Initial Study and Mitigated Negative Declaration

Starling Heights Specific Plan
TTM 20372

Lead Agency:
City of Yucaipa
34272 Yucaipa Boulevard
Yucaipa, CA 92399

Prepared By:
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April 2024

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CHAPTER ONE – INTRODUCTION

1.1 Purpose and Authority

This Initial Study/Mitigated Negative Declaration ("IS/MND") has been prepared in accordance with the California Environmental Quality Act (California Public Resources Code §§ 21000 *et seq.*) ("CEQA") to evaluate the potential environmental impacts associated with the implementation of the proposed Starling Heights Specific Plan TTM 20372 ("Project") located at the northeast corner of 12th Street and Avenue E in the City of Yucaipa, California. This document is prepared in conformance with CEQA and the CEQA guidelines (California Code of Regulations, Title 14, § 15000 *et seq.*). This IS/MND is intended to serve as an informational document for the public agency decision makers and the public regarding the Project.

1.2 Documents Incorporated by Reference

As permitted by Section 15150 of the CEQA Guidelines, this IS/MND references several technical studies and analyses. Information from the documents incorporated by reference is briefly summarized in the appropriate section(s). The relationship between the incorporated part of the referenced document and the IS/MND has also been described. The documents and other sources used in the preparation of this IS/MND include, but are not limited to:

- City of Yucaipa General Plan (adopted April 2016)
- City of Yucaipa General Plan Environmental Impact Report (April 2016)
- Initial Study City of Yucaipa General Plan Update, PlaceWorks, (October 2014)
- Yucaipa Municipal Code (current through Ord. 434)
- San Bernardino County Countywide Plan (September 2022)
- San Bernardino County Policy Maps (GIS-NET)
- South Coast Air Quality Management District (SCAQMD)
- 2022 Air Quality Management Plan (AQMP) (adopted December 2, 2022)

1.3 Documents Prepared for the Project

As part of the CEQA review process, the lead agency determined that the following stand-alone technical studies be prepared for the Project, and they are appended to the IS/MND as follows:

- Air Quality Impact Analysis (Appendix A)
- Biological Resources Assessment (Appendix B)
- Cultural Resources Assessment (Appendix C)
- Extended Phase I Evaluation (Appendix D)
- Geotechnical and Infiltration Evaluation Report (Appendix E)
- Greenhouse Gas Assessment (Appendix F)
- Preliminary Hydrology Study (Appendix G)
- Water Quality Management Plan (Appendix H)
- Noise Assessment (Appendix I)
- Traffic Impact Analysis (Appendix J)
- VMT Analysis (Appendix K)

CHAPTER TWO – ENVIRONMENTAL CHECKLIST

2.1 Project Summary

1. **Project Title**:

   Starling Heights Specific Plan – TTM 20372

2. **Lead Agency Name and Address**:

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

3. **Contact Person and Phone Number**:

   Benjamin Matlock, Deputy Director of Community Development/City Planner
   (909) 797-2489 ext. 261

4. **Project Location**:

   North of Avenue E and east of 12th Street at the northeast corner of Avenue E and 12th Street. Specifically, within Section 3, township 2 South, Range 2 West, as depicted on the Yucaipa, California USGS 7.5-minute quadrangle.

5. **Project Applicant's Name and Address**:

   Yucaipa Village Partners
   4350 Von Karman Avenue
   Newport Beach, CA 92660

6. **General Plan/Zoning Designation**:

   Existing: RS-20M (Single Residential, 20,000 square foot minimum)
   Proposed: RS (Single Residential) – Specific Plan GP Land Use Modification Overlay

7. **Project Description**:

   Rockwell Land Company ("Applicant") proposes a Tentative Tract Map (TTM No. 20372) to subdivide 14.78 acres into a 128-unit, single-family residential development in the City of Yucaipa ("City") (*See Figure 2-1: Regional Vicinity*). The Project site consists of four (4) existing parcels: Accessor's Parcel Numbers (APNs) 0318-021-18, -19, -58, and 0301-113-44 (*See Figure 2-2: Project Boundary*). The Project site is vacant on two (2) parcels (APNs) 0318-021-18 and -19 and contains a single-family residence with horse corrals on two (2) parcels (APNs 0318-021-58 and 0301-113-44).

   The General Plan land use designation for the Project site is RS-20M (Single Residential, 20,000 square foot minimum) (*See Figure 2-3: Existing General Plan Land Use and Zoning*). The Project site is located within the southwestern portion of the City and is surrounded by single-family residential uses and vacant land to the north, Dunlap

Elementary School to the west, single-family residential uses to the south, and Oak Glen Creek to the east with single-family residential uses further east. The Project site is bounded by Avenue E to the south, 12th Street to the west, and Oak Glen Creek to the east.

The Project consists of the following applications:

- General Plan Amendment (GPA) to change Figure CDL-3, Land Use Modification Overlay Districts of the General Plan to include Starling Heights Specific Plan, and to change the General Plan Land Use Designation from RS-20M (Single Residential, 20,000 square foot minimum) to RS (Single Residential) and adding the Specific Plan to the General Plan Land Use Modification Overlay (General Plan Figure CDL-3). *Figure 2-4: Proposed Land Use Plan* depicts the proposed Land Use Designation for the Project site.

- Specific Plan Amendment (SPA) to adopt the Starling Heights Specific Plan and associated standards and regulations for the planning area.

- Tentative Tract Map (TTM) No. 20372 to subdivide the 14.78-acre site, currently consisting of four (4) parcels, into 128 single family residential units with community features and detention basins that will serve the Project. *Figure 2-5: TTM 20372* depicts TTM No. 20372.

The Applicant proposes to construct 128 two-story single-family residences with attached 2-car garages, private backyards, community open space, an active community park and game park, two (2) detention basins for stormwater runoff, paved private roads, and on-street guest parking. The Project consists of two (2) floor plans with four (4) bedrooms and one (1) floor plan with three (3) bedrooms. As part of the Project, all existing on-site structures are proposed to be demolished. Project construction is anticipated to commence in September 2024. Access to the Project site is provided via a 24-foot-wide driveway on Avenue E, and a 24-foot-wide driveway on 12th Street. Circulation throughout the residential development is provided via a two-lane, 24-foot-wide private road. Elongated driveways, 24-foot-wide, extend from the private road to provide direct access to individual residences. The Project also includes a community recreation center located within the central portion of the development, an open space area to serve as a game park located in the northeast corner of the development, and an active-community park located in the southeast corner of the development.

8. Surrounding Land Uses and Setting:

North: To the north of the Project Site are single-family residential uses designated as RS-20M.

South: To the south of the Project Site are single-family residences designated RS-20M and southeast is vacant land designated as Park, planned for the future Dunlap Park.

East: To the east of the Project Site is Oak Glen Creek designated Floodway (FW) and further east are single-family residences designated as RS-10M.

West: To the west of the Project Site is Dunlap Elementary School which is designated as Institutional and further west are single-family residences designated as RS-20M.

9. Other Public Agencies Whose Approval is Required:

- Regional Water Quality Control Board (NPDES Permit; construction run-off permits, Storm Drain MS4 Permit)
- Development Agreement with the Yucaipa Valley Water District

10. California Native American Tribes:

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, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

The City, Lead Agency, commenced the AB 52 process by transmitting letters of notification to the California Native American tribes traditionally and culturally affiliated with the Project area on February 8, 2023. The Lead Agency received one response from the Yuhaaviatam San Manuel Nation (YSMN) on March 6, 2023. During the consultation process, YSMN requested an Extended Phase 1 Survey (XPI) of the Project site be performed due to the Project site's proximity to a prehistoric archaeological site. Field excavations for the XPI occurred over a two-day period from January 10-11, 2024 with a YSMN representative present. No tribal cultural resources were identified during the XPI, and the site was determined to have a low sensitivity for buried prehistoric and historic era cultural resources. The results of the XPI are incorporated in Section V. Cultural Resources and Section XVIII. Tribal Cultural Resources of this Initial Study/Mitigated Negative Declaration (IS/MND). The City therefore complied with the requirements of AB 52.

CASC Engineering and Consulting

N

0 5 10 20

Miles

Figure 2-1 Regional Vicinity

TTM No. 20372

Starling Heights Specific Plan
Yucaipa, CA

California State Parks, Esri, TomTom, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS, USFWS, Esri, CGIAR, USGS, Esri, USGS, Loma Linda University, City of Redlands, County of Riverside, California State Parks, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS

APNs: 0318-021-18, -19, & -58; 0301-113-44

CASC Engineering and Consulting

N

0 160 320 640

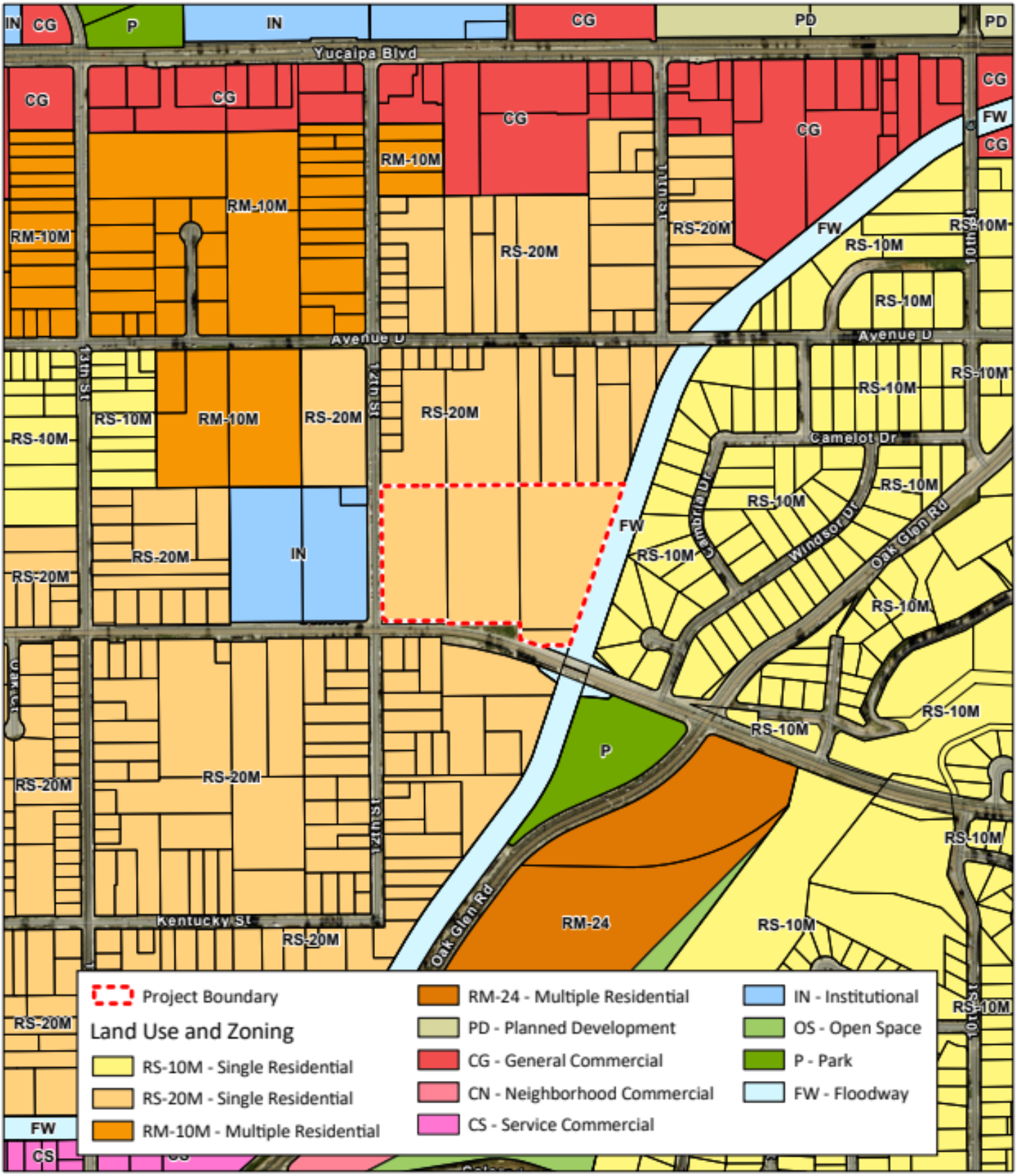
US Feet

Figure 2-2 Project Boundary

TTM No. 20372

Starling Heights Specific Plan
Yucaipa, CA

APNs: 0318-021-18, -19, & -58; 0301-113-44



CASC Engineering and Consulting

Figure 2-3 Existing General Plan Land Use & Zoning

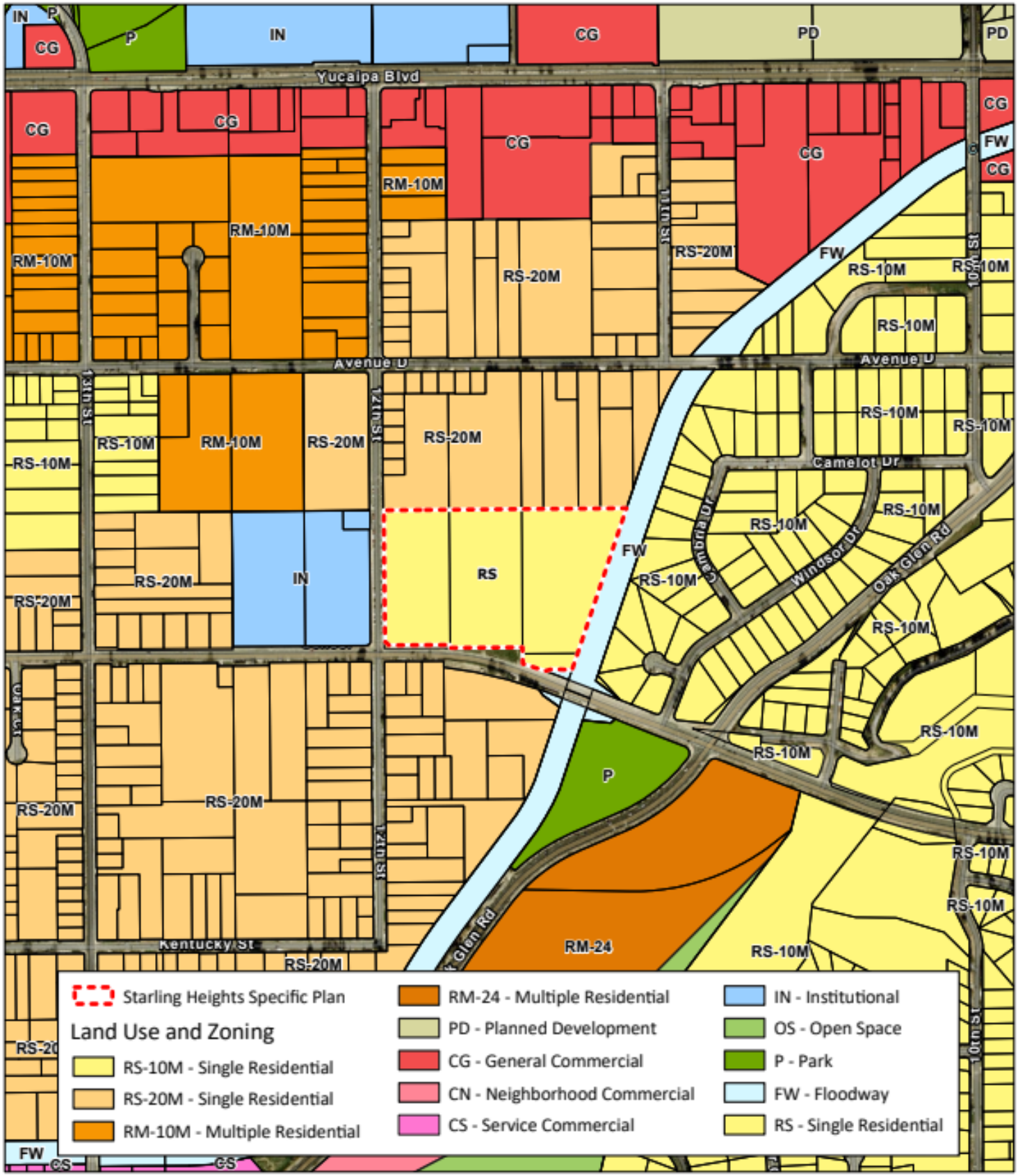
TTM No. 20372

Starling Heights Specific Plan
Yucaipa, CA

N

0 250 500 1,000
US Feet

APNs: 0318-021-18, -19, & -58; 0301-113-44



CASC Engineering and Consulting

N

0 250 500 1,000

US Feet

Figure 2-4 Proposed Land Use Plan

TTM No. 20372

Starling Heights Specific Plan

Yucaipa, CA

APNs: 0318-021-18, -19, & -58; 0301-113-44

Figure 2-5: TTM 20372

2.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" or "Less Than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

2.3 Determination

On the basis of this initial evaluation:

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

☒ I find that although the proposed project 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 has been prepared.

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially 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 adequately analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Benjamin Matlock
Deputy Director of Community Development

Date

2.4 Evaluation of Environmental Impacts

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the Project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the Project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a) **Earlier Analysis Used.** Identify and state where they are available for review.

    b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the Project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference

to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

    a) the significance criteria or threshold, if any, used to evaluate each question; and

    b) the mitigation measure identified, if any, to reduce the impact to less than significant.

CHAPTER THREE – ENVIRONMENTAL IMPACT DISCUSSION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics – Except as provided in Public Resources Code Section 21099, would the project:				
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) 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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan (adopted April 11, 2016)
- City of Yucaipa General Plan Environmental Impact Report, PlaceWorks (April 2016)
  - Section 5.1 – Aesthetics
- Yucaipa Municipal Code (current through Ord. 434)
- California Department of Transportation. List of Eligible and Officially Designated State Scenic Highways, 2019
- Submitted Project Materials

Findings of Fact: The Project site is located in an urban, built-up environment within the southwest portion of the City, in the County of San Bernardino. The Project site has a land use designation and zoning designation of RS-20M (Single Residential, 20,000 square foot minimum). The Project proposes a general plan amendment to change the land use designation of the site to RS (Single Residential) while adding the Specific Plan to the General Plan Land Use Modification Overlay, and a specific plan amendment to adopt the Starling Heights Specific Plan. The Project site is predominately undeveloped with one (1) single-family residence and associated horse corrals located at the southeast corner of the Project site. Uses surrounding the Project site include single-family residences to the north, south, and east, the Wilson Creek Floodway to the east, and Dunlap Elementary School west of 12th Street. The nearest State-designated scenic highway is a portion of State Route 38 (SR-38) located approximately 6.79 miles northeast of the Project site.

The Applicant proposes to demolish the existing structures onsite and to construct 128 two-story residences. The proposed housing development will create new sources of lighting that will be consistent in scale and character with the surrounding uses and developments. Lighting will be constructed in a manner that prohibits excessive glare and light spill by utilizing shields or hoods that direct the light in a downward manner away from adjoining properties. These additional light sources are not anticipated to be substantial enough to adversely affect day or nighttime views in the area and would be consistent with the adjoining single family residential development surrounding the site. The Project will be conditioned during the entitlement process to ensure compliance with the City's standards related to lighting.

Discussion of Impacts

a) Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact: Scenic vistas within the City are provided by the Yucaipa Hills, the Crafton Hills, and Wildwood Canyon. The proposed Project site is not located in a scenic vista and is bounded by the Wilson Creek Floodway to the East and is surrounded by single-family residences and Dunlap Elementary School. The site is predominately undeveloped with one (1) single-family residence located in the southeastern portion of the site. The Applicant proposes to demolish the existing building and construct 128 two-story residences with attached 2-car garages, private backyards, community open space, an active community park and game park, two (2) detention basins for stormwater runoff, paved private roads, and on-street guest parking. Upon approval of a general plan amendment and specific plan amendment the Project would be consistent with the proposed land use designation of Single Residential (RS) and the Starling Heights Specific Plan. Furthermore, the Project is consistent in scale and character with the surrounding residential uses. Therefore, the Project would not have substantial adverse effects on a scenic vista and impacts would be less than significant.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact: The nearest State-designated scenic highway is a portion of SR-38 located approximately 6.79 miles northeast of the Project site. The City's General Plan identifies Oak Glen Road as a scenic corridor which is located 0.13 miles east of the Project site and as such will not be impacted by the proposed Project. Furthermore, views from Oak Glen Road towards the Project site are obstructed by existing single-family residences. The Project site is predominately undeveloped and consists of ruderal/disturbed vegetation. The proposed Project includes ornamental landscaping adjacent to the existing public streets and within the Project site. Due to the nature of the surrounding residential uses, the existing disturbed vegetation onsite, the proposed ornamental landscaping, and the distance between the Project site and a scenic highway, the proposed Project would have a less than significant impact on scenic resources.

c) In nonurbanized 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?

Less than Significant Impact: The proposed Project is located within an urbanized area with single-family residences located to the north, south and east, and Dunlap Elementary School immediately to the west. Visual impacts during construction would be temporary and would cease upon Project completion. Development of the proposed Project would not result in a substantial difference in the character or visual quality of the surrounding area. Furthermore, the Project will be conditioned upon approval to be consistent with Division 7 General Design Standards of the City's Municipal Code, the Citywide Design Guidelines, and the development standards listed in the Specific Plan. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality and impacts would be less than significant.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact: Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused by unshielded or misdirected lighting sources, as well as reflective surfaces. Temporary lighting may be used during construction of the Project; however, impacts would be temporary and insignificant. The long-term operation of the Project would result in new sources of light at the Project site as a result of street lighting, exterior and interior lighting of residences, and security lighting. The Project is required to comply with the City's Development Code which contains general design standards that ensure new developments will not have an impact on surrounding land uses due to light and glare. Therefore, lighting and glare impacts from the proposed Project would be less than significant and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agricultural Resources – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department 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 the information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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 nonagricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resource Code section 122220(g)), timberland (as defined by Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	☐	☐	☒	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan (adopted April 11, 2016)
- Yucaipa Municipal Code (current through Ord. 434)
- California Department of Conservation (CDC), California Important Farmland Finder (CIFF), 2016
- Submitted Project Materials

Findings of Fact: According to the City's General Plan Land Use Map, there are no land uses designated for agriculture, forest, or timberland within the vicinity of the Project site. The Project site is located within the southwest portion of the City which contains urbanized residential and commercial communities and is located north of Interstate 10 (I-10). The Project site has a land use designation of RS-20M (Single Residential, 20,000 square foot minimum), which permits residential development, and includes one (1) existing building and associated improvements. Finally, there is no active agriculture, forest, or timberland within the vicinity of the Project.

Discussion of Impacts

a) Would the project 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?

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resource Code section 122220(g)), timberland (as defined by Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?

a-e) **Less than Significant Impact:** The following analysis addresses environmental checklist questions a) through e) for Agriculture and Forestry Resources. The California Department of Conservation manages the Farmland Mapping and Monitoring Program (FMMP), which identifies and maps significant farmland. Farmland is classified using a system of five categories including Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance or Potential, and Grazing Land. The classification of farmland is determined by a soil survey conducted by the Natural Resources Conservation Service (NRCS) which analyzes the suitability of soils for agricultural production. Based on the Important Farmland Finder, an interactive GIS application, the Project site is identified as "Grazing Land" meaning the site has existing vegetation that is suitable for grazing. The Project site currently consists of ruderal/disturbed vegetation and is not designated for agriculture uses. The Project site is not subject to a Williamson Act contract, nor would the Project conflict with zoning for agriculture uses, forest land area, or timberland production as the site would remain designated for single family development. Finally, the Project site is fully disturbed and contains one (1) existing building and associated improvements in the southeast corner of the site. Based on the preceding, the Project would not result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use and a less than significant impact to agricultural or forestry resources would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality – 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:				
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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan (adopted April 11, 2016)
- Yucaipa Municipal Code (current through Ord. 434)
- South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). adopted December 2, 2022.
- Rockwell Technical Studies Air Quality Impact Analysis. Urban Crossroads, Inc. September 8, 2023. (Appendix A)

Regulatory Setting: The Project site is located in the South Coast Air Basin (SCAB) within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. The SCAB is a 6,745-square mile subregion of the SCAQMD, which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County.

Criteria Pollutants

Both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called “criteria” pollutants because the health and other effects of each pollutant are described in

criteria documents. The six criteria pollutants are ozone (O3) (precursor emissions include NOX) and reactive organic gases (ROG), CO, particulate matter (PM), nitrogen dioxide (NO2), sulfur dioxide (SO2), and lead (Pb). Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas.

Regional Air Quality

The SCAQMD has developed regional significance thresholds for criteria pollutants, as summarized in Table 3-1. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2023) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

Table 3-1 Maximum Daily Regional Emissions Thresholds

Pollutant	Construction	Operation
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day

*lbs/day – Pounds Per Day

Local Air Quality

Localized Significant Thresholds (LSTs) apply to CO, NO2, PM10, and PM2.5. The SCAQMD produced look-up tables for projects less than or equal to five acres in size. The SCAQMD's screening look-up tables are utilized in determining localized impacts. It should be noted that since the look-up tables identify thresholds at only one, two, and five acres, linear regression has been utilized to determine localized significance thresholds. Consistent with SCAQMD guidance, the thresholds presented in Table 3-2 were calculated by interpolating the threshold values for the Project's disturbed acreage.

The acres disturbed is based on the equipment list and days identified in the demolition phase, site preparation phase, and grading phase based on the anticipated maximum number of acres a given piece of equipment can pass over in an eight-hour workday. For analytical purposes, emissions associated with peak site preparation and grading activities are considered for purposes of Localized Significance Thresholds (LSTs) since this phase represents the maximum localized emissions that would occur. The Project's construction activities could disturb a maximum of approximately 1.0 acre per day during the demolition phase, 3.5 acres per day for the site preparation phase, and 4.0 acres per day for grading activities. Any other phases of development would result in lesser emissions and consequently lesser impacts than what is disclosed herein. According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse

buildings). The proposed Project does not include such uses, and thus, due to the lack of significant stationary source emissions, no long-term localized significance threshold analysis is needed. As such, Table 3-2 presents thresholds for localized construction emissions (Appendix A).

Table 3-2 Maximum Daily Localized Emissions Thresholds

Source	Activity	Emissions (lbs/day)			
		NO_X	CO	PM_{10}	PM_{10}
Construction	Demolition	118	775	4	4
	Site Preparation	220	1,625	11	7
	Grading	237	1,775	12	8

Toxic Air Contaminants (TAC)

In 1984, because of public concern for exposure to airborne carcinogens, CARB adopted regulations to reduce the amount of TAC emissions resulting from mobile and area sources, such as cars, trucks, stationary products, and consumer products. The seven TACs studied include those that are derived from mobile sources: diesel particulate matter (DPM), benzene (C6H6), and 1,3-butadiene (C4H6); those that are derived from stationary sources: perchloroethylene (C2Cl4) and hexavalent chromium (Cr(VI)); and those derived from photochemical reactions of emitted VOCs: formaldehyde (CH2O) and acetaldehyde (C2H4O).

Sensitive Receptors

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups include children, the elderly, and individuals with pre-existing respiratory or cardiovascular illnesses. Structures that house these persons or places where they gather are defined as “sensitive receptors” as those groups are more likely to remain within the sensitive receptor for an extended period of time given limited mobility. These structures typically include uses such as residences, hotels, and hospitals where an individual can remain for 24 hours. Consistent with the LST Methodology, the nearest land use where an individual could remain for 24 hours to the Project site has been used to determine construction and operational air quality impacts for emissions of PM10 and PM2.5, since PM10 and PM2.5 thresholds are based on a 24-hour averaging time.

Findings of Fact: Upon approval of a general plan amendment and specific plan amendment, the proposed Project will be consistent with the City’s General Plan, which provides consistency with the SCAQMD AQMP. The SCAQMD determines future air quality forecasts for the AQMP based on growth projections provided to the Southern California Association of Governments (SCAG) by cities located within the SCAQMD. City growth forecasts provided to the SCAG are based off of a localities adopted general plan build out.

An Air Quality Impact Analysis was prepared by Urban Crossroads on September 8, 2023 (Appendix A) to evaluate the Project. The California Emissions Estimator Model (CalEEMod) v2022.1.1.12 was used to calculate construction-source and operational-source criteria pollutants (VOCs, NOX, SOX, CO, PM10, and PM2.5) from direct and indirect sources.

Discussion of Impacts

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

Less than Significant Impact: The Project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD is principally responsible for air pollution control and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards. Currently, these state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

In December 2022, the SCAQMD released the Final 2022 Air Quality Management Plan (AQMP) that establishes thresholds for criteria pollutants; projects that exceed any of the indicated daily thresholds should be considered as having an individually and cumulatively significant air quality impact and are not in compliance with the AQMP. The primary purpose of the air quality plan is to bring an area that does not attain federal and state air quality standards into compliance with those standards pursuant to the requirements of the Clean Air Act and California Clean Air Act. A proposed project should be considered consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

2) Whether the project will exceed the assumptions in the AQMP, or increments based on the years of project buildout phase.

Criterion 1 - Increase in the Frequency or Severity of Violations?

The violations that Consistency Criterion No. 1 refers to are the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded. As evaluated in the Air Quality Impact Analysis (Appendix A), the Project's regional and localized construction and operational-source emissions would not exceed applicable regional significance thresholds. As such, a less than significant impact is expected.

Criterion 2 - Exceed Assumptions in the AQMP?

The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. The SCAQMD determines future air quality forecasts for the AQMP based on growth projections provided to the Southern California Association of Governments (SCAG) by cities located within the SCAQMD. City growth forecasts provided to the SCAG are based off a localities adopted general plan build out. Development consistent with the growth projections in the City of Yucaipa General Plan is considered to be consistent with the AQMP.

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance to the entire site occurring during construction activities. Given that no emissions thresholds will be exceeded, a less than significant impact would result.

The City's General Plan designates the Project site as RS-20M (Single Residential 20,000 square foot minimum). The Project proposes a general plan amendment, which would change the land use designation from RS-20M to RS (Single Residential) and a specific plan amendment to change the Land Use Modification Overlay of the General Plan to include the Starling Heights Specific Plan. The RS designation provides areas for single-family homes, as well as accessory uses that complement the neighborhoods. The Specific Plan would allow for a maximum density of 8.7 dwelling units per acre (du/ac).

Additionally, the Project proposes TTM No. 20372 to subdivide the 14.78-acre site, into 128 single family residential units with associated community features and detention basins that will serve the Project. The proposed residential units will have private yard space with community landscaping, and the Project would include additional onsite amenities for the new homes. The proposed Project is not consistent with the site's existing land use designation and therefore requires a general plan amendment to adopt the Starling Heights Specific Plan which would allow the proposed residential subdivision development and related features. Although this finding is inconsistent with the current designation, the Project on an individual basis does not have an impact and as such, the proposed Project would not conflict with the goals and objectives of the AQMP. Furthermore, the Project, as evaluated herein would not exceed the regional or localized air quality significance thresholds. On the basis of the preceding discussion, the Project is determined to be consistent with the second criterion and a less than significant impact would occur.

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?

Less than Significant Impact: The CAAQS designate the Project site as nonattainment for O3, PM10, and PM2.5 while the NAAQS designate the Project site as nonattainment for O3 and PM2.5. The SCAQMD states that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and therefore, would not be considered to have a significant, adverse air quality impact.

Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. The following analysis is based on the Air Quality Impact Analysis prepared by Urban Crossroads (Appendix A).

Construction Related Impacts

The Project involves construction activities associated with demolition, site preparation, building construction, architectural coating, paving, and grading. Construction activities associated with the Project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Construction is scheduled to occur from January 2024 to December 2025. The construction schedule analyzed in the Air Quality Assessment, dated September 8, 2023, represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent (Appendix A). Table 3-3 presents the results of the Project's regional construction impact assessment, and Table 3-4 presents the results of the Project's localized construction impact assessment.

Table 3-3 Overall Regional Construction Emissions Summary

Source	Emissions (pounds/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2024	3.66	36.80	33.22	0.07	4.94	2.54
2025	1.44	11.92	17.95	0.03	1.17	0.60
Winter						
2024	3.73	36.92	34.05	0.07	7.49	4.21
2025	67.73	20.70	29.99	0.04	1.88	1.03
Maximum Daily Emissions	**64.73**	**36.92**	**34.05**	**0.07**	**7.49**	**4.21**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Table 3-4 Project Localized Construction Impacts

On-Site Emissions	Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Demolition				
Maximum Daily Emissions	**24.89**	**21.74**	**1.14**	**0.99**
SCAQMD Localized Threshold	118	775	4	4
Threshold Exceeded?	**No**	**No**	**No**	**No**
Site Preparation				
Maximum Daily Emissions	**35.95**	**32.93**	**7.26**	**4.16**

SCAQMD Localized Threshold	220	1,625	11	7
Threshold Exceeded?	**No**	**No**	**No**	**No**
Grading				
Maximum Daily Emissions	**34.29**	**30.17**	**4.12**	**2.31**
SCAQMD Localized Threshold	237	1,775	12	8
Threshold Exceeded?	**No**	**No**	**No**	**No**

The Project-specific evaluation of emissions presented in Tables 3-3 and 3-4 demonstrates that proposed Project construction-source air pollutant emissions would not result in exceedances of regional or local thresholds. Therefore, proposed Project construction-source emissions would be considered less than significant on a project-specific and cumulative basis.

Operation Related Impacts

Long-term air quality impacts generally involve mobile source emissions generated from project-related traffic and stationary source emissions. Operational emissions would be expected from the following primary sources—mobile source emissions, area source emissions, energy source emissions, and on-site equipment emissions. The estimated emissions generated by Project operations are shown in Table 3-5, which presents the results of the Project's regional operation impact assessment. The Project would not exceed the thresholds of significance established by the SCAQMD for emissions of any criteria pollutant. Therefore, operational emissions would be less than significant.

Table 3-5 Total Project Regional Operational Emissions

Source	Emissions (pounds/day)					
	VOC	NO_X	CO	SOx	PM10	PM2.5
Summer						
Mobile Source	4.88	4.39	41.32	0.10	3.34	0.65
Area Source	7.26	1.98	8.06	0.01	0.16	0.16
Energy Source	0.06	1.01	0.43	0.01	0.08	0.08
Total Max Daily Emissions	**12.20**	**7.39**	**49.81**	**0.12**	**3.58**	**0.89**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Winter						
Mobile Source	4.52	4.72	34.71	0.09	3.34	0.65
Area Source	6.61	1.91	0.81	0.01	0.15	0.15
Energy Source	0.06	1.01	0.43	0.01	0.08	0.08
Total Max Daily Emissions	**11.18**	**7.64**	**35.96**	**0.11**	**3.57**	**0.88**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed Project operational-source air pollutant emissions would not result in exceedances of regional or local thresholds. The Project would not 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. Therefore, the proposed Project operational-source emissions would be considered less than significant on a project-specific and cumulative basis.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact: Sensitive receptors in the Project study area are listed below. All distances were measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site.

- An existing residence located at 12383 12th Street, located approximately 72 feet north of the Project site.
- An existing residence located at 12376 Cambria Drive, located approximately 206 feet east of the Project site.
- An existing residence located at 32939 Avenue E, located approximately 85 feet south of the Project site.
- Dunlap Elementary School located at 32870 Avenue E, located approximately 77 feet west of the Project site.

As explained in Section III (b) above, construction emissions would not exceed the applicable SCAQMD Localized Significant Thresholds (LSTs) for any criteria pollutant. Sensitive receptors in the vicinity of the Project site would not be exposed to substantial pollutant concentrations in violation of SCAQMD LSTs during construction or operation of the proposed Project. As the proposed Project will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard identified by SCAQMD at the nearest residence or sensitive receptor, impacts would be less than significant.

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

Less than Significant Impact: The Project will not involve land uses that are typically associated with odor complaints such as agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be

stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The Project would also be required to comply with SCAQMD Rule 402 (Nuisance) to prevent occurrences of public nuisances. Therefore, odors associated with the Project construction and operations would be less than significant and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources: Would the project:				
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?	☐	☐	☐	☒

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan (adopted April 11, 2016)
- Yucaipa Municipal Code (current through Ord. 434)

- Starling Heights Specific Plan Amendment and Tentative Tract Map 20372 Biological Resource Assessment Report, Casc Engineering and Consulting, July 2023. (Appendix B)
- U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) Wetlands Mapper.

Findings of Fact: The Project site consists of four (4) existing parcels: APN's (0318-021-18,19,58) and (0301-113-44). The Project site is currently vacant on two (2) parcels APN's (0318-021-18,19) and contains a single-family resident with horse corrals on the other two (2) parcels APN's (0318-021-58) and (0301-113-44). The Project site is located on 14.78 acres in the City and is designated as RS-20M on the City's General Plan Land Use Map. The Project proposes a TTM No. 20372 to subdivide the 14.78-acre Project site into 128 two-story residences with attached 2-car garages, private backyards, community open space, an active community park and game park, two (2) detention basins for stormwater runoff, paved private roads, and on-street guest parking. As part of the Project, all existing on-site structures are proposed to be demolished. The Project site is located within the southwestern portion of the City and is surrounded by single-family residential uses and vacant land to the north, Dunlap Elementary School to the west, single-family residential uses to the south, and Oak Glen Creek to the east with single-family residential uses further east. The Project site is bounded by Avenue E to the south, Avenue D to the north, 12th Street to the west, and Oak Glen Creek to the east. CASC conducted a literature review and a field survey of the Project site plus a 500-foot buffer around the Project boundary (Survey Area) on April 4, 2023, to identify the potential for special status plant and wildlife species to occur within the Project site.

Vegetation

Based on the results of the literature review and the Biological Resource Assessment survey conducted on April 4, 2023, two (2) special-status vegetation types were identified as having potential to occur within the region of the Survey Area: Southern Riparian Forest and Southern Willow Scrub. Neither of these special-status vegetation associations were recorded on the Project Site at the time of the survey. Two (2) special-status plant species were identified as having potential to occur within the region of the Survey Area: Plummer's mariposa-lily (*Calochortus plummerae*) and slenderhorned spineflower (*Dodecahema leptoceras)*. Neither of these special-status plant species were observed at the time of the field survey. However, based on the results of the field survey, the disturbed conditions of the Project Site, review of specific habitat preferences, soil composition, occurrence records, known distributions, and elevation ranges, it was determined that these species are not expected to occur within the Survey Area.

The vegetation community onsite is classified as Ruderal/Disturbed. Native plant species observed on the Project site during the general biological assessment survey include western ragweed (*Ambrosia psilostachya),* telegraph weed (*Heterotheca grandifola),* California scalebroom (*Lepidospartum squamatum),* and Menzies fiddleneck (*Amsinckia menziesii).* Non-native plant species observed on the Project site during the general biological assessment survey include London rocket (*Sisymbrium irio),* Russian thistle (*Salsola tragus),* spotted rattlesnake spurge (*Chamaesyce maculate),* red-stemmed filaree (*Erodium cicutarium),* cheeseweed (*Malva parviflora), foxtail (Hordeum murinum),* and wild oat *(Avena fatua).*

Wildlife

Eight (8) special-status wildlife species have the potential to occur within the region of the Survey Area. The following special-status wildlife species are not expected to occur within the Survey Area due to lack of suitable habitat and resources required to support each species: Southern California legless lizard (*Anniella stebbinsi*), Crotch bumblebee (*Bombus crotchii*) (Candidate Endangered), lesser long-nosed bat (*Leptonycteris yerbabuenae*) (locally significant within its elevational range), western yellow bat (*Lasiurus xanthinus*) (locally significant within its elevational range), northwestern San Diego pocket mouse (*Chaetodipus fallax fallax),* Southern California rufous crowned sparrow *(Aimophila ruficeps canescens) (CDFW Watch List),* Swainson's hawk *(Buteo swainsoni) (foraging only),* and Orange throated whiptail *(Aspidoscelis hyperythra).* However, based on the results of the field survey, the disturbed conditions of the Project site, review of specific habitat preferences, soil composition, occurrence records, known distributions, and elevation ranges, it was determined that these species are not expected to occur within the Survey Area. Project development is not likely to adversely affect local or regional populations of these species.

Western burrowing owl *(Athene cunicularia)* is considered locally significant within the County of San Bernardino; however, this species did not appear on the literature search nor are there any known local observations of this species. During the site assessment CASC's biologist took this species into consideration and performed a search for potential burrows. There were no burrows of appropriate size or shape on the Project site that would support western burrowing owls. It was determined that this species is not expected to occur within the Survey Area due to lack of suitable nesting habitat.

Four (4) bird species were detected within the survey area: house finch (*Haemorhous mexicanus*), American crow (*Corvus brachyrhynchos*), mourning dove (*Zenaida macroura*), and Anna's hummingbird (*Calypte anna).* One (1) mammal species was detected during the survey, Audubon's cottontail (*Sylvilagus audubonii),* and one (1) reptile, the Western side-blotched lizard (*Uta stansburiana elegans).* All wildlife species recorded are common to disturbed/ruderal areas and within the Project region. No active bird nests were observed within the survey area during the general biological resources assessment survey. Nesting opportunities for birds on the Project Site are limited due to the recent discing, and extremely sparse and low growing vegetation present with the exception of two large ornamental trees located near the single-family residence located in the southeast portion of the site. There is low likelihood for common ground nesting species to nest on site such as mourning dove, killdeer *(Charadrius vociferus),* and horned lark (*Eremophila alpestris*).

Discussion of Impacts

a) Would the project 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?

Less than Significant Impact: The proposed Project site is designated as RS-20M with a vegetation community classified as ruderal/disturbed. No special-status plant or wildlife species were detected within the Survey Area during the Biological Assessment Survey, dated July 2023. Based on the results of the field survey, the disturbed conditions of the Project Site, review of specific habitat preferences, soil composition, occurrence records, known distributions, and elevation ranges, it was determined that no 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 are expected to occur on the Project site. Impacts are expected to be less than significant.

b) Would the project 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?

Less Than Significant Impact: The proposed Project is located in an area designated as RS-20M that is largely undeveloped with one (1) single-family residence with horse corrals located in the southeast portion of the site. Oak Glen Creek is located adjacent to the Project's eastern boundary. According to the USFWS NWI Wetlands Mapper GIS application, Oak Glen Creek is classified as an R4SBC riverine streambed. This classification is utilized to identify characteristics of the channel, such as the fact that the channel has flowing water only part of the year. When water is not flowing in the channel, it may remain in isolated pools or surface water may be altogether absent. When surface water is present it will typically be for brief periods during the growing season as the water table usually lies well below the ground surface for most of the season (USFWS). The nearest riparian habitat is located approximately 0.75 miles south of the Project site. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors. Based on the general biological assessment survey there are no sensitive natural communities that exist on the Project site. Therefore, it is not anticipated that the Project will have an adverse effect on the water bodies in the vicinity and impacts are expected to be less than significant.

c) Would the project 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?

Less than Significant Impact: No wetlands exist on the Project site. Oak Glen Creek, an improved drainage channel, is the nearest wetland and is located adjacent to the Projects eastern boundary. Project implementation is not anticipated to cause a significant adverse effect to the channel. There will be no direct removal, filling, hydrological interruption, or other means of adverse effect as this wetland is located outside of the Project site. Impacts are expected to be less than significant.

d) Would the project 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?

Less than Significant Impact with Mitigation Incorporated: Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of wildlife habitat. Corridors effectively act as links between different populations of a species. The proposed Project is located in an area designated as RS-20M and is not considered a wildlife corridor. Limited suitable ground nesting bird habitat is present throughout the Project site and there is potential for birds to

nest within the ornamental trees located in the southeast portion of the Project site. Pursuant to the Migratory Bird Treaty Act (MBTA) (16 U.S. Government Code [USC] 703) of 1918, as amended in 1972, federal law prohibits the taking of migratory birds or their nests or eggs (16 USC 703; 50 CFR 10, 21). Therefore, the Project will implement pre-construction nesting bird surveys through Mitigation Measure **BIO-1** (as set forth below) to reduce potential impacts to any nesting birds to a less than significant level. Implementation of the proposed Project with Mitigation Measure **BIO-1** would not interfere with the movement of any migratory fish or wildlife species. Additionally, the Project site is not an established wildlife corridor or designated nursery site according to the California Department of Fish and Wildlife (CDFW), and the U.S. Fish and Wildlife Service (USFW). A less than significant impact would occur with mitigation incorporated.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact:
The Project site does not feature any Coastal Live Oak Trees, which are protected by the City of Yucaipa pursuant to Chapter 5 of Division 9 of the Yucaipa Development Code. Therefore, there would be no impacts to this resource.

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

No Impact: The City is not a part of any Habitat Conservation Plan or Natural Community Conservation Plan. Thus, the Project Site does not overlap with any Habitat Conservation Plans, Natural Community Conservation Plans, or other approved plan. The project would not impede any Habitat Conservation Plans and no impact would occur.

Mitigation Measures

IV. Biological Resources

(d) BIO-1 Preconstruction Nesting Bird Survey
If construction occurs during the nesting bird season (February 1st through August 31st), a one-day Preconstruction Nesting Bird Survey shall be conducted by a qualified biologist to determine the presence/absence of ground nesting birds. The location, and status of any active nests on or directly adjacent (within 100 feet) to the Project Site will be determined by this survey. If active nest(s) are located, the extent of the survey buffer area surrounding the nest should be established by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. To avoid the destruction of active nests and to protect the reproductive success of birds protected by the MBTA and the CFGC, the nesting bird survey shall occur no earlier than seven (7) days prior to the commencement of construction. In the event active nests are discovered, a suitable buffer (distance to be determined by the biologist) shall be established around such active nests, and no construction within the buffer allowed, until the biologist has determined that the nest(s) is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources – Would the project:				
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 §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those outside of formal cemeteries?	☐	☒	☐	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan (adopted April 11, 2016)
- City of Yucaipa Municipal Code (current through Ord. 434)
- Cultural Resources Assessment for the Rockwell TTM 20372 Project, City of Yucaipa, County of San Bernardino, California (C-0478), Duke Cultural Resources Management, LLC (DUKE CRM), July 21, 2023. (Appendix C)
- Extended Phase I Survey Rockwell TTM 20372 Project, City of Yucaipa, County of San Bernardino, California, Duke Cultural Resources Management, LLC (DUKE CRM), February 2024. (Appendix D).

Findings of Fact: The City has a rich array of cultural resources dating back to the area's first inhabitants more than 10,000 years ago. Cultural resources consist of places, sites, structures, artifacts, and landscapes that are considered important for scientific, traditional, religious, or other reasons. Resources may be historical, paleontological, archaeological, architectural, or archival in nature.

Paleontological resources are the fossilized remains of organisms from prehistoric environments. There are two types of resources: vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are areas that show evidence of prehuman activity. Often they are simply small outcroppings visible on the surface or sites encountered during grading. While the sites are important indications, the geologic formations are the most important since they may contain important fossils.

The Potential Fossil Yield Classification (PFYC) system is a scale for determining the sensitivity of a particular rock formation for fossils. The PFYC system classifies rock units on a scale of 1 (extremely low) to 5 (very high likelihood of finding). The General Plan EIR shows Yucaipa's geologic units according to this scale. Based on this scale, Cultural and Paleontological Resources Sensitivity notes that areas within the community have moderate to patchy sensitivity for fossils. The Project Site is located in an area that is identified as a "Cultural Sensitivity Area".

Discussion of Impacts

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant in §15064.5 of the CEQA Guidelines?

Less than Significant Impact with Mitigation Incorporated: Section 15064.5 of the CEQA Guidelines defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered "historically significant" if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

ii) Is associated with the lives of persons important in our past.

iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

iv) Has yielded, or may be likely to yield, information important in prehistory or history.

Although there are no sites in the City listed on the state or federal registers of historic places, the City has a number of structures that are of local significance. On March 13, 2023, DUKE CRM conducted a records search at the South-Central Coastal Information Center (SCCIC). The SCCIC is part of the California Historical Resources Information System (CHRIS) and is located at California State University, Fullerton. The records search included a review of all recorded cultural resources and reports within a ½-mile radius of the Project site. No cultural resources have been recorded within the Project boundary and three (3) cultural resources have been recorded within a ½-mile radius of the Project site. One (1) of these resources is the village of *Yukaipa't*, a prehistoric habitation site located approximately 0.1-miles east of the Project. The other two (2) resources recorded within ½ mile of the Project are historic in age. One historic era resource is a single-family residence in the Colonial revival style located approximately 0.45-mile northwest of the Project site. The other historic era resource is a refuse dump consisting of refuse dating to the mid-1950s as well as modern industrial refuse located approximately 0.45-mile east of the Project site.

According to the City's General Plan, the Project Site is located within a "Cultural Sensitivity" Overlay District. Due to the disturbed conditions of the site, there is a low likelihood that the area would yield any information important in prehistory or history. However, due to the presence of the village of *Yukaipa't* located 0.1-mile east from the Project site, there is a higher than usual potential for buried cultural resources to buried under the Project site. An Extended Phase I (XPI) Survey was conducted by DUKE CRM to assess whether the village of *Yukaipa't* extends into the Project site or whether any other buried cultural resources were located within the Project area. The field work for the XPI occurred over a 2-day period (January 10-11, 2024) and consisted of digging nine (9) trenches located throughout the Project site. Six (6) of the nine (9) trenches were discovered as having a small amount of potentially historic-era cultural material including glass, ceramic, bone, and metal. DUKE found that one of these items was temporarily diagnostic and were determined to have been recovered from a disturbed context and therefore, the items do not constitute intact cultural deposits and are not considered historical resources according to CEQA. Furthermore, the XPI excavations revealed a high level of disturbance within the Project site to depths of up to

five (5) feet below the surface. Based on the Cultural Resources Analysis and XPI, the Project site does not contain a historical resource pursuant to CEQA Guidelines. However, in the event that historical resources are inadvertently unearthed during the excavation/grading phase of the Project, Mitigation Measure **CUL-1** will be implemented as specified in the XPI under the "Findings and Recommendations" heading on page 29 (Appendix D). Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 and a less than significant impact would occur with the implementation of mitigation.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?

Less than Significant Impact with Mitigation Incorporated: Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. Project development would involve ground disturbance on the site. Although the Project area has been extensively disturbed by plowing, the depth of previous disturbance within the Project site is not known, and the Project proposes ground disturbance of at least five (5) feet. Based on the Cultural Resources Analysis and XPI, the Project site does not contain a historical resource pursuant to CEQA Guidelines. However, in the event that historical resources are inadvertently unearthed during the excavation/grading phase of the Project, Mitigation Measure **CUL-1** will be implemented. Therefore, a less than significant impact would occur with mitigation incorporated.

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

Less than Significant Impact with Mitigation Incorporated: There are no known human remains on the Project Site. A review of historic aerial photos and maps at historicaerials.com was conducted and did not identify possible cemeteries in the area, and therefore a low likelihood exists that human remains could be uncovered during ground disturbing activities. However, there is a possibility that unidentified human remains could be discovered during Project construction. Consistent with State law, if at any time during grading human remains are found, the Project is to be conditioned to halt work and make contact with the San Bernardino County Coroner's Office. Additionally, Mitigation Measure **CUL-1** is identified to require notification to NAHC if the remains are determined to be prehistoric and further reduce cultural impacts to the disturbance of human remains, specifically Native American remains. With implementation of Mitigation Measure **CUL-1**, impacts would be less than significant.

Mitigation Measures

V. Cultural Resources

(a, b, c) CUL-1 Inadvertent Archaeological Finds

If intact and potentially significant subsurface deposits are encountered during ground disturbing activities, all activities in the immediate area of the finds shall be halted and an on-site inspection shall be performed by a qualified archaeologist, to assess the find, determine its significance under California Register of Historical Resources (CRHR) eligibility, and make recommendations for appropriate mitigation measures. To reduce impacts to historical resources to a level of less than significant, data recovery or other treatments of eligible deposits may be required.

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner shall notify the NAHC, which shall determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. In addition, according to the California Health and Safety Code, a cemetery is place where six or more human bodies are buried (Section 8100), and unauthorized disturbance of Native American cemeteries is a felony (Section 7052).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the project:				
a) Result in potentially significant environmental impacts 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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan (adopted April 11, 2016)
- Yucaipa Municipal Code (current through Ord. 434)
- California Energy Commission. Clean Energy and Pollution Reduction Act – SB 350. 2022.
- California Energy Commission. Joint Energy Report – SB 100. 2022.
- California Department of General Services. California Building Standards Code (Title 24, 2022).
- California Air Resources Board. Guide to Off-Road Vehicle & Equipment Regulations

Findings of Fact: The California Energy Conservation and Development Commission (California Energy Commission) adopted Title 24, Part 6, of the California Code of Regulations; Energy Conservation Standards for new residential and nonresidential buildings in June 1977 and standards are updated every three years. Title 24 ensures building designs conserve energy. The requirements allow for the opportunities to incorporate updates of new energy efficiency technologies and methods into new developments.

Energy resources that would be potentially impacted by the Project include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the Project, with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources is provided below.

Electricity is a man-made, consumptive utility resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves several system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring

reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Petroleum-based fuels currently account for a majority of California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined.

Discussion of Impacts

a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact: The proposed Project would impact energy resources during construction activities from the combustion of fossil fuels used for worker vehicles and construction equipment and temporary construction lighting. The Project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, as well as delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities);

2. Electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,

3. Energy used in the production of construction materials, such as gravel, steel, concrete, pipes, and manufactured or processed materials such as lumber.

Construction Related Impacts

Construction of the Project would result in fuel consumption from construction tools and equipment, vendor and haul truck trips, and vehicle trips generated from construction workers traveling to and from the site. Construction activities and corresponding fuel energy consumption would be temporary and localized. The use of diesel fuel and heavy-duty equipment would not be a typical condition of the Project. Also, there are no unusual Project characteristics that would cause construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the State.

Electricity and Natural Gas Usage

Southern California Edison (SCE) would provide temporary electric power for as necessary lighting and electronic equipment. The electricity used for such activities would be temporary

and would be substantially less than that required for Project operation and would have a negligible contribution to the Project's overall energy consumption. Natural gas is not anticipated to be required during construction of the Project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the "Petroleum Fuel Usage" subsection. Any minor amounts of natural gas that may be consumed as a result of Project construction would be substantially less than that required for Project operation and would have a negligible contribution to the Project's overall energy consumption.

Petroleum Fuel Usage

Off-road heavy-duty construction equipment associated with construction activities would rely on diesel fuel, as well as vendors and haul trucks that would be involved in delivering building materials and removing the demolition debris from the Project site. All construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation. This regulation, which applies to all off-road diesel vehicles 25 horsepower or greater, limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment, and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements, which would increase construction equipment fuel efficiency. These limitations on idling vehicles and equipment, and the requirements that equipment must be properly maintained (CCR Title 13, Sections 2449(d)(3) and 2485), would result in fuel savings. Due to the temporary nature of construction, the Project would not result in wasteful, inefficient, and unnecessary consumption of energy. Impacts would be less than significant.

Operational Related Impacts

Electricity and Natural Gas Usage

SCE and Southern California Gas Company (SoCalGas) would provide electricity and natural gas for the Project. The on-going operation of the proposed industrial facility would require the use of electricity for multiple purposes including, but not limited to, refrigeration, lighting, appliances, and electronics. Natural gas is often used for Heating Ventilation and Air Conditioning (HVAC) systems and hot water heaters. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment and vehicle trips. Natural gas will be required for the operation of the Project.

The operation of the Project would involve the development of 128 two-story residences with attached 2-car garages, private backyards, community open space, an active community park and game park, two (2) detention basins for stormwater runoff, paved private roads, and on-street guest parking. According to CEQA Guidelines Appendix F, the goal of conserving energy implies the wise and efficient use of energy, including decreasing overall per capita energy consumption, reducing reliance on natural gas and oil, and increasing reliance on renewable energy sources. The Project would comply with all energy efficiency requirements under Title 24 and all applicable City residential and energy ordinances. As a result, even with the increase in demand for electricity and natural gas, the operation of the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other similar residential projects in the region and would be less than older, similar types of housing units. A less than significant impact would occur.

b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?

Less than Significant Impact: The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and the California Renewable Portfolios Standard (RPS). Under the California RPS, the State of California is transitioning to renewable energy through the California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-1408, signed in November 2008, expanded the state's RPS to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Senate Bill 350 (de Leon) was signed into law September 2015, and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. Senate Bill 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. On September 10, 2018, Governor Brown signed SB 100, which supersedes the SB 350 requirements. Under SB 100, the RPS for public owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 also established a new RPS requirement of 50 percent by 2026. The bill further established a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The statewide RPS goal is not directly applicable to individual development projects, but to utilities and energy providers such as Southern California Edison (SCE), which is the utility provider that would fulfill all electricity needs for the proposed Project. Compliance of SCE in meeting the RPS goals would ensure the State in meeting its objective in transitioning to renewable energy. Additionally, the proposed Project would comply with the Building Energy Efficiency Standards and CALGreen. Therefore, implementation of the proposed Project would not conflict or obstruct plans for renewable energy and energy efficiency and a less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils– Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
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- or off-site 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 geologic feature?	☐	☒	☐	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan (adopted April 11, 2016)
- Yucaipa Municipal Code (current through Ord. 434)

- Geotechnical and Infiltration Evaluation Proposed Yucaipa Village Partners, Assessor's Parcel Numbers 0318-021-18, -19 and -58, 12th Street and Avenue E, Yucaipa, San Bernardino County, California. GeoTek, Inc. August 9, 2022 (Appendix E)

Discussion of Impacts

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact: The Alquist-Priolo Earthquake Fault Zoning Act (Act) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo (AP) Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet).

The proposed site is situated in a seismically active region. As is the case for most areas of Southern California, ground shaking resulting from earthquakes associated with nearby and more distant faults may occur at the project site. During the life of the project, seismic activity associated with active faults can be expected to generate moderate to strong ground shaking at the site. The Project Site is not located within a currently designated State of California or San Bernardino County Earthquake Fault Zone (Appendix E). The nearest zoned faults are the Crafton Hills fault zone (Chicken Hill fault) located approximately 0.2 miles southeast of the Project site. The potential for surface rupture resulting from the movement of nearby major faults is not known with certainty but is considered low. Although there are no known active faults through the Project site, the site is still subject to ground shaking and potential damage as a result of seismic activity, which is characteristic of Southern California. Accordingly, proposed construction will be designed and constructed in accordance with applicable portions of Section 1808.6.2 of the 2022 California Building Code ("CBC") to ensure that potential impacts are less than significant.

ii. Strong seismic ground shaking?

Less than Significant Impact: As described above, the Project Site is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the proposed Project. The Project consists of the development of 128 two-story residences and associated site improvements such as parking, pedestrian paths, a community park, recreation center and biofiltration basins. Accordingly, proposed construction would be designed and constructed in accordance with applicable portions of Section 1808.6 of the 2022 CBC to ensure that potential impacts are less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact: Liquefaction is a phenomenon in which saturated cohesionless soils are subject to temporary loss. Soil liquefaction is a geologic hazard that occurs during strong seismic ground shaking, most commonly in saturated unconsolidated poorly graded low-cohesion soils. During a strong seismic event, these soils experience a temporary loss of strength causing settlement of the ground surface. Soil liquefaction generally occurs in submerged granular soils and non-plastic silts during or after strong ground shaking. There are several general requirements for liquefaction to occur and they are as follows:

- Soils must be submerged.
- Soils must be loose to medium-dense.
- Ground motion must be intense.
- Duration of shaking must be sufficient for the soils to lose shear resistance.

Based on review of hazard maps, the project site is not located within a designated zone of liquefaction susceptibility (Appendix E). The site has negligible potential for liquefaction-induced settlement under current groundwater conditions with historic high groundwater depths greater than 75 feet below the existing grade. Based on the results of the field exploration conducted by GeoTek, Inc., review of site area geomorphology and geology, groundwater is not anticipated to adversely affect the proposed site improvements (Appendix E). Therefore, the potential for liquefaction to occur at the Project site is considered very low. Impacts are considered less than significant.

iv. Landslides?

No Impact: Seismically induced landslides and slope failures are common occurrences during or soon after large earthquakes. According to Figure S-1, *Geologic Hazard Overlay District,* in the City's General Plan, the Project Site is not located in an area that is susceptible to landslides. Furthermore, no evidence of ancient landslides or slope instability was observed at the site (Appendix E). Finally, the site is relatively flat and not considered a risk for landslides. Therefore, the Project would not expose people or structures to adverse effects related to landslides. No impact would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact: Construction activities associated with the Project would involve earth movement and the exposure of soil, which would temporarily increase erosion susceptibility. In the long-term, development of the Project would reduce the potential for erosion and loss of topsoil that currently occurs every storm season. Developments within the City are required to prepare an erosion control plan to minimize erosion during grading and construction, and such plan is required to be prepared in compliance with the Regional Water Quality Control Board (RWQCB) standards. In addition, the Project's excavation and grading activities will be required to be carried out pursuant to a National Pollutant Discharge Elimination System (NPDES) permit that requires adoption of an appropriate Storm Water Pollution Prevention Plan (SWPPP) and implementation of Best Management Practices

(BMPs) to reduce erosion from storm water runoff. Based on the preceding, impacts to substantial soil erosion or loss of topsoil will be less than significant.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than Significant Impact with Mitigation Incorporated: A Geotechnical and Infiltration Evaluation was prepared by GeoTek, Inc. dated August 9, 2023 (Appendix E). The upper soils that underlie the site were found to contain varying thickness of undocumented fills, were relatively non-uniform, or low relative density, and anticipated to be subject to settlement upon wetting with or without additional loading. Thus, existing soils onsite are unsuitable for foundation support for the proposed Project. Therefore, the recommendations provided in the Geotechnical and Infiltration Evaluation will be implemented as Mitigation Measure **GEO-1** into the design and construction phase of the Project. The Project site is not located within an area mapped by the State of California or County of San Bernardino for liquefaction potential. Based on the current mapping and the depth to groundwater, GeoTek, Inc. had determined that the liquefaction potential at the site is very low. Due to the general flat terrain, the potential for seismic induced landslides or lateral spreading is considered minimal.

Furthermore, the Project would be required to comply with the requirements of a final City-approved geotechnical report, and applicable provisions of the Uniform Building Code (UBC) and California Building Code (CBC) that would act to minimize any unstable soils or unstable geologic units that may be encountered. On this basis, the potential for the Project to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse is less than significant with mitigation incorporated.

d) Would the project 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?

Less than Significant Impact: Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result. Based on the exploratory borings and laboratory test results, the subsurface soil at the Project Site consisted undocumented soils from 1 to 5 feet of thickness. Alluvium was encountered at all of the borings to the maximum depth explored of 51.5 feet. The alluvium encountered consisted of silty sands, relatively clean sands, and sandy silts. Based on the laboratory tests performed, near surface soils at the site have a very low expansion index. Therefore, a less than significant impact would occur.

e) Would the project 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?

No Impact: The Project does not involve land uses requiring septic services. The proposed Project is conditioned to connect to sewer service provided by the YVWD and would therefore not require the use of septic tanks. No impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact with Mitigation Incorporated: As discussed in Section V., *Cultural Resources,* of this Initial Study, the Project site has no recorded cultural and/or paleontological resources. Furthermore, according to the City's General Plan Figure PR-6 Cultural and Paleontological Resources Sensitivity Overlay Districts, the Project site is not located in a paleontological resource sensitivity area. In the event paleontological resources are unearthed during ground disturbing activities, Mitigation Measure **GEO-2** will be implemented to reduce impacts to inadvertent finds of paleontological resources to a less than significant level. With the incorporation of mitigation, impacts would be less than significant.

Mitigation Measures

VII. Geology and Soils

(c) GEO-1: Grading and Construction

The Project shall incorporate applicable recommendations provided in the Geotechnical and Infiltration Evaluation prepared by GeoTek, Inc. dated August 9, 2022 (Appendix E). The recommendations are presented in Section 5.0 Conclusions and Recommendations of the report under the following subheadings: general, earthwork considerations, design recommendations, retaining and garden wall design and construction, preliminary pavement design recommendations, concrete construction, and plan review and construction observations (pages 9-23).

(f) GEO-2: Inadvertent Paleontological Discovery

In the event that paleontological resources are inadvertently discovered during ground disturbing activities, a qualified paleontologist shall document the discovery as appropriate, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Greenhouse Gas Emissions – Would the project:				
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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan (adopted April 11, 2016)
- Yucaipa Municipal Code (current through Ord. 434)
- Rockwell Technical Studies Greenhouse Gas Analysis. Urban Crossroads, Inc. September 8, 2023. (Appendix F)

Findings of Fact: The evaluation of an impact under CEQA requires measuring data from a project against both existing conditions and a "threshold of significance." For establishing significance thresholds, the Office of Planning and Research's amendments to the CEQA Guidelines Section 15064.7(c) state "[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

The City's Climate Action Plan (CAP) utilizes a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 MTCO2e per year is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO2e per year are required to either achieve a minimum of 100 points per the Screening Tables or a 31% reduction over 2007 emissions levels. Consistent with CEQA guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

To evaluate consistency with the CAP, the City has implemented CAP Update Screening Tables (Screening Tables) to aid in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated in development projects. To this end, the Screening Tables establish categories of GHG Implementation Measures. Under each Implementation Measure category, mitigation or project design features (collectively "features") are assigned point values that correspond to the minimum GHG emissions reduction that would result from each feature. Projects that yield at least 100 points are considered to be consistent with the GHG emissions reduction quantities anticipated in the City's GHG Technical Report and support the GHG emissions reduction targets established under the CAP Update. The potential for such projects to generate direct or indirect GHG emissions that would result in a significant

impact on the environment; or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be considered less-than-significant.

Discussion of Impacts

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

Less than Significant Impact: Urban Crossroads conducted a Greenhous Gas Analysis for the proposed Project, dated September 8, 2023. The analysis provides the estimated GHG emissions that will result from Project construction and operation. Construction related GHG emissions are quantified and amortized over the life of the Project, which is identified as a 30-year period, in accordance with SCAQMD recommendation. Project operational emissions would consist of mobile source, area source, energy source, water supply and treatment, waste, refrigerants, and on-site equipment. As shown in Table 8-1, the Project would generate 2,082.78 MTCO2e per year and does not exceed the City's screening threshold of 3,000 MTCO2e. According to the threshold of significance, a cumulative global climate change impact would occur if the GHG emissions created from construction and on-going operations of the proposed Project would exceed the City's threshold of 3,000 $MTCO_2e$ per year. Therefore, since the Project will not exceed the threshold of significance, the Project does not have the potential to result in a cumulatively considerable impact with respect to GHG emissions. Furthermore, since the Project does not exceed the 3,000 MTCO2e threshold, the Project is not required to demonstrate compliance with the City's CAP Screening Tables and achieve a minimum 100 points as identified in the CAP. A less than significant impact will occur.

Table 8-1 Total Project Greenhouse Gas Emissions

Source	Emissions (MT/year)				
	CO_2	CH_4	N_2O	R	Total CO_2E
Annual construction-related emissions amortized over 30 years	33.27	1.56E-03	9.43E-04	1.21E-02	33.60
Mobile Source	1,542.35	0.08	0.08	2.61	1,570.17
Area Source	29.71	0.00	0.00	0.00	29.74
Energy Source	370.94	0.03	0.00	0.00	372.45
Water Usage	32.13	0.18	0.00	0.00	37.88
Waste	11.05	1.10	0.00	0.00	38.65
Refrigerants	0.00	0.00	0.00	0.30	0.30
Total CO_2e (All Sources)	**2,082.78**				

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

Less than Significant Impact: The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. Applicable plans adopted for the purpose of reducing GHG emissions include the California Air Resources Board (CARB) Scoping Plan, SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the City's CAP. A consistency analysis with these plans is presented below.

CARB Scoping Plan

The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. The Project includes design features related to water and solid conservation that will further reduce Project GHG emissions. As such, the Project would not be inconsistent with the 2022 Scoping Plan. Lastly, the Project would be required to comply with applicable elements outlined in the City's CAP. As such, the Project would be consistent with the 2022 Scoping Plan.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SCAG's 2016-2040 RTP/SCS was adopted April 7, 2016. The RTP/SCS identifies multimodal transportation investments, including bus rapid transit, light rail transit, heavy rail transit, commuter rail, high-speed rail, active transportation strategies (e.g., bike ways and sidewalks), transportation demand management strategies, transportation systems management, highway improvements (interchange improvements, high-occupancy vehicle lanes, high-occupancy toll lanes), arterial improvements, goods movement strategies, aviation and airport ground access improvements, and operations and maintenance to the existing multimodal transportation system.

The RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in the 2016-2040 RTP/SCS is to provide for a plan that allows the southern California region to grow in more compact communities in existing urban areas, provide neighborhoods with efficient and plentiful public transit, abundant and safe opportunities to walk, bike and pursue other forms of active transportation, and preserve more of the region's remaining natural lands (SCAG 2016). The 2016-2040 RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecasted development that is generally consistent with regional-level general plan data. The projected regional development, when integrated with the proposed regional transportation network identified in the RTP/SCS, would reduce per capita vehicular travel related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region. The RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. Upon approval by the City, the Project will be consistent with the general plan

land use designation, density, building intensity, and applicable policies specified for the Project area in SCAG's Sustainable Community Strategy/ Regional Transportation Plan.

City of Yucaipa Climate Action Plan (CAP)

As previously stated, the proposed Project will result in approximately 2,082.78 MTCO2e/yr; the proposed Project would not exceed the City's screening threshold of 3,000 MTCO2e/yr. Thus, project-related emissions would not have a significant direct or Indirect impact on GHG and climate change and would not require additional analysis. Overall, the proposed Project would not conflict with the City's CAP and impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Hazards and Hazardous Materials – Would the project:				
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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan, adopted April 11, 2016.
  - Chapter 7 – Public Safety
    - Figure S-5, *Evacuation* Routes
- City of Yucaipa General Plan Environmental Impact Report, PlaceWorks (April 2016)

    - Section 5.8 – Hazards and Hazardous Materials
- http://documents.yvwd.dst.ca.us/emergency/hmp/200831yvwd-hmp.pdf
- City of Yucaipa Emergency Operations Plan. November 2012. Accessed online at http://yucaipa.org/wp-content/uploads/disaster_prep/EOP.pdf
- Yucaipa Local Hazard Mitigation Plan. March 2023. Accessed online at https://yucaipa.gov/wp-content/uploads/disaster_prep/YucaipaLHMP_FinalAdopted03012023.pdf?_t=1688584451
- Envirostor, Department of Toxic Substances Control, 2019. https://www.envirostor.dtsc.ca.gov/public/
- Heliports in California, United States of America. Accessed online on August 31, 2023 at https://www.airnav.com/airports/us/CA?type=H&use=R
- FHSZ Viewer, The California Department of Forestry and Fire Protection's Fire and Resource Assessment Program (FRAP), accessed August 31, 2023. https://egis.fire.ca.gov/FHSZ/

Discussion of Impacts

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

Less than Significant Impact: Surrounding uses of the Project site include single-family residences to the north, south, and east and Dunlap Elementary School to the west. The Project contains vacant land and a single-family residence with associated improvements in the southeast corner. Construction of the proposed Project would require the use and transport of materials such as soils, concrete, lumber and drywall. However, equipment used at the site during construction activities could use substances considered by regulatory bodies as hazardous, such as diesel fuel and gasoline from typical construction equipment and would therefore have the potential to discharge hazardous materials during construction. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state requirements, which the Project construction activities are required to strictly adhere to. The use, transport, storage, and disposal of hazardous materials must comply with existing regulations established by several agencies, including the Department of Toxic Substances Control (DTSC), the EPA, the US Department of Transportation (USDOT), the Occupational Safety & Health Administration (OSHA), the California Code of Regulations (CalOSHA), and the state Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. This amount of hazardous material discharge during construction is expected to be less than significant, and the Project would be required to comply with applicable laws, ordinances, and procedures. Additionally, through the implementation of a SWPPP and WQMP, off-site discharge of pollutants during construction and operation of the Project would be reduced to a less than significant level. Thus, impacts would be less than significant.

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?

Less than Significant Impact: As mentioned in Section IX(a), any handling activities

associated with hazardous or potentially hazardous materials would comply with all applicable federal, state, and local agencies and regulations. Both short-term construction and long-term operation of the proposed Project would comply with all applicable federal, State, and local agencies and regulations with the policies and programs established by agencies such as the EPA, Department of Transportation, Department of Toxic Substances Control, Cal/OSHA, Resource Conservation and Recovery Act (RCRA), and the state Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. Adherence to the applicable policies and programs of these agencies would ensure that any transport or interaction with hazardous materials would occur in the safest possible manner, reducing the opportunity for the accidental release of hazardous materials into the environment. Any handling of hazardous materials would be limited in both quantities and concentrations. Based on the preceding, impacts would be less than significant.

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

Less than Significant Impact: The proposed Project includes the development of 128 two-story residences with attached 2-car garages, private backyards, community open space, a community park, a recreation center, two (2) detention basins for stormwater runoff, paved private roads, and on-street guest parking. Dunlap Elementary School is located adjacent to the Project site, west of 12th Street. As previously mentioned, handling activities associated with hazardous or potentially hazardous materials would comply with all applicable federal, state, and local agencies and regulations. During construction, the Project is anticipated to handle and use diesel fuel and gasoline. Any handling of hazardous materials during construction would be limited in both quantities and concentration and would be temporary as it would cease upon Project completion. Given the proposed Project is a residential housing community, it is not anticipated that the Project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or hazardous waste, and instead would be consistent with the adjoining residential uses to Dunlap Elementary School. Therefore, the Project would not expose schools within one quarter of a mile of the site to hazardous materials.

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?

No Impact: Government Code Section 65962.5 describes that before an application for a development project is completed, the Applicant and/or Lead Agency shall indicate whether the site is included on any of the lists compiled pursuant to that section and identify which list(s). According to the Cortese List (DTSC, EnviroStor 2019), the Project Site is not included on a list of hazardous materials sites., nor are there any hazardous materials sites listed in the vicinity of the Project Site. Therefore, the proposed Project would not create a significant hazard and no impact would occur.

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?

No Impact: The nearest airports are the Redlands Municipal Airport approximately 5.00 miles northwest and the Banning Municipal Airport approximately 15 miles southeast. There are no known private airports or heliports in the vicinity of the Project Site. The Project Site is not within an airport influence area or safety zone. Given the Project Site's distance from the airports, the Project will not create a safety hazard or excessive noise for people residing or working in the Project Area. Thus, no impact would occur.

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

Less than Significant Impact: The City's General Plan Public Safety Element identifies several plans implemented to protect the community. These include the City's Master Plan of Drainage, the Local Hazard Mitigation Plan, the City's Emergency Operations Plan, and fire service planning through the City of Yucaipa Fire Department and California Department of Forestry and Fire Protection (CAL FIRE). The proposed Project will conform with adopted emergency response plans and emergency evacuation plans. According to Figure S-5, *Evacuation Routes*, of the City's General Plan Safety Element, Oak Glen Road is identified as a "Local Evacuation Route". The proposed Project would not impact access to users traveling along Oak Glen Road. Any impacts during construction of the Project would be temporary and short-term. Therefore, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant Impact: Impacts associated with wildland fires are also addressed in Section XX, *Wildfire,* of this Initial Study. The potential for wildland fires represents a hazard, particularly within areas adjacent to open space or within close proximity to wildland fuels. According to Figure S-5, *Evacuation Routes*, of the City's General Plan Safety Element, the Project Site is not located in a Fire Safety Review Area. Risks to future development from fire hazards are addressed through adherence to the City's Standard Conditions of Approval as required by the City Fire Department, which includes provisions for adequate fire access that are addressed through the Project's internal circulation design, sprinkler water systems within habitable living spaces, and the placement of new fire hydrants at applicable intervals that meet the water flow requirements of the Fire Code. As such, all proposed buildings and structures of the Project would conform to the current City fire codes. Therefore, the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. A less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Hydrology and Water Quality – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) 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	☐	☐	☒	☐
iv) 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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan, adopted April 11, 2016.
  - Chapter 8 – Public Services and Utilities
    - Figure S-2b, Floodplain Safety Overlay District
- Yucaipa General Plan Update EIR, PlaceWorks. (April 2016)
  - Section 5.9 Hydrology and Water Quality

- Yucaipa Municipal Code
    - Title 13, Chapter 13.04, Article II. General Conditions and Prohibitions
    - Title 13, Chapter 13.04, Article V. Construction Requirements
- FEMA Flood map Service Center, Federal Emergency Management Agency. Accessed January 31, 2024.
- 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan. Water Systems Consulting, Inc. and Woodard & Curran, June 2021.
    - Part 2, Chapter 11 – Yucaipa Valley Water District 2020 UWMP (June 30, 2021)
- Preliminary Hydrology Study TR 20372 Residential Development, Yucaipa, CA. Blue Engineering and Consulting, Inc. November 2020. (Appendix G)
- Water Quality Management Plan for TTM 20372. Blue Engineering and Consulting, Inc, August 2022. (Appendix H)

Findings of Fact: The City lies mostly within the Yucaipa Creek Watershed which is located within the Upper Santa Ana River Watershed. The Yucaipa Creek Watershed encompasses approximately 40 square miles and is generally defined as the area that drains Wilson Creek and Wildwood Creek to Live Oak Canyon. The Santa Ana River is the main drainage for the Santa Ana Watershed. The City lies primarily within the Yucaipa Subbasin of the Upper Santa Ana Valley Groundwater Basin which underlies the southeastern part of the San Bernardino Valley, covering approximately 39 square miles. Dominant recharge to the subbasin occurs through: the percolation of precipitation; infiltration within the channels of overlying streams, particularly Yucaipa and Oak Glen Creeks;; underflow from the fractures within the surrounding bedrock beneath the subbasin; and artificial recharge at spreading grounds.

Flood Zones

The Project site is bounded by Oak Glen Creek designated Floodway (FW) to the east. According to Figure 5.9-4b “Flood Hazard Zones with Approved Letter of Map Revision” of the City’s General Plan EIR, a majority of the Project site is located within the 100-year floodplain which is defined as an area that has a one percent chance of being inundated during a 12-month period. A Preliminary Hydrology Study for the Project was prepared by Blue Engineering and Consulting, Inc. dated November 2020 (Appendix G). The Hydrology Study analyzes anticipated flows to the Project site during a 10-year and 100-year storm event and recommends mitigation measures to mitigate the on and off-site flows. According to the City’s General Plan, Figure S-2b “Floodplain Safety Overlay District” the Project site is not located within a dam inundation area.

Water Quality

The Santa Ana Regional Water Quality Control Board (RWQCB) regulates water quality in the City. A Water Quality Management Plan (WQMP) was prepared for the Project by Blue Engineering and Consulting, Inc. dated August 2022 (Appendix H). The WQMP complies with the standard BMP requirements set forth by the Santa Ana Regional Water Quality Control Board. Additionally, the WQMP sets forth Source Control Best Management Practices (BMPs), non-structural BMPs, Structural BMPs, and Inspection/Maintenance Responsibilities for the Project. This plan is included as Appendix H to this document.

Discussion of Impacts

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant Impact: The construction phase of the Project has the potential to result in stormwater pollution from the handling, storage, and disposal of construction materials, and the maintenance and operation of construction equipment including the movement of soil. As a standard condition of approval, the Project would be required to provide compliance with the National Pollutant Discharge Elimination System (NPDES) criteria, including submittal and approval of a Storm Water Pollution Prevention Plan (SWPPP) for the construction phase of the Project. Additionally, the Project is required to implement the Final Water Quality Management Plan (WQMP), which identifies methods to control erosion and prevent off-site discharge of pollutants during operation. Therefore, through the implementation of BMP's identified in the SWPPP and WQMP, the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Impacts would be less than significant.

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

Less than Significant Impact: The proposed Project will receive potable water service from Western Heights Water Company (WHWC). WHWC obtains its water via wells from locally produced groundwater from the Yucaipa Groundwater Basin, and through a wholesale agreement with the Yucaipa Valley Water District (YVWD). YVWD's water supply consists of a mix of imported water from the San Bernardino Valley Municipal Water District and San Gorgonio Pass Water Agency, groundwater from the Yucaipa Basin, San Timoteo Basin, Beaumont Basin, and San Bernardino Basin, surface water and recycled water. According to the 2020 Urban Water Management Plan (UWMP), YVWD can expect to meet future demands through 2045 for average, single dry, and multiple dry years. Additionally, as part of the Project application, the Applicant received a letter from WHWC noting that it would be able to service the proposed Project.

As the site is largely undeveloped, the proposed Project would increase impervious surfaces of the site through the development of 128 single-family residences and onsite improvements. Proposed site improvements include two (2) infiltration basins that would capture stormwater flows onsite and recharge the groundwater basin via percolation. Therefore, the proposed Project would not result in groundwater recharge interference. The Project is not anticipated to generate an increased demand that would result in a net deficit in aquifer volume or a lowering of the local groundwater table. Therefore, a less than significant impact would occur.

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:

i) result in substantial erosion or siltation on- or off-site;

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less than Significant Impact: The following analysis addresses checklist items c) i) and ii) for Hydrology and Water Quality. The Project site is bound by Oak Glen Creek designated Floodway (FW) to the east and is largely undeveloped and relatively flat. The highest point of the site is located at the northeast corner and the lowest point of the site is in the southwest corner. Existing flows along the northern and southern property lines drain east to west, and existing flows along the eastern and western property lines drain north to south resulting in flows draining in a southwest direction towards the intersection of Avenue E and 12th Street. According to Figure S-2b, Floodplain Safety Overlay District, of the City's General Plan Public Safety Element, the Project Site is located in an area designated as "Floodplain Review Area 1 (100 Year Flood Area)" and as such is at risk for flooding.

The proposed Project would not substantially alter the drainage pattern of the site. However, the 14.8-acre site is largely undeveloped, and the proposed Project would increase impervious surfaces through the development of 128 single-family residences and associated improvements such as streets and sidewalks. This increase in impervious surfaces will result in an increase of onsite flows. As such, the proposed Project will implement two infiltration basins as described on pages 3-5 of the Preliminary Hydrology Study prepared by Blue Engineering and Consulting, Inc. dated November 2020 (Appendix G). Alternative designs may be considered by the City Engineer, provided that updated plans and engineering specifications are integrated with the Project-specific SWPPP and WQMP that is required to be reviewed and approved by the City. Flows will be directed towards the basins via proposed inlets and storm drainpipes throughout the development. The two proposed basins will provide 51,759 cubic feet of volume which will decrease flows by an average of 8.00% for a 2-year storm event, 71.44% for a 10-year storm event and 18.98% for a 100-year storm event. Therefore, the proposed Project will reduce the risk and hazard of urban flooding once constructed by slowing the velocity of water flows and increasing percolation to the groundwater basin.

Adherence to the Project-specific SWPPP and WQMP would ensure that the Project would not result in substantial erosion or siltation on or offsite during the construction and operation phases of the Project. In addition, the Project will be required to comply with SCAQMD Rule 403, regarding fugitive dust, which would reduce the amount of particulate matter in the air and minimize the potential for wind erosion. Therefore, the proposed Project would not result in substantial erosion or siltation on or off-site, nor substantially increase the amount of surface runoff in a manner that would result in flooding. Impacts would be less than significant.

iii) or, 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;

iv) impede or redirect flows?

Less than Significant Impact: The following analysis addresses checklist items c) iii) and iv) for Hydrology and Water Quality. The Project proposes a drainage system that will mimic the existing drainage patterns of the site and as such, would not impede or redirect flows. The proposed grading and drainage designs are anticipated to protect the proposed on-site improvements from the 100-year storm event without causing adverse impacts to the downstream drainage conditions (Appendix G). As part of the Project application, the Applicant obtained a letter from the YVWD noting that they would be able to accommodate the proposed development. Therefore, Project impacts would be less than significant.

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

Less than Significant Impact: The Project Site is located in an area designated as "Floodplain Review Area 1 (100 Year Flood Area)" according to the City's General Plan. As a standard condition of approval, the Project would be required to provide compliance with NPDES criteria, including submittal and approval of a SWPPP and a WQMP, which would identify methods to retain the incremental increase in storm water flood on-site to meet historic flows, control erosion, and prevent the off-site discharge of pollutants. During construction and Project operation, the Project would utilize various structural and non-structural best management practices (BMPs) per the requirements of the Santa Ana Regional Water Quality Control Board to ensure potential impacts are reduced to a level that is less than significant. Based on the preceding, impacts would be less than significant.

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

Less than Significant Impact: The proposed Project will be served by Western Heights Water Company (WHWC) and would not conflict with or obstruct implementation of a sustainable groundwater management plan. The City is a municipal separate storm sewer system (MS4) stormwater permittee and participates with 20 other municipal agencies in the San Bernardino Valley region to establish Best Management Practices (BMPs) for residents, businesses, students, and governments in preventing and reducing stormwater pollution. Keeping pollutants out of stormwater is an integral component of a sustainable groundwater management program. Under the MS4 permit, the City requires new development to design and implement WQMPs that meet the San Bernardino County Technical Guideline threshold. The Applicant will be required to show implementation of the various structural and non-structural BMPs where applicable, and would, therefore, not conflict with or obstruct implementation of a water quality control plan.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning – Would the project:				
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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan (adopted April 11, 2016)
- Submitted Project Materials

Findings of Fact: The proposed Project involves the demolition of one (1) existing building and associated improvements and the subdivision of 14.78 acres into 128 units for residential development (TTM 20372). The City does not have a separate zoning map; the land use districts map has been adopted by both resolution and ordinance as plan policy and regulatory zoning, part of the City's "one map" system. The general plan also identifies parcels with overlay districts, which must adhere to specific siting, development, or environmental regulations, which also includes the City's Specific Plans. The underlying General Plan land use designation is RS-20M. The Applicant proposes a General Plan Amendment to change the current land use designation from RS-20M to RS and to modify the Land Use Modification Overlay Districts (General Plan Figure CDL-3) to add the Starling Heights Specific Plan, and a specific plan amendment to formally adopt the Starling Heights Specific Plan.

Land uses surrounding the site include residential uses to the north and south, Oak Glen Creek and residential uses to the east, and Dunlap Elementary School to the west. The Project site is located in the northeast corner of Avenue E and 12th Street which are established roads within the urban, built-up environment of the surrounding area. Upon approval of a general plan amendment, specific plan amendment and TTM 20372, the Project will be consistent with the land use and zoning designations of the site. Furthermore, the proposed residential development is consistent with surrounding single family land uses and aligns with the City's housing goals.

Discussion of Impacts

Would the project:

a) Physically divide an established community?

Less than Significant Impact: The Project site is predominately undeveloped with one (1) single-family residence, horse corrals and associated improvements located in the southeast corner of the site. Uses surrounding the site include residential uses to the north, south and east and Dunlap Elementary School to the west. The Project site is located at the

northeast corner of Avenue E and 12th Street, which are established public roads in the City. The proposed general plan amendment to RS, and Specific Plan Amendment of the Starling Heights Specific Plan are consistent with the surrounding residential uses.

The proposed Project includes the demolition of the existing single-family residence onsite and the construction of 128 two-story residences with attached 2-car garages, private backyards, community open space, an active community park and game park, two (2) detention basins for stormwater runoff, paved private roads, and on-street guest parking. Entitlements for the Project include a general plan amendment to change the existing land use designation from RS-20M to RS and add the specific plan to the General Plan Land Use Modification Overlay, a specific plan amendment to adopt the Starling Heights Specific Plan and a TTM to subdivide the 14.78-acre site, currently consisting of four (4) parcels, for the128 single family residential units. The new single-family development will have land use designation of RS and will be located within the Starling Heights Specific Plan. The Project site includes one (1) single family residence that will be vacated prior to Project approval and as such no established communities exist within the Project site, nor does the Project propose or require elements or operations that would divide an off-site community. Based on the preceding, the Project would not physically divide an established community and a less than significant impact would occur.

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?

Less than Significant Impact: As stated above in subsection (a), the Project involves a general plan amendment, a specific plan amendment, and a TTM to subdivide the 14.78-acre site for the 128 single-family residential units. The Project site's current General Plan Land Use designation is RS-20M. The Project would involve a general plan amendment to change the land use designation from RS-20M to RS and to add the Starling Heights Specific Plan. Upon approval of a general plan amendment by the City, the Project will be consistent with the General Plan.

Specific Plans are a tool provided under state law to carry out the goals and policies of the City's general plan and would act as the main governing policy guide to the Project area related to the site's physical development, and it includes goals, policies, and action steps necessary for orderly development and growth. In particular, the Project is generally consistent with the vision of the General Plan as the parcel is currently designated and would remain designated for single family development and would therefore not result in a conflict with any land use plan, policy, or regulation that was specifically adopted for the purpose of avoiding or mitigating an environmental effect.

The Project would be subject to the development standards set forth in the City's Development Code, the City's design guidelines, and the provisions of the Starling Heights Specific Plan. Therefore, the Project has a less than significant impact to conflict with any applicable land use plan, policy, and/or regulation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Mineral Resources – Would the project:				
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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- Initial Study City of Yucaipa General Plan Update, PlaceWorks, October 2014
  - Section 3.11 – Mineral Resources

Findings of Fact: The City does not contain any nonfuel mineral resources of statewide or regional importance (PlaceWorks 2014). The California Geological Survey (CGS) classifies the regional significance of mineral resources in accordance with the California Surface Mining and Reclamation Act (SMARA) of 1975. The State Geologist is responsible for classifying areas within California that are subject to urban expansion or other irreversible land uses. Furthermore, the State Geologist is also responsible for classifying mineral resource zones (MRZ) to record the presence or absence of significant mineral resources in the state based on CGS data.

Discussion of Impacts

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?

Less than Significant Impact: The City's General Plan indicates the entire City is within an MRZ-3 (Mineral Resource Zone 3) classification, in which the significance of mineral deposit cannot be evaluated. Therefore, the Project Site is not located within an area known to be underlain by regionally -or locally- important mineral resources. As the Project Site is within an area of undetermined mineral resource significance, it is unlikely that the site would be considered viable for mineral extraction. Accordingly, implementation of the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California. Impacts would be less than significant.

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?

Less than Significant Impact: The Project Site is not located within an area designated to contain locally important mineral resources. The Project Site is within an area of undetermined mineral resource significance, identified as zone MRZ-3. The City's General

Plan does not identify any locally important mineral resource recovery sites. Thus, there is a low potential for the loss of availability of a locally important mineral resource recovery site. A less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Noise – Would the project result in:				
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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan, adopted April 11, 2016.
  - Chapter 7 – Public Safety
    - Figure S-6, Noise Hazard Overlay District
- City of Yucaipa General Plan Environmental Impact Report, Placeworks (April 2016)
  - Section 5.11 – Noise
- Yucaipa Municipal Code (current through Ord. 434)
  - Division 7, Chapter 9, Section 87.0905 Noise
- Rockwell Technical Studies Noise Impact Analysis, Urban Crossroads, July 17, 2023. (Appendix I)

Findings of Fact:

Noise is defined as unwanted sound. Many excessive sources of noise (e.g., freeways) are often accompanied by vibration. Noise and vibration sensitivity varies throughout the day or evening, at different locations, and among receptors. Unlike most cities in Southern California, the City of Yucaipa is far from many urban noise sources—airports, railroads, and heavy industry. Yet the City's noise and vibration environment still varies throughout the community. Interstate 10 (I-10) is the largest source of noise and vibration in the City, the contours of which extend for some distance from the freeway.

The Project site is located adjacent to residential land uses to the north, south and east, and Dunlap Elementary School to the west which are considered noise sensitive land uses in the City's General Plan. According to Table S-3 Land Use-Noise Compatibility Standards of the City's

General Plan, the normally acceptable community noise equivalent level (CNEL) for residential uses is an interior noise level up to 45 dBA CNEL, and an exterior noise level up to 60 dBA CNEL. Exterior noise levels up to 65 dBA are allowed for residential uses provided levels are substantially mitigated through the reasonable use of best available noise reduction technology and interior noise does not exceed 45 dBA with windows and doors closed. According to the Construction Noise Handbook prepared by the Federal Highway Administration, at a distance of 50 feet, some heavy construction equipment can produce noise levels above 80 dBA.

Discussion of Impacts

Would the project result in:

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?

Less than Significant Impact: The Project site is bounded by Avenue E to the south and 12th Street to the west with surrounding land uses including residential and an elementary school. Traffic from Avenue E and 12th street are the primary sources of noise in the general area of the Project site. According to the Figure S-6 Noise Hazard Overlay District of the General Plan, the Project site is located adjacent to the boundary of the 65 dBA decibel range along Avenue E and a small portion of the Project site extends into the 60 dBA range. The Project site is largely undeveloped with a single-family residence located in the southeast corner of the Project site. The proposed Project would demolish the existing structures onsite and construct 128 two-story residences with attached 2-car garages, private backyards, community open space, a community park, a recreation center, two (2) detention basins for stormwater runoff, paved private roads, and on-street guest parking.

A Noise Impact Analysis was prepared for the Project by Urban Crossroads, dated July 17, 2023, using the applicable City standards and thresholds of significance based on guidance provided by Appendix G of the California Environmental Quality Act (CEQA). To establish existing ambient noise level conditions in the areas surrounding the Project site, a field monitoring study was conducted at the locations shown in *Figure 13-1: Noise Measurement Locations* on May 10, 2023. The ambient monitored noise levels for positions L1, L2, L3 and L4 are shown in Table 13-1.

Table 13-1 24-Hour Ambient Air Noise Level Measurements

Location	Description	Energy Average Noise Level (dBA L_{eq})	
		Daytime	Nighttime
L1	Located north of the Project site near residence at 12383 12th Street.	45.5	42.2
L2	Located east of the Project site near residence at 12376 Cambria Drive.	48.5	47.2
L3	Located south of the Project site near residence at 32939 Avenue E.	65.7	56.0
L4	Located west of the Project site near Elementary School at 328270 Avenue E.	59.2	51.7

Figure 13-1 Noise Measurement Locations

Construction Related Impacts

The City's Municipal Code Section 87.0905, *Noise,* describes that temporary construction, repair, or demolition activities are exempt noise sources between 7am and 7pm, except Sundays and Federal holidays. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual is used for analysis of daytime construction impacts. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise sensitive residential land use (Appendix I).

Construction of the Project will generate temporary noise levels at the property line of the Project site. Construction noise levels will vary due to each stage of construction requiring a specific equipment mix, depending on the work to be completed. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. Project construction activities are expected to occur in the following stages: demolition, site preparation, grading, building construction, paving, and architectural coating. Table 13-2 presents the noise levels for construction equipment measured at four (4) construction noise receptor locations located north of the Project site (R1), east of Wilson Creek (R2), south of East Avenue (R3), and west of 12th Street (R4), see *Figure 13- 2: Construction Noise Receptor Locations.*

Figure 13-2 Construction Noise Receptor Locations

Table 13-2 Construction Reference Noise Levels

Construction Stage	Reference Construction Equipment	Reference Noise Level @ 50 Feet (dBA $L_{eq)}$	Composite Reference Noise Level (dBA L_{eq})	Reference Power Level (dBA L_{eq})
Site Preparation	Dozer	78.0	83.4	115.1
	Front End Loader	75.0		
	Grader	81.0		
Grading	Excavator	77.0	84.0	115.6
	Tractor	80.0		
	Scraper	80.0		
Building Construction	Crane	73.0	77.4	109.1
	Backhoe	74.0		
	Generator (<25kVA)	70.0		
Paving	Paver	74.0	77.8	108.51
	Dump Truck	72.0		
	Roller	73.0		
Architectural Coating	Man Lift	68.0	76.2	107.8
	Compressor (air)	74.0		
	Generator (<25 kVA)	70.0		

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were completed. As shown on Table 13-3, the highest construction noise levels are expected to range from 58.8 to 62.2 dBA L_{eq} at the nearby receiver locations.

Table 13-3 Construction Equipment Noise Summary

Receiver Location	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Level
R1	61.2	61.7	55.1	55.6	53.9	**61.7**
R2	58.3	58.8	52.2	52.7	51.0	**58.8**
R3	61.7	62.2	55.6	56.1	54.4	**62.2**
R4	61.7	62.2	55.6	56.1	54.4	**62.2**

As shown in Table 13-3 above, modeled unmitigated construction noise levels reached up 62.2 dBA Leq. To evaluate whether the Project will generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA Leq significance threshold during Project construction activities with a maximum noise level of 62.2 dBA Leq, as shown on Table 13-3. Therefore, the noise impacts due to Project construction noise are considered less than significant at all receiver locations.

Operation Related Impacts

The proposed Project is considered a noise-sensitive receiving land use and is not expected to include any specific type of operational noise levels beyond those typically associated with residential land uses such as people and children, parking lot activity, garage doors, air conditioners, and trash collection, which are all likely to vary throughout the day. Air conditioning units are expected to be a major source of operational noise. The Noise Impact Analysis (Appendix I) analyzed noise impacts at four (4) noise receptors as shown in Figure 13-3. Table 13-4 presents the projected noise levels assuming the worst-case noise environment with air conditioning units all operating at the same time (Appendix I).

Figure 13-3 Operation Analysis Receiver Locations

Table 13-4 Operational Noise Level Compliance

Receiver Location	Project Operational Noise Levels (dBA L_{eq})		Noise Level Standards (dBA L_{eq})		Noise Level Standards Exceeded?	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	40.0	37.3	55.0	45.0	No	No
R2	36.2	33.4	55.0	45.0	No	No
R3	39.9	37.1	55.0	45.0	No	No
R4	40.3	37.5	55.0	45.0	No	No

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Yucaipa exterior noise level standards at nearby noise-sensitive receiver locations. Table 13-4 shows the operational noise levels associated with the proposed Project will satisfy the City of Yucaipa Development Code at the nearest receiver locations. Therefore, the operational noise impacts are considered less than significant at the nearest noise-sensitive receiver locations.

On-Site Traffic Noise Impacts

The primary sources of noise impacts to the Project site will be traffic noise from 12th Street and Avenue E. The on-site traffic noise level impacts analyzed in the Noise impact Analysis prepared by Urban Crossroads, indicates that the outdoor living areas adjacent to 12th Street and Avenue E will experience unshielded exterior noise levels ranging from 57.6 to 65.2 dBA CNEL, which exceeds the City's 65 dBA CNEL exterior noise level standard for residential uses. To reduce exterior noise levels to below the City's 65 dBA CNEL exterior noise level standard, Urban Crossroads recommends that a minimum 6-foot-high noise barrier be constructed for the outdoor living area (backyards) for lots (92, 96, 98, 100, 102) adjacent to 12th Street. With implementation of the recommended noise barrier, the future exterior noise levels will range from 57.4 to 64.0 dBA CNEL in outdoor living areas (backyards) and would not exceed the City's threshold. The proposed Project includes a block wall along the Project frontage on 12th Street and Avenue E, thus, abating the concern of the City's 65 dBA CNEL noise overlay. Therefore, the proposed Project would not result in 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 City's General Plan or noise ordinance, or applicable standards of other agencies. A less than significant impact would occur.

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

Less than Significant Impact: Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. To analyze vibration impacts originating from the construction of the Project site, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code. Under the City of Yucaipa's Municipal Code, Vibration Chapter 87.0910, no ground vibration is allowed which can be felt without the aid of instruments at or beyond the lot line, or which produces a particle velocity greater than or equal to two-tenths (0.2) inch per second measured at or beyond the lot line. At distances ranging from 72 to 206 feet from Project

construction activities, construction vibration velocity levels are estimated to range from 0.004 to 0.018 in/sec PPV (Appendix I). Based on maximum acceptable continuous vibration damage threshold of 0.2 PPV (in/sec), the typical Project construction vibration levels will fall below the building damage thresholds at all the noise receiver locations. Additionally, the vibration levels reported at the receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. Therefore, the Project-related vibration impacts are considered less than significant during typical construction activities at the Project site.

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?

Less than Significant Impact: The Project site is not located within two miles of a public airport or within the boundaries of any airport land use plan. The closest airport is the Redlands Municipal Airport located approximately 5 miles northwest of the Project site. As such, the Project site would not be exposed to excessive noise levels from airport operations, and therefore, impacts are considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Population and Housing – Would the project:				
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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan (adopted April 11, 2016)
- Yucaipa Municipal Code (current through Ord. 434)

Findings of Fact: The Project site is predominately undeveloped with one (1) single family residence, horse corrals and associated improvements located in the southeast corner of the Project site. The proposed Project will demolish the single-family residence and associated improvements and will construct 128 two-story residences. The Project consists of four (4) parcels designated and zoned as RS-20M. The Applicant proposes a general plan amendment to change the land use designation from RS-20M to RS, a specific plan amendment to adopt the Starling Heights Specific Plan and a TTM to subdivide the Project site for the 128 single family residential units. The change in land use is compatible with the surrounding residential uses to the north, south and east of the Property, and west of the Property is Dunlap Elementary School. Given that the geographic area is largely surrounded by residential uses, the proposed 128 residences are compatible with the overall area.

The City's Housing Element of the General Plan represents the housing plan for achieving local housing goals and compliance with applicable statutes required of all local governments when updating their housing elements. A key component to the Housing Element is the Regional Housing Needs Assessment (RHNA), which is an allocation of the State's projected housing needs split among the various regions and cities of California and is assigned as part of an eight-year housing cycle. The City was assigned an RHNA of 2,866 housing units for the current 6th Housing Cycle, which was incorporated in the City's 6th Cycle Housing Element adopted on September 12, 2022. This Housing Element includes housing programs that the City will implement to achieve the element's goals, policies, and objectives. Program 19, Planned Development and/or Specific Plans, would generally apply to the proposed Project, as well as Program 20, Small Lot Subdivision.

Discussion of Impacts

Would the project:

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)?

Less than Significant Impact: The CEQA Guidelines Section 15126.2(e) states growth-inducing impacts are not assumed to be beneficial, detrimental, or of little significance to the environment, but that a proposed project should be assessed on how it could foster economic growth or population growth, or the construction of additional housing, either directly or indirectly. The proposed Project would directly introduce a new population to the Project site through the construction of 128 residences resulting in 8.7 du/ac on the 14.78-acre site. The Project site has a land use and zoning designation of RS-20M which permits single-family residential units on 20,000 square foot minimum lots. Upon approval of a general plan amendment to change the land use designation from RS-20M to RS (Single Residential), a specific plan amendment to adopt the Starling Heights Specific Plan and approval of TTM 20372, the proposed Project is in accordance with the City's General Plan Land Use Designation and the City's zoning ordinance.

Project implementation would result in the construction of 128 two-story residences and would therefore meet the need for additional housing in the community to accommodate planned population growth in the City and be one additional project that could help the City in achieving its RHNA obligations. The Project is consistent with the goals of the City's General Plan to facilitate and encourage responsible housing development in a responsible manner as the Project is aligned with the planned population growth of the site according to the General Plan. The Project would include infrastructure improvements such as paving along the Project frontage, constructing a new curb, gutter, and sidewalk. These improvements would be concentrated to the immediate surroundings of the Project site and are unlikely to encourage unanticipated population growth in the surrounding area. Based on the preceding, the potential for the Project to induce substantial unplanned population growth directly or indirectly is considered less than significant.

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

Less than Significant Impact: One (1) single-family residence with horse corrals and associated infrastructure currently exists in the southeast corner of the Project site. The existing residence onsite would be vacated by the property owner that resides in the residence prior to Project approval. Based on the preceding, the proposed Project would not displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere. Thus, a less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Public Services – Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan adopted April 11, 2016.
  - Chapter 8 – Public Services and Utilities
- Yucaipa General Plan Update EIR, PlaceWorks (April 2016)

Discussion of Impacts

Would the project:

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

i) Fire protection?

Less than Significant Impact: Fire services in the City are provided by the Yucaipa Fire Department, which contracts service from the California Department of Forestry and Fire Protection (CAL FIRE). The Project site is served by Crafton Station No. 2, located at 32664 Yucaipa Blvd, approximately 0.4 miles northwest of the Project site. Additional

services in the vicinity are the Wildwood Fire Station No. 3, located 1.7 miles southeast of the Project and the CAL FIRE Station No.1 located approximately 3 miles northeast of the Project Site. Thus, the Project would be adequately served by fire protection services, and no new or expanded unplanned facilities would be required. Based on the foregoing, the proposed Project would receive adequate fire protection service and would not result in the need for new or physically altered fire protection facilities. Impacts to fire protection facilities would be less than significant.

ii) Police protection?

Less than Significant Impact: Police protection services to the Project site are provided by the San Bernardino County Sheriff's Department. The Project site is served by the City of Yucaipa Police Station, located at 34144 Yucaipa Blvd, approximately 1.4 miles to the northeast of the Project Site. The proposed Project includes 128 two-story residences with attached 2-car garages, private backyards, community open space, an active community park and game park, two (2) detention basins for stormwater runoff, paved private roads, and on-street guest parking. The Project is not anticipated to require or result in the construction of new or physically altered police facilities. Based on the foregoing, the proposed Project would receive adequate police protection services and would not result in the need for new or physically altered police protection facilities. Impacts would be less than significant.

iii) Schools?

Less Than Significant Impact: The Yucaipa-Calimesa Joint Unified School District (YCJUSD) provides school services to all of the City and the northern portion of the City of Calimesa. YCJUSD has six elementary schools (Grades K-6 or K-8), two middle schools (Grades 6-8 or 7-8), and one high school (Grades 9-12). YCJUSD also has one dependent International Baccalaureate charter school (Grades K–8), a continuation high school (Grades 9–12), a special education success program (Grades K–12), and an adult continuing education program. The nearest surrounding schools to the Project site are Dunlap Elementary School located west of 12th Street, Yucaipa High School located approximately 0.29 miles north, and Valley Elementary School located approximately 0.79 miles east of the Project site.

The proposed Project would create a direct demand for public school services, as the Project includes the construction of 128 two-story residences. Upon approval of a general plan amendment to change the land use designation of the site from RS-20M to RS and a specific plan amendment to adopt the Starling Heights Specific Plan, the Project would be consistent with the City's General Plan. According to Table 5.13-6 of the Yucaipa General Plan Update Draft EIR, the YCJUSD would have adequate capacity for students generated by the buildout of the City's General Plan; the increase in residential capacity would represent a nominal change relative to the overall growth planned for the City. In addition, the YCJUSD has acknowledged through a variety of community meetings that the current school enrollment has been decreasing due to the aging city population and that opportunities for attainable family-oriented housing would help bring students to the district. Therefore, the demand for public school services as a result of Project implementation is planned and accounted for in the City's General Plan. Furthermore, Project impacts would be incremental and would be offset through

Development Impact Fees for schools pursuant to SB 50. As the proposed Project will be in accordance with the land use designation of the Project site upon approval of a general plan amendment and specific plan amendment, the Project would not result in an unplanned demand for public school services. Therefore, the Project would not result in substantial adverse physical impacts to schools or impact school service ratios and impacts on schools would be less than significant.

iv-v) Parks and Other public facilities?

Less than Significant Impact: The proposed Project includes community open space, an active community park and a game play park. There is the potential for the proposed Project to increase a demand for public park facilities as it would introduce 128 new residences to the Project site. However, the demand for public parks would be planned given the proposed Project will be in conformance with the General Plan upon approval of a general plan amendment and specific plan amendment. Furthermore, the Project would be required to pay Development Impact Fees in accordance with the City's Municipal Code. Recreational facility Development Impact Fees paid by the Applicant would go to park facilities for the future capital needs of parks. As such, implementation of the proposed Project would not adversely affect parks and public facilities with the requirement of Development Impact Fees and a less than significant impact would occur.

Demand for public facilities is generated by the population within a facility's service area. The Project would introduce planned population growth and therefore would create a demand for public facilities/services, such as libraries. The San Bernardino County Library System (SBCLS) provides library services to the City and Yucaipa Branch Library is located at 12040 5th Street in Yucaipa and is approximately 1.6 miles northeast from the Project site. The City uses Development Impact Fees from residential uses to fund the above-mentioned library facilities to offset impacts caused to public facilities as a result of population growth. Therefore, with the payment of Development Impact Fees, the Project would not adversely affect public facilities, and a less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Recreation				
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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan (adopted April 11, 2016)
  - Chapter 4 – Parks, Recreation, Trails, and Open Space
- Yucaipa General Plan Update, Volume I: EIR, PlaceWorks (April 2016)
- California Government Code § 66477

Discussion of Impacts

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?

Less Than Significant Impact: The proposed Project would construct 128 two-story residences on a 14.78-acre site resulting in 8.7 dwelling units per acre. The Project site has a land use designation of RS-20M which permits single-family residence on a 20,000 square foot minimum lot. The proposed Project includes a general plan amendment to change the existing land use designation from RS-20M to RS. The nearest parks to the Project site are the 13th Street Sports Complex located at 11937 13th Street, and the 7th Street Park located at 12385 7th Street in Yucaipa, approximately .42 miles northwest and 1.1 miles east, respectively, of the Project site. A future Dunlap Park is also planned for the southwest corner of Avenue E and Oak Glen Road, approximately .04 miles southeast of the Project site. In accordance with the Chapter 15.08 of the Yucaipa Municipal Code, the Applicant will be required to pay Development Impact Fees per dwelling unit to the City. Recreational facility Development Impact Fees provide the City the means to finance adequate recreational facilities within its jurisdiction. The Project may increase the use of existing neighborhood and regional parks through the new residential development, however the planned population growth of the site is in conformance with the General Plan upon approval of a general plan amendment, and the nominal increase in the City's buildout accounted for in the Yucaipa General Plan EIR. In addition, the proposed Project will provide recreation amenities for the benefit of the residents. Therefore, any potential

impacts to recreational facilities would be less than significant.

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?

Less Than Significant Impact: The Applicant proposes to construct 128 residences and associated improvements including community open space, an active community park and a game park. Though the Project would generate a population that may increase the utilization of existing neighborhood and regional parks or other recreational facilities, the payment of Development Impact Fees would offset any potential impacts to existing facilities which might have an adverse physical effect on the environment. Accordingly, implementation of the proposed Project would not result in substantial physical deterioration of an existing neighborhood or regional park. The Project does not include any new off-site recreation facilities, nor the expansion of any existing off-site recreational facilities. Thus, environmental effects related to the use, construction, or expansion of recreational facilities would not occur with implementation of the proposed Project. Less than a significant impact on recreational facilities would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation/Traffic – Would the project:				
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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan, adopted April 11, 2016.
  - Chapter 6 – Transportation
    - Figure T-1, Transportation Network
  - Chapter 7 – Public Safety
    - Figure S-5, Evacuation Routes
- City of Yucaipa General Plan Environmental Impact Report, PlaceWorks (April 2016)
  - Section 5.15 – Transportation/Traffic
- City of Yucaipa Traffic Impact Analysis Guidelines, FEHR PEERS, August 2020.
- 12th Street and Avenue E Residential Traffic Impact Analysis, Yucaipa, California. TJW Engineering, Inc. February 9, 2023. (Appendix J)
- 12th Street and Avenue E Residential Vehicle Miles Traveled (VMT) Analysis. TJW Engineering, Inc. June 6, 2023. (Appendix K)

Findings of Fact: The proposed Project includes the development of 128 single-family residences on approximately 14.8 acres located in the northeast corner of 12th Street and Avenue E. The Project site is largely undeveloped and includes a single-family residence and horse corrals located in the southeast corner that will be demolished during the construction phase of the Project. Proposed site improvements include a private street system in the residential development, installation of walkways, new driveway entrances on Avenue E and 12th Street, the installation of drought tolerant landscaping, and two (2) infiltration basins on the southern perimeter of the site abutting Avenue E. Access to the Project will be provided via one (1) full access driveway on Avenue E and one (1) full access driveway on 12th Street. According to Figure T-1: Transportation Network of the General Plan, Avenue E is classified as a Secondary Highway (Arterial) south of the Project site, and as a Controlled/Limited Access Collector west of the Avenue E and 12th Street Intersection. Surrounding uses include single-family residences and an elementary school. The Project site is within walkable distance to Dunlap Elementary School,

Yucaipa High School, the 13th Street Sports Complex, and is located 0.37 miles south of the Yucaipa Boulevard bus stop.

Performance Standards

Beginning July 1, 2020, agencies analyzing the transportation impacts of new projects mustlook at a metric known as vehicle miles traveled (VMT) instead of Level of Service (LOS). VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto roads, the project may cause a significant transportation impact. A VMT assessment for the Project was prepared on June 6, 2023, by TJW Engineering, Inc. in accordance with the City's guidelines for VMT analysis and using the San Bernardino Transportation Analysis Model (SBTAM) (Appendix K).

Senate Bill (SB) 743

Vehicle Miles Travelled (VMT) is the State mandated performance metric for environmental analyses pursuant to the California Environmental Quality Act (CEQA) to describe the overall amount of travel in the city based on distance and is directly related to fuel consumption, air pollution, and GHG emissions. VMT is defined as the total mileage traveled by all vehicles. Although VMT relates specifically to automobiles, it is able to capture the effects of development patterns such as land use mix and density along with transit, bike, and pedestrian infrastructure improvements by reflecting their impacts on vehicle trip generation and trip lengths. Efforts to reduce VMT may include locating housing and jobs near transit stations, implementing Transportation Demand Management (TDM) strategies such as commute trip reduction programs, transit system improvements, or providing facilities for modes of transportation other than single occupant vehicles. Introducing a greater mix of land uses can also reduce VMT in that residents may have better access to resources and opportunities such as entertainment, shopping, parks and recreation, and jobs, thus reducing the length of their trips. In accordance with SB 743, the City established the City of Yucaipa Traffic Impact Analysis Guidelines (August 2020) that include VMT thresholds of significance and VMT screening thresholds of significance for purposes of analyzing transportation impacts under CEQA.

Level of Service

Level of Service (LOS) is a qualitative measure of traffic operations and quality of traffic flow along roadways and at intersections. Level of service grades range from 'A' to 'F', with LOS A representing the best operating conditions and LOS F representing extremely congested and restricted operations. Six LOS grades are used to address the level of service afforded by roads. A Traffic Impact Analysis was prepared for the Project to analyze traffic conditions as a result of the operations associated with the Project in accordance with the City's traffic impact analysis guidelines (Appendix J). These findings, while not considered as an environmental concern under CEQA, provide additional context towards potential improvements to adjoining roadways that may be needed.

Congestion Management Plan

San Bernardino Association of Governments (SANBAG) prepares a Congestion Management Plan (CMP) to monitor the performance of the regional transportation system, develop programs that address congestion and improve air quality, and integrate transportation and land use

planning. The CMP designates LOS standards for the regionally significant roadways, identifies performance metrics for multimodal transportation systems, identifies standards for transit routing and frequency, and provides a consistent method for analyzing impacts of land uses on the transportation system.

The City implements the CMP land use/ transportation analysis program, participates in monitoring programs, and assesses improvements and costs required to mitigate potential impacts to the CMP network. In the City of Yucaipa, the following roadways are identified by SANBAG as being part of the regional CMP network:

- Bryant Street and Oak Glen Road
- Bryant Street and Yucaipa Boulevard
- Bryant Street and Wildwood Canyon Road
- Bryant Street and County Line Road
- Oak Glen Road and Yucaipa Boulevard
- 14th Street and Yucaipa Boulevard

Complete Streets Act of 2008

General plans of California cities and counties are required under the Complete Streets Act to include planning for complete streets: that is, streets that meet the needs of all users of the roadway, including pedestrians, bicyclists, users of public transit, motorists, children, the elderly, and the disabled.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SCAG's 2016-2040 RTP/SCS was adopted April 7, 2016. The RTP/SCS identifies multimodal transportation investments, includes bus rapid transit, light rail transit, heavy rail transit, commuter rail, high-speed rail, active transportation strategies (e.g., bike ways and sidewalks), transportation demand management strategies, transportation systems management, highway improvements (interchange improvements, high-occupancy vehicle lanes, high-occupancy toll lanes), arterial improvements, goods movement strategies, aviation and airport ground access improvements, and operations and maintenance to the existing multimodal transportation system.

The RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in the 2016-2040 RTP/SCS is to provide for a plan that allows the southern California region to grow in more compact communities in existing urban areas, provide neighborhoods with efficient and plentiful public transit, abundant and safe opportunities to walk, bike and pursue other forms of active transportation, and preserve more of the region's remaining natural lands (SCAG 2016). The 2016-2040 RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecasted development that is generally consistent with regional-level general plan data. The Projected regional development, when integrated with the proposed regional transportation network identified in the RTP/SCS, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region. The RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. Therefore, the proposed Project

would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS.

Discussion of Impacts

Would the project:

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

Less than Significant Impact: Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Currently, the subject property is largely vacant with one (1) single-family residence and horse corrals located in the southeast corner of the site. The proposed Project would replace the existing use with 128 single-family residences. Direct access to the Project site is provided via one (1) 44-foot-wide driveway off 12th street and one (1) 42-foot-wide driveway off Avenue E. Access to the Project accommodates passenger vehicles and emergency vehicles entering and exiting the site.

Construction Related Impacts

The Project is not expected to have significant impacts to the circulation system around the Project site. Construction of the Project would generate additional temporary traffic on the existing area roadway network. These new vehicle trips would include construction workers traveling to the site as well as delivery trips associated with construction equipment and materials. Delivery of construction materials to the site would likely require oversize vehicles that may travel at slower speeds than existing traffic and, due to their size, may intrude into adjacent travel lanes. Additionally, the total number of vehicle trips associated with all construction-related traffic (including construction workers) would temporarily increase VMT traffic volumes traveling on local roadways and intersections.

Once materials are delivered to the site, all construction activities and staging of construction vehicles would occur on-site within the existing boundaries. Lane closures are not anticipated, and Project construction is not anticipated to substantially disrupt area traffic or cause a significant increase in daily traffic on area roadways or at local intersections, thereby adversely affecting existing conditions. Per standard construction procedures, the construction contractor would prepare and implement a traffic control plan to ensure that public safety and emergency access are maintained during the construction phase. Implementation of the traffic control plan would ensure that existing conditions are not adversely affected or substantially degraded by Project construction. Therefore, construction effects would have a less than significant impact.

Operation Related Impacts

Senate Bill (SB) 743 Consistency

A VMT Analysis was prepared for the Project by TJW Engineering using the City's Traffic Impact Analysis Guidelines and the SBTAM (Appendix K). A significant VMT impact generated by a project would occur if the baseline or cumulative project generated VMT per service population exceeded the County of San Bernardino thresholds. Additionally, if a

project resulted in an increase of cumulative link-level boundary VMT per service population within the City, compared to a no project scenario, then a significant impact would occur.

Based on the City's average 2.75 persons per single-family household identified in the City's 2016 General Plan Update, the proposed Project is estimated to generate a population of 352 people (128 dwelling units multiplied by 2.75 persons). According to the Project's VMT Analysis, the Project site is located within a low VMT-generating area identified as Traffic Analysis Zone (TAZ) 53847102. The Project's population was analyzed in the Project's TAZ for both 2016 and 2040 models. As shown in Table 17-1 VMT Analysis of Project Impacts, the baseline and cumulative project generated VMT per service population was below the County-wide baseline thresholds. Additionally, the Project-generated cumulative City-wide link level VMT per service population was determined to be 14.10 and is less than the City-wide link level VMT per service population of 14.4. Family-oriented residential development would be located within walking distance to Dunlap Elementary School, Yucaipa High School, the commercial corridor along Yucaipa Boulevard, the 13th Street sports complex, and a bus stop along Yucaipa Boulevard. Therefore, the Project would have a less than significant impact and would not conflict with SB 743.

Table 17-1 VMT Analysis for Project Impacts

	2016	2040	2023
Project VMT/Service Population	29.8	29.7	29.8
Baseline Threshold[1]	33.4		
Exceed Baseline Threshold?	**NO**	**NO**	**NO**
Cumulative Threshold[1]	35.3		
Exceed Cumulative Threshold?	**NO**	**NO**	**NO**

[1]SBCTA VMT Screening Tool

Roadway System

A Traffic Impact Analysis (TIA) was prepared for the Project by TJW Engineering, Inc. dated February 9, 2023 (Appendix J). To determine potential circulation deficiencies as a result of the proposed Project, a LOS intersection analysis was performed at seven (7) intersections within the Project vicinity. Table 17-2, Summary of Transportation Deficiencies at Study Intersections, summarizes the results of the LOS analysis based on the City's TIA thresholds.

Table 17-2 Summary of Transportation Deficiencies at Study Intersections

#	Intersection		Opening Year (2025) with Project	Operational Improvements Required?
1	13th Street	Avenue E	Deficient	Yes
2	12th Street	Yucaipa Boulevard	Deficient	Yes
3	12th Street	Avenue D	Not Deficient	No
4	12th Street	Avenue E	Not Deficient	No

5	Oak Glen Road	Avenue E	Not Deficient	No
6	12th street	Project Driveway	Not Deficient	No
7	Project Driveway	Avenue E	Not Deficient	No

The proposed Project is anticipated to generate 1,207 daily trips with 90 AM peak hour trips and 120 PM peak hour trips (Appendix J). The City has established a LOS "C" or better as acceptable LOS for all intersections and roadway segments within the City. Under existing and opening year conditions without the proposed Project, the study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours with the exception of the intersection at 12th Street and Yucaipa Boulevard (LOS F/D). Upon opening year with the proposed Project, the study intersections are projected to operate at an acceptable LOS during AM and PM peak hours except for the intersections at 13th Street and Avenue E (LOS D, AM peak hour only) and 12th Street and Yucaipa Boulevard (LOS F/D). Deficiencies at the intersections of 13th Street and Avenue E, and 12th Street and Yucaipa Boulevard will require operational improvements to ensure the intersections operate at a LOS C or better consistent with the City's TIA guidelines and the City's General Plan Policy T-2.1. Therefore, improvements will be implemented at these intersections to reduce the operational impacts to the roadway system. These improvements would not generate new environmental impacts as they pertain to striping modifications to existing roadways.

Transit, Bicycle and Pedestrian Facilities

The Project is located in an urban, built-up environment and the nearest transit stops to the Project site are located at the Yucaipa Boulevard and 12th Street intersection, approximately 0.37 miles north of the Project site. The Project would not impede access to these transit stops or surrounding stops. The Project will include sidewalks along the Project frontage on 12th Street and Avenue E, which is consistent with the existing sidewalk at the Project site. According to Figure T-2 of the General Plan, Avenue E and 12th Street are identified as Class III Bike Routes and the proposed Project would not impede access to these bike routes. Therefore, impacts related to transit, bicycle and pedestrian facilities would be less than significant.

Based on the preceding, the proposed Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Separate improvements will be implemented for compliance with the City's General Plan.

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

Less than Significant Impact: CEQA Guidelines Section 15064.3 subdivision (b) pertains to Vehicle Miles Traveled (VMT) and whether a land use project will generate vehicle miles traveled in excess of an applicable threshold of significance. In August 2020, the City established guidelines for analyzing VMT impacts and thresholds of significance for the purposes of analyzing transportation impacts under CEQA. As described above in section "a," the Project would result in VMT per service population that is below the County baseline and cumulative thresholds. The Project would not conflict with or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b). A less than significant impact would occur.

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

No Impact: The Project is located in the northeast corner of 12th Street and Avenue E. The streets and intersections surrounding the Project site are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating residential activities at the Project site and within the Project vicinity. Direct access to the site will be provided by one (1) proposed driveway on 12th Street and one (1) proposed driveway on Avenue E. The Project circulation pattern is subject to City review and approval and thus, will conform with local, state, and federal regulations regarding circulation and traffic pattern design. The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. No Impact would occur.

d) Result in inadequate emergency access?

Less than Significant Impact: The proposed Project would be compatible with the design and operation of the street network and would not result in any major modifications to the existing circulation features. Vehicular access to the proposed Project will be provided via one (1) full-access driveway on 12th street and one (1) full-access driveway on Avenue E. Onsite driveways and parking would be designed in accordance with the City's Engineering and Fire Department standards and would include adequate driveway widths for first responder and emergency vehicles. Therefore, the Project would not result in inadequate emergency access and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required to reduce environmental impacts related to traffic pursuant to CEQA. However, the following physical improvements shall be required as a Condition of Approval.

Intersection Improvements

The Project shall incorporate the following operational intersection improvements identified on page 9 of the Traffic Impact Analysis prepared by TJW Engineering, Inc. dated February 9, 2023 (Appendix J):

13th Street / Avenue E
Restripe westbound approach to provide a shared left-through lane and a right turn lane. This requires "No Parking" designations along the north side of Avenue E from the westbound limit line to 100 feet east of the westbound limit line.

12th Street / Yucaipa Boulevard
Restripe northbound approach to provide a left turn lane and a shared through-right turn lane.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources – 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. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan, adopted April 11, 2016.
  - Chapter 4 – Parks, Recreation, Trails and Open Space
- Yucaipa General Plan EIR, PlaceWorks (April 2016)
  - Section 5.5 – Cultural Resources
- City of Yucaipa Municipal Code
  - Division 5, Chapter 3, Article 3. Cultural Resources Preservation (CP) Overlay District, Section 85.030315 Development Standards
- Cultural Resources Assessment for the Rockwell TTM 20372 Project, City of Yucaipa, County of San Bernardino, California (C-0478), Duke Cultural Resources Management, LLC (DUKE CRM), July 21, 2023. (Appendix C)
- Extended Phase I Survey Rockwell TTM 20372 Project, City of Yucaipa, County of San Bernardino, California, Duke Cultural Resources Management, LLC (DUKE CRM), February 2024. (Appendix D).

Findings of Fact: As of July 1, 2015, Public Resources Code Sections 21080.1, 21080.3.1, and 21080.3.2 require public agencies to consult with California Native American tribes recognized by the Native American Heritage Commission (NAHC) for the purpose of mitigating impacts to tribal cultural resources. This law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions.

In accordance with Public Resources Code Section 21080.1(d), a lead agency is required to provide formal notification of intended development Projects to Native American tribes that have requested to be on the lead agency's list for receiving such notification. The formal notification is required to include a brief description of the Project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation for tribal cultural resources. The City sent out letters of notification to tribes that are traditionally and/or culturally affiliated with the Project area or have specifically requested notice for all projects within the City. The City received a request from the Yuhaaviatam San Manuel Nation (YSMN) on March 6, 2023, for more information regarding the Project including the Cultural Report, Geotechnical Report and Project plans showing depths of ground disturbance.

A Cultural Resources Assessment was prepared for the Project and identified the village of Yukaipa't, a prehistoric habitation site, as located 0.1-mile east of the Project site. Based on the Project's site proximity to the village site, YSMN requested an Extended Phase I Assessment (XPI) (Appendix D) to assess whether the prehistoric village site extended into the proposed Project site. The XPI included field excavations that occurred over a two-day period on January 10-11, 2024, with a representative of YSMN present. Based on records search data, historical maps and aerial photographs, field survey, and the lack of cultural resources paired with the history of soil disturbances observed during background research and XPI excavations, it was concluded that the Project site has low sensitivity at the surface for cultural resources and a low sensitivity for buried prehistoric and historic era cultural resources.

Discussion of Impacts

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

Less than Significant Impact with Mitigation Incorporated: The Project Site is designated for residential uses and is heavily disturbed due to plowing and grading activities that have taken place since at least the 1950's. According to *Figure PR-6 Cultural and Paleontological Resource Sensitivity Overlay Districts* of the General Plan, the Project site is located within a "Cultural Sensitivity Area". The Cultural Resources Assessment prepared for the Project, analyzed the Project site for CRHR-eligible cultural resources and did not identify any prehistoric or historic cultural resources (Appendix C). Due to Project site's proximity to a prehistoric village site, an XPI was prepared and excavation work occurred with a YSMN representative present. The XPI concluded that the Project site has a low sensitivity for prehistoric and historic era cultural resources (Appendix D). However, if intact and potentially significant subsurface resources are encountered during ground disturbing activities, Mitigation Measure **CUL-1** will be implemented to determine CRHR eligibility.

No tribal cultural resources that are listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), have been identified or associated with the Project site. Furthermore, the Project site is not listed or eligible for listing in the California Register of Historical Resources as it does not meet the criteria for listing of historical resources in the California Register, or in a local register of historical resources. With the implementation of Mitigation Measure **CUL-1**, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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). Therefore, Project impacts would be less than significant with mitigation incorporated.

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. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant Impact with Mitigation Incorporated: The Project site does not contain any known resources 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. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. No historic resources on the Project site are listed in the City's General Plan. The Project site is not listed or eligible for listing in the CRHR or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k) as it does not meet the criteria for listing. Additionally, the property has been heavily disturbed by plowing and grading activities.

In the event that unanticipated Tribal Cultural Resources (TCR's) are encountered, Mitigation Measure **CUL-1** will be implemented to ensure construction activities in the immediate vicinity of the discovery shall halt. Additionally, if Native American human remains and/or grave goods are discovered or recognized on the Project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. With the implementation of Mitigation Measure **CUL-1**, the proposed Project would result in a less than significant impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. Utilities and Service Systems – Would the project:				
a) Require or result in the relocation or construction of new or expanded water or 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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan, adopted April 11, 2016.
- City of Yucaipa General Plan Environmental Impact Report, PlaceWorks (April 2016)
  - Section 5.16 – Utilities and Service Systems
- 2022 California Gas Report. California Gas and Electric Utilities. 2022
- Estimated Solid Waste Generation Rates. California Department of Resources Recycling and Recovery (CalRecycle). 2019a.
- Frequently Asked Questions. California Department of Resources Recycling and Recovery (CalRecycle). 2019b.
- Yucaipa Valley Water District Preliminary Project Service Evaluation TR 20372 – 128 Units, February 6, 2024.
- 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan. Water Systems Consulting, Inc. and Woodard & Curran, June 2021.
  - Part 2, Chapter 11 – Yucaipa Valley Water District 2020 UWMP (June 30, 2021)

Findings of Fact: The Project site is largely vacant with a single-family residence and horse corrals located in the southeast corner of the site. The proposed Project would demolish the existing structures onsite and subdivide the Project site for 128 single family residential units. The Project consists of infrastructure improvements such as installing water lines and sewer lines throughout the site, connecting to the water mainline in 12th Street, connecting to a sewer manhole in Avenue E, providing fire sprinkler service, and connection to electrical service from existing public utilities on Avenue E and 12th Street.

Domestic Water

Water services are provided to the City by four (4) water purveyors: Yucaipa Valley Water District (YVWD), South Mesa Mutual Water Company, Western Heights Water Company (WHWC) and Redlands Municipal Utilities and Engineering Department. The Project site is located in the service boundaries of WHWC which receives its water from groundwater wells, a wholesale agreement with YVWD, and a small amount from the State Water Project via facilities owned and operated by the Yucaipa Valley Water District (YVWD).

Wastewater Treatment

The Project site is located in the service boundaries of the Yucaipa Valley Water District (YVWD) wastewater facilities. Wastewater generated at the site would be treated at the Wochholz Regional Water Recycling Facility (WRWRF). WRWRF has a current treatment capacity of 6.67 million gallons per day (mgd) with expansion to 8.0 mgd.

Solid Waste

Assembly Bill (AB) 939, the Integrated Waste Management Act, requires that every California city divert 50 percent of its waste from landfills by the year 2000. Under AB 939, local jurisdictions are required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation into recycling which the City has achieved through a range of source reduction, recycling and resident and business focused programs. The Project would be required to submit plans to the Public Works Department for review and approval to ensure the plan would comply with AB 939. In addition, the state has set a goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 1826 mandatory organic recycling, and appropriate provisions for AB 1828 are listed in the City's Standard Conditions of Approval.

Electric Power

Southern California Edison (SCE) provides electricity to the site. Project power uses are anticipated to include those typically associated with residential uses (indoor/outdoor lighting, appliances, air conditioning, etc.). All electrical uses associated with the Project would connect to the existing electric power system along Avenue E and 12th Street.

Natural Gas

Natural gas is provided to the site by Southern California Gas (SoCalGas) and would supply the proposed Project as well. Natural gas is often used for Heating Ventilation and Air Conditioning (HVAC) systems and hot water heaters. SoCalGas's 2022 California Gas Report (CGR) projects the total system demand to decline at an annual rate of 1.5% between 2022 and 2035.

Discussion of Impacts

Would the project:

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

Less than Significant Impact:

Water Demand Impacts

The proposed Project includes the construction of a public water system onsite that will connect to the existing water mainline in 12th Street per WHWC specifications. Water demands from the proposed Project will be similar to similar residential land uses in the surrounding area. Project water demands will not result in the relocation or construction of new or expanded water facilities, a less than significant impact is anticipated.

Wastewater Treatment Impacts

The Project site is located in the service boundaries of YVWD wastewater facilities. The proposed Project includes the construction of a public sewer system and wastewater collection system that would connect to existing wastewater utilities in Avenue E. Wastewater generated on the Project site would be transported to the WRWRF located in the southwestern portion of the City. WRWRF is required to comply with treatment requirements specified in the NPDES permits issued by the Regional Water Quality Control Board (RWQCB). The Project would generate similar types and amounts of municipal wastewater that are currently generated throughout the City by similar residential land uses. The Project will implement a Water Quality Management Plan (WQMP) ensuring that the Project will not violate any water quality standards or waste discharge requirements. With the implementation of the Stormwater Quality Control Measures outlined in the WQMP, the Project would not require a unique wastewater treatment process or result in the relocation or construction of new or expanded wastewater treatment facility. A less than significant impact would occur.

Electric Power Impacts

Southern California Edison (SCE) provides electricity to the site. Project power uses are anticipated to include those typically associated with residential uses (indoor/outdoor lighting, appliances, air conditioning, etc.). All electrical uses associated with the Project would connect to the existing electric power system onsite and along 12th Street and Avenue E. Further, all utility connections to the proposed Project would be required to comply with applicable federal, state, and local regulations related to electric power

supply. Therefore, relocation and expansion of existing facilities and construction of new facilities would not be required. Impacts would be less than significant.

Natural Gas Impacts

Natural gas would be provided by Southern California Gas (SoCalGas). Natural gas would be used for Heating Ventilation and Air Conditioning (HVAC) systems and hot water heaters. SoCalGas's 2022 California Gas Report (CGR) projects the total system demand to decline at an annual rate of 1.5% between 2022 and 2035. Since demand for natural gas is decreasing, Project development would not require SoCalGas to obtain new or expanded electricity or natural gas supplies and impacts would be less than significant.

Telecommunication Facilities Impacts

Various private services, including AT&T, Time Warner, and Frontier Communications, provide telecommunication services to the City, including the Project site. No changes to telecommunication facilities would occur. Therefore, Project development would not require the construction of new or expanded telecommunication facilities. Impacts would be less than significant, and no mitigation measures are necessary.

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

Less than Significant Impact: WHWC provides potable and domestic water to the Project site. WHWC receives its water supply from the Yucaipa Groundwater Basin and through a wholesale agreement with YVWD. YVWD's water supply is made up from a mix of imported water from the San Bernardino Valley Municipal Water District and San Gorgonio Pass Water Agency, groundwater from the Yucaipa Groundwater Basin, San Timoteo Basin, Beaumont Basin and San Bernardino Basin and, recycled water. Table 19-1 describes data from the 2020 YVWD UWMP which shows that YVWD's water supplies for base years for average, single dry, and multiple dry years are sufficient in meeting historical water demands (UWMP, 2020).

Table 19-1 Multiple Dry Years Supply and Demand Comparison (acre-feet)

		2025	2030	2035	2040	2045
First Year	Supply Totals	59,180	65,400	72,700	78,950	85,300
	Demand Totals	12,658	12,026	11,430	10,872	10,346
	Difference	46,522	53,374	61,270	68,078	74,954
Second Year	Supply Totals	55,261	61,000	67,000	68,000	69,000
	Demand Totals	11,696	11,256	10,744	10,470	9,994
	Difference	43,565	49,744	56,256	57,530	59,006
Third Year	Supply Totals	55,888	58,000	64,000	65,000	66,000
	Demand Totals	10,807	10,536	10,100	10,082	9,654

	Difference	45,081	47,464	53,900	54,918	56,346
Fourth Year	Supply Totals	56,861	55,000	61,000	62,000	63,000
	Demand Totals	9,986	9,862	9,494	9,706	9,326
	Difference	46,875	45,135	51,506	52,291	53,674
Fifth Year	Supply Totals	55,104	52,000	58,000	59,000	60,000
	Demand Totals	9,227	9,230	8,924	9,350	9,009
	Difference	45,877	42,770	49,076	49,650	50,991

As illustrated in Table 19-1, YVWD water demands can be met under multiple dry years and thus, can meet the demands of the proposed Project. Additionally, as part of the Project application process, the Applicant has received a will-serve letter for water services from WHWC. Future water supply will meet projected demand due to diversified supply and conservation measures. WHWC has sufficient water resources available to supply water service to the Property. Therefore, impacts associated with water supply availability would be less than significant.

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?

Less than Significant Impact: The Project received a Preliminary Project Service Evaluation on February 6, 2024, from YVWD stating that the Project will receive sewer service from YVWD upon completion and testing of onsite sewer infrastructure pursuant to YVWD approved plans and requirements (Appendix L). Wastewater generated on the Project site would be transported to the WRWRF located in the southwestern portion of the City. WRWRF has a current treatment capacity of 6.67 million gallons per day (mgd) with expansion to 8.0 mgd. The Project would generate similar types and amounts of municipal wastewater that are currently generated throughout the City by similar residential land uses. Impacts are anticipated to be less than significant.

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?

Less than Significant Impact: Locally produced solid waste is collected in the City through a contract agreement and is disposed of at the San Timoteo Sanitary Landfill. The San Timoteo Sanitary Landfill has an average annual capacity of 500,000 to 730,999 tons per year and has a remaining capacity of over 21.4 million yards. Burrtec is the City's contracted franchise hauler and supports residential uses with meeting the State's recycling requirements through recycling and organic waste disposal. Consistent with the City's solid waste reduction goals, the Project would be required to comply with Title 8, Chapter 8.28 of the City's Municipal Code which requires all new development to subscribe to waste and recycling services through the City's contracted franchise hauler. Based on the CalRecycle Residential Sector Generation Rates chart, the Project would generate approximately 1,280 pounds of solid waste per day (see Table 19-1).

Table 19-1 Estimated Solid Waste Generation

Waste Generation Source	Dwelling Units	Generation Rate, pounds per day	
		Per dwelling unit	Total
Single-Family Residence	128	10 pounds	1,280 (lbs/day)
Source: CalRecycle, 2019b, Estimated Solid Waste Generation Rates (ca.gov)			

As shown in Table 19-1, the estimated waste generated by the proposed Project would be nominal compared with the existing capacity of the San Timoteo Sanitary Landfill. The residential uses proposed by the Project, and solid waste generated by those uses, would not conflict with federal, state, and local statutes and regulations related to solid waste. Based on the preceding, the potential for the Project to 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 is less than significant.

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

Less than Significant Impact: The Project would be implemented and operated in compliance with applicable City General Plan Goals and Policies, and would comport with City Zoning regulations—specifically, the Project would comply with local, state, and federal initiatives and directives acting to reduce and divert solid waste from landfill waste streams. As described in section (d) above, the Project would comply with the California Integrated Waste Management Act of 1989 (AB 939). The proposed Project is required to comply with all applicable federal, state, County, and City statues and regulations related to solid waste as a standard project condition of approval. Therefore, a less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire – If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:				
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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Yucaipa General Plan (adopted April 11, 2016)
- Submitted Project Materials

Findings of Fact: Wildland fire is a critical concern in the City. Expansive open areas are susceptible to destructive wildland fires, which can be exacerbated by dry weather and Santa Ana winds. The National Fire Plan designates the City as a "community at risk" of high wildland fire hazard. (CAL FIRE 2014) Vegetation fuel types in the City include annual grasses and a variety of brush with low fuel moisture that are highly susceptible to and capable of carrying fire.

Responsibility for wildland fire prevention and suppression includes the city, state, and federal government. The federal government has the primary responsibility for Wildwood Canyon, Yucaipa Hills, and the National Forest. These "federal responsibility areas" (FRA) total 8% of the acreage within the City and its sphere of influence. Areas where the State of California has primary responsibility (called "State Responsibility Areas" or "SRA") comprise 17%, primarily in the Crafton Hills and El Dorado Ranch Park. Local responsibility areas comprise most of the developed areas in the City. According to CAL FIRE, half of the City is designated as a very high fire severity zone

(VHFZ) based on fuels, terrain, and weather. These lands are characterized by fire-prone land cover - primarily valley grasslands, mixed chaparral, and shrub communities. According to the City's General Plan, the Project site is in the Fire Safety Review Area 2 (FR2) which is categorized as land that is relatively flat and is either partially or completely developed, or, if it is not developed, is usually suitable for development. Present and future development within an FR2 will be exposed to the impacts of wildland fires and other natural hazards due to its close proximity to Fire Safety Review Area 1 (FR1) areas.

Discussion of Impacts

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

Less than Significant Impact: Oak Glen Road is designated as a "Local Evacuation Route" on Figure S-5, *Evacuation Routes*, of the City's General Plan Public Safety Element. Additionally, the Project Site is located approximately 1.3 miles southeast of a "Very High Fire Severity Zone", identifying lands that are vulnerable to fire. A significant impact would occur if the design of the proposed Project would substantially impair emergency access requirements of the City of Yucaipa Fire Department and CAL FIRE or in any other way threaten the ability of emergency vehicles to access and serve the Project Site or adjacent uses. Development of the proposed Project would not impact access to users traveling along the public right-of-way along Oak Glen Road. Given the location of the "Very High Fire Severity Zone" and the fire stations, impacts to emergency access would not be temporarily impaired during construction while contractor access to the Project site would be provided by Oak Glen Road. Therefore, a less than significant impact would occur.

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?

Less than Significant Impact: The Project site is in a relatively flat area, and there are no steep slopes immediately adjacent to the site where high winds can exacerbate wildfire risks. The Project site and surrounding area are characterized by features typical of an urban landscape. Wind patterns across the region are characterized by westerly and southwesterly winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season (Appendix A). No wildlands exist within the immediate vicinity of the site. Development of the proposed Project would not result in the exposure of Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope and prevailing winds, and impacts would be less than significant.

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?

Less Than Significant Impact: The Project site is predominantly vacant, undeveloped, and requires the installation of associated infrastructure such as driveways, roadways, sidewalks, gutters, the installation of both wet and dry utilities, including domestic water, sanitary sewer, and electricity. As discussed in section (b) above, the proposed residential

development would adhere to a wide range of state and local codes including the California Fire Code, CAL FIRE safe fire design requirements, City and Public Works Standards. Although the Project will include infrastructure improvements, these improvements would be concentrated in the immediate surroundings of the Project site, would adhere to state and local codes, and are unlikely to exacerbate fire risk. As such a less than significant impact would occur.

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?

Less than Significant Impact: According to the General Plan the Project site is located in Floodplain Review Area 1 (100-year flood area) which includes areas subject to potential flooding during a 100-year rain event. The proposed Project would be required to meet federal floodplain regulations. Furthermore, the Project would adhere to state and local codes during Project construction and implementation. Finally, the Project site is a relatively flat parcel that would not be subject to post-fire slope instability. Therefore, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, a less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. Mandatory Findings of Significance				
a) Does the project have the potential to substantially 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, substantially 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?	☐	☐	☒	☐

Discussion of Impacts

a) Does the project have the potential to substantially 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, substantially 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?

Less than Significant Impact with Mitigation Incorporated: The proposed Project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, and would not result in excessive light or glare. The Project site is located within a developed area that contains residential uses and a school. The proposed Project would not significantly impact any sensitive plants, plant communities, fish, wildlife, or habitat for any sensitive species.

As described in Section V. Cultural Resources and XVIII. Tribal Cultural Resources, adverse impacts to historical resources would be less than significant. Construction-phase procedures would be implemented if any cultural, archaeological, or paleontological resources are discovered during grading, consistent with Mitigation Measure **CUL-1**. Furthermore, the analysis provided in Section III. Air Quality and VIII. Greenhouse Gas

emissions concludes that impacts related to emissions of criteria pollutants, climate change, and other air quality impacts would be less than significant.

Based on the preceding analysis of potential impacts in the responses to Sections I through XX, no evidence is presented that the proposed Project would degrade the quality of the environment. Impacts related to degradation of the environment, biological resources, and cultural resources would be less than significant with mitigation incorporated.

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)?

Less than Significant Impact: Cumulative impacts can result from the interactions of environmental changes resulting from one proposed Project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public systems, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long-term impacts, due to the permanent land use changes and operational characteristics involved with the proposed Project.

Implementation of the Project, in conjunction with other approved or pending projects in the region, would not result in cumulatively considerable impacts. Where appropriate, the environmental checklist questions above include discussion regarding cumulative impacts of the Project when developed in conjunction with related projects. As concluded throughout the analysis, the proposed Project would include both operation- and construction-related Project components whose adherence to applicable regulations would ensure that the Project's incremental contribution would be less than cumulatively considerable. Furthermore, the Project would not achieve short-term environmental goals to the disadvantage of long-term goals. Therefore, cumulatively considerable impacts would be considered less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact: Based on the analysis of the Project's impacts in the responses to Sections I through XX, there is no indication that this Project could result in substantial adverse effects on human beings. While there would be a variety of temporary adverse effects during construction, these would be less than significant. There are no long-term effects related to traffic, noise, hazardous materials, emissions of criteria pollutants and greenhouse gas emissions, increased demand for water use, wastewater disposal, and electricity use, or increased demand on emergency response services. Environmental effects would result in less than significant impacts. Based on the analysis in this Initial Study, direct and indirect impacts to human beings would be less than significant.

CHAPTER FOUR – MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP)

Mitigation measures are included within each section of the initial study checklist and are provided below. Table 22-: Mitigation Monitoring and Reporting Program outlines the potential impacts and mitigation measures of the proposed Project and assigns responsibility for the oversight of each mitigation measure. This Table shall be included in all bid documents and included as a part of the Project development.

Table 22-1 Mitigation Monitoring and Reporting Program

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
Biological Resources				
IV. Biological Resources	**BIO-1 Preconstruction Nesting Bird Survey** If construction occurs during the nesting bird season (February 1st through August 31st),a one-day Preconstruction Nesting Bird Survey shall be conducted by a qualified biologist to determine the presence/absence of ground nesting birds. The location, and status of any active nests on or directly adjacent to the Project Site will be determined by this survey. If active nest(s) are located, the extent of the survey buffer area surrounding the nest should be established by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. To avoid the destruction of active nests and to protect the reproductive success of birds protected by the MBTA and the CFGC, the nesting bird survey shall occur no earlier than seven (7) days prior to the commencement of construction. In the event active nests are discovered, a suitable buffer (distance to be determined by the biologist) shall be established	City of Yucaipa and Applicant.	Prior to construction.	Less than significant.

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	around such active nests, and no construction within the buffer allowed, until the biologist has determined that the nest(s) is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest).			
Cultural Resources				
V. Cultural Resources	**CUL-1 Inadvertent Archaeological Finds** If intact and potentially significant subsurface deposits are encountered during ground disturbing activities, all activities in the immediate area of the finds shall be halted and an on-site inspection shall be performed by a qualified archaeologist, to assess the find, determine its significance under California Register of Historical Resources (CRHR) eligibility, and make recommendations for appropriate mitigation measures. To reduce impacts to historical resources to a level of less than significant, data recovery or other treatments of eligible deposits may be required. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner shall notify the NAHC, which shall determine and notify	City of Yucaipa and Applicant.	During ground disturbing activities.	Less than significant.

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. In addition, according to the California Health and Safety Code, a cemetery is place where six or more human bodies are buried (Section 8100), and unauthorized disturbance of Native American cemeteries is a felony (Section 7052).			
Geology and Soils				
VII. Geology and Soils	**GEO-1 Grading and Construction** The Project shall incorporate applicable recommendations provided in the Geotechnical and Infiltration Evaluation prepared by GeoTek, Inc. dated August 9, 2022 (Appendix E). The recommendations are presented in Section 5.0 Conclusions and Recommendations of the report under the following subheadings: general, earthwork considerations, design recommendations, retaining and garden wall design and construction, preliminary pavement design recommendations, concrete construction,	City of Yucaipa and Applicant.	Prior to issuance of grading permits and during construction.	Less than significant.

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	and plan review and construction observations (pages 9-23).			
VII. Geology and Soils	**GEO-2 Inadvertent Paleontological Discovery** In the event that paleontological resources are inadvertently discovered during ground disturbing activities, a qualified paleontologist shall document the discovery as appropriate, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5.	City of Yucaipa and Applicant.	During ground disturbing activities.	Less than significant.

CHAPTER FIVE– REFERENCES AND PREPARERS

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Appendix A
Rockwell Technical Studies Air Quality Impact Analysis

Appendix B
Starling Heights Specific Plan Amendment and Tentative Tract Map 20372, Biological Resource Assessment Report

Appendix C
Cultural Resource Assessment for the Rockwell TTM 20372 Project

Appendix D
Extended Phase I Survey Rockwell TTM 20372 Project

Appendix E
Geotechnical and Infiltration Evaluation

Appendix F
Rockwell Technical Studies Greenhouse Gas Analysis

Appendix G
Preliminary Hydrology Study TR 20372 Residential Development

Appendix H
Water Quality Management Plan for Tract Map 20372

Appendix I
Rockwell Technical Studies Noise Impact Analysis

Appendix J
12th Street and Avenue E Residential Traffic Impact Analysis

Appendix K
12th Street and Avenue E Residential Vehicle Miles Traveled (VMT) Analysis

Appendix L
Yucaipa Valley Water District Preliminary Service Letter

Appendix M
Western Water Heights Water Company Service Letter