery of human remains, will reduce impacts to a less than significant level.

## **Mitigation Measure:**

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

### 3.6 ENERGY

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

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

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**Determination: Less than Significant Impact.**

*Source: Project Description; Air Quality Impact Analysis (AQIA), CCR 2449*

#### **Plans, Policies, or Programs (PPP)**

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

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

#### **Project Design Features (PDF)**

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

#### **Impact Analysis**

As an infrastructure project, the majority of impacts will be short-term with only infrequent, routine maintenance occurring post-construction. As described in the Air Quality Impact Analysis (Appendix A), the Project’s short-term construction would last approximately 5 months. Project construction would require the use of construction equipment for grading, paving, as well as construction workers and vendors traveling to and from the Project site. Construction equipment requires diesel as the fuel source and construction worker and vendor trips use both gasoline and diesel fuel.

Fuel consumption from on-site heavy-duty construction equipment and construction would be temporary in nature and uses a limited number of pieces of equipment, which would represent a negligible demand on energy resources. Construction equipment is also required to comply with

regulations limiting idling to five minutes or less (CCR Title 13 § 2449(d)(3)). Additionally, the Project would not conflict with or obstruct implementation of a state or local plan for renewable energy or energy efficiency because the Project consists of roadway and drainage improvements. Furthermore, there are no unusual Project site characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. Therefore, potential impacts associated with wasteful, inefficient, or unnecessary consumption of energy would be less than significant, and no mitigation would be required.

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

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**Determination: No Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

The proposed Project would be required to comply with City, state and federal energy conservation measures related to construction, as noted above. The Project consists of widening a road segment and implementation of a roundabout to reduce congestion, which improves energy efficiency. Further, the Project will comply with all applicable regulations and policies as it pertains to roadway improvement construction. Therefore, no potential impacts associated with conflicts or obstruction of a state or local plan for renewable energy or energy efficiency would occur, and no mitigation would be required.

### 3.7 GEOLOGY AND SOILS

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			■	
2) Strong seismic ground shaking?			■	
3) Seismic-related ground failure, including liquefaction?			■	
4) Landslides?			■	
b. Result in substantial soil erosion or the loss of topsoil?			■	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on-site or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?			■	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			■	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?		■		

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**3.7 (a) (1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

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**Determination: Less Than Significant Impact**

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

**Plans, Policies, or Programs (PPP)**

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

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

### **Project Design Features (PDF)**

There are no Project Design Features relating to this issue.

### **Impact Analysis**

Seismic activity is expected in Southern California; however, the Project is not located within an Alquist-Priolo zone. The Initial Site Assessment report prepared by LOR Geotechnical Group Inc., included as Appendix E, for the Project site does not identify any earthquake fault lines within one mile from the Project site (ISA; Appendix E, Physical Setting Source Map). The Project site does not contain any known faults; therefore, the potential for on-site fault rupture is very low. The closest fault is El Casco Fault, located approximately 1.70 miles southeast from the Project site. As previously discussed, the proposed Project includes only roadway and drainage improvements to the existing paved road that is currently in use. The Project does not propose any structures, habitable or otherwise, that could pose a substantial risk to people or other structures in the event of strong seismic ground shaking. Therefore, potential impacts associated with the rupture of a known earthquake fault would be less than significant and no mitigation would be required.

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

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**Determination: Less than Significant Impact.**

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

### **Plans, Policies, or Programs (PPP)**

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

### **Project Design Features (PDF)**

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

## Impact Analysis

As discussed above, the Project site is not located within an earthquake fault zone boundary and the Project includes only roadway and drainage improvements to an existing paved road that is currently in use. The Project does not propose any structures, habitable or otherwise, that could pose a substantial risk to people or other structures in the event of strong seismic ground shaking. Therefore, potential impacts associated with strong seismic ground would be less than significant and no mitigation would be required.

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

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**Determination: Less Than Significant Impact.**

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

### **Plans, Policies, or Programs (PPP)**

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

### **Project Design Features (PDF)**

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

## Impact Analysis

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

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

Liquefaction, most often caused by earthquakes, describes a phenomenon where a soil's strength and stiffness is substantially reduced. Liquefaction causes the soil's composition to liquefy, which destabilizes buildings that are supported by the ground. According to the Department of Conservation, the City of Calimesa General Plan, and the City of Yucaipa General Plan, the Project site is not identified as having high liquefaction susceptibility (CGP, p.8-4; YGP, p. 7-7). Therefore, potential impacts associated with seismic related ground failure including liquefaction would be less than significant and no mitigation would be required.

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

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**Determination: Less Than Significant Impact.**

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

### **Plans, Policies, or Programs (PPP)**

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

### **Project Design Features (PDF)**

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

### **Impact Analysis**

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

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

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

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#### **Determination: Less Than Significant Impact.**

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

### **Plans, Policies, or Programs (PPP)**

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

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

### **Project Design Features (PDF)**

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

### **Impact Analysis**

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

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

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**3.7(c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on-or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?***

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**Determination: Less Than Significant Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

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

**Project Design Features (PDF)**

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

**Impact Analysis**

As noted in *Threshold 3.7 (a)(4)* above, the Project site has been previously excavated, filled, graded, and leveled and due to its flat gradient and the absence of known landslides within or immediately adjacent to the Project site, the potential for land-sliding at the Project site is low. Liquefaction causes three types of ground failure, including, but not limited to lateral spreading. (CGP, p. 3.6-12.) However, as indicated in *Threshold 3.7 (a)(3)* above, the Project site is not identified as having high liquefaction susceptibility.

Land subsidence results in a slow-to-rapid downward movement of the ground surface as a result of the vertical displacement of the ground surface, usually resulting from groundwater withdrawal. (CGP, p .3.6-12.) Ground subsidence as a result of groundwater extraction has been documented at several locations in California, including the Bunker Hill-Yucaipa, Chino-Riverside, and Temecula areas. Subsidence in these areas has typically occurred over broad areas, in valleys filled with thick alluvium, where groundwater levels have declined as much as 150 feet over a period of several decades. However, ground subsidence has not been documented in the Calimesa area, partly because most valleys contain unconsolidated, subsidence-prone sediments only at shallow depths. (CGP, p. 3.6-12.) Therefore, potential impacts associated with on-or off-site landslide, lateral spreading,

subsidence, liquefaction or collapse would be less than significant and no mitigation would be required.

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

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**Determination: Less than Significant Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

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

**Project Design Features (PDF)**

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

**Impact Analysis**

Expansive soils expand when wet and shrink when dry. The amount or type of clay present in soil determines its shrink-potential. The proposed Project involves improvements to an existing roadway. The soils that occur within the Project that contain clay may be expansive, however compliance with the California Building Code (CBC) and review of grading plans by the Cities' engineers would ensure no significant impacts would occur (CGP EIR, p. 3.6-8, YGP EIR, p. 5.6-18). Therefore, potential impacts associated with expansive soils would be less than significant and no mitigation would be required.

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

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**Determination: No Impact.**

*Source: Project Description*

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

## Impact Analysis

The proposed Project involves the construction of roadway and drainage improvements to existing paved road that is currently in use. The Project would not require septic tanks or alternative waste water disposal systems. Therefore, potential impacts associated with septic tanks or alternative wastewater disposal systems would not occur and no mitigation would be required.

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

---

#### **Determination: Less than Significant Impact with Mitigation Incorporated.**

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

#### **Plans, Policies, or Programs (PPP)**

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

#### **Project Design Features (PDF)**

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

## Impact Analysis

The proposed Project involves the construction of roadway and drainage improvements to an existing paved road that is currently in use. Only the western part of the City of Calimesa has a high potential to produce significant paleontological resources (CGP, p 6-7), which is outside of the Project site. However, the City of Yucaipa identifies the southern area of Yucaipa as a moderate paleontological resources sensitive area (YGP-EIR, Figure 5.5-1). Therefore, potential impacts associated with a unique paleontological resource or site or unique geological feature would be less than significant with the implementation of mitigation measure **MM GEO-1**.

#### **Mitigation Measure:**

**MM GEO 1**      If any paleontological resources are exposed during ground excavation disturbance, ground disturbance activities in the vicinity of the discovery will be terminated immediately and a qualified paleontological resources specialist will be retained to evaluate the resources. If the find is determined to be significant, avoidance or other appropriate measures as identified by the paleontologist shall be implemented. Appropriate measures would include that a qualified paleontologist be permitted to recover, evaluate and curate the find(s) in accordance with current standards and guidelines from the Society of Vertebrate Paleontology. If specimens are found, the qualified paleontologist shall prepare a report of findings, including an itemized inventory of recovered specimens and discussion of significance, upon completion of all Project fieldwork. This measure will be added to the project's construction specifications.

### 3.8 GREENHOUSE GAS EMISSIONS

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

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

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**Determination: Less Than Significant Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

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

- PPP 3.3-8 City of Yucaipa Policy S-7.6 – Greenhouse Gas Reductions: Reduce communitywide greenhouse gas emissions locally through the implementation of Yucaipa’s Climate Action Plan; actively support regional efforts to reduce greenhouse gases throughout the county.
  
- PPP 3.8-1 City of Calimesa Policy AQ-8: Require use of energy and fuel-efficient equipment and low emission material in City of Calimesa facilities and infrastructure.
  
- PPP 3.8-2 City of Calimesa Policy AQ-18: Support local, regional, and statewide efforts to reduce greenhouse gas emissions.
  
- PPP 3.8-3 City of Yucaipa Policy T-2.5 – Environmental Concerns: Minimize environmental impacts from the construction, use, and improvement of roadways on air and water quality, heat island effects, noise levels, view sheds, street-level aesthetics, drainage, and stormwater runoff whenever feasible.
  
- PPP 3.8-4 City of Yucaipa Policy T-3.1 – Bicycle Network.: Complete bicycle infrastructure improvement projects that close gaps in the City’s bicycle plan illustrated in Figure T-3 and those providing connections to adjacent communities and counties to enhance regional connectivity.

**Project Design Features (PDF)**

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

**Impact Analysis**

The City of Calimesa adopted a Climate Action Plan (CAP) on September 2014 to reduce community-wide greenhouse gas (GHG) emissions by 2020 and 2035. Through adoption of the City of Calimesa’s CAP they set a community-wide 2020 GHG emissions reduction target of 15 percent below 2010 baseline emission. The City of Yucaipa adopted a Climate Action Plan (CAP) on September 14, 2015. The CAPs include a number of measures to be implemented by each City to meet its reduction requirements, which include performance standards for new development. However, the proposed Project is limited to roadway-related improvements at the intersection of County Line Road and Calimesa Boulevard, which would improve the efficiency of the roadway and would therefore not be in conflict with the City’s CAP.

For CEQA purposes, the City has discretion to select an appropriate significance criterion, based on substantial evidence. The SCAQMD’s recommended draft numerical threshold of 3,000 metric tons carbon dioxide equivalent (MTCO<sub>2</sub>E) per year for non-industrial projects is selected as the significance criterion (SCAQMD-B). **Table F – Project Construction Equipment GHG Emissions** shows the Project’s estimated construction emissions of 150.12 MTCO<sub>2</sub>E as well as the annualized construction emissions of 5.00 MTCO<sub>2</sub>E/year over the course of a 30-year project life period.

**Table F – Project Construction Equipment GHG Emissions**

Year	Metric Tons per year (MT/yr)			
	Total CO2	Total CH4	Total N2O	Total CO2E
2020	149.15	0.04	0.00	150.12
Total				150.12
Annualized emissions over 30 years				5.00

See Appendix G CalEEMod Annual Outputs recreated by WEBB (WEBB-A)

Operational emissions would be negligible and result from infrequent operational emissions from maintenance vehicles. Therefore, potential impacts associated with generation of greenhouse gas emissions that may have a significant impact on the environment would be less than significant and no mitigation would be required.

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

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**Determination: Less Than Significant Impact.**

*Source: Annual CalEEMod Output Files, (WEBB-A)*

**Plans, Policies, or Programs (PPP)**

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

- PPP 3.3-1 City of Calimesa Policy AQ-2: Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas.
- PPP 3.3-3 City of Calimesa Policy SUS-3: Promote increased physical activity, reduced driving, and increased walking, cycling, and public transit by; encouraging the development of compact development patterns that are pedestrian- and bicycle-friendly, and increasing opportunities for active transportation (walking and biking) and transit use.
- PPP 3.3-4 City of Calimesa Policy SUS-18: Encourage convenient bicycle, pedestrian, and transit access to new commercial and industrial development.
- PPP 3.3-5 City of Calimesa Policy AQ-8: Require use of energy and fuel-efficient equipment and low emission material in City of Calimesa facilities and infrastructure.
- PPP 3.3-6 City of Yucaipa Policy S-7.1 – Integrated Planning: Integrate air quality planning with land use, economic development, and transportation-related planning to allow for the control and management of air quality.
- PPP 3.3-7 City of Yucaipa Policy S-7.2 – Transportation Sources: Encourage the expansion of transit, buildout of the pedestrian and bicycle route network, support of regional ride-share programs, and other efforts to reduce vehicle miles travelled from Yucaipa and associated vehicle emissions.
- PPP 3.3-8 City of Yucaipa Policy S-7.6 – Greenhouse Gas Reductions: Reduce communitywide greenhouse gas emissions locally through the implementation of Yucaipa’s Climate Action Plan; actively support regional efforts to reduce greenhouse gases throughout the county.
- PPP 3.8-1 City of Calimesa Policy AQ-8: Require use of energy and fuel-efficient equipment and low emission material in City of Calimesa facilities and infrastructure.

- PPP 3.8-2 City of Calimesa Policy AQ-18: Support local, regional, and statewide efforts to reduce greenhouse gas emissions.
- PPP 3.8-3 City of Yucaipa Policy T-2.5 – Environmental Concerns: Minimize environmental impacts from the construction, use, and improvement of roadways on air and water quality, heat island effects, noise levels, view sheds, street-level aesthetics, drainage, and stormwater runoff whenever feasible.
- PPP 3.8-4 City of Yucaipa Policy T-3.1 – Bicycle Network: Complete bicycle infrastructure improvement projects that close gaps in the City’s bicycle plan illustrated in Figure T-3 and those providing connections to adjacent communities and counties to enhance regional connectivity.

### **Project Design Features (PDF)**

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

### **Impact Analysis**

As discussed in *Threshold 3.8 (a)* above, the Project’s GHG emissions are below the selected thresholds, and are consistent with the City of Calimesa’s CAP and with the City of Yucaipa CAP. Therefore, potential impacts associated with conflicting any plan, policy, or regulation adopted for the purpose of reducing GHG emissions would be less than significant and no mitigation would be required.

### 3.9 HAZARDS AND HAZARDOUS MATERIALS

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			■	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		■		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				■
d. Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?			■	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?				■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			■	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			■	

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

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**Determination: Less than Significant Impact.**

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), CCR 8, CCR 13, CCR 22, CCR 26, CFR, CHSC 6.95

**Plans, Policies, or Programs (PPP)**

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

PPP 3.9-1 The Project is subject all applicable federal, state, and local laws and regulations regarding hazardous materials, including but not limited requirements imposed by the Environmental Protection Agency, California Department of Toxic Substances Control,

South Coast Air Quality Management District, and the Santa Ana Regional Water Quality Control Board.

### **Project Design Features (PDF)**

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

### **Impact Analysis**

The Project involves improvements to an existing right of way, vacant land, and portions of existing developed parcels. Construction of the Project will involve the transport of fuels, lubricants, and various other liquids for operation of construction equipment. These materials will be transported to the Project site by equipment service trucks. In addition, workers will commute to the Project site via private and company owned vehicles and will operate construction vehicles and equipment on the Project site. The United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transport of hazardous materials, as described in Code of Federal Regulations Title 49 (CFR) and implemented by California Code of Regulations Title 13 (CCR 13).

Materials that are hazardous to humans and animals will be present during Project construction including diesel fuel, gasoline, equipment fuels, concrete, lubricant oils, adhesives, human waste, and chemical toilets. The potential exists for direct impacts to human health and the environment from accidental spills of small amounts of hazardous materials during Project construction. However, a variety of federal, state, and local laws govern the transport, generation, treatment, and disposal of hazardous materials and wastes; for instance, appropriate documentation for all hazardous waste that is transported in connection with this Project's activities will be provided as required for compliance with existing hazardous materials regulations codified in California Code of Regulations Titles 8 (CCR 8), 22 (CCR 22), and 26 (CCR 26), and their enabling legislation set forth in California Health and Safety Code Chapter 6.95 (CHSC 6.95).

Further, hazardous materials are required to be stored in designated areas designed to prevent accidental release to the environment and disposed of according to the rules and regulations of federal and state agencies. In addition, the presence of such hazardous materials will cease upon construction completion and will not be necessary during operation except in the infrequent maintenance or emergency repair-related activities. The Project is required to comply with all applicable laws, and regulations regarding hazardous materials. Therefore, potential impacts associated with routine transport, use, or disposal of hazardous materials would be less than significant, and no mitigation would be required.

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***3.9(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

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### **Determination: Less than Significant Impact With Mitigation Incorporated.**

*Sources: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP). ISA (Appendix E), SVSR (Appendix F)*

### **Plans, Policies, or Programs (PPP)**

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

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

### **Project Design Features (PDF)**

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

### **Impact Analysis**

The following discussion is based on the Initial Site Assessment (ISA), dated April 12, 2016, prepared by LOR Geotechnical Group and the Soil Vapor Survey Report (SVSR), dated November 30, 2020, prepared by Geocon West which are included as Appendix E and F of this Initial Study, respectively.

The ISA was prepared in general accordance with Caltrans ISA guidelines. The ISA generally conforms with the United States Environmental Protection Agency's "Standards and Practice for All Appropriate Inquires (AAI)" set forth in 40 CFR (Code of Federal Regulations) Part 312, and with the American Society of Testing and Materials (ASTM) Standard E 1527-13 "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process". Certain exceptions in this ISA to the AAI standard included: 1) no property appraisals were conducted for the properties to be acquired in conjunction with this project, and 2) no direct interviews of the owners of these properties were conducted.

The purpose of the ISA is to evaluate and identify historical recognized environmental conditions (HREC), recognized environmental conditions (REC), and/or controlled recognized environmental conditions (CREC) that may be associated with the proposed Project site. The ISA included a review of records, historical aerial photographs, city directory information, and a topographic maps search. Regulatory agency records and environmental database reviews were conducted in connection with the Project site. As part of the ISA, a reconnaissance of the Project site was conducted March 17, 2016. Additionally, a Tier 1 Vapor Intrusion Study (VIS) was conducted to determine if a vapor intrusion or encroachment condition exists at concentration unacceptable to risk to human health.

The ISA concluded that there was evidence of HRECs within the Project site. The Calimesa Smog and Tires (former Calimesa Sunshine gasoline station) at 905 Calimesa Boulevard; Fastrip gasoline station at 13710 Calimesa Boulevard; Shell gasoline station (former SOCO gasoline station) at 33928 County Line Road; and the Baker's fast food restaurant (former Unocal gasoline station) at 665 West County Line Road. All identified HREC sites have closed leaking underground storage tank (LUST) cases and are not anticipated to have significant impact to the Project since the work will involve shallow excavation at or near the periphery of those sites. (ISA, pp. 14, 29-30.)

Two sites within the Project site, the Dinosaur Tire and Service (former gasoline station) at 13715 Calimesa Boulevard, and the former Troyce's Automotive Machine Shop at 625 West County Line Road showed evidence of REC.

The Dinosaur Tire and Service site was a former gasoline station, and had USTs, piping, dispensers, hydraulic hoist(s), and/or clarifier(s) present at the property. The USTs were removed under County

oversight, but no soil samples were taken. It is unknown whether the USTs, piping, dispensers, hydraulic hoist(s), and/or clarifier(s) may have significantly leaked or otherwise impacted the property. As Such, a Phase II Environmental Site Assessment (ESA) is required to geophysically survey the Dinosaur Tire and Service site to identify the location of the former USTs and associated piping and dispensers (see **MM HAZ 1**). The Phase II ESA shall include a soil and soil vapor survey to ascertain potential sources of contamination in the vicinity of the former USTs, dispensers, piping, in ground hoist(s), and clarifiers that may be currently in use on Dinosaur Tire Service site (13715 Calimesa Boulevard).

The former Troyce's Automotive Machine Shop show former machine shop activities from at least the early 1990s until at least 2013, with prior uses unknown, dating back to the construction of the shop building in the 1950s. A Tier 1 Vapor Intrusion Study (VIS) was conducted as part of ISA and based on those results, and the history of the Project area, Troyce's Automotive Machine Shop would provide a source (fuel-contaminated soil) of vapor for intrusion under or into the Project. (ISA, p 28) Therefore, a soil vapor survey was conducted at Troyce's Automotive Machine shop site.

An SVSR was prepared in October 2020 for the former Troyce's Automotive Machine Shop site located at 625 West County Line Road to evaluate the potential presence of volatile organic compound (VOC) resulting from the sites' historic use. Six (6) representative soil vapor samples were collected from within the eastern, northern, and western footprint of the former Troyce's Automotive Machine Shop and were analyzed for VOCs. The analytical results were compared with regulatory screening levels for soil vapor in both residential and commercial/industrial land use scenarios. Sampling was performed in accordance with California Environmental Protection Agency, Department of Toxic Substances Control (DTSC) protocol. (SVSR, pp.1-2, 6.)

Various VOC's were detected in each of the soil vapor samples analyzed at the former Troyce Automotive Machine shop. Based on the analytical results, benzene and tetrachloroethene (PCE) concentrations in soil vapor beneath the former Troyce's Automotive Machine Shop site have the potential to pose an unacceptable risk to people since the vapor may migrate to indoor air. However, considering that benzene was detected at a concentration greater than the calculated commercial/industrial use DTSC-SL in only one of the six locations tested, and that the planned improvements include developing the Project site as a roadway and open space (not where people will inhabit indoor air that could be contaminated), the soil vapor concentrations present at the Project site are unlikely to present a significant risk for the proposed future use. (SVSR, pp. 4, 6)

The last potentially hazardous material issue for the Project is related to aerially deposited lead. Aerially deposited lead (ADL) is regularly detected in soils adjacent to roadways throughout California. The ADL is associated with the past combustion of leaded fuel and tends to decrease with distance from the roadway and with depth in the soil profile. ADL is considered to be a concern within the Project area at the on- and off-ramps for the 1-10 Freeway. However, ADL along County Line Road and Calimesa Boulevard is not considered to be significant due to the development of the properties adjacent to the roadways east of 1-10 and the limited use of the roadway (County Line Road) west of 1-10. However, some soil sampling should be conducted at vacant parcels to verify this assumption. (ISA, pp. 13-14)

Impacts related hazards to people or the environment from the former Troyce site as well as from ADL are considered less than significant and no mitigation is necessary. With the implementation of **MM HAZ-1**, which requires the City of Calimesa to conduct Phase II ESA for the Dinosaur Tire and Service (former gasoline station) at 13715 Calimesa Boulevard and to remediate as necessary,

potential impacts related to the 13715 Calimesa Boulevard affecting the Project would be less than significant.

**MM HAZ-1:** Prior to ground disturbance, the Project proponent shall have a Phase II ESA prepared for the Dinosaur Tire and Service (former gasoline station) at 13715 Calimesa Boulevard to geophysical survey the site to identify the location of the former USTs and associated piping and dispensers and to conduct an assessment of soil and soil vapor in the vicinity of the former USTs, dispensers, piping, in ground hoist(s), and clarifiers that may be currently in use on the property. Remediation recommended by the Phase II ESA analysis shall be performed to areas impacted by the Project. Evidence of completion of the remediation recommended in the Phase II ESA and the completed Phase II ESA report shall be submitted to the Cities for review. The completion and remediation for this site shall be reflected in the Project's construction specifications.

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

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**Determination: No Impact.**

*Sources: Yucaipa-Calimesa Joint Unified School District*

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

The closest school to the Project site is Mesa View Middle School located at 800 Mustang Way in the City of Calimesa, approximately 0.40 miles from the Project site. Therefore, no potential impacts associated with hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would occur.

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***3.9(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

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**Determination: Less than Significant Impact.**

*Sources: Cortese; ISA (appendix E)*

**Plans, Policies, or Programs (PPP)**

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

## **Project Design Features (PDF)**

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

## **Impact Analysis**

The Project site is not listed on the Hazardous Waste and Substances sites list from the Department of Toxic Control (DTSC) EnviroStor database. Two sites within the Project site are in the list of leaking underground storage tank sites from the State Water Board GeoTracker database. These sites were previously identified as leaking underground storage tank (LUST): the Inland Smog Shop (T0606500379 and T0606500389) located at 905 Calimesa Boulevard Calimesa, and the FastStrip gasoline/fast-food service station (T0607100440) located at 13710 Calimesa Boulevard in Yucaipa. An investigation for the Inland Smog Shop began in December 1993 (T0606500379) and after remediation, closed in November 2004; the second investigation began in June 1994 (T0606500389) and after remediation, closed in January 1995. An investigation for the FastStrip gasoline/fast-food service station began in March 1997 and after remediation, closed in August 1998. In addition to the two sites, the ISA identified two potential HRECs: the Shell gasoline station (former SOCO gasoline station) at 33928 County Line Road; and the Baker's fast food restaurant (former Unocal gasoline station) at 665 West County Line Road. These sites have also closed LUST cases. (ISA, pp. 14, 29-30.) None of the identified previous LUSTs are anticipated to have significant impact to the Project since the work will involve shallow excavation at or near the periphery of those sites. Therefore, potential impacts associated with hazardous materials sites creating a significant hazard to the public or the environment would be less than significant, and no mitigation would be required.

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

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**Determination: No Impact.**

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

## **Plans, Policies, or Programs (PPP)**

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

## **Project Design Features (PDF)**

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

## **Impact Analysis**

There are no public airports, public use airports, or private airstrips in the City of Calimesa or the City of Yucaipa. The closest airport is the Redlands Municipal Airport, located approximately 7 miles north of the Project Site. Therefore, potential impacts associated with safety hazard or excessive noise for people residing or working in the Project located within an airport land use plan or within

two miles of a public airport or public use airport would not occur and no mitigation would be required.

---

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

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**Determination: Less Than Significant Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

PPP 3.9-3 The City of Yucaipa identified the following evacuation routes: Bryant Street, Oak Glen Road, Yucaipa Boulevard, 14<sup>th</sup> Street, Wildwood Canyon Road, County Line Road, Calimesa Boulevard, and Mesa Grande Drive, all of which are arterials streets.

**Project Design Features (PDF)**

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

**Impact Analysis**

The Project would not interfere with the City of Calimesa or the City of Yucaipa’s emergency response or evacuation plans since the Project involves roadway improvements to the County Line/Calimesa Boulevard intersection. Implementation of the Project would ultimately better facilitate the transportation network in the event of an emergency response or evacuation. Temporary construction activities and staging areas will generally be confined to the Project site away from nearby pedestrian and vehicular traffic. Access to local nearby business will be maintained at all times. The traffic control plan that will be submitted with the Project’s design drawings will include an emergency access plan. The roundabout design for the Project also provides adequate access for emergency vehicles. Therefore, potential impacts associated with impairment or interference of an adopted emergency response plan or emergency evacuation plan would be less than significant and no mitigation would be required.

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***3.9 (g) Expose people or structures either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

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**Determination: Less than Significant.**

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

### **Plans, Policies, or Programs (PPP)**

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

### **Project Design Features (PDF)**

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

### **Impact Analysis**

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

### 3.10 HYDROLOGY AND WATER QUALITY

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

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

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**Determination: Less Than Significant Impact.**

*Source: Calimesa Municipal Code, Yucaipa Municipal Code, Order No. 2009-0009-DWQ State Water Resources Control Board (SWRCB), Technical Guidance Document for Water Quality Management Plans in County of San Bernardino Areawide Stormwater Program (SB WQMP), Water Quality Management Plan A Guidance Document for the Santa Ana Region of Riverside County (RIV WQMP), Project description.*

**Plans, Policies, or Programs (PPP)**

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

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

### **Project Design Features (PDF)**

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

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

### **Impact Analysis**

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

The proposed Project lies partly within the City of Calimesa and partly within the City of Yucaipa, split between the counties of Riverside and San Bernardino, respectively. The City of Calimesa is a co-permittee of the Riverside County Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) permit issued by the RWQCB and is bound to comply with all aspects of the permit requirements (RIV WQMP). Likewise, the City of Yucaipa is a co-permittee of the San Bernardino County NPDES (SB WQMP). Both MS4 permits provide “Transportation Project Guidance” (TPG) documents to ensure an analysis is conducted for transportation projects that is functionally equivalent to a Water Quality Management Plan (WQMP). Certain transportation projects are required to prepare a TPG to guide the application of Low Impact Development (LID) Best Management Practices (BMPs) to the Maximum Extent Practicable (MEP) to

reduce the discharge of pollutants to receiving waters. The Project is subject to these requirements and will prepare a Transportation Project BMP Template.

An existing surface drainage feature, Calimesa Creek, is located close to the Project footprint. However, as noted in *Threshold 3.4 (b)* above, this feature will be analyzed and addressed prior to Project construction as part of the Calimesa Creek Storm Drain Project, a separate project being processed by the City. Additionally, the proposed Project will comply with PPP 3.10-1 through PPP 3.10-3, PDF 3.10-1. Therefore, potential impacts associated with water quality standards or waste discharge requirements or surface or ground water quality would be less than significant through compliance with regulatory requirements, and no mitigation would be required.

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

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**Determination: Less Than Significant Impact.**

*Source: Project description.*

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

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

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

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**Determination: Less Than Significant Impact.**

*Source: Project description.*

**Plans, Policies, or Programs (PPP)**

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

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

### **Project Design Features (PDF)**

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

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

### **Impact Analysis**

The proposed Project consists of one roundabout, pavement widening, curbs, gutters and sidewalks. The Project will not substantially alter the existing drainage pattern, nor directly impact any existing surface drainage features. The Project will construct curb and gutter that will reduce the amount of sediment coming off adjoining properties and entering the Project site including portions of County Line Road and Calimesa Boulevard. With implementation of PPP 3.10-2 through PPP 3.10-3 and PDF 3.10-1, potential impacts associated with substantial erosion or siltation on- or off-site would be less than significant, and no mitigation would be required.

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

---

**Determination: Less Than Significant Impact.**

*Source: Project description.*

### **Plans, Policies, or Programs (PPP)**

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

- PPP 3.10-1 Prior to grading permit issuance, the Project proponent shall have a Storm Water Pollution Prevention Plan (SWPPP) prepared pursuant to the statewide Construction General Permit by a Qualified SWPPP Developer (QSD). Also, a receipt of fees paid with the SWPPP Notice of Intent (NOI) to the State Water Resources Control Board

(SWRCB) shall be provided to the City of Calimesa. The SWPPP shall be implemented onsite by a Qualified SWPPP Practitioner (QSP). Project contractors shall comply with the SWPPP and allow inspection of the construction site by staff from the Regional Water Quality Control Board and Cities of Calimesa and/or Yucaipa or their designee(s) to confirm compliance.

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

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

### **Project Design Features (PDF)**

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

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

### **Impact Analysis**

The proposed Project consists of one roundabout, pavement widening, curbs, gutters and sidewalks. The additional impervious area created by the Project will be negligible and would not substantially alter the existing drainage pattern. Additional, drainage improvements would be consistent with the Cities' Master Drainage Plans (MDPs). Therefore, potential impacts associated with substantially increasing the rate or amount of surface runoff in a manner which would result in flooding on- or offsite would be less than significant, and no mitigation would be required.

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

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**Determination: Less than Significant Impact.**

*Source: Project description.*

**Plans, Policies, or Programs (PPP)**

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

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

**Project Design Features (PDF)**

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

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

**Impact Analysis**

The amount of surface runoff, and thus, the amount of pollutants entering the nearby Calimesa Creek, will not substantially change from the existing condition as a result of this Project. Therefore, potential impacts associated with drainage patterns of the site or area, or the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, would be less than significant, and no mitigation would be required.

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

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**Determination: Less Than Significant Impact.**

Sources: FEMA

**Plans, Policies, or Programs (PPP)**

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

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

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

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

**Project Design Features (PDF)**

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

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

**Impact Analysis**

According to Federal Emergency Management Agency (FEMA), the Project site is within a Floodway Area in FEMA Zone AE, or “The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.” However, the Project does not include elements that would become a source of pollutants that would be at risk of release in the event of a flood. Therefore, potential impacts associated with risk release of pollutants due to project inundation would be less than significant, and no mitigation would be required.

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

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**Determination: Less Than Significant Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

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

**Project Design Features (PDF)**

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

**Impact Analysis**

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

**3.11 LAND USE AND PLANNING**

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

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**3.11(a) *Physically divide an established community?***

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**Determination: No Impact.**

*Sources: Project Description*

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

The Project will not physically divide an established community because the Project involves roadway, sidewalk, and associated drainage improvements. Implementation of the Project will potentially enhance existing transportation connections for existing and future communities. Therefore, potential impacts associated with dividing an established community would not occur and no mitigation would be required.

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

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**Determination: No Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

### **Project Design Features (PDF)**

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

### **Impact Analysis**

The Project proposes road and sidewalk improvements and associated drainage on existing roadway and small portions of proposed acquired parcels which are either previously disturbed, portions of vacant lots, or portions of developed parcels. The Project will widen County Line Road, construct one roundabout, and include sidewalks and associated drainage improvements as required. This Project is a planned infrastructure project consistent with each City's General Plan Circulation Element. Therefore, potential impacts associated with conflicts with any applicable land use plan, policy or regulation would not occur and no mitigation would be required.

### 3.12 MINERAL RESOURCES

<i>Would the Project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				■
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				■

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**3.12(a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

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**Determination: No Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

The Project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, because there are no known valuable mineral resources in City of Calimesa, the City of Yucaipa, or in the Project site. Given the linear alignment of the Project, the size of the Project, and that the Project is primarily within existing rights-of-way, it is highly unlikely that any surface mining or mineral recovery operation could feasibly take place on the Project site. Therefore, potential impacts associated with loss of availability of a known mineral resource that would be of value to the region and the residents of the state would not occur and no mitigation would be required.

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

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**Determination: No Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

As discussed in *Threshold 3.12 (a)* above, the Project will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, because no mining operations or other resource recovery sites exist on or near the Project site. Therefore, potential impacts associated with 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 would not occur and no mitigation would be required.

### 3.13 NOISE

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

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

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**Determination: Less Than Significant Impact With Mitigation Incorporated.**

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

**Plans, Policies, or Programs (PPP)**

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

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

## **Project Design Features (PDF)**

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

## **Impact Analysis**

The proposed Project includes one roundabout, pavement widening, curbs, gutters and sidewalks. The Project is not increasing the roadway capacity, and instead is designed to improve existing congestion and circulation of the roadway. Therefore, the Project will not increase permanent ambient noise in the vicinity from the existing noise.

Construction-related noise is temporary in nature. The construction of the roundabout at the intersection of County Line Road and Calimesa Boulevard is not considered a stationary noise source. The center point of the noise generation will vary according to construction activities. The total duration for the Project's construction is estimated at five months.

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

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

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

### **Mitigation Measures:**

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

**MM NOISE 2:** Construction activities shall be limited to the hours allowed in each City. Construction during other periods, including Sundays and holidays, shall be limited to emergencies and activities determined to be in the interest of the general public.

**MM NOISE 3:** All construction equipment shall be operated with mandated noise control equipment (i.e., mufflers or silencers).

**MM NOISE 4:** The City of Calimesa and the City of Yucaipa shall respond to any noise complaints received for this Project by measuring noise levels at the affected receptor site. If the monitored noise level exceeds the City of Calimesa noise standards, in accordance with Chapter 8.15 Noise Abatement and Control, or with the City of Yucaipa noise standards, in accordance to Chapter 9, 87.0905 Noise, the construction contractor shall implement adequate measures (which may include portable sound attenuation walls, use of quieter equipment, shift of construction schedule to avoid the presence of sensitive receptors, etc.) to reduce noise levels to the greatest extent feasible. Any monitoring shall be conducted by a qualified acoustical firm under contract with the construction contractor and responsible to the City of Calimesa and the City of Yucaipa. This measure will be added to the project's construction specifications.

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

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**Determination: Less Than Significant Impact With Mitigation Incorporated.**

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

**Plans, Policies, or Programs (PPP)**

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

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

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

**Project Design Features (PDF)**

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

**Impact Analysis**

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

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

**Mitigation Measures:**

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

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**3.13(c)** *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?*

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**Determination: No Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

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

### 3.14 POPULATION AND HOUSING

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			■	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				■

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

---

**Determination: Less than Significant Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

The Project, consistent with each City’s General Plan Circulation Element, proposes the construction of road and sidewalk improvements and associated drainage improvements on existing roadway and small portions of parcels that are proposed to be acquired, which are either previously disturbed, portions of vacant lots, or portions of developed parcels. The needs of existing and projected population, as anticipated by each City’s respective General Plans, will be partially met via Project implementation. Therefore, potential impacts associated with direct or indirect unplanned population growth in an area would be less than significant and no mitigation would be required.

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

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**Determination: No Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

The Project includes the acquisition of a limited number of commercial properties and easements. No residential units would be acquired as a result of the Project. Therefore, no potential impacts associated with displacement of existing people or housing would occur and no mitigation would be required.

### 3.15 PUBLIC SERVICES

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			■	
2) Police protection?			■	
3) Schools?				■
4) Parks?				■
5) Other public facilities?				■

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**3.15(a)** *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

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#### **FIRE PROTECTION**

**Determination: Less Than Significant Impact.**

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

#### **Plans, Policies, or Programs (PPP)**

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

#### **Project Design Features (PDF)**

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

#### **Impact Analysis**

Being a roadway, the Project itself is not a fire hazard and it will provide improved access for emergency vehicles. It is not expected that any new facilities for fire protection would be required to serve the Project. Moreover, the Project is a roadway improvement intended to improve circulation for existing and future traffic and does not propose any structures or other development that would increase demand for fire protection services. Therefore, potential impacts associated with fire protection services would be less than significant and no mitigation would be required.

## **POLICE PROTECTION**

### **Determination: Less Than Significant Impact.**

*Sources: City of Calimesa General Plan, Police and Fire Protection Element*

### **Plans, Policies, or Programs (PPP)**

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

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

### **Project Design Features (PDF)**

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

### **Impact Analysis**

The Project would be required to meet the Cities' respective General Plan policies and design standards that optimize public safety on its roadways. Additionally, the Project would improve congestion and safety for vehicles which may decrease demand for police services in response to local traffic accidents. Therefore, potential impacts associated with police protection services would be less than significant and no mitigation would be required.

## **SCHOOLS**

### **Determination: No Impact.**

*Sources: Project Description*

### **Plans, Policies, or Programs (PPP)**

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

### **Project Design Features (PDF)**

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

### **Impact Analysis**

Since the Project is a roadway improvement, it would not result in the generation of additional school age children or create a demand for additional school capacity. No school facilities will be displaced

as a result of Project implementation. Therefore, no potential impacts associated with school services would occur and no mitigation would be required.

## **PARKS**

### **Determination: No Impact.**

*Source: Project Description*

### **Plans, Policies, or Programs (PPP)**

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

### **Project Design Features (PDF)**

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

### **Impact Analysis**

The Project would not result in an increase in population and consequently would not place any demand on existing local or regional park and recreation facilities. Construction of the Project would not displace any existing or known proposed recreational facilities. Therefore, no potential impacts associated with park services would occur and no mitigation would be required.

## **OTHER PUBLIC FACILITIES**

### **Determination: No Impact.**

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

### **Plans, Policies, or Programs (PPP)**

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

### **Project Design Features (PDF)**

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

## **Impact Analysis**

The Project proposes the construction of road and sidewalk improvements and associated drainage improvements on existing roadway and small portions of proposed acquired parcels which are either previously disturbed, portions of vacant lots, or portions of developed parcels. Implementation of the Project would facilitate and ease circulation and enhance public safety. Additionally, the Project would not result in an increase in population that would cause an increased demand for medical or library services. Therefore, no potential impacts associated with public facilities or the expansion of existing public facilities would occur, and no mitigation would be required.

**3.16 RECREATION**

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

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

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**Determination: No Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

No public or private recreation facilities currently exist within the Project’s vicinity. Additionally, the Project would not develop or impact any areas potentially planned for recreational uses. Therefore, potential impacts associated with the increase in use of existing parks or other recreational facilities would not occur and no mitigation would be required.

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

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**Determination: No Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

The Project proposes the construction of road and sidewalk improvements and associated drainage improvements on existing roadway and small portions of proposed acquired parcels which are either previously disturbed, portions of vacant lots, or portions of developed parcels. The Project would not include the development of recreational facilities or create or increase demand for new recreational facilities or parks. Therefore, potential impacts associated with the construction or expansion of recreational facilities would not occur and no mitigation would be required.

### 3.17 TRANSPORTATION

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

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

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**Determination: Less Than Significant Impact With Mitigation Incorporated.**

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

**Plans, Policies, or Programs (PPP)**

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

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

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

- PPP 3.17-1 City of Calimesa Policy TM-3: Strive to construct streets in accordance with the City's standard street classifications.
- PPP 3.17.2 City of Calimesa Policy TM-4: Maintain and rehabilitate roadways to preserve and improve the quality of city streets and thoroughfares that promote access and mobility between residential neighborhoods, employment centers, shopping, and health services.
- PPP 3.17-3 City of Calimesa Policy TM-5: Design each roadway with sufficient width to accommodate projected traffic at acceptable service levels, based on the intensity or density of planned land uses.
- PPP 3.17-4 City of Calimesa Policy TM-7: Seek to maintain level of service C on all City-maintained roads. A peak-hour level of service of D, or lower, may be allowed on City-maintained road segments in commercial and employment areas or any combination of major highways.
- PPP 3.17-5 City of Calimesa Policy TM-11: Reduce vehicle trips through design and changes in operations.
- PPP 3.17-6 City of Calimesa Policy AQ-3: Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas.
- PPP 3.17-7 City of Yucaipa Policy T-1.5 – Multimodal Access: Assess roadway operations for new development and infrastructure projects so that roadways can accommodate safe and convenient access and travel for all users, including motorists, bicyclists, pedestrians, and transit users.
- PPP 3.17-8 City of Yucaipa Policy T-2.1 – Level of Service: To promote the safe and efficient movement of vehicular traffic, maintain a minimum level of service (LOS) C on all intersections and road segments except for two conditions: at roadway intersections where traffic movements are controlled by roundabouts, LOS D shall be acceptable (e.g., average control delay of 30 seconds per vehicle or better); on roadway segments where a roundabout controls at least one of the intersections at the ends of the segment, the lower half of LOS D shall be acceptable (e.g., V/C ratio of 0.849 or better); or on-street parking, improvement levels, roundabouts, and infrastructure may be considered in furthering acceptable levels of service, safety, and other priorities.
- PPP 3.17-9 City of Yucaipa Policy T-2.5 – Environmental Concerns: Minimize environmental impacts from the construction, use, and improvement of roadways on air and water quality, heat island effects, noise levels, view sheds, street-level aesthetics, drainage, and stormwater runoff whenever feasible.
- PPP 3.17-10 City of Yucaipa Policy T-3.1 – Bicycle Network: Complete bicycle infrastructure improvement projects that close gaps in the City's bicycle plan illustrated in Figure T-3 and those providing connections to adjacent communities and counties to enhance regional connectivity.

- PPP 3.17-11 City of Yucaipa Policy T-3.2 – Bicycle and Pedestrian Connectivity: Identify redesign opportunities to create dedicated bicycle lanes and pedestrian sidewalks that connect neighborhoods and commercial areas to community services.
- PPP 3.17-12 City of Yucaipa Policy T-3.4 – Accessibility Standards: Minimize: environmental impacts from the construction, use, and improvement of roadways on air and water quality, heat island effects, noise levels, view sheds, street-level aesthetics, drainage, and stormwater runoff whenever feasible.
- PPP 3.17-13 City of Yucaipa Policy T-3.5 – Biking and Pedestrian Amenities: Provide supporting bicycle and pedestrian facilities, such as traffic control devices, bike racks or other parking accommodations, crosswalks, benches, and other infrastructure where feasible.
- PPP 3.17-14 City of Yucaipa Policy T-4.7 – Street Improvements: Ensure that roadway improvements allow for easier, safer, and more efficient transit operations and improved passenger safety and accessibility to transit.

**Project Design Features (PDF)**

- PDF 3.17-1 Construct roundabout at the intersection of County Line Road and Calimesa Boulevard.

**Impact Analysis**

The proposed Project entails the construction of one roundabout and associated sidewalk and drainage improvements at the intersection of County Line Road and Calimesa Boulevard. These improvements are consistent with the cities of Calimesa and Yucaipa General Plan Circulation Element and will not impact transit, roadway, bicycle and pedestrian facilities.

During Project construction, construction-related vehicles and equipment will use existing roads and right of way within the vicinity of the Project site. To address circulation and safety issues associated with Project construction, the following **MM TRANS 1** mitigation measure will be implemented. Therefore, with the implementation of **MM TRANS 1**, potential impacts related to a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities would be less than significant with mitigation incorporated.

**Mitigation Measure:**

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

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

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**Determination: Less Than Significant Impact.**

*Sources:* Project Description, OPR

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

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

The proposed Project includes the construction of one roundabout. According to the Governor’s Office of Planning and Research’s *Technical Advisory on Evaluating Transportation Impacts in CEQA*, roundabouts would not likely lead to a substantial or measurable increase in vehicles travel and a VMT analysis is not required (OPR, p. 17). Moreover, the Project in it of itself would not increase VMT. Therefore, potential impacts associated with conflicts or be inconsistencies with CEQA Guidelines section 15064.3, subdivision (b) would be less than significant, and no mitigation would be required.

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

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**Determination: Less Than Significant Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

- PPP 3.17-1 City of Calimesa Policy TM-3: Strive to construct streets in accordance with the City's standard street classifications.
- PPP 3.17-2 City of Yucaipa Policy T-1.5 – Multimodal Access: Assess roadway operations for new development and infrastructure projects so that roadways can accommodate safe and convenient access and travel for all users, including motorists, bicyclists, pedestrians, and transit users.

**Project Design Features (PDF)**

- PDF 3.17-1 Construct roundabout at the intersections of County Line Road and Calimesa Boulevard.

**Impact Analysis**

Implementation of the Project would include roadway, sidewalk, and associated drainage improvements in an area that has been previously disturbed, in portions of vacant lots, or portions of developed parcels. The existing traffic signals at the intersection of County Line Road and Calimesa Boulevard would be removed and replaced with a roundabout. Compared to conventional stop-controlled and signalized intersections, roundabouts reduce the types of crashes where people are seriously hurt or killed (US DOT). The roundabout would not increase hazards due to geometric design or incompatible uses and will meet City of Calimesa and City of Yucaipa design standards based on their General Plan Circulation Elements. Therefore, potential impacts associated with hazards due to a geometric design feature or incompatible uses would be less than significant, and no mitigation would be required.

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**3.17(d) Result in inadequate emergency access?**

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**Determination: Less Than Significant Impact With Mitigation Measures Incorporated.**

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

**Plans, Policies, or Programs (PPP)**

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

### **Project Design Features (PDF)**

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

### **Impact Analysis**

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

### 3.18 TRIBAL CULTURAL RESOURCES

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

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

**Determination: Less than Significant Impact with Mitigation Incorporated.**

*Source Archaeological Survey Report (ECORP-B)*

#### **Plans, Policies, or Programs (PPP)**

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

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

#### **Project Design Features (PDF)**

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

## Impact Analysis

As noted in *Threshold 3.5 (b)*, a records search was conducted within a one-mile radius of the Project site on June 22, 2017 at the EIC and June 21, 2017 at the SCCIC. According to their search, no archaeological resources meet the requirements to be listed under the NRHP, CRHR, or local policies were identified within the Project site. Therefore, impacts to archaeological resources will be less than significant. However, in the event of an accidental discovery of a cultural resource, implementation of mitigation measure **MM CR 1**, which requires the construction in the vicinity of the find be halted until a qualified archaeologist determination as to the significance of the find is made and any find be recorded and curated, will reduce potential impacts to archaeological resources to less than significant.

### Mitigation Measure:

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

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

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**Determination: Less than Significant Impact with Mitigation.**

*Source: Archaeological Survey Report (ECORP-B)*

### Plans, Policies, or Programs (PPP)

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

### Project Design Features (PDF)

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

## Impact Analysis

As of July 1, 2015, Assembly Bill 52 (AB52), signed into law in 2014, amends CEQA and establishes new requirements for tribal consultation. The law applies to all projects that have a notice of preparation or notice of negative declaration/mitigated negative declaration. It also broadly defines a new resource category of "tribal cultural resource" and establishes a more robust process for meaningful consultation that includes: prescribed notification and response timelines, consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures, and documentation of all consultation efforts to support CEQA findings.

A letter was sent to the Native American Heritage Commission (NAHC) requesting a search of the Sacred Lands File. In a letter dated June 22, 2017, the NAHC reported that a search of the Sacred Lands File failed to indicate the presence of Native American cultural resources. However, the NAHC noted that the Project site area is sensitive for cultural resources. (ECORP-B, p. 8.)

The Cities of Calimesa and Yucaipa, as co-lead agencies, are required to coordinate with Native American Tribes through the Assembly Bill 52 Tribal Consultation process. On July 29, 2020, the City of Calimesa, on behalf of City of Yucaipa, sent a letter notification of the proposed Project to five Tribes in accordance with AB52, as follows: Morongo Band of Mission Indians (MBMI), Pechanga Band of Luiseño Indians, San Manuel Band of Mission Indians (SMBMI), Torres-Martinez, and Soboba Band of Luiseño Indians. To date, one response has been received from the SMBMI. Since the majority of the Project would be constructed in areas associated with prior disturbances, the potential for the discovery of known tribal cultural resources is limited. However, in the event of an accidental discovery of a tribal cultural resource, implementation of mitigation measure **MM TCR 1**, which requires coordination with SMBMI if any pre-contact and/or post-contact cultural resources are discovered, will reduce potential impacts to tribal cultural resources to less than significant.

### **Mitigation Measure**

**MM TCR 1** The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in **MM CR 1**, of any pre-contact and/or post-contact cultural resources discovered during Project implementation, and be provided information regarding the nature of the find so as to provide Tribal input with regards to significance and treatment. Should the discovery be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and, all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to represent SMBMI for the remainder of the Project, should SMBMI elect to place a monitor on-site.

Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the Project.

### 3.19 UTILITIES AND SERVICE SYSTEMS

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

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

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**Determination: Less Than Significant Impact.**

*Sources: Project Description*

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

## Impact Analysis

The Project proposes to construct road and sidewalk improvements, and associated drainage improvements on existing roadway and portions of proposed acquired parcels, which are either previously disturbed, portions of vacant lots, or portions of developed parcels. The proposed Project is an infrastructure project and will not create a demand for water, electricity, gas, or telecommunication facilities. Existing utility poles and underground facilities will be relocated within the proposed Project footprint as part of the construction, where necessary. Therefore, potential impacts associated with relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities would be less than significant, and no mitigation would be required.

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

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**Determination: No Impact.**

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

### **Plans, Policies, or Programs (PPP)**

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

### **Project Design Features (PDF)**

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

## Impact Analysis

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

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

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**Determination: No Impact.**

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

### **Plans, Policies, or Programs (PPP)**

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

### **Project Design Features (PDF)**

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

### **Impact Analysis**

The proposed Project is not required to have a determination from the wastewater treatment provider serving the Project because the use of wastewater treatment is not required. Therefore, no potential impacts associated with wastewater demand would occur and no mitigation would be required.

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

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### **Determination: Less Than Significant Impact.**

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

### **Plans, Policies, or Programs (PPP)**

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

### **Project Design Features (PDF)**

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

### **Impact Analysis**

The Project proposes to construct road and sidewalk improvements, and associated drainage improvements on existing roadway and portions of proposed acquired parcels, which are either previously disturbed, portions of vacant lots, or portions of developed parcels. The implementation of the Project would not result in excess solid waste during operation. Construction waste, debris and/or scattered waste would be removed from the Project and delivered to the waste disposal system. However, this limited quantity of waste would not contribute significantly to the exceedance of landfill capacity, or breach statutes and regulations related to solid waste. Therefore, potential impacts associated with generation of solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impairing the attainment of solid waste reduction goals would be less than significant, and no mitigation would be required.

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

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**Determination: Less Than Significant Impact.**

*Sources: Project Description*

**Plans, Policies, or Programs (PPP)**

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

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

**Impact Analysis**

Construction of the Project will not present the potential to generate significant volumes of solid waste. Any solid waste debris will be disposed of at a permitted landfill. The Project will generate a negligible quantity of debris during construction; however, operation of the Project will not generate solid waste. Moreover, pursuant to California Waste Management Act (AB 939), the Project will be required to divert at least 50 percent of recyclable, reusable and salvageable debris from landfills. Therefore, potential impacts associated with solid waste regulations would be less than significant, and no mitigation would be required.

### 3.20 WILDFIRE

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

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

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**Determination: Less Than Significant Impact with Mitigation Incorporated.**

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

**Plans, Policies, or Programs (PPP)**

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

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

**Project Design Features (PDF)**

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

## Impact Analysis

According to California Department of Forest and Fire Protection (Cal Fire), the proposed Project is not within a state responsibility area (SRA) or land classified as very high fire hazard severity zone (CAL). Further, the Project site is not adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected or in an area designated to be at risk from wildland fires. The Project would ultimately facilitate the transportation network in the event of an emergency response or evacuation. Temporary construction activities and staging areas would generally be confined to the Project site and would not physically impair access to other existing roadways within the Project vicinity. As discussed in *Threshold 3.17 (a)*, access to occupied properties would be maintained at all times with the implementation of mitigation of **MM TRANS 1**. Therefore, with the implementation of **MM TRANS 1**, potential impacts associated with impairing an emergency response plan or emergency evacuation plan would be less than significant with mitigation incorporated.

## Mitigation Measure

**MM TRANS 1** For **MM TRANS 1**, see *Threshold 3.17(a)*, above.

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

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## Determination: Less Than Significant Impact.

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

## Plans, Policies, or Programs (PPP)

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

## Project Design Features (PDF)

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

## Impact Analysis

As discussed in *Threshold 3.9 (g)* and *Threshold 3.20(a)*, the Project is not in or near a state responsibility area or lands classified as very high fire hazard severity zones. The proposed Project site is a generally flat area at an elevation approximately 2,400 feet above mean sea level. The proposed Project would not contribute to the spreading of wildfire. Therefore, potential impacts associated with pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would be less than significant, and no mitigation would be required.

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

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**Determination: Less Than Significant Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

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

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

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**Determination: Less Than Significant Impact.**

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

**Plans, Policies, or Programs (PPP)**

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

**Project Design Features (PDF)**

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

**Impact Analysis**

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

### 3.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

#### Impact Analysis

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

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**Determination: Less Than Significant Impact with Mitigation Incorporated.**

*Source: This Initial Study Checklist.*

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

#### **Plans, Policies, or Programs (PPP)**

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

### **Project Design Features (PDF)**

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

### **Mitigation Measures (MM)**

**MM CR 1, MM CR 2, MM CR 3, MM TCR 1, and MM GEO 1.**

### **Impact Analysis**

All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Initial Study Checklist and found to be less than significant with implementation of mitigation measures or compliance with regulatory requirements. For impacts to California history or prehistory, **MM CR 1, MM CR 2, MM CR 3, MM TCR1, and MM GEO 1** will ensure impacts remain less than significant.

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

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

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### **Determination: Less Than Significant.**

*Source: This Initial Study Checklist.*

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

### **Plans, Policies, or Programs (PPP)**

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

### **Project Design Features (PDF)**

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

### **Mitigation Measures (MM)**

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

## Impact Analysis

The Project will not have any impacts that are individually limited but cumulatively considerable. Moreover, the Project will not result in any significant impacts.

The Project is consistent with local and regional plans, including the AQMP and MSHCP, and is not considered growth-inducing as defined by State CEQA Guidelines Section 15126.2(d). The Project will not induce either directly or indirectly, population and housing growth or increase traffic volumes at the intersection of County Line Road and Calimesa Boulevard. The Project will construct a roundabout consistent with the Cities' respective General Plan Circulation Elements. Any cumulative impacts resulting from implementation of the Circulation Elements of these jurisdictions would have been previously evaluated in the EIRs for each General Plan.

Therefore, a less than significant impact will occur with regards to cumulative impacts.

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

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### **Determination: Less Than Significant Impact With Mitigation Incorporated.**

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

#### **Plans, Policies, or Programs (PPP)**

The following shall apply:

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

#### **Project Design Features (PDF)**

The following shall apply:

PDF 3.1-1  
PDF 3.3-1  
PDF 3.3-3  
PDF 3.9-1

## **Mitigation Measures (MM)**

The following shall apply:

**MM AQ 1**

**MM CR 1 and MM CR 2**

**MM GEO 1**

**MM HAZ-1**

**MM NOISE 1 through MM NOISE 4**

**MM TRANS 1**

**MM TCR 1**

## **Impact Analysis**

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

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

#### 4.0 REFERENCES

AQIA	Urban Crossroads, <i>County Line Road and Calimesa Boulevard Intersection Improvements Air Quality Impact Analysis</i> , City of Calimesa, December 7, 2017. (Appendix A)
Cadre	Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Biological Resources Compliance Analysis for the 9.11-Acre County Line/Calimesa Road Roadway Improvement Project. November 19, 2020. (Appendix B)
CAL	California Department of Forestry and Fire Protection, <i>Fire Hazard Severity Zones Map – Riverside West, State Responsibility Area and Local Responsibility Area</i> . (Available at <a href="https://osfm.fire.ca.gov/divisions/wildfire-prevention-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/">https://osfm.fire.ca.gov/divisions/wildfire-prevention-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/</a> , accessed September 15, 2020.)
CARB-A	California Air Resources Board, Area Designations Maps/State and National, revised December 28, 2018. (Available at <a href="https://www.arb.ca.gov/desig/adm/adm.htm">https://www.arb.ca.gov/desig/adm/adm.htm</a> , accessed September 20, 2020.)
CARB-B	California Air Resources Board. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, dated May 6, 2005. (Available at <a href="http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4">http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4</a> , accessed September 20, 2020.)
CGP	City of Calimesa, 2014 General Plan, Adopted August 4, 2014. (Available at <a href="http://www.cityofcalimesa.net/Forms/Calimesa%20General%20Plan.pdf">http://www.cityofcalimesa.net/Forms/Calimesa%20General%20Plan.pdf</a> , accessed September 8, 2020.)
CCR 8	California Code of Regulations, <i>Title 8</i> . (Available at <a href="https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=ICBC28DB0D47911DE8879F88E8B0DAAAE&amp;originContext=documenttoc&amp;transitionType=Default&amp;contextData=(sc.Default)&amp;bhcp=1">https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=ICBC28DB0D47911DE8879F88E8B0DAAAE&amp;originContext=documenttoc&amp;transitionType=Default&amp;contextData=(sc.Default)&amp;bhcp=1</a> , accessed October 16, 2020.)
CCR 13	California Code of Regulations, <i>Title 13</i> . (Available at <a href="https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=1143B9530D46811DE8879F88E8B0DAAAE&amp;originContext=documenttoc&amp;transitionType=Default&amp;contextData=(sc.Default)">https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=1143B9530D46811DE8879F88E8B0DAAAE&amp;originContext=documenttoc&amp;transitionType=Default&amp;contextData=(sc.Default)</a> , accessed October 16, 2020.)
CCR 22	California Code of Regulations, <i>Title 22</i> . (Available at <a href="https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=16F56A7E1D4B611DE8879F88E8B0DAAAE&amp;originContext=documenttoc&amp;transitionType=Default&amp;contextData=(sc.Default)">https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=16F56A7E1D4B611DE8879F88E8B0DAAAE&amp;originContext=documenttoc&amp;transitionType=Default&amp;contextData=(sc.Default)</a> , accessed October 16, 2020.)
CCR 26	California Code of Regulations, <i>Title 26</i> . (Available at <a href="https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=15B751C00D44F11DEB97CF67CD0B99467&amp;originContext=documenttoc&amp;transitionType=Default&amp;contextData=(sc.Default)">https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=15B751C00D44F11DEB97CF67CD0B99467&amp;originContext=documenttoc&amp;transitionType=Default&amp;contextData=(sc.Default)</a> , accessed October 16, 2020.)
CCR 2449	California Code of Regulations, <i>Title 13, Section 2449</i> . (Available at <a href="https://govt.westlaw.com/calregs/Document/ID1C693E02DDD11E197D9">https://govt.westlaw.com/calregs/Document/ID1C693E02DDD11E197D9</a>

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CFR	Code of Federal Regulations, <i>Title 49</i> , October 2012. (Available at <a href="https://www.gpo.gov/fdsys/pkg/CFR-2012-title49-vol2/pdf/CFR-2012-title49-vol2.pdf">https://www.gpo.gov/fdsys/pkg/CFR-2012-title49-vol2/pdf/CFR-2012-title49-vol2.pdf</a> , accessed October 16, 2020.)
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CGP EIR	City of Calimesa, <i>General Plan Environmental Impact Report, general Plan Update 2013</i> , July 2013. (Available at City of Calimesa)
CHSC 6.95	California Health and Safety Code, Chapter 6.95. (Available at <a href="http://leginfo.ca.gov/faces/codes_displayText.xhtml?division=20.&amp;chapter=6.95.&amp;lawCode=HSC&amp;article=1">http://leginfo.ca.gov/faces/codes_displayText.xhtml?division=20.&amp;chapter=6.95.&amp;lawCode=HSC&amp;article=1</a> , accessed October 16, 2020.)
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Cortese	California Environmental Protection Agency, Cortese Lis Data Resources, 2020. (Available at <a href="https://calepa.ca.gov/SiteCleanup/CorteseList/">https://calepa.ca.gov/SiteCleanup/CorteseList/</a> accessed September 22, 2020.)
DOC-A	California Department of Conservation, <i>Riverside County Important Farmland 2016, Sheet 1 of 3</i> . (Available at <a href="ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/riv16_w.pdf">ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/riv16_w.pdf</a> , accessed October 16, 2020.)
DOC-B	California Department of Conservation, <i>San Bernardino County Important Farmland 2016, Sheet 2 of 2</i> . (Available at <a href="ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/sbd16_so.pdf">ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/sbd16_so.pdf</a> , accessed October 16, 2020.)
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ECORP-A	Ecorp Consulting, Inc., <i>Historical Resources Evaluation Report for County Line Road and Calimesa Boulevard intersection Improvements Project</i> , April 2018. (Appendix C.)
ECORP-B	Ecorp Consulting, Inc., <i>Archaeological Survey Report for County Line Road and Calimesa Boulevard intersection Improvements Project</i> , April 2018. (Appendix D.)
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FHWA	Federal Highway Administration, <i>Highway Traffic Noise: Analysis and Abatement Guidance</i> , 2011. (Available at <a href="https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf">https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf</a> , accessed October 8, 2020)
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