FREEWAY CORRIDOR SPECIFIC PLAN

SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Volume I – Draft Subsequent Environmental Impact Report

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FEBRUARY 2024

CITY OF Yucaipa

FREEWAY CORRIDOR SPECIFIC PLAN

Subsequent Environmental Impact Report

VOLUME I – Draft Subsequent Environmental Impact Report
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Table of Contents

Contents **Page**

Table of Contents

Contents **Page**

Table of Contents

Contents **Page**

Table of Contents

Contents **Page**

Table of Contents

Contents **Page**

Table of Contents

Contents **Page**

Table of Contents

Contents **Page**

Table of Contents

Contents **Page**

APPENDICES

Table of Contents

Figure **Page**

Table of Contents

Figure **Page**

Table of Contents

Table **Page**

Table of Contents

Table **Page**

Table of Contents

Table **Page**

Table of Contents

Table **Page**

Table of Contents

Table **Page**

Abbreviations and Acronyms

ABBREVIATIONS AND ACRONYMS

AAQS	ambient air quality standards
AB	Assembly Bill
ACF	Advanced Clean Fleets
ADT	average daily traffic
af	acre-foot
afy	acre-feet per year
AQMD	air quality management district
AQMP	air quality management plan
AR4, AR6	IPCC's *Fourth Assessment Report* and *Sixth Assessment Report*
BMP	best management practices
B.P.	before present
CAFE	corporate average fuel economy
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CAP	climate action plan
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEHC	California Essential Habitat Connectivity (project)
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CES	CalEnviroScreen
CFC	California Fire Code
cfs	cubic feet per second
CGP	Construction General Permit
CH_4	methane
CHRIS	California Historical Resources Information System

Abbreviations and Acronyms

CIP	capital improvement plan
CIWMP	countywide integrated waste management plan
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNG	compressed natural gas
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
COA	conditions of approval
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CRPR	California Rare Plant Rank
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DOC	Department of Conservation (CA)
DPM	diesel particulate matter
du/acre	dwelling unit per acre
DWR	Department of Water Resources (CA)
EO	Executive Order
EOP	emergency operations plan
EPA	United States Environmental Protection Agency
EV	electric vehicle
FCSP	Freeway Corridor Specific Plan
FEMA	Federal Emergency Management Agency
FESA	[federal] Endangered Species Act
FHSZ	fire hazard severity zone
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FMMP	Farmland Mapping and Monitoring Program
FMZ	fuel modification zone
FPP	fire protection plan
fps	feet per second

Abbreviations and Acronyms

FTA	Federal Transit Administration
GHG	greenhouse gases
gpd/ac	gallons per day per acre
gpd/du	gallons per day per dwelling unit
GSA	groundwater sustainability agency
GSP	groundwater sustainability plan
GWP	global warming potential
HCD	Housing and Community Development Department (CA)
HMP	hazard mitigation plan
HRA	health risk assessment
IPCC	Intergovernmental Panel on Climate Change
IRUWMP	Integrated Regional Urban Water Management Plan
kWh	kilowatt-hour
L_{dn}	day-night noise level
L_{eq}	equivalent continuous noise level
LID	low-impact development
LOS	level of service
LRA	local responsibility area (see SRA)
LST	localized significance thresholds
LUST	leaking underground storage tank
µg/m^3	micrograms per cubic meter
M	magnitude
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act of 1918
MEIR	maximum exposed individual resident
mgd	million gallons per day
MLD	most likely descendant
MMT	million metric tons
MPD	master plan of drainage
mpg	miles per gallon
MPO	metropolitan planning organization
MRZ	mineral resource zone
MS4	municipal separate storm sewer system

Abbreviations and Acronyms

MSHCP	multiple species habitat conservation plan
MT	metric ton
MWh	megawatt-hour
NAHC	Native American Heritage Commission
NFPA	National Fire Protection Association
NHPA	National Habitat Preservation Authority
NHTSA	National Highway Traffic Safety Administration
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
NOP	notice of preparation
NPDES	National Pollution Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
OES	California Office of Emergency Services
OHWM	ordinary high water mark
OPR	Governor's Office of Planning and Research
OS-C	Open Space-Conservation land use designation
PCE	passenger car equivalent
PM	particulate matter
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
psi	pounds per square inch
RCNM	Roadway Construction Noise Model
RHNA	regional housing needs assessment
ROW	right-of-way
RPS	renewable portfolio standard
RTP/SCS	regional transportation plan / sustainable communities strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SBCFCD	San Bernardino County Flood Control District
SBCLS	San Bernardino County
SBCTA	San Bernardino County

Abbreviations and Acronyms

SBTAM	San Bernardino Traffic Analysis Model (County)
SBVMWD	San Bernardino Valley Municipal Water District
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SCS	sustainable communities strategy
SEIR	subsequent environmental impact report
SFHA	special flood hazard area
SGMA	Sustainable Groundwater Management Act
SIP	state implementation plan
SLF	Sacred Land Files
SMARA	Surface Mining and Reclamation Act
SMWC	South Mesa Water Company
SO_2	sulfur dioxide
SO_X	sulfur oxides
SoCAB	South Coast Air Basin
SP	service personnel
SRA	state responsibility (see LRA)
SWPPP	Storm Water Pollution Prevention Plan
SWQMP	stormwater quality management plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TGD	San Bernardino County Technical Guidance Document
TIA	traffic impact analysis
TMDL	total maximum daily load
TRU	transport refrigeration unit
USACE	US Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
VdB	velocity decibels
VMT	vehicle miles traveled
VMT/SP	vehicle miles traveled per service personnel

Abbreviations and Acronyms

VOC	volatile organic compound
WHWC	Western Heights Water Company
WQMP	water quality management plan
WRF	water recycling facility
WUI	wildland-urban interface
YCJUSD	Yucaipa-Calimesa Joint Unified School District
YVWD	Yucaipa Valley Water District
ZE	zero emissions
ZEV	zero-emission vehicle

Abbreviations and Acronyms

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1. Executive Summary

1.1 INTRODUCTION

This draft subsequent environmental impact report (SEIR) addresses the environmental effects associated with the implementation of the proposed Freeway Corridor Specific Plan Project. The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An environmental impact report (EIR) analyzes potential environmental consequences in order to inform the public and support informed decisions by local and state governmental agency decision makers.

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

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

1.2 ENVIRONMENTAL PROCEDURES

This SEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. CEQA established six main objectives for an EIR:

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

1. Executive Summary

An EIR is the most comprehensive form of environmental documentation in CEQA and the CEQA Guidelines; it is intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts.

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

1.2.1 SEIR Format

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

Chapter 2. Introduction: Describes the purpose of this SEIR, background on the project, the notice of preparation, the use of incorporation by reference, and Final SEIR certification.

Chapter 3. Project Description: A detailed description of the project, including its objectives, its area and location, approvals anticipated to be required as part of the project, necessary environmental clearances, and the intended uses of this SEIR.

Chapter 4. Environmental Setting: A description of the physical environmental conditions in the vicinity of the project as they existed at the time the notice of preparation was published, from local and regional perspectives. These provide the baseline physical conditions from which the lead agency determines the significance of the project's environmental impacts.

Chapter 5. Environmental Analysis: Each environmental topic is analyzed in a separate section that discusses: the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance after mitigation is incorporated; and the potential cumulative impacts of the proposed project and other existing, approved, and proposed development in the area.

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

Chapter 7. Alternatives to the Proposed Project: Describes the alternatives and compares their impacts to the impacts of the proposed project.

Chapter 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the project that were determined not to be significant by the Notice of Preparation and were therefore not discussed in detail in this SEIR.

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

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

Chapter 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this SEIR.

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

Chapter 13. Bibliography: The technical reports and other sources used to prepare this SEIR.

Appendices: The appendices for this document (in PDF format on a USB drive) comprise these supporting documents:

- Appendix A: Notice of Preparation
- Appendix B: NOP Comments
- Appendix C: Air Quality, Energy, and GHG Modeling
- Appendix D: Health Risk Assessment
- Appendix E: Biological Resources Technical Report
- Appendix F: Cultural Resources Records Search
- Appendix G: Tribal Cultural Resources Correspondence
- Appendix H Pacific Oaks Commerce Center Geotechnical Study
- Appendix I: Paleontological Resources Record Search
- Appendix J: Pacific Oaks Commerce Center Environmental Site Assessment
- Appendix K: Infrastructure Report
- Appendix L: Pacific Oaks Commerce Center Hydrology Report
- Appendix M: Pacific Oaks Commerce Center WQMP
- Appendix N: Noise Technical Report
- Appendix O: VMT Memorandum
- Appendix P: Traffic Impact Analysis
- Appendix Q: Water Supply Assessment
- Appendix R: Service Responses
- Appendix S: Fire Protection Plan

1.2.2 Type and Purpose of This SEIR

This SEIR fulfills the requirements for a Program EIR for the Freeway Corridor Specific Plan and a Project EIR for the Pacific Oaks Commerce Center project. Although the legally required contents of a Program EIR are the same as for a Project EIR, Program EIRs are typically more conceptual than Project EIRs, with a more general discussion of impacts, alternatives, and mitigation measures. According to Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that can be characterized as one large project. Use of a Program EIR gives the lead agency an opportunity to consider broad policy alternatives and program-wide mitigation measures, as well as greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive scale.

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

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

- Provide a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;
- Focus on cumulative impacts that might be slighted in a case-by-case analysis;
- Avoid continual reconsideration of recurring policy issues;
- Consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them;
- Reduce paperwork by encouraging the reuse of data (through tiering). (Guidelines § 15168[h])

1.3 PROJECT LOCATION

The 1,238-acre Freeway Corridor Specific Plan (FCSP) area is in the City of Yucaipa in San Bernardino County. The plan area is bisected by Interstate 10 (I-10) and abuts the Riverside County boundary to the south. Regional access to the project is provided by I-10 from the east and west. Local access is provided by Live Oak Canyon Road, County Line Road, Oak Glen Road, Wildwood Canyon Road, and Calimesa Boulevard (see Figure ES-1, *Regional Location Map*, and Figure ES-2, *Local Vicinity Map*).

Existing land uses in the plan area are shown on Figure ES-3, *Aerial Photograph*. Land uses in the FCSP consist primarily of agricultural land (ranching and farming), a limited number of residences, a wastewater treatment plant, and miscellaneous commercial uses such as an outdoor pottery store and storage. The Live Oak Canyon Pumpkin Farm operates seasonally, with its peak season in the fall. The pumpkin farm operates a corn maze (fall only), carnival-type rides and games, tractor/hay rides, pony rides, petting zoo, Christmas Tree sales (winter only), U-pick pumpkin patch, and concessions (fall only) during the fall and winter seasons.[1] The Henry N. Wochholz Regional Water Recycling Facility (WRF) is owned and operated by the Yucaipa Valley Water District (YVWD). This land use is isolated from the other areas in the FCSP and can only be accessed via a secondary road from County Line Road. The FCSP Update identifies these parcels as "not a part" (N.A.P.) of the Proposed Project because it is solely owned by the YVWD.

1.4 PROJECT SUMMARY

Freeway Corridor Specific Plan (Approved Project)

The FCSP provides the planning tools necessary to guide development in the plan area. The Specific Plan includes proposed land uses, development regulations and design standards. In addition, the FCSP provides for a multimodal trail and circulation system, infrastructure facilities required to support implementation of the plan, and a plan for managing natural resources. Figure ES-4, *Approved Land Use Plan*, shows the adopted land uses in the FCSP. Table ES-1, *Approved Project Buildout Statistical Summary*, identifies the buildout of the Approved Specific Plan.

[1] The Yucaipa City Council had typically authorized a special event permit (SEP) annually to the Pumpkin Factory to operate the Live Oak Canyon Pumpkin Patch and Christmas Tree Farm. Live Oak Canyon Farm has operated the pumpkin patch and Christmas tree farm for over 30 years prior to the incorporation of the City of Yucaipa, and the City has authorized a SEP for the pumpkin patch and Christmas tree farm every year since 2017, which has since been memorialized with the approval of a conditional use permit. The farm has 900 parking spaces onsite and addition 300 parking spaces on Live Oak Canyon Road. Special events at the farm run from mid-September to the end of December and may generate up to 100,000 visitors over the course of the special event. The Live Oak Canyon Pumpkin Patch and Christmas Tree Farm will continue to operate with implementation of the Proposed Project.

1. Executive Summary

Table ES-1 Approved Project Buildout Statistical Summary

Acres	Acres	Dwelling Units	Population[1]	Non-Residential SF[2]	Employees[3]
Residential	424.7	2,447	6,754	NA	NA
Regional Commercial (RC)[3,4]	172.0	NA	NA	3,379,737	2,430
Business Park (BP)[4]	25.7	NA	NA	1,206,042	571
Public Facilities (PUB)[5]	44.8	NA	NA	NA	NA
Open Space (OS)	549.0	NA	NA	0	NA
ROW	25.3	NA	NA	NA	NA
Total	1,242[6]	2,447	6,754	4,585,779	2,999

Notes: Totals may not add to 100 percent due to rounding. SF = square feet; ROW = right-of-way

1 Based on 2.76 people per unit (DOF 2022).

2 Acres to square feet based on the maximum FAR allowed in the FCSP of 0.50 for RC and 0.75 for BP.

3 Based on 1,392 square feet per employee for RC uses and 2,111 square feet per employee for BP uses (SCAG 2001).

4 BP and RC square footage adjusted to account for the amendments to the FCSP approved in July 2022, which allowed for development of a 366,423-square-foot warehouse associated with the Yucaipa County Line Warehouse Project (Yucaipa 2022).

5 Though employment is associated with the WRF, there are no changes in this land use between existing conditions and the Approved Project scenarios.

6 Acreage for the FCSP Update based on GIS. This four-acre difference between the 2008 Specific Plan acreage (1,242 acres) and the Specific Plan Update acreage (1,238 acres) is based on minor differences in how the boundary was mapped in 2008 and attributed to existing ROW.

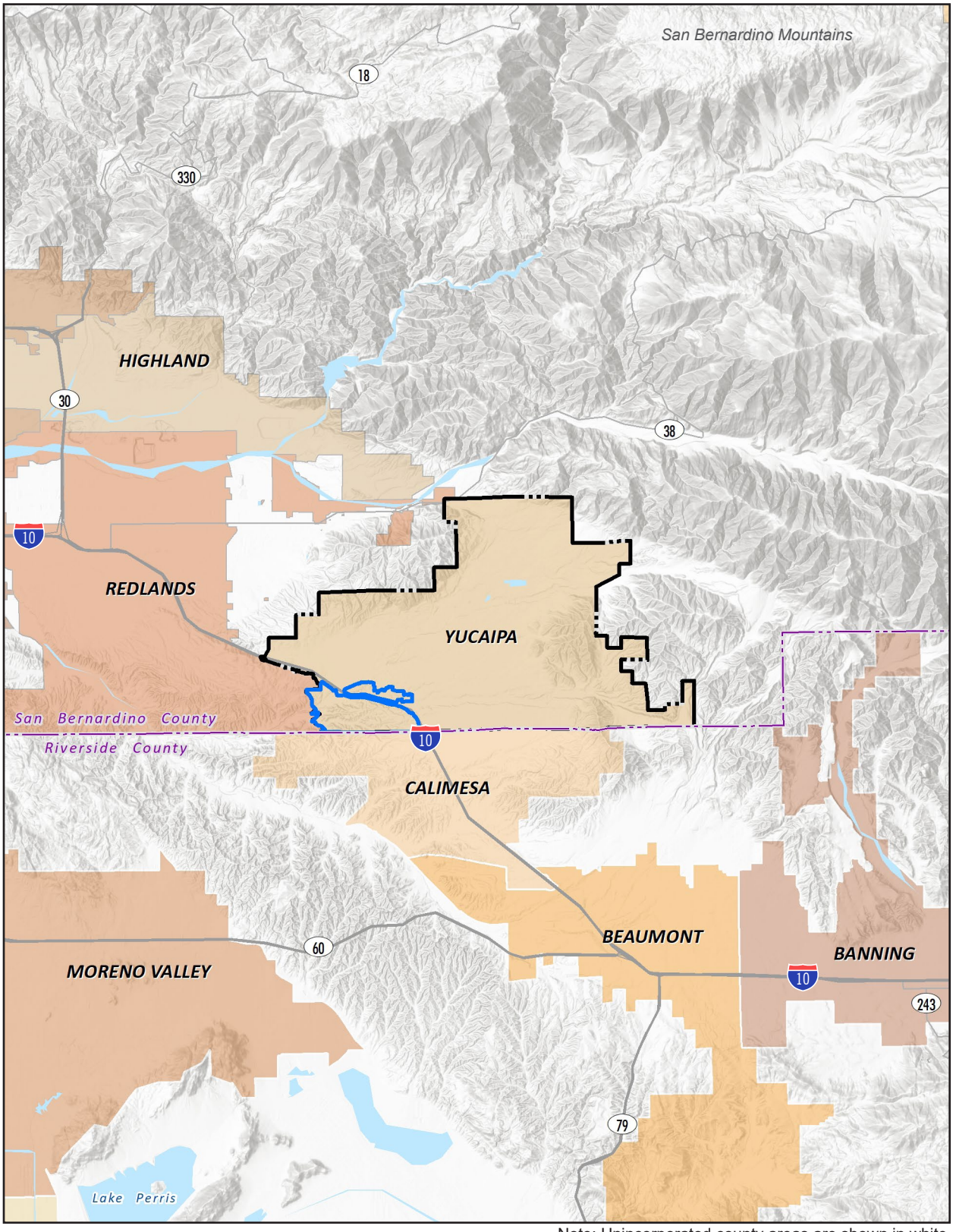
2008 Certified EIR

The Proposed Project in an update to the FCSP; therefore, this Subsequent Environmental Impact Report relies on the findings of the 2008 EIR and the 2022 Addendum and, per CEQA Guidelines Section 15162, contains all the information necessary to ensure that the certified FCSP EIR fully evaluates the Proposed Project. The 2008 EIR and addendum, though discussed separately here, are collectively referred to in this SEIR as the 2008 Certified EIR. In accordance with CEQA Guidelines Sections 15148 and 15150, this SEIR incorporates the 2008 Certified EIR (and its constituent parts) by reference. A summary of the 2008 Certified EIR follows. All documents incorporated by reference are available for review at the City of Yucaipa Planning Division at 34272 Yucaipa Blvd. Yucaipa, CA, 92399.

2008 Final EIR

The FCSP Environmental Impact Report (State Clearinghouse No. 2004041096) was certified in November 2008. The Final EIR consists of the 2007 Draft EIR and the 2008 Recirculated Draft EIR, response to comments, revisions to the EIR based on comments, and the mitigation monitoring and reporting program. The Final EIR evaluated impacts associated with 424.7 acres for residential development, with a maximum of 2,767 dwelling units, 242.5 acres of nonresidential development, 25.3 acres of right-of-way (ROW), and 549.0 acres of open space. The Certified EIR identified significant and unavoidable impacts associated with the FCSP for the following topical areas: Aesthetics, Agriculture, Air Quality, Biological Resource, Land Use and Planning, and Noise.

Figure ES-1 - Regional Location



Specific Plan Boundary
City Boundary
County Boundary

Note: Unincorporated county areas are shown in white.

0 3
Scale (Miles)

Source: Generated using ArcMap 2022.

1. Executive Summary

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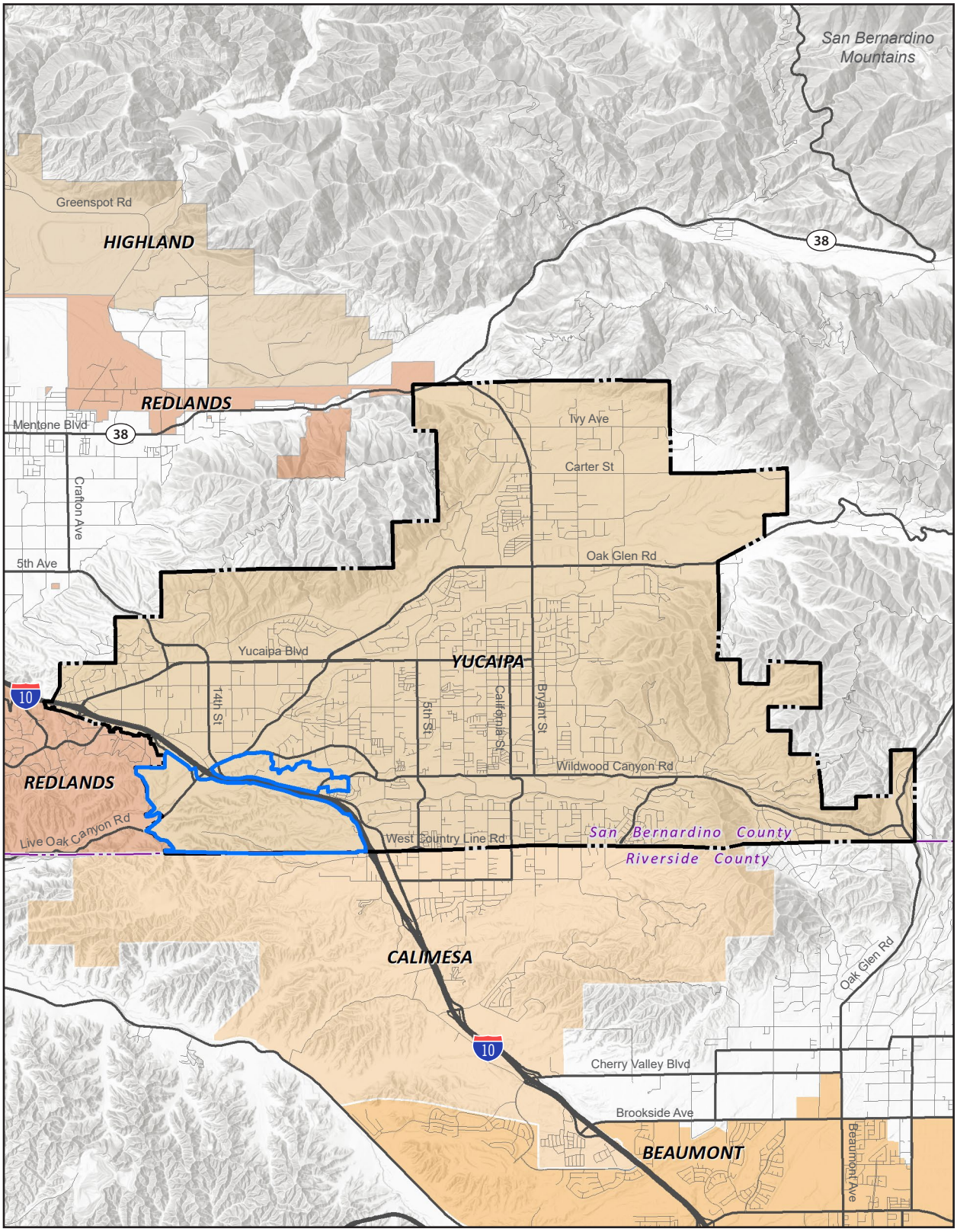
Figure ES-2 - Local Vicinity



Specific Plan Boundary
City Boundary
County Boundary

Note: Unincorporated county areas are shown in white.

0 1
Scale (Miles)

Source: Generated using ArcMap 2022.

1. Executive Summary

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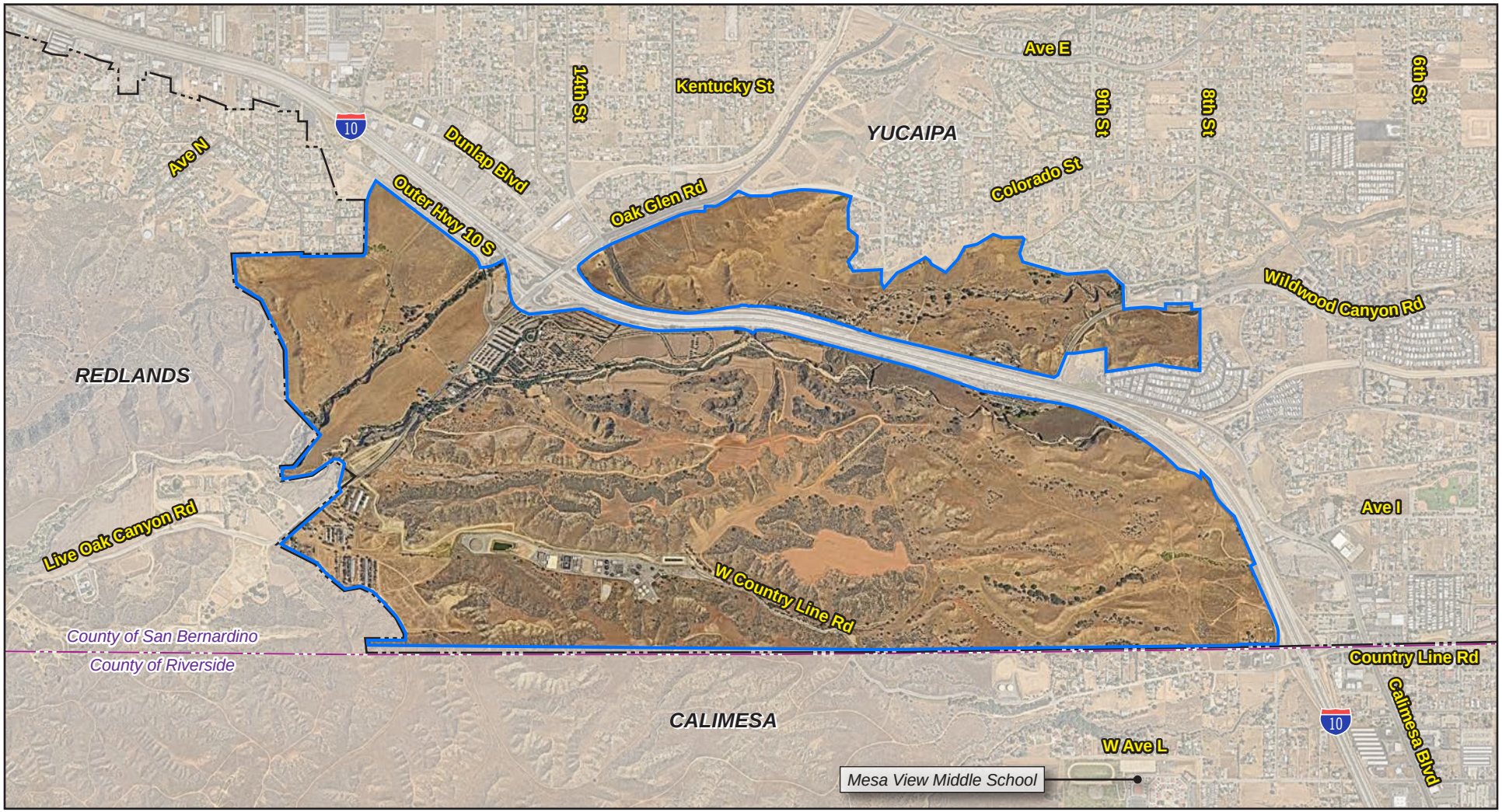
Figure ES-3 - Aerial Photograph



Source: Aerial: Nearmap 2022.

1. Executive Summary

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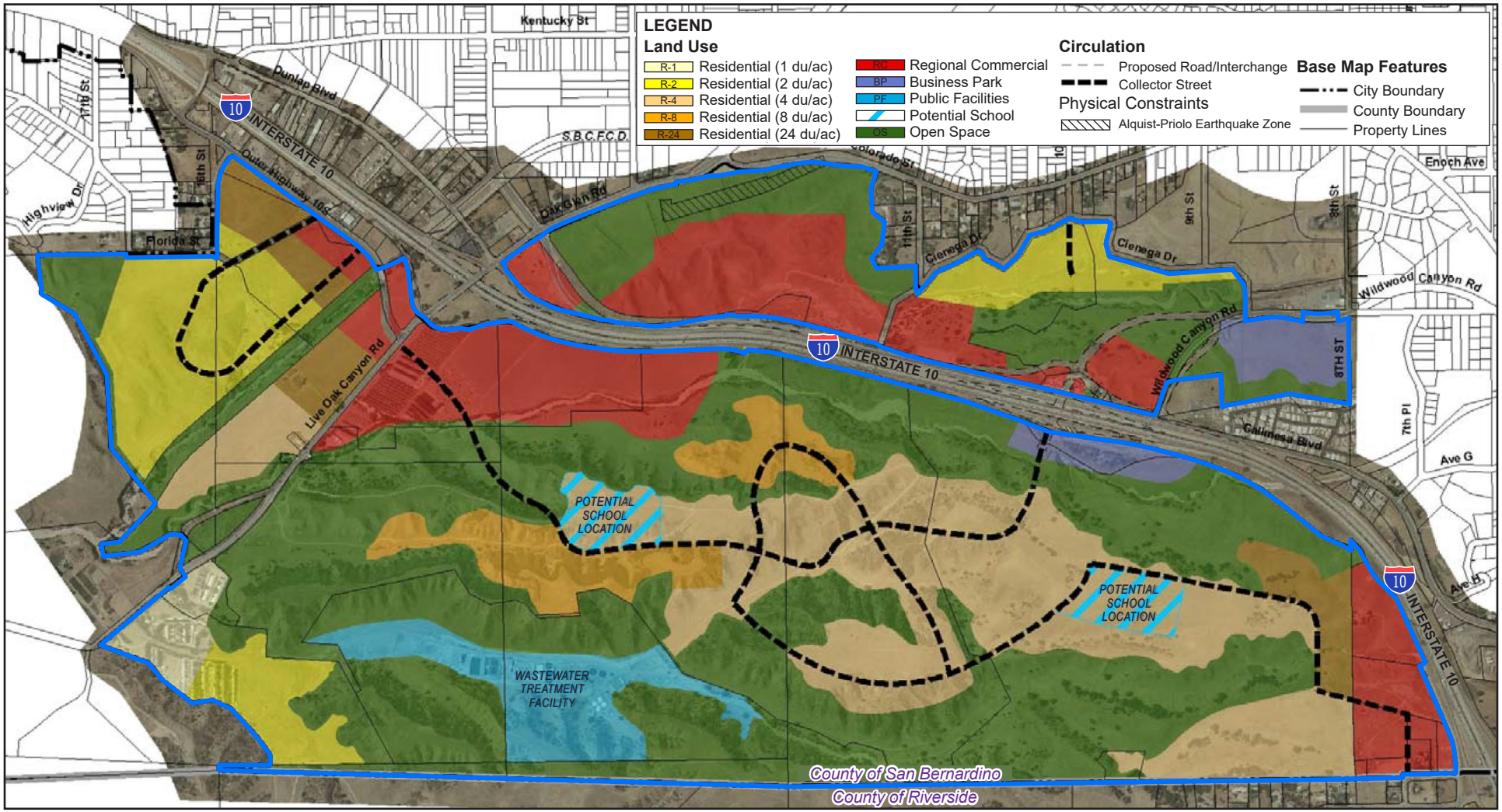
Figure ES-4 - Approved Land Use Plan



Specific Plan Boundary

0 1,500
Scale (Feet)

Source: City of Yucaipa; Hogle Ireland, Inc. 2008.

1. Executive Summary

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2022 County Line Road Warehouse Addendum

The Approved Project includes project updates to the Specific Plan since certification of the 2008 EIR. On July 21, 2022, the City of Yucaipa approved an Addendum to the 2008 Certified EIR for development of the Countyline Road Warehouse project—a 366,423-square-foot speculative industrial warehouse building on five parcels totaling 19.32 gross acres at the northwest corner of 7th Place and County Line Lane in the southwestern corner of Yucaipa. This project is reflected as part of the Approved Project in Table ES-1, and the square footage associated with this land use is modeled as Business Park (BP) because it is a warehouse.

Freeway Corridor Specific Plan Update (Proposed Project)

The Proposed Project is an update to the FCSP to guide development within the 1,238-acre plan area. Figure ES-5, *Proposed Land Use Plan*, and Table ES-2, *Proposed Project Buildout Statistical Summary*, identify the land uses associated with the Proposed Project. As shown in this table, the Proposed Project would result in a total of 2,472 residential units and 5,093,265 square feet of nonresidential uses. The Specific Plan includes a list of permitted, conditionally permitted, and prohibited land uses and development standards associated with the following land use designations (see Specific Plan Table 4-2, Permitted Uses; Table 4-3, Residential Development Standards; and Table 4-4, Nonresidential Development Standards).

Table ES-2 Proposed Project Buildout Statistical Summary

Designation	Acres	Dwelling Units	Population[1]	Non-residential SF[2]	Employees[3]
Residential	225.8	2,472	6,823	NA	NA
Regional Commercial (RC)[3]	72.2	NA	NA	1,100,761	791
Business Park (BP)[4]	223.1	NA	NA	3,992,503	1,891
Agricultural Tourism (AG)[4]	48.8	NA	NA	NA	NA
Open Space (OS)[5]	338.5	NA	NA	NA	NA
Open Space – Conservation (OS-C)[5]	159.5	NA	NA	NA	NA
Existing ROW	15.1	NA	NA	NA	NA
Not a Part (N.A.P)[6]	154.6	NA	NA	NA	NA
TOTAL	**1,238[7]**	**2,472**	**6,823**	**5,093,265**	**2,682**

Notes: Totals may not add to 100 percent due to rounding. SF = square feet; ROW = right-of-way.

1 Based on 2.76 people per unit (DOF 2022).

2 Acres to square feet based on the maximum FAR allowed in the proposed FCSP of 0.35 for RC. Planning areas BP 2, BP 3, and 19.32 acres of BP 6 are based on the project-level data for the Pacific Oak Commerce Center project (2,054,000 square feet) and the County Line Warehouse project (366,423 square feet). The remaining acreage for planning area BP 6 (9.68 acres) and planning areas BP 1 and BP 4 is based on a maximum FAR of 0.5. It should be noted that planning area BP 4 is the Caltrans rest stop and would remain a rest stop at buildout, as Caltrans currently owns this property. However, there is an agreement that should Caltrans close the rest stop, this property would revert to the Robinson Properties ownership. As a result, square footage associated with this acreage is accounted for to provide a conservative estimate of the potential BP land uses at buildout.

3 Based on 1,392 square feet per employee for RC uses and 2,111 square feet per employee for BP uses (SCAG 2001).

4 The Live Oak Canyon Pumpkin Farm has associated employment, but there are no changes to this land use between existing conditions and the Proposed Project scenarios. The Live Oak Canyon Pumpkin Patch and Christmas Tree Farm is seasonal and employment fluctuates, with peak employment during the fall.

5 Open Space (OS) and Open Space-Conservation (OS-C) acreage is estimated based on the conceptual grading plan.

6 The WRF is identified as Not a Part in the FCSP Update because it is solely owned by the YVWD.

7 Acreage for the FCSP Update based on GIS. This four-acre difference between the 2008 Specific Plan acreage (1,242 acres) and the Specific Plan Update acreage (1,238 acres) is based on minor differences in how the boundary was mapped in 2008 and attributed to existing ROW.

1. Executive Summary

Buildout Comparison to the Approved Project

Table ES-3, *Buildout Comparison of the Proposed Project to the Approved Project*, identifies the net change in dwelling units and nonresidential square footage associated with the update to the FCSP. The Proposed Project would result in increases of 25 dwelling units and 69 people, a reduction of approximately 2.28 million square feet of Regional Commercial (RC), an increase of approximately 2.79 million square feet of Business Park (BP), and a reduction of 317 employees.

Table ES-3 Buildout Comparison of the Proposed Project to the Approved Project

	Dwelling Units	Population	Regional Commercial (RC) SF	Business Park (BP) SF	Total Non-residential SF	Employees
Approved Project	2,447	6,754	3,379,737	1,206,042	4,585,779	2,999
Proposed Project	2,472	6,823	1,100,761	3,992,503	5,093,265	2,682
Net Change	**25**	**69**	**-2,278,976**	**2,786,461**	**507,486**	**-317**

Notes: SF = square feet; RC = Regional Commercial; BP = Business Park. There is no change associated with the existing pumpkin farm.

Pacific Oaks Commerce Center

The Proposed Project includes a project-level analysis for buildout of the Pacific Oaks Commerce Center in planning areas BP 2 and BP 3 ("project area"). Table ES-4, *Pacific Oaks Commerce Center Buildout*, identifies the land use components associated with the Pacific Oaks Commerce Center project. Figure ES-6, *Pacific Oaks Commerce Center Site Plan*, shows the details of the speculative warehouse buildings that would be developed as part of the Pacific Oaks Commerce Center. Building 1 would have 1,032,500 square feet of warehouse and 20,000 square feet of office use, for a total of 1,052,500 square feet of building space. Building 2 would have 981,500 square feet of warehouse and 20,000 square feet of office use, for a total of 1,001,500 square feet of building space. Each building also would allow up to 25 percent of the building square footage for cold-storage uses. As a result, the Pacific Oaks Commerce Center would result in development of up to 2,054,000 square feet.

Table ES-4 Pacific Oaks Commerce Center Buildout

Land Use	Acres	Building SF	Docking Bays	Trailer Stalls	Auto Stalls
Parcel 1 – Residential Pad[1, 2]	29.53	–	–	–	–
Parcel 2 – Residential Pad[1, 2]	32.04	–	–	–	–
Parcel 3 – Building 1	60.27	1,052,500	178	410	515
Parcel 4 – Open Space	65.82	–	–	–	–
Parcel 5 – Open Space	30.04	–	–	–	–
Parcel 6 – Trailer Parking[3]	29.68	–	–	322	–
Parcel 7 – Building 2[3]	65.53	1,001,500	178	326	471
TOTAL	**312.91**	**2,054,000**	**356**	**1,058**	**986**

Notes: SF = square feet.

1 The Pacific Oaks Commerce Center project does not include development of residential land uses. The acreages for Parcel 1 and Parcel 3 are included because of the need to grade these parcels during construction of the southern portion of Wildwood Canyon Road and the parcels associated with the warehouse buildings and trailer parking. These sites are designed for future residential uses pursuant to the Specific Plan.

2 The FCSP identifies PA 12 as 35.2 acres whereas Parcel 1 and Parcel 2 of the Pacific Oaks Commerce Center project total 61.57 acres. This is because the Specific Plan excludes manufactured slope in the land use density and intensity calculations. For Parcel 1 and Parcel 2, there are 26.37 acres of manufactured slope (43 percent of the total acreage of Parcel 1 and Parcel 2), which is included in the 553 acres of open space.

3 The FCSP identifies BP 3 as 71.3 acres whereas Parcel 6 and Parcel 7 of the Pacific Oaks Commerce Center project total 95.2 acres. This is because the Specific Plan excludes manufactured slope in the land use density and intensity calculations. For Parcel 6 and Parcel 7, there are 23.9 acres of manufactured slope (25 percent of the total acreage of Parcel 6 and Parcel 7), which is included in the 553 acres of open space.

1.5 SUMMARY OF PROJECT ALTERNATIVES

Based on the criteria listed above, the following three alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the Project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project (Approved Project) Alternative
- Reduced Warehousing Intensity Alternative
- Increased Open Space – Conservation Alternative

The summary of impacts reflects findings for both the Specific Plan and the Pacific Oaks Commerce Center projects (Proposed Project).

An EIR must identify an "environmentally superior" alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. Section 7.7 identifies the Environmentally Superior Alternative. The preferred land use alternative (Proposed Project) is analyzed in detail in Chapter 5 of this DEIR.

1.5.1 No Project (Approved Project) Alternative

The No Project (Approved Project) Alternative assumes that no development as envisioned under the Proposed Project would occur, and instead the plan area would be developed as indicated in the Approved Project. As such, the following would occur under the No Project (Approved Project) Alternative, compared to the Proposed Project:

- There would be no increase in dwelling units, population, and nonresidential square footage.
- There would be no decrease in employment and open space.
- Land proposed to be designated Agricultural Tourism would remain designated as Regional Commercial.
- Two parcels that would be designated Business Park under the Proposed Project would remain residential.

Impacts of the No Project (Approved Project) Alternative would be similar for aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, tribal cultural resources, and wildfire. Impacts would be less for utilities and service systems. Impacts would be greater for agriculture and forestry resources, energy, greenhouse gas emissions, noise, and transportation. In addition, this alternative would result in a significant and unavoidable VMT impact. As with the Proposed Project, impacts to traffic noise and long-term operational noise (Specific Plan only) would be significant and unavoidable.

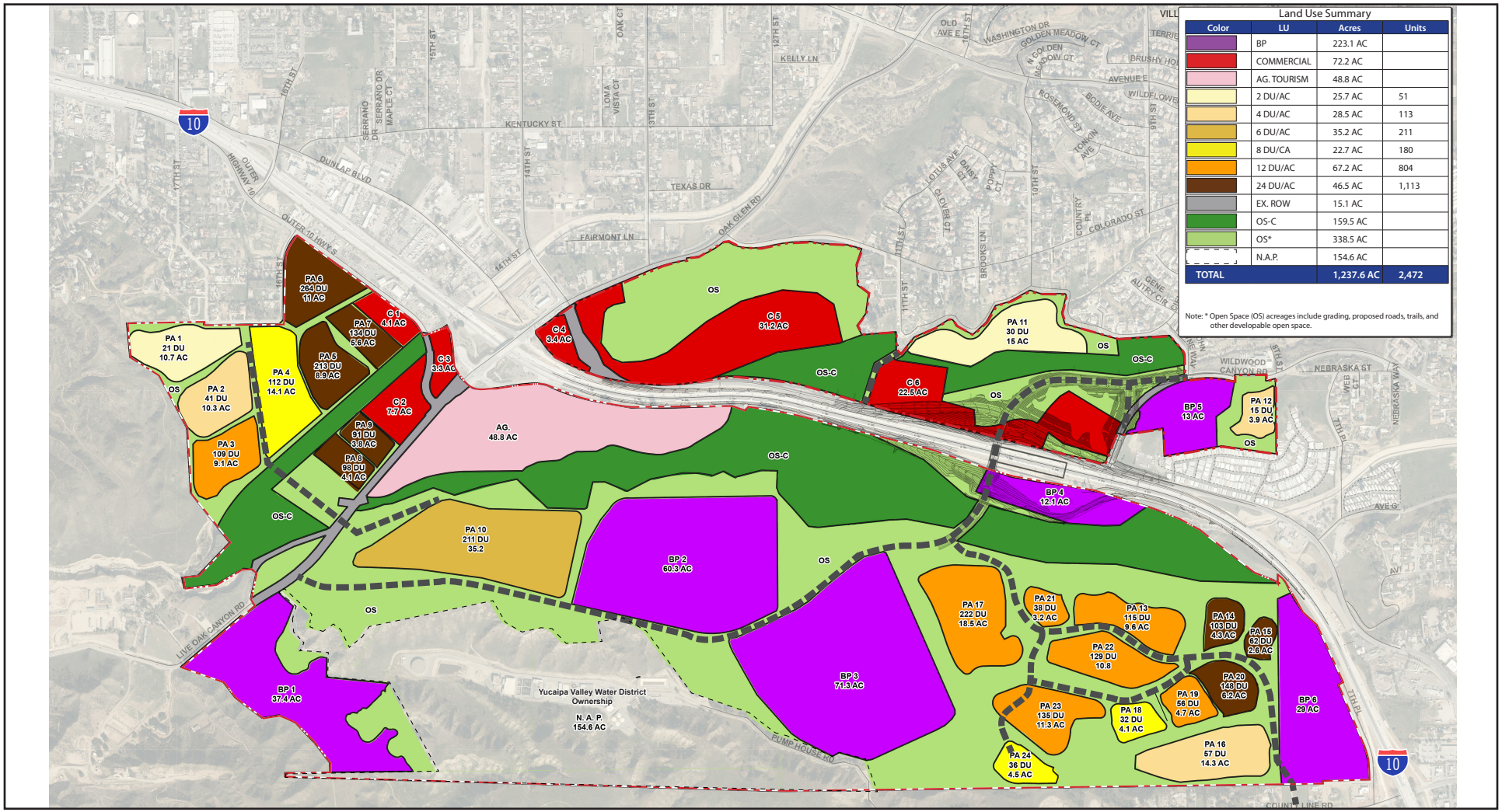
The No Project (Approved Project) Alternative would meet all of the project objectives except for Objective 8, as this Alternative would not support existing agricultural operations.

1.5.2 Reduced Warehousing Intensity Alternative

Under the Reduced Warehousing Intensity Alternative, warehousing square footage and jobs would be reduced by approximately 50 percent compared to the Proposed Project as a result of the following changes:

- **BP 1.** This alternative would result in an approximately 50 percent reduction in acreage for BP 1, corresponding with a 50 percent reduction in square footage. The remaining area would be open space.
- **BP 2.** Planning area BP 2 would not be developed under this alternative and would be left as open space.
- **BP 3.** No changes to this BP would occur under this alternative.
- **BP 4.** Planning area BP 4 would not be redeveloped for business park uses and would remain a truck stop.

Figure ES-5 - Proposed Land Use Plan



1. Executive Summary

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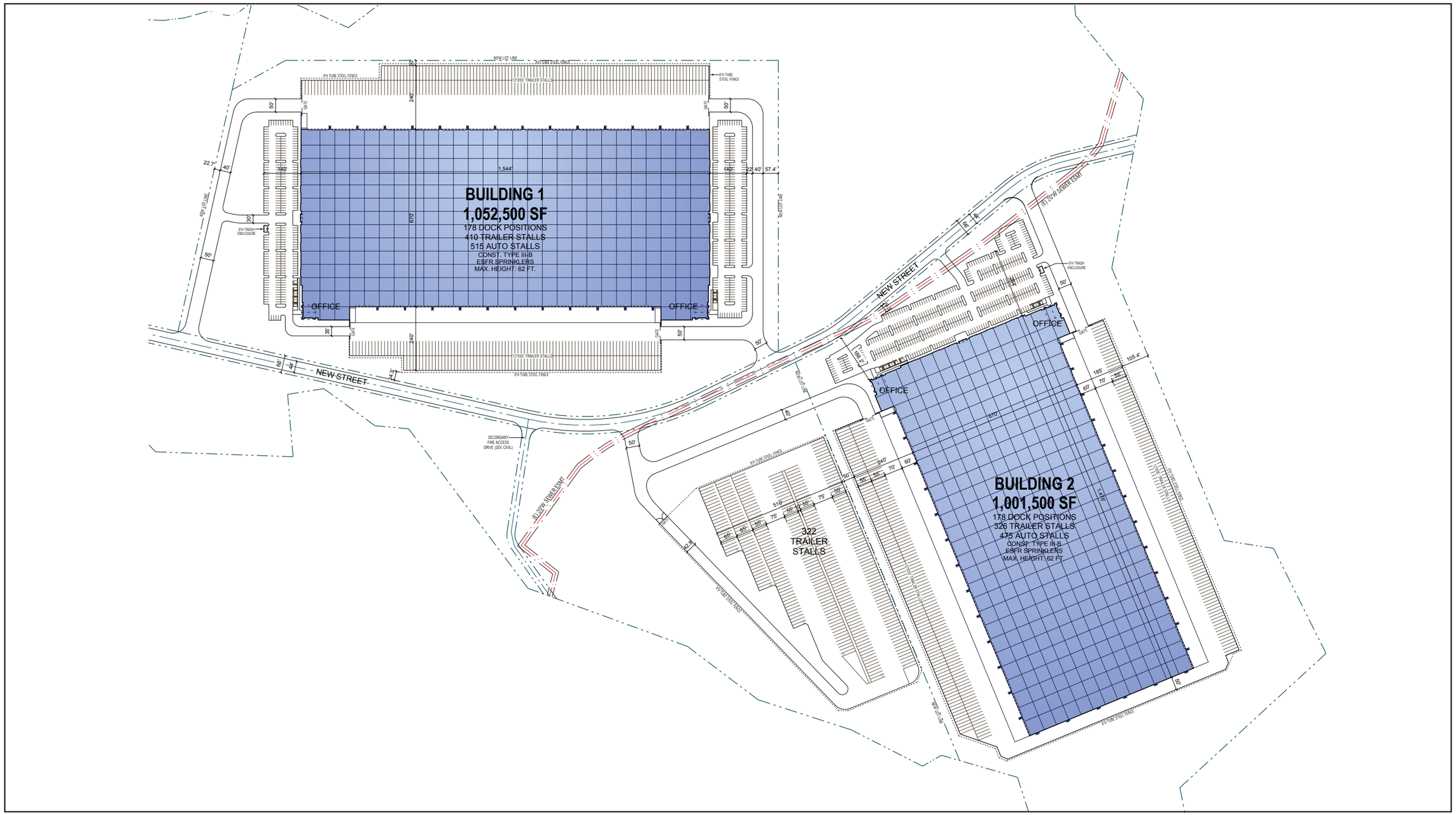
Figure ES-6 - Pacific Oaks Commerce Center Site Plan



Source: RGA - Office of Architectural Design 2022.

1. Executive Summary

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- **BP 5.** This alternative would result in an approximately 50 percent reduction in acreage for BP 5, corresponding with a 50 percent reduction in square footage. The remaining area would be open space.

- **BP 6.** Planning area BP 6 would result in development of the Countyline Warehouse project but the remaining acreage in BP 6 would be open space.

The residential units and regional commercial square footage would not change. A reduction in warehousing and acreage designated BP and a corresponding increase in acres left as open space would result in reduced grading and impacts to hillsides. For the Pacific Oaks Commerce Center project, this would also be a reduction of approximately 50 percent.

Impacts of the Reduced Warehousing Intensity Alternative would result in less impact to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emission, hazards and hazardous materials, hydrology and water quality, noise, transportation, tribal cultural resources, utilities and service systems, and wildfire. Impacts would be similar for agriculture and forestry resources, land use and planning, mineral resources, public services, and recreation. Impacts would be greater for population and housing.

The Reduced Warehousing Intensity Alternative would meet all of the project objectives, but would meet Objective 3 and Objective 6 to a lesser extent due to the reduction in employment opportunities. However, the removal of the BP designation area to BP 6 and BP 4 would impact the existing land use rights to the subject properties as the Approved Project currently allows for future development on those sites.

1.5.3 Increased Open Space-Conservation Alternative

The biological resources evaluation and jurisdictional delineation identified that portions of the site contain sensitive habitat and/or serve as a high-functioning wildlife corridor. Additionally, portions of the site with the jurisdictional areas also are within the 100-year floodplain. To avoid and/or minimize impacts to these areas, this Alternative would result in the following changes:

- **Wilson Creek Avoidance Area**. Planning areas PA3, PA4, PA5, PA6, C1, C2, C3, PA8, and PA9 abut the Wilson Creek drainage west of Live Oak Canyon Road. The OS-C and OS designation are overlain on the Wilson Creek drainage and where Wilson Creek and Wildwood Creek merge. The listed planning areas would be reduced by 50 percent to accommodate a larger setback from the jurisdictional areas, habitat, and floodplains under this alternative.

- **Wildwood Canyon Creek Avoidance Area**. Planning area C6 overlaps a critical wildlife corridor and the floodplain as well as habitat and jurisdictional areas. In addition, portions of the Wildwood Canyon interchange project overlap this site. Therefore, planning area C6 would be reduced by 75 percent to accommodate larger setbacks from Wildwood Canyon Creek under this alternative. Additionally, a portion of PA11 also overlaps Wildwood Creek. Therefore, PA11 would be reduced by 25 percent to accommodate wider setbacks.

- **Prominent Ridgeline Avoidance Area**. Planning areas BP2 and PA10 overlap prominent ridgelines identified in the City's 2016 General Plan. Though the grading of key ridgelines are avoided facing I-10, the development of the Pacific Oaks Commerce Center project would result in substantial grading that affects these prominent ridgelines. To substantially avoid the ridgelines, it is assumed that no development in planning areas PA10 and BP2 could occur.

Because the plan area is identified in the City's 2021-2029 Housing Element, this Alternative would also require upzoning of the residential planning areas within the FCSP to ensure no net loss of residential housing capacity in accordance with Senate Bill (SB) 330 and SB 166. Therefore, this Alternative would pull back several of the residential planning areas from jurisdictional areas, these planning areas and other residential planning areas would have a higher density compared to the Proposed Project to ensure no net loss of housing capacity in the Housing Element.

This alternative would result in 158.1 acres of additional OS-C compared to the proposed project. However, the additional setbacks would result in a reduction of 744 jobs and 1,393,630 square feet of nonresidential uses compared to the Proposed Project. For the Pacific Oaks Commerce Center project, this would be a reduction of approximately 50 percent.

Impacts of the Increased Open Space–Conservation Alternative would result in less impacts to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation, tribal cultural resources, utilities and service systems, and wildfire. Impacts would be similar for agriculture and forestry resources, land use and planning, mineral resources, and recreation. Impacts would be greater for population and housing.

The Increased Open Space–Conservation Alternative would meet all of the project objectives, but would meet Objective 3 and Objective 6 to a lesser extent due to the reduction in employment.

1.6 ISSUES TO BE RESOLVED

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

1. Whether this SEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override the environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the SEIR.

6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.7 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. Prior to preparation of the SEIR, the Notice of Preparation (NOP) was distributed for comment from November 15, 2022, to December 15, 2022. A public scoping meeting was held at the City of Yucaipa on November 30, 2022. A total of 16 agencies/interested parties responded to the NOP. NOP comment letters received during the review period are summarized in Chapter 2, *Introduction* (see Table 2-1, *NOP and Scoping Meeting Comment Summary*), and identify potential environmental issues associated with the Proposed Project, including congestion-based traffic impacts, traffic safety hazards, air quality and greenhouse gas emissions, water quality, and biological resources.

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

Table ES-5, *Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation,* summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

1. Executive Summary

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Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
Impact 5.1-1: Development pursuant to the Proposed Project would not impact scenic vistas.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.1-2: The Proposed Project would not alter scenic resources within a state scenic highway.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.1-3: Development pursuant to the Proposed Project would change the visual character of the Specific Plan site but would not conflict with applicable zoning and other regulations governing scenic quality compared to the land uses approved in the 2008 Certified EIR.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.1-4: Implementation of the FCSP could expose people on- or off-site to substantial light and glare which would adversely affect day or nighttime views in the area.	Potentially significant.	AES-1 Prior to issuance of grading permits, lighting plans and signage plans for new development shall be reviewed by the Community Development Department to ensure that minimal light intrusion and spill over into adjacent residential areas occurs. AES-2 Prior to issuance of grading permits, and during the Specific Plan review process for future development in the Specific Plan site, the Director of Community Development shall ensure that mirrored and highly reflective surfaces are discouraged or, where proposed, shall be accompanied by a design-level glare impact analysis that demonstrates no adverse visual impairment to motorists or other visual nuisance occurs.	**Specific Plan** Less than significant **Pacific Oaks Commerce Center** Less than significant
5.2 AGRICULTURE AND FORESTRY RESOURCES			
Impact 5.2-1: The proposed project would not convert Prime Farmland or Unique Farmland to nonagricultural uses.	No impact	No mitigation measures are required.	Less than significant
Impact 5.2-2: The proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract.	No impact	No mitigation measures are required.	Less than significant

1. Executive Summary

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.2-3: The proposed project would not conflict with existing zoning for forestland, nor would the proposed project result in the loss of forest land on-site.	No impact	No mitigation measures are required.	Less than significant
5.3 AIR QUALITY			
Impact 5.3-1: The Proposed Project would not conflict with the South Coast AQMD's Air Quality Management Plan.	Potentially Significant	**Specific Plan** Implementation of Mitigation Measure AQ-1 through AQ-11. **Pacific Oaks Commerce Center** Implementation of Mitigation Measure AQ-1, AQ-2, AQ-4, AQ-6 through AQ-11.	**Specific Plan** Significant and Unavoidable **Pacific Oaks Commerce Center** Significant and Unavoidable
Impact 5.3-2: Construction activities associated with the Proposed Project would generate short-term emissions that exceed South Coast AQMD's significance thresholds and would cumulatively contribute to the nonattainment designations of the SoCAB	Potentially Significant	**Specific Plan** AQ-1 In accordance with South Coast Air Quality Management District (AQMD) Rule 403, the City will require the following measures to be taken during the construction of all future development projects on the Specific Plan Site associated with the proposed Specific Plan to reduce the amount of dust and other sources of PM10: • Water exposed soils at least twice three times daily and maintain equipment and vehicle engines in good condition and in proper tune; • Wash off trucks leaving development sites and water down all construction areas; • Replace ground cover on construction sites if it is determined that the site will be undisturbed for lengthy periods; • Reduce speeds on unpaved roads to less than 15 miles per hour; • Halt all grading and excavation operations when wind speeds exceed 25 miles per hour; • Properly maintain diesel-powered on-site mobile equipment; • Install particulate filters on off-road construction equipment; • Sweep streets at the end of the day if substantial visible soil material is carried over to the adjacent streets;	**Specific Plan** Significant and Unavoidable **Pacific Oaks Commerce Center** Significant and Unavoidable

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Cover all trucks hauling dirt, sand, soil or other loose material to and from the site; • Limit truck construction traffic to non-peak times of the morning or afternoon; • Use surfactants and other chemical stabilizers to suppress dust at construction sites; and • Use wheel washers for construction equipment. AQ-6 The City of Yucaipa shall require that applicants for new development projects incorporate the following to reduce air pollutant emissions during construction activities: • Use construction equipment rated by the United States Environmental Protection Agency as having Tier 4 (model year 2008 or newer) Final or stricter emission limits, for engines between 50 and 750 horsepower. If Tier 4 Final equipment is not available, the applicant shall provide documentation or demonstrate its unavailability to the City of Yucaipa Building & Safety Division prior to the issuance of any construction permits. • During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Yucaipa. The construction equipment list shall state the makes, models, Equipment Identification Numbers, Engine Family Numbers, and number of construction equipment on-site. • Use paints with a VOC content that meets the South Coast Air Quality Management District Super Compliant architectural coatings standard of 10 grams per liter (g/L) or less for coating building architectural surfaces. • Use paints with a VOC content of 50 g/L or less for parking areas and surfaces. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Division. **Pacific Oaks Commerce Center** Implementation of Mitigation Measure AQ-1 and AQ-6.	

1. Executive Summary

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.3-3: Operational activities associated with the Proposed Project would generate long-term emissions that exceed South Coast AQMD's significance thresholds that cumulatively contribute to the nonattainment designations of the SoCAB.	Potentially significant.	**Specific Plan** AQ-2 All appliances installed as part of future development projects shall be energy efficient appliances (i.e., washers/dryers, refrigerators, stoves, etc.). AQ-3 Future residential development projects on the Specific Plan site shall utilize electric fireplaces in lieu of traditional fireplaces and wood burning stoves. AQ-4 Future development projects on the Specific Plan site shall install Energy Star labeled roof materials. AQ-5 Future residential development projects on the Specific Plan site shall install energy-reducing ceiling/whole-house fans. AQ-7 The City of Yucaipa shall require that project developer/facility owner for new development projects that would use off-road equipment (e.g., forklifts and yard trucks) in daily business operations only utilize electric-powered off-road equipment. The project developer/facility owner shall disclose this requirement to all tenants/business entities prior to the signing of any lease agreement. In addition, the limitation to use only electric-powered off-road equipment shall be included all leasing agreements. Prior to issuance of a Business License for a new tenant/business entity, the project developer/facility owner and tenant/business entity shall provide to the City of Yucaipa Planning Division and Business License Division, a signed document (verification document) noting that the project development/facility owner has disclosed to the tenant/business entity the requirement to use only electric-powered equipment for daily operations. This verification document shall be signed by authorized agents for the project developer/facility owner and tenant/business entities and retained and posted by the Business License by the facility owner onsite. In addition, if applicable, the tenant/business entity shall provide documentation (e.g., purchase or rental agreement) to the City of Yucaipa Planning Division and Business License Division to verify, to the City's satisfaction, that any off-road equipment utilized will be electric-powered. AQ-8 Only electric standby and/or hybrid electric transport refrigeration units (E/S TRUs) shall be utilized onsite for daily warehouse and business operations. All E/S TRUs shall comply with the California Air Resources Board's "Alternative Technology" requirements under Section 2477(e)(1)(A)(3) of the California Code of Regulations, Title 13, Article 8, Chapter 9, Division 3. The	**Specific Plan** Significant and Unavoidable **Pacific Oaks Commerce Center** Significant and Unavoidable

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			project developer/facility owner shall disclose this requirement to all tenants/business entities prior to the signing of any lease agreement. In addition, the limitation to use only E/S TRUs shall be included all leasing agreements. Prior to issuance of a Business License for a new tenant/business entity, the project developer/facility owner and tenant/business entity shall provide to the City of Yucaipa Planning Division and Business License Division a signed document (verification document) noting that the project development/facility owner has disclosed to the tenant/business entity the requirement to use only E/S TRUs for daily operations. This verification document shall be signed by authorized agents for the project developer/facility owner and tenant/business entities. In addition, if applicable, the tenant/business entity shall provide documentation (e.g., purchase or rental agreement) to the City of Yucaipa Planning Division and Business License Division to verify, to the City's satisfaction, that any TRUs utilized will be E/S TRUs.	
		AQ-9	All truck/dock bays that serve cold storage facilities within the proposed buildings shall be electrified to facilitate plug-in capability and support use of electric standby and/or hybrid electric transport refrigeration units. All site and architectural plans submitted to the City of Yucaipa Planning Division shall note all the truck/dock bays designated for electrification. Prior to the issuance of a Certificate of Occupancy, the City of Yucaipa Building & Safety Division shall verify electrification of the designated truck/dock bays.	
		AQ-10	To reduce idling emissions from transport trucks, signage shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations (e.g., Rule 2485). At minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict non-essential idling to no more than two consecutive minutes (compared to five minutes currently allowed under Rule 2485); and 3) telephone numbers of the building facilities manager and CARB to report violations. All signage shall be made of weather-proof materials. All site and architectural plans submitted to the City of Yucaipa Planning Division shall note the locations of these signs. Prior to issuance of the Certificate of Occupancy, the City of Yucaipa Building & Safety Division shall verify the installation of these signs.	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		AQ-11 All landscaping equipment (e.g., leaf blower) used for property management shall be electric-powered only in line with new requirements from the California Air Resources Board for small off-road engines. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Yucaipa Planning Division to verify, to the City's satisfaction, that all landscaping equipment utilized will be electric-powered. **Pacific Oaks Commerce Center** Implementation of Mitigation Measures AQ-2 and AQ-4, and new Mitigation Measures AQ-7 through AQ-11.	
Impact 5.3-4: Construction of the Proposed Project could expose sensitive receptors to substantial pollutant concentrations of toxic air contaminants.	**Specific Plan** Potentially significant. **Pacific Oaks Commerce Center** Less than significant.	**Specific Plan** Implementation of Mitigation Measure AQ-6. **Pacific Oaks Commerce Center** No mitigation measures are required.	**Specific Plan** Significant and Unavoidable **Pacific Oaks Commerce Center** Less than significant
Impact 5.3-5: Operation of the Proposed Project would expose sensitive receptors to substantial pollutant concentrations of criteria air pollutants and toxic air contaminants.	Potentially Significant.	**Specific Plan** Implementation of Mitigation Measures AQ-2 through AQ-5 and new Mitigation Measures AQ-7 through AQ-11. **Pacific Oaks Commerce Center** Implementation of Mitigation Measures AQ-2 and AQ-4, and new Mitigation Measures AQ-7 through AQ-11.	**Specific Plan** Less than significant **Pacific Oaks Commerce Center** Less than significant
Impact 5.3-6: The Proposed Project would not result in other emissions that would adversely affect a substantial number of people.	Less than significant.	No mitigation measures are required.	Less than significant

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.4 BIOLOGICAL RESOURCES			
Impact 5.4-1: Development of the Proposed Project could impact special-status plant and wildlife species within the plan area.	Potentially Significant.	**Specific Plan** B-6 **Focused Special-Status Plant Survey and Avoidance.** Outside the focused survey area (see Figure 5.4-1, Biological Resources Study Area), a focused special-status plant survey shall be conducted prior to ground-disturbing activities. The survey shall be conducted for Nevin's barberry, smooth tarplant, Parry's spineflower, slender-horned spineflower, Santa Ana River woollystar, California satintail, Hall's monardella, salt spring checkerbloom, and San Bernardino aster, or as otherwise required by an updated habitat assessment conducted by a qualified biologist. Surveys shall occur at the appropriate time of year to capture the characteristics necessary to identify the taxon. Surveys shall be conducted consistent with California Native Plant Society, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife protocols and by a qualified botanist knowledgeable of the local flora. The results of the survey shall be summarized in a report and would be valid for two years. If no special-status plants are found during the survey, no further mitigation would be required. If special-status plants are observed, the full extent of the occurrence of a special-status plant species within the survey area shall be recorded using GPS. The location of each special-status plant occurrence shall be mapped and number of individuals for each occurrence documented. The outer extent of each occurrence shall be flagged for avoidance (to the extent feasible). For direct impacts to special-status plant species, one or a combination of the following strategies shall be implemented: • **Avoidance and Minimization**. Impacts to special-status plant occurrences shall be avoided to the greatest extent possible and minimized where avoidance is not feasible. Where Project impacts to special-status plant species cannot be avoided, mitigation is required and is discussed further below. • **Salvage.** If impacts to special-status plants cannot be avoided and it is feasible to effectively salvage the plants, a qualified ecologist shall develop a restoration and mitigation plan based on the life history of the species impacted, as necessary, to mitigate Project impacts. The plan shall include, at minimum, (a) collection/salvage measures for plants	**Specific Plan** Less than significant **Pacific Oaks Commerce Center** Less than significant

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		and/or seed banks to retain intact soil conditions and maximize success likelihood; (b) details regarding storage of plants and/or seed banks; (c) location of the proposed recipient site and detailed site preparation and plant introduction technique details for top soil storage, as applicable; (d) time of year that the salvage and replanting or seeding shall occur and the methodology of the replanting; (e) a description of the irrigation, if used; (f) success criteria; and (g) a detailed monitoring program, commensurate with the plan's goals. B-7 **Construction-Related Indirect Impacts to Biological Resources**. Prior to issuance of a construction permit within 500 feet of proposed open space (conserved and non-conserved), suitable habitat for special-status species with potential to occur in the project site, aquatic resources, or sensitive vegetation communities, construction plans and conditions of approval shall include the following to address indirect impacts: • **Biological Monitoring**. A qualified project biologist approved by the City of Yucaipa shall monitor ground-disturbing and vegetation-clearing activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat, species of concern, and other sensitive biological resources outside the Project footprint. Once ground-disturbing and vegetation-clearing activities are complete, the Project biologist shall conduct weekly checks to inspect construction, staking, or flagging (see "Delineation of Property Boundaries," below) and ensure that all applicable requirements from the mitigation measures are being upheld. • **Worker Environmental Awareness Training**. Prior to grading, a pre-construction meeting shall be required that includes a training session for Project personnel by a qualified biologist. The training shall include (1) a description of the species of concern and its habitats; (2) the general provisions of the applicable regulations pertaining to biological resources, including the Endangered Species Act and the Clean Water Act; (3) the need to adhere to the provisions of the Endangered Species Act, the Clean Water Act, and other applicable regulations; (4) the penalties associated with violating the provisions of the Endangered Species Act, Clean Water Act, and other applicable regulations; (5) the	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		general measures that are being implemented to conserve the species of concern as they relate to the project; and (6) the access routes to the project site and the boundaries within which the project activities must be accomplished. Additionally, the training shall include the measures and mitigation requirements for the applicable resources. Copies of the mitigation measures and any required permits from the resource agencies will be made available to construction personnel and maintained in the construction site trailer, and be made available in alternate languages, if necessary. • **Delineation of Property Boundaries**. Before beginning activities that would cause impacts, the contractor shall, in consultation with the biological monitor, clearly delineate the boundaries within which the impacts will take place with fencing, stakes, or flags, consistent with the grading plan. All impacts outside the fenced, staked, or flagged areas shall be avoided, and all fencing, stakes, and flags shall be maintained until the completion of impacts in that area. In addition, any avoided environmental resources will be clearly delineated. • **Standard Dust Control Measures**. Standard dust control measures as per the South Coast Air Quality Management District shall be implemented to reduce impacts on nearby plants and wildlife. Measures include controlling speed to 15 mph or less on unpaved roads, replacing ground cover in disturbed areas as quickly as possible, frequently watering active work sites, installing shaker plates, and suspending excavation and grading operations during periods of high winds. • **Stormwater Pollution Prevention Plan**. Prior to issuance of a grading permit for construction, the applicant shall submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Yucaipa that specifies best management practices to prevent all construction pollutants from contacting stormwater, with the intent of keeping sedimentation or any other pollutants from moving off-site and into receiving waters. The requirements of the SWPPP shall be incorporated into design specifications and construction contracts. Best management practices categories employed on-site would include erosion control, sediment control, and non-stormwater (good housekeeping). Best management	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		practices recommended for the construction phase shall include, but not be limited to: o Limit grading to the minimum area necessary for construction, operation, and decommissioning of the Project o Limit vegetation disturbance/removal to the maximum extent practicable o Implement fiber rolls and sandbags around drainage areas and the site perimeter o Stockpile and dispose of demolition debris, concrete, and soil properly o Install a stabilized construction entrance/exit and stabilize disturbed areas o Ensure proper protections for fueling and maintenance of equipment and vehicles o Manage waste, aggressively controlling litter, and implementing sediment controls o Stabilize soil in disturbed areas by revegetation The following water quality measures will be included in the SWPPP: o Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks. o Projects shall be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern, as feasible. Projects that cannot be constructed without placing equipment or personnel in sensitive habitats shall be timed to avoid the breeding season of riparian species. o When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing or other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments off-site. Settling ponds where sediment is collected shall be cleaned out in a manner that	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream. o Water pollution and erosion control plans shall be developed and implemented in accordance with the Regional Water Quality Control Board. • **Minimize Spills of Hazardous Materials**. All vehicles and equipment shall be maintained in proper condition to minimize the potential for fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials. Hazardous spills shall be immediately cleaned up, the contaminated soil shall be immediately cleaned up, and the contaminated soil shall be properly handled or disposed of at a licensed facility. Servicing of construction equipment shall take place only at a designated staging area. • **Invasive Weeds**. To reduce the spread of invasive plant species, landscape plants shall not be on the most recent version of the California Invasive Plant Council's California Invasive Plant Inventory (http://www.cal-ipc.org/ip/inventory/index.php). • **Night Work**. All construction activities will be conducted during the daytime, and lights will not be kept on overnight in the construction area, as practicable. If night lighting is required during construction activities, all exterior lighting along undeveloped land shall be fully shielded and directed downward in a manner that will prevent light spillage or glare into the adjacent open space.	
		B-8 **Long-Term Indirect Impacts to Biological Resources**. Prior to issuance of a construction permit within 500 feet of proposed open space (conserved and nonconserved), suitable habitat for special-status species with potential to occur in the Project site, aquatic resources, or sensitive vegetation communities, construction plans and conditions of approval shall include the following to address indirect impacts to special-status species: • **Runoff:** Future development within 500 feet of proposed open space (conserved and nonconserved), suitable habitat for special-status species with potential to occur in the Project site, aquatic resources, or	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		sensitive vegetation communities shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System requirements, to ensure that the quantity and quality of runoff discharged is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into proposed open space or suitable habitat for special-status species. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes. This can be accomplished using a variety of methods including natural detention basins, grass swales, or mechanical trapping devices. Runoff control systems shall receive regular maintenance to ensure their effective operations. • **Toxicants:** Land uses that use chemicals or generate bioproducts such as manure, fertilizer, or vineyard waste that are potentially toxic or may adversely affect plant species, wildlife species, habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharges. Measures such as those employed to address drainage issues shall be implemented. • **Lighting:** Night lighting shall be directed away from proposed open space and/or suitable habitat for special-status species to protect species from direct night lighting. Shielding shall be incorporated in Project designs to ensure ambient lighting is not increased. Any trails that intersect proposed open space will not include night lighting. • **Noise:** Proposed noise-generating land uses affecting suitable habitat for special-status species shall incorporate setbacks, berms, or walls to minimize the effects of noise on resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards. For planning purposes, wildlife should not be subject to noise that would exceed residential noise standards. • **Invasive Species**: When approving landscape plans for future development, emphasis will be placed on using native species that occur in the region. Invasive, nonnative plant species listed on the most recent California Invasive Plant Council inventory (https://www.cal-	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		ipc.org/plants/inventory/) with a rating of moderate or high shall not be included in landscaping. • **Barriers:** Future development shall incorporate barriers, where appropriate in individual project designs, to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in proposed open space and/or suitable habitat for special-status wildlife. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms. Any proposed trails through open space will have gates that close at nighttime, as well as signage and appropriate barriers to keep people and domestic animals on the trail. • **Restoration of Temporary Impacts**: Prior to issuance of a grading or construction permit within the Project, grading and construction plans shall include the following note regarding any temporary impacts to uplands: o Site construction areas subjected to temporary ground disturbance in undeveloped areas shall be subjected to revegetation with an application of a native seed mix, if necessary, prior to or during seasonal rains to promote passive restoration of the area to pre-Project conditions (except that no invasive plant species will be restored). An area subjected to "temporary" disturbance means any area that is disturbed but will not be subjected to further disturbance as part of the project. If any grading occurred in areas intended to remain undeveloped, the site will be recontoured to natural grade. This measure does not apply to situations in urban/developed areas that are temporarily impacted and will be returned to an urban/developed land use. Prior to seeding temporary ground disturbance areas, the project biologist will review the seeding palette to ensure no seeding of invasive plant species, as identified in the most recent version of the California Invasive Plant Inventory for the region. B-9 **Pre-construction Pond Check for Western Spadefoot**. A pre-construction pond check by a qualified biologist shall occur within the construction area prior to the rainy season before start of construction activities. If no potential	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		habitat for western spadefoot is found during the survey, no further mitigation would be required. If potential habitat for western spadefoot is identified, construction fencing appropriate for amphibian exclusion will be installed around the construction area. A pre-construction pond check and focused survey for western spadefoot will be conducted the winter prior to grading activities in the construction area. The pond check will occur within 24 hours of the winter season's first three rain events and prioritize ponded features that hold water for 45 days or greater. Ideally, these rain events would produce a minimum of 0.2 inch during a 24-hour period. If western spadefoot are detected during surveys in the fenced construction footprint, then biologists shall collect western spadefoot adults from areas within 300 feet of known occupied pools. Adults shall be relocated outside of the construction footprint to portions of the conserved open space (see Mitigation Measure B-10, Wildlife Movement) that have suitable breeding habitat and few or no western spadefoot individuals. Relocation of western spadefoot will follow the latest amphibian handling guidelines provided by the U.S. Geological Survey.	
		B-10 **Wildlife Movement**. Future development of the Project outside of the Pacific Oaks Commerce Center will prioritize the configuration of open space such that Yucaipa Creek (NWW-01), Oak Glen Creek (NWW-02), and Yucaipa Creek's tributary (NWW-03) are able to support move-through streambed and upland habitat for wildlife. Approximately 155 acres will be placed under long-term protection (i.e., conservation easement or other protective mechanism, such as the donation of land to the City for maintaining permanent open space), with configuration generally consistent with the Land Use Plan (Figure 3-7, Proposed Land Use Plan, of this SEIR). The following conditions will be implemented among the land use categories outlined in Figure 3-7: • **Agricultural Tourism (AT):** The existing Live Oak Canyon Farm will not change from existing condition as a part of the Specific Plan. Existing	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		condition includes full avoidance of Yucaipa Creek by farm operations. Live Oak Canyon Farm will continue to avoid Yucaipa Creek. • **Planning Area C 6**: Commercial development associated with C-6 will avoid Yucaipa Creek's tributary (NWW-03) and be clustered to leave a sufficient buffer from the existing drainage to allow for wildlife movement. • **Planning Area PA 11:** Residential development associated with PA 11 will avoid Yucaipa Creek's tributary (NWW-03) and be clustered to leave a sufficient buffer from the existing drainage for wildlife movement. • **Planning Area BP 4**: Business park development in BP 4 will avoid Yucaipa Creek (NWW-01) and be clustered to leave a sufficient buffer from the existing drainage to allow for wildlife movement. Throughout the conserved open space, the following measures will be implemented: • Lighting will be directed toward development and shielded away from the open space. • Trails will not be in use from dusk to dawn, pets must be on leashes, and the trails will only be used for hiking. • Trails may be temporarily closed to control unauthorized access. Future development must be consistent with the City of Yucaipa General Plan Environmental Impact Report, which includes the following design standards for habitat connectivity: • Adhere to low density zoning standards. • Encourage clustering of development. • Avoid known sensitive biological resources. • Provide shielded lighting adjacent to sensitive habitat areas. • Encourage development plans that maximize wildlife movement. • Provide buffers between development and wetland/riparian areas. • Protect wetland/riparian areas through regulatory agency permitting process. • Encourage wildlife-passable fence designs (e.g., three-strand barbless wire fence) on property boundaries.	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Encourage preservation of native habitat on the undeveloped remainder of developed parcels. • Minimize road/driveway development to help prevent loss of habitat due to roadkill and habitat loss. • Use native, drought-resistant plant species in landscape design. • Encourage participation in local/regional recreational trail design effort. B-11 **Pre-construction Nesting Bird Survey**. Construction activities shall avoid the migratory bird nesting season (typically January 1 through September 30) to reduce any potential significant impact to birds that may be nesting within the construction area. If construction activities must occur during the migratory bird nesting season, an avian nesting survey of the Project site and within 500 feet of all impact areas must be conducted to determine the presence/absence of fully protected species (including white-tailed kite), protected migratory birds, and active nests. The avian nesting survey shall be performed by a qualified wildlife biologist within 72 hours prior to the start of construction in accordance with the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 3513. If an active bird nest is found, the nest shall be flagged and mapped on the construction plans along with an appropriate buffer established around the nest, which will be determined by the biologist based on the species' sensitivity to disturbance (typically 300 feet for passerines and 500 feet for raptors and special-status species). The nest area shall be avoided until the nest is vacated and the juveniles have fledged. The nest area shall be demarcated in the field with flagging and stakes or construction fencing. On-site construction monitoring shall also be conducted when an active nest buffer is in place. No Project activities may encroach into established buffers without the consent of a monitoring biologist. The buffer shall remain in place until it is determined the nestlings have fledged and the nest is no longer considered active. B-12 **Pre-construction Burrowing Owl Surveys and Avoidance**. One pre-construction burrowing owl survey shall be completed no more than 14 days before initiation of site preparation or grading activities and a second survey shall be completed within 24 hours of the start of site preparation or grading	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		activities. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction surveys, the Project site shall be resurveyed. Surveys for burrowing owl shall be conducted in accordance with protocols established in the Staff Report on Burrowing Owl Mitigation, prepared by the California Department of Fish and Game (now California Department of Fish and Wildlife [CDFW]), in 2012 or current version. • If burrowing owls are detected, a burrowing owl relocation plan shall be prepared and implemented in consultation with the City of Yucaipa. The relocation plan shall discuss the avoidance of disturbance to burrows during the nesting season for burrowing owls (February 1 through August 31) as well as the appropriate buffers to be established around occupied burrows, as determined by a qualified biologist. No Project activities shall be allowed to encroach into established buffers without the consent of a monitoring biologist. The buffer shall remain in place until it is determined that occupied burrows have been vacated or the nesting season has completed. • Outside of the nesting season, passive owl relocation techniques approved by CDFW shall be implemented. Owls shall be excluded from burrows in the immediate Project area and within a buffer zone if there is a threat to the surface or subterranean burrow structure, by installing one-way doors in burrow entrances. These doors will be placed at least 48 hours prior to ground-disturbing activities. The Project area shall be monitored daily for one week to confirm owl departure from burrows prior to any ground-disturbing activities. Compensatory mitigation for permanent loss of owl habitat will be provided following the guidance in the CDFW 2012 Staff Report on Burrowing Owl Mitigation or current version. • Where possible, burrows will be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible plastic pipe shall be inserted into the tunnels during excavation to maintain an escape route for any wildlife inside the burrow. B-13 **Pre-construction Clearance Surveys**. Pre-construction clearance surveys for special-status wildlife shall be conducted by a qualified Project biologist within 14 days of the initiation of ground disturbance or vegetation clearing	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		within and adjacent to construction areas. Surveys shall be appropriate for detecting potentially occurring species, such as Dulzura pocket mouse, northwestern San Diego pocket mouse, Stephens' kangaroo rat, San Diego desert woodrat, Los Angeles pocket mouse, Southern California legless lizard, California glossy snake, coastal tiger whiptail, red diamondback rattlesnake, Blainville's horned lizard, and coast patch-nosed snake. Surveys need not be conducted in all areas simultaneously as long as they are conducted within 14 days of the initiation of ground disturbance or vegetation clearing in each area individually. If special-status species are detected, appropriate buffers shall be established, as necessary and appropriate for the species, unless it is not feasible to avoid the species. If possible, nonlisted special-status wildlife species may be captured and relocated to suitable habitat nearby where they are safe from construction activities. Surveys and relocation of these species may only be conducted by the qualified Project biologist. • If nonlisted special-status reptiles or small mammals are detected, they will be moved out of harm's way. • The project biologist shall remain available at all times after initiation of ground disturbance or vegetation clearing in case special-status wildlife species enter the construction area. If nonlisted special-status species are detected in the construction area after initiation of ground disturbance or vegetation clearing, the qualified Project biologist shall take measures to move the species or encourage it to move, to a safe place away from construction activities. B-14 **Pre-construction Bat Survey and Avoidance**. The Project contains potentially suitable roosting and/or foraging habitat to support western mastiff bat. Potential impacts to bats by the Project may occur through direct removal of occupied roosts or indirectly through the removal of suitable foraging habitat. To determine if bats are currently roosting or foraging on the Project site, and to determine the level of impact that may occur by the Project, the following measures shall apply. • **Pre-construction Survey**. A pre-construction clearance survey for bats will be conducted at a minimum of one month prior to the start of construction to determine if any bats are currently roosting within buildings on the project site. The pre-construction survey will consist of a	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		daytime roost assessment by a qualified bat biologist to determine if any bats or signs of active roosting are present. An emergence survey at dusk will be conducted after the roost assessment is completed to observe if any bats are emerging from suitable roost locations on the Project site. Additionally, active and passive acoustic monitoring will be concurrent with the emergence survey to determine if any bats are echolocating within the Project site, identify the echolocating species, and determine the level of bat activity on site. Passive acoustic detectors will be deployed for a minimum of three nights. Once retrieved, bat echolocation calls will be analyzed off site using Sonobat software and manual vetting to identify calls to the species level. If no bats are observed during the pre-construction survey, the Project may commence without potential impacts to bats. However, if bats are observed roosting in the project site, additional measures will be required as follows. o **Maternity Roosting Season Avoidance**. All Project-related activities, including bat roost exclusion, shall occur outside the general bat maternity roosting season of March through August. Roost exclusion must only occur during the time when bats are most active (early spring or fall) to increase the potential to exclude all bats from buildings and minimize the potential for a significant impact to occur by avoiding the maternity roosting season. o **Replacement Roost Installation**. One month prior to the exclusion of bats from the buildings, the applicant will procure and install one or two bat boxes from a reputable vendor, such as Bat Conservation and Management, to allow bats sufficient time to acclimate to a new potential roost location. The bat boxes shall be installed within close proximity to the buildings and in an area that is within close proximity to suitable foraging habitat. The bat boxes will be oriented to the south or southwest, and the area chosen for the bat boxes must receive sufficient sunlight (at least six hours) to allow the bat boxes to reach an optimum internal temperature (approximately 90°F) to mimic the existing bat roost. The bat boxes will be suitable to house crevice-roosting bat species, including Mexican free-tailed bat, and large enough to contain a minimum of 50 bats (e.g., Four Chamber Premium Bat House).	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		The bat boxes shall be installed on a 20-foot pole in an area that will be preserved by the Project. o **Roost Exclusion.** Approximately one month after bat boxes have been installed, exclusion of the existing roost within the buildings will occur. The primary exit points for roosting bats will be identified, and all secondary ingress/egress locations on the buildings will be covered with a suitable material (e.g., tarp or wood planks) to prevent bats from leaving from other locations. The primary exit point will remain uncovered to allow exclusion devices to be installed. Exclusion devices will consist of plastic sheeting or a screen (with mesh one-sixth of an inch or smaller) installed at the top and allowing bats to leave but not return. The exclusion devices will be installed at night to increase the potential that bats have already left the roost and are less likely to return. Exclusion devices will be left in place for a one-week period to ensure any remaining bats in the buildings are excluded. A passive acoustic monitoring detector will also be deployed during the exclusion period to verify excluded species and monitor if bat activity has decreased during the exclusion period. Periodic monitoring during the exclusion period shall also be conducted to observe if any bats are still emerging from the buildings, and an active monitoring survey shall be conducted on the final night of exclusion to ensure no bats are emerging from the buildings and determine exclusion has been successful. Any continued presence of roosting bats will require an adjustment to the exclusion devices and schedule. B-15 **Pre-construction American Badger Survey and Avoidance**. Impacts to American badger individuals and wintering and natal dens shall be avoided and minimized during construction activities through the following measures. • **Pre-construction Surveys (Wintering).** During the colder months (generally between November 1 and February 15, when daily temperatures do not exceed 45°F), pre-construction surveys shall be conducted by the Project biologist in suitable habitat no earlier than 14 days prior to construction activities to determine whether American	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		badger winter dens are present within the construction zone or within 100 feet of the construction zone boundary. • **Avoidance Measures (Wintering).** If an American badger winter den is occupied within the construction zone or within 100 feet of the construction zone, the den location shall be clearly marked with fencing or flagging in a manner that does not isolate the badger from intact adjacent habitat or prevent the badger from accessing the den, to avoid inadvertent impacts on the den. If it is not practicable to avoid the wintering den during construction activities, an attempt will be made to trap or flush the individual and relocate it to suitable open space habitat. Additionally, badgers can be relocated by slowly excavating the burrow, either by hand or mechanized equipment under the direct supervision of the Project biologist, removing no more than four inches at a time. After necessary trapping, flushing, or burrow excavation is completed, construction may proceed and the vacated winter den may be collapsed. If trapping is required, trapping will be limited to November 16 through the last day of February in accordance with Section 461, Title 14 of the California Code of Regulations (14 CCR 461). A written report documenting the badger removal shall be provided to the California Department of Fish and Wildlife within 30 days of relocation. • **Pre-construction Surveys (Natal Dens).** During the late winter and summer (generally from March 15 through July 31), when American badgers may use natal dens for birthing and pup rearing, pre-construction surveys shall be conducted by the Project biologist no earlier than 14 days prior to ground-disturbing construction activities to determine whether American badger natal dens are present within the Project construction zone or within 200 feet of the construction zone. • **Avoidance Measures (Natal Dens).** If natal dens are detected during construction, construction activities shall be halted within 200 feet of the natal den. This buffer may be reduced based on the location of the den or type of construction activity and at the direction of the project biologist. Construction activities shall not preclude the ability of the documented badgers to disperse to on-site open space or off-site habitat when the natal den is vacated (i.e., habitat suitable for dispersal must be maintained until dispersal occurs). Construction will be postponed or	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		halted in these areas until it is determined by the Project biologist that the young are no longer dependent on the natal den. To avoid inadvertent impacts during construction and to ensure that construction activities are at least 200 feet from active natal dens, any active natal dens within the survey area shall be clearly marked with fencing or flagging in a manner that will not inhibit normal behavioral activities (e.g., foraging and dispersing from the site) by the mother and pups. B-16 **Pre-construction Survey for Crotch Bumble Bee**. A pre-construction survey for Crotch bumble bee (Bombus crotchii) shall occur within the construction area during the primary flight period for workers and males (April 1 through August 31) and prior to the start of construction activities. The survey shall ensure that no nests for Crotch bumble bee are within the construction area. Crotch bumble bee is a habitat generalist, ground-nesting bee. Surveys and other relevant recommendations will be in accordance with the most recent protocol available at the time of the surveys. In the event an Incidental Take Permit is needed, mitigation for direct impacts to Crotch bumble bee will be fulfilled through compensatory mitigation at a minimum 1:1 nesting habitat replacement of equal or better function and value to those impacted by the project, or as otherwise determined through the Incidental Take Permit process. Mitigation will be accomplished either through off-site conservation or through a mitigation bank approved by the California Department of Fish and Wildlife. If mitigation is not purchased through a mitigation bank, and lands are conserved separately, a cost estimate will be prepared to estimate the initial start-up costs and ongoing annual costs of management activities for the management of the conservation easement area(s) in perpetuity. The funding source will be in the form of an endowment to help the qualified natural lands management entity that is ultimately selected to hold the conservation easement(s). The endowment amount will be established following the completion of a Project-specific Property Analysis Record to calculate the costs of in-perpetuity land management. The Property Analysis Record will take into account all management activities required in the Incidental Take Permit to fulfill the requirements of the conservation easement(s), which are currently in review and development.	

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		B-17 **Burrowing Owl Protocol Survey**. A protocol burrowing owl survey shall be conducted by a qualified biologist outside the focused survey area (see Figure 5.4-1, Biological Resources Study Area) prior to ground-disturbing activities. Surveys shall be conducted in accordance with the California Department of Fish and Game (now California Department of Fish and Wildlife) 2012 Staff Report on Burrowing Owl Mitigation or current version. The results of the survey shall be summarized in a report and will be valid for a maximum of two years. If no burrowing owl are found during the survey, no further mitigation will be required; however, the Project must comply with Mitigation Measure B-12, Pre-construction Burrowing Owl Surveys and Avoidance. If burrowing owl are detected, the full extent of the occurrence of occupied burrowing owl habitat in the survey area shall be recorded using GPS. The outer extent of each occurrence shall be flagged for avoidance (to the extent feasible). Direct impacts to burrowing owl shall be avoided to the greatest extent possible and minimized where avoidance is not feasible. Where Project impacts to burrowing owl cannot be avoided, a burrowing owl protection plan will be prepared and implemented, as summarized in Mitigation Measure B-12. B-18 **Least Bell's Vireo Protocol Survey**. A focused habitat assessment shall be conducted for future development outside of the focused survey area (see Figure 5.4-1, Biological Resources Study Area). If suitable habitat is present, a protocol least Bell's vireo survey shall be conducted by a qualified biologist within suitable riparian habitat prior to ground-disturbing activities. Surveys shall be conducted in accordance with the U.S. Fish and Wildlife Service (USFWS) 2001 Least Bell's Vireo Survey Guidelines, or current version. The results of the survey shall be summarized in a report and valid for a maximum of two years. If no least Bell's vireo are found during the survey, no further mitigation would be required. If least Bell's vireo are detected, the Project shall receive authorization for take of least Bell's vireo from USFWS through the federal Endangered Species Act Incidental Take Permit process, including the preparation of a	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Biological Assessment. Any measures determined to be necessary through the Incidental Take Permit process to offset impacts to least Bell's vireo may supersede measures provided in this California Environmental Quality Act document and shall be incorporated into the habitat mitigation and monitoring plan. Mitigation for direct impacts to least Bell's vireo will be fulfilled through compensatory mitigation at a 2:1 habitat replacement of equal or better function and value as the habitat impacted by the project, or as otherwise determined through the Incidental Take Permit process. Mitigation will be accomplished either through off-site conservation or through a mitigation bank approved by USFWS. If mitigation is not purchased through a mitigation bank and lands are conserved separately, a cost estimate will be prepared to estimate the initial start-up costs and ongoing annual costs of management activities for the management of the conservation easement area(s) in perpetuity. The funding source will be in the form of an endowment to help the qualified natural lands management entity that is ultimately selected to hold the conservation easement(s). The endowment amount will be established following the completion of a Project-specific Property Analysis Record to calculate the costs of in-perpetuity land management. The Property Analysis Record will take into account all management activities required in the Incidental Take Permit to fulfill the requirements of the conservation easement(s), which are currently in review and development. **Pacific Oaks Commerce Center** Implementation of Mitigation Measures B-7 (Construction-Related Indirect Impacts to Biological Resources), B-8 (Long-Term Indirect Impacts to Biological Resources), B-9 (pre-construction pond check), B-11 (pre-construction nesting bird survey), B-12 (pre-construction burrowing owl surveys and avoidance), B-13 (pre-construction clearance surveys), B-14 (pre-construction bat survey and avoidance), B-15 (pre-construction American badger survey and avoidance), and B-16 (pre-construction survey for crotch bumble bee) for direct and indirect impacts to sensitive species.	
Impact 5.4-2: Future development within the plan area could result in the loss of sensitive natural communities, including riparian habitat.	**Specific Plan** Potentially significant.	**Specific Plan**	**Specific Plan** Less than significant

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	Pacific Oaks Commerce Center Less than significant.	Implementation of Mitigation Measures B-7 (Construction-Related Indirect Impacts to Biological Resources), B-8 (Long-Term Indirect Impacts to Biological Resources) and the following additional new Mitigation Measures: B-19 **Aquatic Resource Avoidance, Permitting, and Protection.** The Specific Plan area supports aquatic resources that are considered jurisdictional under the U.S. Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Wildlife (CDFW). If aquatic resources are fully avoided, no further mitigation would be required. However, the project must comply with Mitigation Measure B-7 (Construction-Related Indirect Impacts to Biological Resources), and Mitigation Measure B-8 (Long-Term Indirect Impacts to Biological Resources). If full avoidance is not possible, prior to construction activity, the applicant shall coordinate with USACE and the Santa Ana RWQCB (Region 8) to ensure conformance with the requirements of Section 404 and Section 401 of the Clean Water Act and the Porter–Cologne Water Quality Control Act. Prior to activity within CDFW-jurisdictional streambed or associated riparian habitat, the applicant shall coordinate with CDFW (Inland Deserts Region 6) about conformance to the Lake and Streambed Alteration permit requirements. Future development shall mitigate to ensure no-net-loss of waters at a minimum of 1:1 with establishment or re-establishment credits for impacts on aquatic resources as a part of an overall strategy to ensure no net loss, or at a higher ratio if establishment or re-establishment credits are not available. Mitigation shall be completed through use of a mitigation bank or other applicant-sponsored mitigation. Final mitigation ratios and credits shall be determined in consultation with USACE, RWQCB, and/or CDFW based on agency evaluation of current resource functions and values and through each agency's respective permitting process. Should applicant-sponsored mitigation be implemented, a habitat mitigation and monitoring plan shall be prepared in accordance with resource agency guidelines and approved by the agencies in accordance with the proposed program permits. The habitat mitigation and monitoring plan will include but is not limited to a conceptual planting plan including planting zones, grading, and irrigation, as applicable; a conceptual planting plant palette; a long-term maintenance and monitoring plan; annual reporting requirements; and	**Pacific Oaks Commerce Center** Less than significant

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		proposed success criteria. Any off-site applicant-sponsored mitigation shall be conserved and managed in perpetuity. B-20 **Sensitive Upland Vegetation Avoidance and Mitigation.** The Specific Plan area supports sensitive vegetation communities, including Menzies's goldenbush scrub and Palmer's goldenbush scrub. Future development should avoid these communities. If sensitive upland vegetation communities are fully avoided, no further mitigation will be required. If full avoidance is not possible, prior to construction activities, the applicant shall mitigate for direct impacts to sensitive vegetation communities at a 1:1 ratio through either a mitigation bank or applicant-responsible mitigation. If applicant-responsible mitigation is performed, a mitigation plan must be prepared. The mitigation plan shall include: (1) the mitigation type (e.g., preservation, creation); (2) location of mitigation; (3) evaluation of how the functions and values of the impacted vegetation communities will be mitigated; (4) an implementation plan; (5) maintenance requirements; (6) monitoring requirements; (7) reporting requirements; (8) contingency measures; (9) long-term management; and (10) funding assurances **Pacific Oaks Commerce Center** No impacts were identified and no mitigation measures are required.	
Impact 5.4-3: Future development within the plan area could impact jurisdictional aquatic resources within the plan area.	Potentially Significant.	**Specific Plan** Implementation of Mitigation Measures B-19 (Aquatic Resource Avoidance, Permitting, and Protection) for direct impacts; and Mitigation Measures B-7 (Construction-Related Indirect Impacts to Biological Resources), B-8 (Long-Term Indirect Impacts to Biological Resources). **Pacific Oaks Commerce Center** No direct impacts were identified; however, the Pacific Oaks Commerce Center would require implementation of the following measures for indirect impacts Mitigation Measures B-7 (Construction-Related Indirect Impacts to Biological Resources), B-8 (Long-Term Indirect Impacts to Biological Resources).	**Specific Plan** Less than significant **Pacific Oaks Commerce Center** Less than significant

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.4-4: Future development within the plan area could directly or indirectly affect wildlife movement within the plan area and vicinity	Potentially Significant.	**Specific Plan** B-5 **Fuel Management Zone**. A plan for the management of the fuel management zone shall be developed and submitted to the City of Yucaipa for review and approval prior to issuance of a grading permit. The management plan shall include access points, signage for trails and restricted uses, and appropriate fencing. Implementation of new Mitigation Measures B-7 (Construction-Related Indirect Impacts to Biological Resources), B-8 (Long-Term Indirect Impacts to Biological Resources), and B-10 (wildlife movement) and the following additional new Mitigation Measure: B-21 **Culvert Undercrossing**. A wildlife undercrossing shall be constructed where proposed improvements to Live Oak Canyon Road and the future Wildwood Canyon Road interchange cross over Yucaipa Creek. The undercrossing will be designed sufficient to convey large, medium, and smaller-sized wildlife. The wildlife undercrossing shall utilize existing or manufactured topography. The crossing shall be designed to provide an openness ratio (calculated as width times height divided by length in meters) equal to or greater than 0.6, with direct line of sight at both ends. The crossing shall have a raised floor and/or side platform to allow dry passage for wildlife when water is flowing. The design should consider the use of berms to protect the undercrossing from light and noise. **Pacific Oaks Commerce Center** Implementation of Mitigation Measure B-5 (Fuel Management Zone, formerly Mitigation Measure B-13) and new Mitigation Measures B-7 (Construction-Related Indirect Impacts to Biological Resources) and B-8 (Long-Term Indirect Impacts to Biological Resources).	**Specific Plan** Less than significant **Pacific Oaks Commerce Center** Less than significant
Impact 5.4-5: The Proposed Project could conflict with the City's tree ordinance but would not conflict with an adopted habitat conservation plan. [Thresholds B-5 and B-6]	Potentially Significant.	**Specific Plan** B-1 **Oak Tree Survey.** Prior to grading the applicant will conduct an oak tree survey to identify oak trees to be encroached upon, removed and/or relocated, and those within 100 feet of the project site or construction area. Oak trees will be identified, located, and tagged during the survey. An oak tree report may be required depending on the scope and the nature of the project impact on the surrounding trees, as determined during the pre-	**Specific Plan** Less than significant **Pacific Oaks Commerce Center** Less than significant

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		application conference. In general, the requirements for an oak tree report may be waived in situations involving the removal of dead or hazardous trees and/or potential impacts to less than four trees. In situations requiring the submission of an oak tree report, the document shall be certified by the oak tree consultant to be true and correct and must be acceptable to the Community Development Director (Yucaipa Development Code Section 89.0501). The oak tree report will include information on the oak trees proposed for impacts, including location, diameter of trunk, diameter of canopy, height, and the health and condition of the subject oak trees. In addition, a site plan map must be submitted during the application process. The site plan map is required to show proposed grading and construction areas, oak tree locations, and the exact location of the dripline of an oak tree.	
		B-2 **Oak Tree Permit.** Prior to the removal of, or the encroachment into, the "protected zone" of oak trees, the applicant will first obtain an oak tree permit as stated in section 89.0515 (b) (1) of the Yucaipa Development Code. Specifically, the protected zone for oak trees is defined as the area within a circumference measured five feet outside of the dripline of the tree and extending inwards to the trunk of the tree, with the condition that the protected zone must always be at least 15 feet from the trunk of an oak tree (Yucaipa Development Code Section 89.0501). The applicant will obtain oak tree permits to allow encroachments within the dripline as needed. Requests for encroachments that do not exceed 50 percent of the dripline would qualify for administrative processing, whereas, requests for encroachments that exceeds 50 percent of the dripline would require Yucaipa Planning Commission review. (The guidelines of the Oak Tree Conservation Ordinance explain the processing steps involved in obtaining an oak tree permit, the information necessary to apply for an oak tree permit, the standard conditions for an oak tree permit, oak tree survey and reporting requirements, oak tree removal requirements, oak tree planting and replacement requirements, and the enforcement of the Oak Tree Conservation Ordinance).	
		B-3 **Oak Tree Design Guidelines.** During final design the applicant will provide design guidelines as set forth in the Oak Tree Conservation Ordinance. Section 89.0501 of the Yucaipa Development Code provides design	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		guidelines and evaluation criteria for projects that will impact or potentially impact oak trees. City of Yucaipa enforces the conservation of all healthy oak trees unless reasonable and conforming use of the property justifies removal, cutting, pruning and/or encroachment into the protected zone of an oak tree. To the extent possible, given the constraints of the property, the project must (1) preserve or minimize impacts to existing healthy oak trees; (2) eliminate or minimize encroachment or new construction in areas of oak trees; (3) minimize the percentage of encroachment from construction on oak trees; (4) avoid locating parking facilities and pedestrian walkways in close proximity to hazardous oak trees for safety reasons, unless it can be demonstrated that major surgery and a nutrient feeding program will restore the tree to a safe and vigorous condition, or the trees are located in minimal access areas such as drainages or steep slopes. B-4 **Oak Tree Mitigation.** The applicant will mitigate oak tree impacts through relocation and/or replacement through habitat creation, restoration, and enhancement efforts. Requests for relocations can be processed administratively only when the diameter of the tree does not exceed six inches when measured at a point 4.5 feet above the natural grade of the tree. Requests for relocation of trees with larger diameters must be processed and reviewed by the Yucaipa Planning Commission and the City Council. Any replacement trees from a nursery must be either coast live oak or valley oak (Quercus lobata). Other oak tree varieties must be approved in advance by the Community Development Department. All relocated or replaced trees shall be monitored and maintained by a qualified biologist for five years or until the plants have become fully established and can survive without supplemental irrigation. B-22 **Tree Removal Permit**. Prior to the issuance of grading permits, it will be the responsibility of the Project applicant to obtain the necessary permits for removal of trees, including oak trees, as well as the removal of plants within 200 feet of a streambank. The Project applicant will provide the appropriate plot plan or other documentation required by the City of Yucaipa.	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Pacific Oaks Commerce Center Implementation of Mitigation Measures B-1 (oak tree survey, formerly Mitigation Measure B-7), B-2 (oak tree permit, formerly Mitigation Measure B-8), B-3 (oak tree design guidelines, formerly Mitigation Measure B-9), and B-4 (oak tree mitigation, formerly Mitigation Measure B-10) and new Mitigation Measure B-22 (tree removal permit).	
5.5 CULTURAL RESOURCES			
Impact 5.5-1: Development of the project could impact an identified historical resource.	**Specific Plan** Potentially Significant **Pacific Oaks Commerce Center** Less than significant.	**Specific Plan** CR-1 Prior to the issuance of any grading permits in planning areas BP4 and development within the OS, the project proponent shall retain a qualified architectural historian, defined as meeting Secretary of the Interior Standards to carry out all mitigation measures related to historical resources. A historic resources technical evaluation for resources P36-12607 and P36-12608 shall be prepared by the qualified architectural historian. The study shall evaluate the significance and data potential of the resources in accordance with these standards. Resources present on the proposed project site shall be evaluated for eligibility for the California Register of Historical Resources (CRHR); including buildings and structures. If the resource meets the criteria for listing on the CRHR (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4852), a program detailing how such long-term avoidance or preservation is assured shall be developed and approved prior to conditional approval. **Pacific Oaks Commerce Center** No new mitigation measures are required.	**Specific Plan** Less than significant **Pacific Oaks Commerce Center** Less than significant
Impact 5.5-2: Development of the project could impact archaeological resources.	**Specific Plan** Potentially Significant. **Pacific Oaks Commerce Center** Potentially Significant.	**Specific Plan** CR-2 Prior to the issuance of any permits allowing ground-disturbing activities, the project proponent/operator shall retain a Qualified Archaeologist, defined as an archaeologist meeting the Secretary of the Interior's Standards for professional archaeology (U.S. Department of the Interior, 2011), to carry out all mitigation measures related to archaeological resources. The contact information for this Qualified Archaeologist shall be provided to the City of Yucaipa's Planning Department prior to the commencement of any construction activities on-site. Further, the Qualified Archaeologist shall be	**Specific Plan** Less than significant **Pacific Oaks Commerce Center** Less than significant

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		responsible for ensuring employee training provisions are implemented during implementation of the Project: • Prior to any ground disturbance, the Qualified Archaeologist, or their qualified designee, shall provide worker environmental awareness protection training to construction personnel for the protection of cultural (prehistoric and historic) resources. As part of this training, construction personnel shall be briefed on proper procedures to follow should unanticipated cultural resources be made during construction. New construction personnel shall also receive the worker environmental awareness protection training. • In the event that unanticipated cultural resources are encountered during any phase of project construction, all construction work within 50 feet of the find shall cease and the Qualified Archaeologist, in coordination with the City's Planning Department, shall assess the find for importance. Construction activities may continue in other areas. If the discovery is determined to not be significant by the Qualified Archaeologist, work will be permitted to continue in the area. • If a find is determined to be important by the Qualified Archaeologist, they shall immediately notify the City's Planning Department. The City's Planning Department shall determine whether the resource is eligible for inclusion in the California Register of Historical Resources (CRHR). If the City determines the resource is eligible for inclusion on the CRHR, project redesign and preservation in place shall be the preferred means to avoid impacts to significant historical resources. • Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that known resources (P36-000915, P36-0012602, P36-0012604, and P36-0012605) and unanticipated finds cannot be avoided, the Lead Archaeologist, shall develop additional treatment measures in consultation with the City, which may include placement within conservation easements, preservation-in-place (e.g. capping sites with sterile, chemically neutral soil, geofabric, and some form of shallow-rooted landscaping), Phase II testing, Phase III data recovery or other appropriate measures. The City shall consult with appropriate Native American representatives in determining appropriate treatment for unearthed cultural resources if the resources are prehistoric or Native	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		American in nature. Diagnostic archaeological materials with research potential recovered during any investigation shall be curated at an accredited curation facility. The Lead Archaeologist shall prepare a report documenting evaluation and/or additional treatment of the resource. A copy of the report shall be provided to the City and to the South Central Coastal Information Center at California State University, Fullerton. • If the cultural resource is identified as being potentially eligible for listing on either the NRHP or CRHR, and project designs cannot be altered to avoid impacting the site, a Phase III Data Recovery Program to mitigate project effects shall be initiated. A Data Recovery Treatment Plan detailing the objectives of the Phase III Program shall be developed and contain specific testable hypotheses pertinent to the Research Design and relative to the site(s) under study. The Phase III Data Recovery Treatment Plan shall be submitted to the City's Planning Department, the appropriate Native American Band or Tribe, if applicable for review and comment prior to implementation of the Data Recovery Program. After Approval of the Treatment Plan, the Phase III Data Recovery Program for affected, eligible site(s) shall be completed. Typically, a Phase III Data Recovery Program involves the excavation of a statistically representative sample of the site(s) to preserve those resource values that qualify the site(s) as being eligible for listing on the NRHP/CRHR. The Phase III Data Recovery Report shall be submitted to the City's Planning Department, the appropriate Native American Band or Tribe, if applicable, and the SHPO for review and comment prior to the issuance of a grading permit. CR-3 Prior to the issuance of a grading permit and before any brush clearance, grading, excavation and/or ground disturbing activities on the site take place, the project proponent shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in native soils in an effort to identify any unknown archaeological resources. The project archaeologist, in consultation with interested tribes, the developer and the City of Yucaipa, shall develop an Archaeological Monitoring Plan	

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		(AMP) to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the AMP shall include: • Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling; • The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the Native American Heritage Commission shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project); • The protocols and stipulations that the developer, City, Tribes and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. • Pursuant to the AMP, a tribal monitor from the consulting tribe (e.g., Morongo Band of Mission Indians, San Manuel Band of Mission Indians, and/or Soboba Band of Luiseño Indians) shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities • During construction activities, the project proponent shall allow Native American monitors to access the project site on a volunteer basis to monitor grading and excavation activities. **Pacific Oaks Commerce Center** Implementation of Mitigation Measures CR-2 and CR-3.	

1. Executive Summary

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.5-3: Grading activities could potentially disturb human remains.	Less than significant.	No mitigation measures are required.	Less than significant
5.6 ENERGY			
Impact 5.6-1: Implementation of the Proposed Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.6-2: The Proposed Project would not conflict with or obstruct implementation of plans for renewable energy or energy efficiency.	Less than significant.	No mitigation measures are required.	Less than significant
5.7 GEOLOGY AND SOILS			
Impact 5.7-1: Project residents or occupants, and visitors would be subject to potential seismic-related hazards resulting in risks to life or property.	**Specific Plan** Potentially Significant. **Pacific Oaks Commerce Center** Less Than Significant.	**Specific Plan** GS-1 Prior to issuance of a building permit, as per existing City policies, geotechnical studies shall be prepared at the time specific development projects are proposed to address site specific geotechnical considerations. The scope of each geotechnical study is based on the underlying geotechnical conditions of the individual site. Prior to design and construction of any future developments within the project area, a comprehensive geotechnical evaluation, including development-specific subsurface exploration and laboratory testing, shall be conducted. The purpose of the subsurface evaluation is to: 1. Further evaluate the subsurface conditions in the area of proposed structures. 2. Provide specific data on potential geologic and geotechnical hazards. 3. Provide information pertaining to the engineering characteristics of earth materials in the project area.	**Specific Plan** Less than significant **Pacific Oaks Commerce Center** Less than significant

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		From this data, recommendations for grading/earthwork, surface, and subsurface drainage, temporary and/or permanent dewatering, foundations, pavement structural sections, and other pertinent geotechnical design considerations will be formulated and shall be included in the grading and building plans for individual developments. General recommendations are as follows. 1. Seismic Ground Shaking – Measures to prevent risk of loss, injury or death involving seismic ground shaking include constructing new development to the latest adopted building codes. In addition, new development should not be located near active earthquake faults. 2. Erosion or Loss of Topsoil – Erosion and sediment control measures shall be implemented as required by the City's Grading and Water Quality ordinances. 3. Where Expansive Soils Exist – Measures for the design of foundations, slabs, flatwork, and other improvements subject to damage from expansive soils. 4. For Potential Areas of Soil Subsidence or Lateral Spreading – measures to prevent subsidence due to dewatering or other groundwater withdrawals, and measures to prevent lateral spreading by appropriate load distribution, foundation construction, pilings, retaining walls or other engineering controls. Compliance with this measure shall be verified by the Community Development Department. GS-2 Detailed geotechnical and hydrology reports shall be prepared prior to any development approval or grading activities. These reports shall specifically address erosion control and surface runoff for both construction and long-term operations on the site. Recommendations contained in these reports to prevent soil erosion, siltation, and debris influx into the drainage system shall be implemented. Compliance with this measure shall be verified with the Community Development Department.	

1. Executive Summary

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Pacific Oaks Commerce Center No mitigation measures are required.	
Impact 5.7-2: Unstable geologic unit or soils conditions, including soil erosion, could result from development of the project resulting in risks to life or property.	**Specific Plan** Potentially Significant **Pacific Oaks Commerce Center** Less Than Significant	**Specific Plan** Implementation of Mitigation Measures GS-1 and GS-2. **Pacific Oaks Commerce Center** No mitigation measures are required.	**Specific Plan** Less than significant **Pacific Oaks Commerce Center** Less than significant
Impact 5.7-3: Soil conditions may not adequately support proposed septic tanks.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.7-4: The Proposed Project could directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature.	**Specific Plan** Potentially Significant **Pacific Oaks Commerce Center** Potentially Significant	**Specific Plan** GS-3 All excavation activities in any and all areas identified as likely to contain paleontological resources will be monitored by a qualified paleontological monitor. Paleontological monitors must be equipped to salvage fossils as they are unearthed and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors shall be empowered to temporarily halt all construction activity to allow removal of abundant or large specimens. GS-4 All recovered paleontological specimens will be prepared to a point of identification and permanent preservation, including washing of sediments to recover small specimens shall be conducted. Identification and full curation of all specimens into an established, accredited museum repository with permanent retrievable paleontological storage is required. **Pacific Oaks Commerce Center** Implementation of Mitigation Measure GS-3 and GS-4.	**Specific Plan** Less than significant **Pacific Oaks Commerce Center** Less than significant

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.8 GREENHOUSE GAS EMISSIONS			
Impact 5.8-1: The Proposed Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment but would be less than that of the Approved Project.	**Specific Plan** Potentially Significant **Pacific Oaks Commerce Center** Potentially Significant	**Specific Plan** Implementation of Mitigation Measures AQ-2 through and AQ-5 would be required. GHG-1 The City of Yucaipa shall require applicants of development projects to install electric vehicle (EV) spaces in compliance with the Tier 2 standards under Section A5.106.5.3.2 of the Non-Residential Voluntary Measures or Section A4.106.8.2.1 of the Residential Voluntary Measures, whichever is applicable, in the 2022 California Green Building Standards Code (CALGreen). All site plans submitted to the City of Yucaipa Building and Safety Division shall illustrate compliance to either Section A5.106.5.3.2 or A4.106.8.2.1, whichever is applicable. Prior to issuance of the certificate of occupancy, the project applicant shall provide documentation to the City of Yucaipa Planning Division that verifies compliance with this measure. GHG-2 The City of Yucaipa shall require applicants to design and construct all buildings to be all electric with electricity to be the only permanent source of energy for water-heating, mechanical and heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling), cooking, and clothes-drying. All major appliances (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) provided/installed are electric powered Energy Star certified or of equivalent energy efficiency where applicable. Prior to issuance of building permits, applicants shall provide plans that show the aforementioned requirements to the City of Yucaipa Planning Division. Prior to issuance of the certificate of occupancy, the City of Yucaipa Building & Safety Division shall verify installation of the electric-powered Energy Star or equivalent appliances. **Pacific Oaks Commerce Center** Implementation of Mitigation Measures AQ-2 and AQ-4 and Mitigation Measures GHG-1 and GHG-2 would be required.	**Specific Plan** Significant and unavoidable **Pacific Oaks Commerce Center** Significant and unavoidable

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.8-2: The Proposed Project could conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	**Specific Plan** Potentially Significant **Pacific Oaks Commerce Center** Potentially significant	**Specific Plan** Implementation of Mitigation Measures AQ-2 through and AQ-5 and Mitigation Measures GHG-1 and GHG-2 would be required. **Pacific Oaks Commerce Center** Implementation of Mitigation Measures AQ-2 and AQ-4 and Mitigation Measures GHG-1 and GHG-2 would be required.	**Specific Plan** Less than significant **Pacific Oaks Commerce Center** Less than significant
5.9 HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.9.1: Project construction and/or operations would involve the transport, use, and/or disposal of hazardous materials but would comply with existing regulations to minimize risk.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.9-2: The plan area is not on a list of hazardous materials sites.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.9-3: The project site is not located in the vicinity of an airport or within the jurisdiction of an airport land use plan.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.9-4: Project development would not affect the implementation of an emergency responder or evacuation plan.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.9-5: The project site is in a designated very high fire hazard severity zone and could expose structures and/or residences to fire danger.	Less than significant.	No mitigation measures are required.	Less than significant

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.10 HYDROLOGY AND WATER QUALITY			
Impact 5.10-1: The Proposed Project may violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality without implementation of best management practices.	**Specific Plan** Potentially Significant **Pacific Oaks Commerce Center** Potentially Significant	**Specific Plan** HWQ-1 Grading shall be phased so that prompt revegetation or construction will control erosion. Where possible, only those areas which will be built on, resurfaced, or landscaped shall be disturbed. HWQ-2 Spill containment systems shall consist of a system of dikes, walls, barriers, berms and/or other devices designed to contain the spillage of the liquid contents of the containers stored in them and to minimize the buildup of stormwater from precipitation, and run-on from roof drainage and outside areas. If the spill containment system does not have a roof which covers the entire contained area, the spill containment system shall have the capacity to contain precipitation from at least a twenty-four (24), twenty-five (25) year rainfall event plus ten percent of the total volume of the material stored there or the volume of the largest container, whichever is greater. Spill containment systems shall also be constructed of impermeable and non-reactive materials to the liquids and/or wastes being contained. HWQ-3 Spilled and/or leaked materials and/or wastes and any accumulated precipitation shall be removed from the spill containment system in as timely a manner as is necessary to prevent the overflow of the spill containment system. Unless otherwise approved in writing by the City Engineer, all chemicals or wastes discharged within the spill containment system shall be disposed of in accordance with all applicable federal, state, and local rules, regulations, and laws, and shall not be discharged into the public sanitary sewer system, stormwater drainage system or onto the ground. **Pacific Oaks Commerce Center** Implementation of Mitigation Measures HWQ-1 through HWQ-3.	**Specific Plan** Less than significant **Pacific Oaks Commerce Center** Less than significant
Impact 5.10-2: The Proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Proposed Project could impede sustainable groundwater management of the basin.	Less than significant.	No mitigation measures are required.	Less than significant

1. Executive Summary

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.10-3: The Proposed Project would not substantially alter the existing drainage pattern of the site in a manner that would result in substantial erosion, siltation, cause flooding, or result in substantial water pollution with implementation of best management practices.	**Specific Plan** Potentially Significant **Pacific Oaks Commerce Center** Potentially Significant	**Specific Plan** Implementation of Mitigation Measures HWQ-1. **Pacific Oaks Commerce Center** Implementation of Mitigation Measures HWQ-1.	**Specific Plan** Less than significant **Pacific Oaks Commerce Center** Less than significant
Impact 5.10-4: The Proposed Project would not substantially alter the existing drainage pattern of the site in a manner which would impede or redirect flood flows, and would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.10-5: The Proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less than significant.	No mitigation measures are required.	Less than significant
5.11 LAND USE AND PLANNING			
Impact 5.11-1: Project implementation would not divide an established community.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.11-2: Project Implementation would conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	Less than significant.	No mitigation measures are required.	Less than significant
5.12 MINERAL RESOURCES			
Impact 5.12-1: As with the Approved Project, implementation of the Proposed Project would not result in the loss of availability of a known mineral resource.	Less than significant.	No mitigation measures are required.	Less than significant

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.13 NOISE			
Impact 5.13-1: Construction activities associated with the Proposed Project would result in temporary noise increases in the vicinity of the plan area.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.13-2: Implementation of the Proposed Project would result in a substantial long-term operation-related noise that could exceed the City's noise standards.	**Specific Plan** Potentially significant **Pacific Oaks Commerce Center** Less than significant	**Specific Plan** No feasible mitigation measures have been identified. **Pacific Oaks Commerce Center** No impacts were identified and no mitigation measures are required.	**Specific Plan** Significant and Unavoidable **Pacific Oaks Commerce Center** Less than significant
Impact 5.13-3: Implementation of the Proposed Project would result in a substantial increase in long-term traffic-related noise levels that exceed local standards.	**Specific Plan** Potentially significant **Pacific Oaks Commerce Center** Potentially significant	**Specific Plan** No feasible mitigation measures have been identified. **Pacific Oaks Commerce Center** No feasible mitigation measures have been identified.	**Specific Plan** Significant and Unavoidable **Pacific Oaks Commerce Center** Significant and Unavoidable
Impact 5.13-4: The Proposed Project would not create substantial short-term or long-term groundborne vibration and groundborne noise that would impact sensitive receptors proximate to the plan area.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.13-5: The plan area is not in the vicinity of an airport or private airstrip; and therefore, the Proposed Project would not result in exposure of future resident and/or workers to airport-related noise.	Less than significant.	No mitigation measures are required.	Less than significant

1. Executive Summary

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.14 POPULATION AND HOUSING			
Impact 5.14-1: The Proposed Project would not result in substantial unplanned growth in comparison to the Approved Project.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.14-2: Project implementation would not result in displacing people and/or housing	Less than significant.	No mitigation measures are required.	Less than significant
5.15 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
Impact 5.15-1: The proposed project would introduce new structures, residents, and workers into the Yucaipa Fire Department's service boundaries, which could increase the requirement for fire protection facilities and personnel.	Less than significant.	No mitigation measures are required.	Less than significant
POLICE PROTECTION			
Impact 5.15-2: The Proposed Project would introduce new structures, residents, and workers into the Yucaipa Station's service boundaries, which could increase the requirement for police protection facilities and personnel.	Less than significant.	No mitigation measures are required.	Less than significant
SCHOOL SERVICES			
Impact 5.15-3: The proposed project would/would not generate new students who would impact the school enrollment capacities of area schools.	Less than significant.	No mitigation measures are required.	Less than significant

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
LIBRARY SERVICES			
Impact 5.15-4: The proposed project would not result in adverse physical impacts to libraries and would not require the construction of new library facilities.	Less than significant.	No mitigation measures are required.	Less than significant
5.16 RECREATION			
Impact 5.16-1: The Proposed Project would generate additional residents that would increase the use of existing park and recreational facilities.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.16-2: Project implementation would not result in environmental impacts to provide new and/or expanded recreational facilities.	Less than significant.	No mitigation measures are required.	Less than significant
5.17 TRANSPORTATION			
Impact 5.17-1: The Proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.17-2: The Proposed Project would not generate a substantial increase in total VMT compared to the Approved Project.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.17-3: The Specific Plan adequately addresses potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.	Less than significant.	No mitigation measures are required.	Less than significant
5.18 TRIBAL CULTURAL RESOURCES			
Impact 5.18-1: The proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource that is:	**Specific Plan** Potentially Significant	**Specific Plan** Implementation of Mitigation Measures CR-2 and CR-3 would be required	**Specific Plan** Less than significant

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
i) 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). [Threshold TCR-1.i] ii) determined by the lead agency to be significant pursuant to criteria in Public Resources Code section 5024.1(c).	**Pacific Oaks Commerce Center** Potentially Significant	**Pacific Oaks Commerce Center** Implementation of Mitigation Measures CR-2 and CR-3 would be required	**Pacific Oaks Commerce Center** Less than significant
5.19 UTILITIES AND SERVICE SYSTEMS			
WASTEWATER AND SERVICE SYSTEMS			
Impact 5.19-1: Project-generated wastewater could be adequately treated by the wastewater service provider for the project and would not require the construction of new wastewater treatment facilities or the expansion of existing facilities or exceed wastewater treatment requirements of the Regional Water Quality Control Board.	Less than significant.	No mitigation measures are required.	Less than significant
WATER SUPPLY AND DISTRIBUTION			
Impact 5.19-2: Water supply and delivery systems are adequate to meet project requirements.	Less than significant.	No mitigation measures are required.	Less than significant
STORM DRAINAGE SYSTEMS			
Impact 5.19-3: The Proposed Project would not require or result in the relocation or construction of new or expanded storm drain facilities the construction or relocation of which could cause significant environmental effects.	Less than significant.	No mitigation measures are required.	Less than significant

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
SOLID WASTE			
Impact 5.19-4: Existing and/or proposed facilities would be able to accommodate Project-generated solid waste and comply with related solid waste regulations.	Less than significant.	No mitigation measures are required.	Less than significant
OTHER UTILITIES			
Impact 5.19-5: The Proposed Project would not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunication facilities the construction or relocation of which could cause significant environmental effects.	Less than significant.	No mitigation measures are required.	Less than significant
5.20 WILDFIRE			
Impact 5.20-1: The Proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan.	Less than significant.	No mitigation measures are required.	Less than significant
Impact 5.20-2: The Proposed Project would not, 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.	No mitigation measures are required.	Less than significant
Impact 5.20-3: The Proposed Project would not 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.	No mitigation measures are required.	Less than significant

1. Executive Summary

Table ES-5 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.20-4: The Proposed Project would not 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.	No mitigation measures are required.	Less than significant

2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

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

The lead agency means "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment" (CEQA § 21067). The City of Yucaipa has the principal responsibility for approval of the Freeway Corridor Specific Plan project. For this reason, the City of Yucaipa is the CEQA lead agency for this project.

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

This Draft SEIR has been prepared in accordance with requirements of the:

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

The overall purpose of this Draft SEIR is to inform the lead agency, responsible agencies, decision makers, and the general public about the environmental effects of the development and operation of the proposed Freeway Corridor Specific Plan. This Draft SEIR addresses effects that may be significant and adverse; evaluates alternatives to the project; and identifies mitigation measures to reduce or avoid adverse effects.

2.2 NOTICE OF PREPARATION

The City of Yucaipa determined that a Draft SEIR would be required for this project and issued a Notice of Preparation (NOP) on November 15, 2022 (see Appendix A). Comments received during the NOP's public review period, from November 15, 2022, to December 15, 2022, are in Appendix A. Table 2-1, *NOP Comment Letter Summaries,* summarizes the comment letters received during the NOP comment period.

Table 2-1 NOP Comment Letter Summaries

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
City of Calimesa	11/15/22	Initial Study	• Asks if an initial study was prepared	N/A
Quechan Tribe	11/15/22	Tribal Cultural Resources	• Tribe does not wish to comment on the project and defers to more local tribes.	Section 5.18, Tribal Cultural Resources
Department of Toxic Substances	11/16/22	NOP Received	• Will distribute NOP and provide comments, if any.	N/A
City of Highland	11/17/22	NOP Received	• States the City has no comments at this time.	N/A
Native American Heritage Commission	11/21/22	Tribal Cultural Resources	• Recommends consultation with tribes. • Provides brief summary of portions of AB 52 and SB 18. • Provides recommendations for Cultural Resources Assessments.	Section 5.18, Tribal Cultural Resources
City of Calimesa	11/30/22	Hydrology and Water Quality Transportation	• States the SEIR should ensure appropriate trip generation rates for the Pacific Oaks Commerce Center. • States the SEIR should include an analysis of traffic operations related to safety and hazards. • States the SEIR should discuss temporary operational impacts to the street network that may result in traffic safety hazards. • States the proposed project should contribute a fair-share contribution toward interim traffic signals or alternative improvements at the interchange of I-10 and County Line Road. • States the SEIR should delineate alterations or changes to the original EIR's MMRP. • States the SEIR should examine all of the same intersection and facilities from the original EIR, and should explains any proposed connections to the City of Calimesa. • States the City of Calimesa should be consulted on any traffic study scoping that may occur subsequently or in addition to the EIR scoping. • Requests additional information and coordination on drainage.	Section 5.10, Hydrology and Water Quality Section 5.17, Transportation
California Water Boards	11/30/22	Hydrology and Water Quality	• Requests that the SIER identify receiving waters, their beneficial uses, water quality impairments, and adopted Total Maximum Daily Loads. • Requests that the SEIR include the results of an assessment of the current biological and physical integrity of the channels.	Section 5.10, Hydrology and Water Quality

Table 2-1 NOP Comment Letter Summaries

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
			• Requests that the SEIR include antidegradation analysis so that cumulative water quality impacts are assessed. • Requests that the SEIR include a summary of NPDES requirements to mitigate water quality impacts. • Requests that structural treatment controls and controls for hydraulic conditions of concern be integrated into the project as opposed to being constructed on a distributed, project-by-project basis. • States that mitigation for direct and indirect impacts to the beneficial uses of waters of the State/US caused by the fill of those waters will be required.	
California Department of Fish and Wildlife	12/1/22	Biological Resources	• Describes role of CDFW. • Recommends that the SEIR include an assessment of various habitat types within the plan area. • Recommends that the SEIR include a general biological inventory of fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and in adjacent areas. • Recommends that the SEIR include a complete, recent inventory of rare, threatened, endangered, and other sensitive species within the plan area and adjacent areas with the potential to be affected, including burrowing owl. • States that the SEIR should provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources. • States that the SEIR should include a discussion of potential impacts from lighting, noise, human activity, defensible space, and wildlife-human interactions on natural areas, exotic and/or invasive species, and drainage. • States that the SEIR should include a discussion of potential indirect project impacts on biological resources. • States the SEIR should include an evaluation of impacts to adjacent open space lands from construction and long-term operations. • States that the SEIR should include a cumulative effects analysis developed as described under CEQA Section 15130. • Recommends that the SEIR describe and analyze a range of reasonable alternatives that could potentially lessen any of the project's significant impacts.	Section 5.4, Biological Resources

2. Introduction

Table 2-1 NOP Comment Letter Summaries

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
			• States that the SEIR should identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, should consider the following: fully protected species, sensitive plant communities, California Species of Special Concern, habitat revegetation/restoration plans, nesting birds and Migratory Bird Treaty Act, moving out of harm's way, and translocation of species. • Recommends that a CESA Incidental Take Permit be obtained if the project has the potential to result in "take" of State-listed CESA species, either through construction or over the life of the project. • States that CDFW is aware of the following CESA-listed species to have the potential to occur onsite/have previously occurred onsite: Crotch bumble bee (*Bombus crotchii*), least Bell's vireo (*Vireo bellii pusillus*), Swainson's hawk (*Buteo swainsoni*), slender-horned spineflower (*Dodecahema leptoceras*), and tricolored blackbird (*Agelaius tricolor*). • States that at least two drainage features traverse the site and that the project applicant will need to notify CDFW per Fish and Game Code Section 1602. • Recommends incorporation of water-wise concepts in project landscape design plans. • Requests that any special status species and natural communities detected during project surveys are reported to the California Natural Diversity Database. • States that the project would have an impact on fish and/or wildlife and assessment of filing fees is necessary.	
California Geological Survey	12/5/22	Geology and Soils	• States that CGS has mapped an Alquist-Priolo Earthquake Fault Zone (EFZ) for the Chicken Hills Fault Zone within the plan area, and that the existing EIR indicates the EFZ for the Chicken Hills Fault Zone is not accurately depicted. • States that when the SEIR is being prepared, the City should review maps and GIS data and revise the extent of Chicken Hills Fault Zone as appropriate.	Section 5.7, Geology and Soils
Lozeau-Drury, LLP (on behalf of Supporters Alliance for Environmental Responsibility [SAFER])	12/5/22	Request to be noticed	• Requests that the City send notices of all actions and hearings related to the project either via email or mail.	N/A

Table 2-1 NOP Comment Letter Summaries

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
Southern California Gas Company	12/7/22	Energy Hazards and Hazardous Materials	• Requests that the City call "Dig Alert/USA" for excavations in order for SoCalGas to review and locate/mark. • Requests that the City contact SoCalGas's New Business section to initiate an application if gas service is needed for proposed developments.	Section 5.6, Energy Section 5.9, Hazards and Hazardous Materials
San Bernardino County Department of Public Works	12/8/22	Hydrology and Water Quality	• States that the project is subject to the Yucaipa MPD (September 2011) and should be used as a guideline for drainage in the area. Any revisions to the drainage should be reviewed and approved by the jurisdictional agency in which the revision occurs. • States that if construction of new, or alterations to existing storm drains be necessary as part of the project, their impacts and mitigation should be discussed in the SEIR. • States that the San Bernardino County Flood Control District's facilities and right-of-way is within the project area, and that any encroachments will require a permit prior to construction. • States that the plan area lies within Zones D, AE, AO, X, and Regulatory Floodway, and states that impacts associated with the occurrence of the project within Zones D, AE, X, and Regulatory Floodway should be discussed and any mitigation for those impacts should be proposed. • Recommends that the developer continue to use the CSDP/MPD document to protect the alignment of future facilities. • States that development in the Regulatory Floodway should not be allowed unless it can be proven through detailed engineering analysis that there will be no rise in base flood elevations. • Recommends that the City establish adequate provisions for intercepting and conducting the accumulated drainage around or through all construction sites in that will not adversely affect adjacent or downstream properties. • States that portions of the plan area lie in and abut the natural drainage course, and its overflow areas may be subject to infrequent flood hazard until adequate channel and debris retention facilities are provided. • Recommends that the City enforce the most current FEMA regulations for development within the Floodway, Special Flood Hazard Area, Zone D areas, and other floodplains. • States that other federal or state approvals may be required. • Asks to be included in all notifications about the project.	Section 5.10, Hydrology and Water Quality

2. Introduction

Table 2-1 NOP Comment Letter Summaries

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
City of Redlands	12/12/22	Transportation Hydrology and Water Quality Land Use and Planning Alternatives	• Asks that the traffic study scoping and traffic study drafty report be provided to the City of Redlands for preliminary commenting. • States that proposed mitigation measures should be specific, and not vague, and asks that the hydrology analysis scoping information and hydrology study draft report be provided to the City of Redlands for preliminary commenting. • States that the SEIR should evaluate the appropriateness of the proposed industrial land use to be placed near existing and future residential uses in Yucaipa and Redlands. • States that the San Timoteo Canyon area and Live Oak Canyn Road corridor have an agricultural and rural residential character for many decades, and that the proposed Business Park may not be an appropriate land use considering the surrounding residential land uses. • States that one appropriate and feasible alternative could be retaining the low-density residential land uses at the westerly side of the plan area.	Section 5.10, Hydrology and Water Quality Section 5.11, Land Use and Planning Section 5.17, Transportation Chapter 7, Alternatives
Southern California Association of Governments	12/12/22	Land Use and Planning Population and Housing	• Provides a list of Connect SoCal goals and states that the Connect SoCal report and accompanying technical reports contain a wide range of land use and transportation strategies. • Provides growth forecasts for the region. • Recommends that the City review the Final Program EIR for Connect SoCal for guidance and for a list of project-level performance standards-based mitigation measures.	Section 5.11, Land Use and Planning Section 5.14, Population and Housing
South Coast Air Quality Management District	12/15/22	Air Quality Energy Greenhouse Gas Emissions	• Asks for all appendices and technical documents related to air quality, health risk, and greenhouse gas analyses, as well as calculations and modeling, be sent in input and output files. • Recommends that the City use South Coast AQMD's CEQA Air Quality Handbook and website as guidance when preparing the air quality and greenhouse gas analyses, as well as CalEEMod land use emissions. • Recommends that the City quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds and localized significance thresholds to determine the proposed project's air quality impacts. • States that the City should identify potential adverse air quality impacts that could occur from all phases of the proposed project and all air pollutant sources. • Recommends performing a mobile source health	Section 5.3, Air Quality Section 5.6, Energy Section 5.8, Greenhouse Gas Emissions

Table 2-1 NOP Comment Letter Summaries

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
			risk assessment if the proposed project will generate diesel emissions from long-term construction or attract diesel-fueled vehicular trips. • States that the proposed project would include several residential development areas within proximity to I-10, and recommends that a mobile source health risk assessment to disclose the potential health risks be performed. • States concern about potential public health impacts of siting warehouses within close proximity of sensitive land uses, and states that residents living in the communities surrounding the plan area will possibly face an even greater exposure to air pollution. • States that there are several resources to assist the City with identifying potential mitigation measures for the proposed project, and provide examples of operational air quality mitigation measures for mobile sources, area sources, and health risks impacts. • States that since the proposed project consists of development totaling at least more than 2 million square feet, the proposed project's warehouse owners/operators will be required to comply with Rule 2305. • States that the increased energy consumptions from installing MERV filters in the HVAC systems should be analyzed.	
Yucaipa Valley Water District	12/15/22	Figures	• States that the Yucaipa Valley Water District owns and operates facilities within the plan area that are not completely identified in the NOP figures, and is concerned that incorrectly identifying these parcels could limit the District from operating, expanding, replacing, or otherwise serving the community.	Chapter 1, Executive Summary Chapter 3, *Project Description*

2.3 SCOPE OF THIS DRAFT SEIR

The scope of the Draft SEIR was determined based on the CEQA Guidelines Appendix G CEQA Checklist and comments received in response to the NOP. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the Draft SEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

The information in Chapter 3, *Project Description*, establishes the basis for analyzing future, project-related environmental impacts. However, further environmental review by the City may be required as more detailed information and plans are submitted on a project-by-project basis.

2. Introduction

2.3.1 Impacts Considered Less Than Significant

The City of Yucaipa determined that 11 environmental impact categories were not significantly affected by or did not affect the proposed project, and these are evaluated in Chapter 5, *Environmental Impacts*.

- Agricultural Resources
- Energy
- Hazards and Hazardous Materials
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems
- Wildfire

2.3.2 Potentially Significant Adverse Impacts

The City of Yucaipa determined that six environmental factors have potentially significant impacts if the proposed project is implemented, and these are evaluated in Chapter 5, *Environmental Impacts*.

- Aesthetics (light and glare)
- Biological Resources (special status species, habitat loss, aquatic resources, wildlife movement)
- Cultural Resources (historic resources, archeological resources)
- Geology and Soils (seismic hazards, erosion, paleontological resources)
- Hydrology and Water Quality (water quality, drainage patterns)
- Tribal Cultural Resources

2.3.3 Unavoidable Significant Adverse Impacts

This Draft SEIR identifies three significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. The City must prepare a "statement of overriding considerations" before it can approve the project, attesting that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits outweigh the adverse effects, and therefore the adverse effects are considered acceptable. The impacts that were found in the Draft SEIR to be significant and unavoidable are:

- Air Quality (AQMP consistency, regional construction, regional operation, localized construction)
- GHG Emissions (generating significant GHG emissions)
- Noise (operational noise, traffic noise)

2.4 INCORPORATION BY REFERENCE

Some documents are incorporated by reference into this Draft SEIR, consistent with Section 15150 of the CEQA Guidelines, and they are available for review at the City of Yucaipa.

- City of Yucaipa Municipal Code
- City of Yucaipa General Plan
- 2008 Yucaipa Freeway Corridor Specific Plan
- Draft Environmental Impact Report for the Yucaipa Freeway Corridor Specific Plan (SCH #2006041096)
- Revised Draft Environmental Impact Report for the Yucaipa Freeway Corridor Specific Plan (SCH #2006041096)
- Final Revised Environmental Impact Report for the Yucaipa Freeway Corridor Specific Plan (SCH #2006041096)
- Addendum to the Yucaipa Freeway Corridor Specific Plan Environmental Impact Report (SCH #2006041096), Yucaipa County Line Warehouse Project

2.5 FINAL EIR CERTIFICATION

This Draft SEIR is being circulated for public review for 45 days. Interested agencies and members of the public are invited to provide written comments on the Draft SEIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City of Yucaipa will review all written comments received and prepare written responses for each. A Final SEIR will incorporate the received comments, responses to the comments, and any changes to the Draft SEIR that result from comments. The Final SEIR will be presented to the City of Yucaipa for potential certification as the environmental document for the project. All persons who comment on the Draft SEIR will be notified of the availability of the Final SEIR and the date of the public hearing before the City.

The Draft SEIR is available to the general public for review at various locations:

- City of Yucaipa, Planning Department, 34272 Yucaipa Boulevard, Yucaipa, CA 92399
- Online at https://yucaipa.org/environmental-review/ (see "Freeway Corridor Specific Plan Update")

2.6 MITIGATION MONITORING

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

The Mitigation Monitoring Program for the Freeway Corridor Specific Plan Project will be completed as part of the Final SEIR prior to consideration of the project by the Yucaipa City Council.

3. Project Description

3.1 PROJECT LOCATION

The 1,238-acre Freeway Corridor Specific Plan (FCSP) area is in the City of Yucaipa in San Bernardino County. The plan area is bisected by Interstate 10 (I-10) and abuts the Riverside County boundary to the south. Regional access to the project is provided by I-10 from the east and west. Local access is provided by Live Oak Canyon Road, County Line Road, Oak Glen Road, Wildwood Canyon Road, and Calimesa Boulevard (see Figure 3-1, *Regional Location Map*, and Figure 3-2, *Local Vicinity Map*).

Existing land uses in the plan area are shown on Figure 3-3, *Aerial Photograph*. Land uses in the FCSP consist primarily of agricultural land (ranching and farming), a limited number of residences, a wastewater treatment plant, and miscellaneous commercial uses such as an outdoor pottery store and storage. The Live Oak Canyon Pumpkin Farm operates seasonally, with its peak season in the fall. The pumpkin farm operates a corn maze (fall only), carnival-type rides and games, tractor/hay rides, pony rides, petting zoo, Christmas Tree sales (winter only), U-pick pumpkin patch, and concessions (fall only) during the fall and winter seasons.[1] The Henry N. Wochholz Regional Water Recycling Facility (WRF) is owned and operated by the Yucaipa Valley Water District (YVWD). This land use is isolated from the other areas in the FCSP and can only be accessed via a secondary road from County Line Road. The FCSP Update identifies these parcels as "not a part" (N.A.P.) of the Proposed Project because it is solely owned by the YVWD.

3.2 PROJECT BACKGROUND

3.2.1 Freeway Corridor Specific Plan (Approved Project)

The FCSP provides the planning tools necessary to guide development in the plan area. The Specific Plan includes proposed land uses, development regulations and design standards. In addition, the FCSP provides for a multimodal trail and circulation system, infrastructure facilities required to support implementation of the plan, and a plan for managing natural resources. Figure 3-4, *Approved Land Use Plan*, shows the adopted land uses in the FCSP. Table 3-1, *Approved Project Buildout Statistical Summary*, identifies the buildout of the Approved Specific Plan.

[1] The Yucaipa City Council had typically authorized a special event permit (SEP) annually to the Pumpkin Factory to operate the Live Oak Canyon Pumpkin Patch and Christmas Tree Farm. Live Oak Canyon Farm has operated the pumpkin patch and Christmas tree farm for over 30 years prior to the incorporation of the City of Yucaipa, and the City has authorized a SEP for the pumpkin patch and Christmas tree farm every year since 2017, which has since been memorialized with the approval of a conditional use permit. The farm has 900 parking spaces onsite and an additional 300 parking spaces on Live Oak Canyon Road. Special events at the farm run from mid-September to the end of December and may generate up to 100,000 visitors over the course of the special event. The Live Oak Canyon Pumpkin Patch and Christmas Tree Farm will continue to operate with implementation of the Proposed Project.

Table 3-1 Approved Project Buildout Statistical Summary

Designation	Acres	Dwelling Units	Population[1]	Non-residential SF[2]	Employees[3]
Residential	424.7	2,447	6,754	NA	NA
Regional Commercial (RC)[3,4]	172.0	NA	NA	3,379,737	2,430
Business Park (BP)[4]	25.7	NA	NA	1,206,042	571
Public Facilities (PUB)[5]	44.8	NA	NA	NA	NA
Open Space (OS)	549.0	NA	NA	0	NA
ROW	25.3	NA	NA	NA	NA
TOTAL	**1,242[6]**	**2,447**	**6,754**	**4,585,779**	**2,999**

Notes: Totals may not add to 100 percent due to rounding. SF = square feet; ROW = right-of-way

1 Based on 2.76 people per unit (DOF 2022).

2 Acres to square feet based on the maximum FAR allowed in the FCSP of 0.50 for RC and 0.75 for BP.

3 Based on 1,392 square feet per employee for RC uses and 2,111 square feet per employee for BP uses (SCAG 2001).

4 BP and RC square footage adjusted to account for the amendments to the FCSP approved in July 2022, which allowed for development of a 366,423-square-foot warehouse associated with the Yucaipa County Line Warehouse Project (Yucaipa 2022).

5 Though employment is associated with the WRF, there are no changes in this land use between existing conditions and the Approved Project scenarios.

6 Acreage for the FCSP Update based on GIS. This four-acre difference between the 2008 Specific Plan acreage (1,242 acres) and the Specific Plan Update acreage (1,238 acres) is based on minor differences in how the boundary was mapped in 2008 and attributed to existing ROW.

3.2.2 2008 Certified EIR

The Proposed Project is an update to the FCSP; therefore, this Subsequent Environmental Impact Report (SEIR) relies on the findings of the 2008 EIR and the 2022 Addendum and, per CEQA Guidelines Section 15162, contains all the information necessary to ensure that the certified FCSP EIR fully evaluates the Proposed Project. The 2008 EIR and addendum, though discussed separately here, are collectively referred to in this SEIR as the 2008 Certified EIR. In accordance with CEQA Guidelines Sections 15148 and 15150, this SEIR incorporates the 2008 Certified EIR (and its constituent parts) by reference. A summary of the 2008 Certified EIR follows. All documents incorporated by reference are available for review at the City of Yucaipa Planning Division at 34272 Yucaipa Blvd. Yucaipa, CA, 92399.

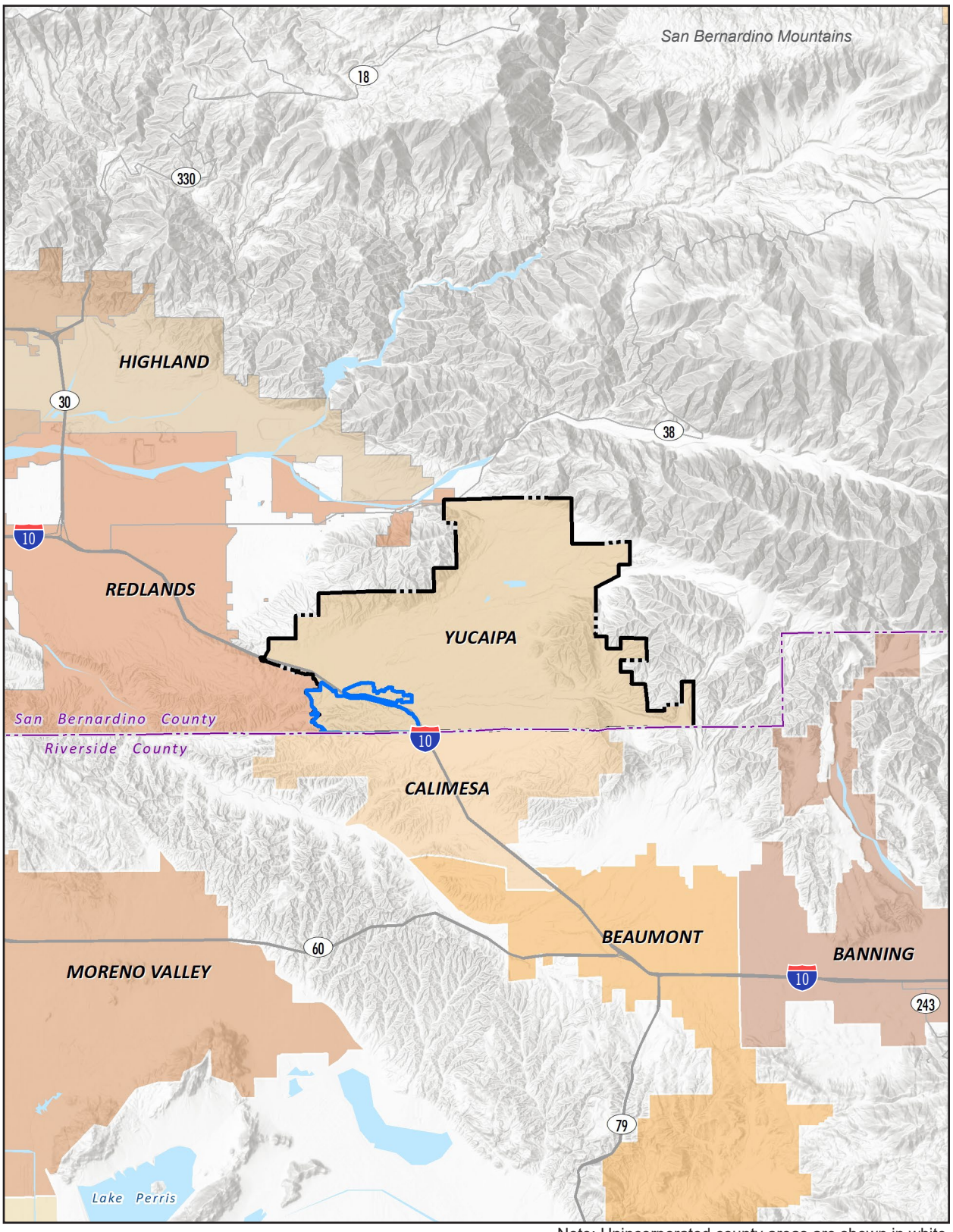
3.2.2.1 2008 FINAL EIR

The FCSP Environmental Impact Report (State Clearinghouse No. 2004041096) was certified in November 2008 (2008 Certified EIR or 2008 EIR). The Final EIR consists of the 2007 Draft EIR and the 2008 Recirculated Draft EIR, response to comments, revisions to the EIR based on comments, and the mitigation monitoring and reporting program. The Final EIR evaluated impacts associated with 424.7 acres for residential development, with a maximum of 2,767 dwelling units, 242.5 acres of nonresidential development, 25.3 acres of right-of-way (ROW), and 549.0 acres of open space.

The 2008 EIR identified the following significant unavoidable impacts associated with the FCSP.

- **Aesthetics, Visual Character:** Implementation of the FCSP would permanently change the views of the plan area from undeveloped and agricultural lands to developed suburban and urban uses. This change would be a significant adverse impact related to visual character.

Figure 3-1 - Regional Location



Specific Plan Boundary
County Boundary
City Boundary

Note: Unincorporated county areas are shown in white.

0 3
Scale (Miles)

Source: Generated using ArcMap 2022.

3. Project Description

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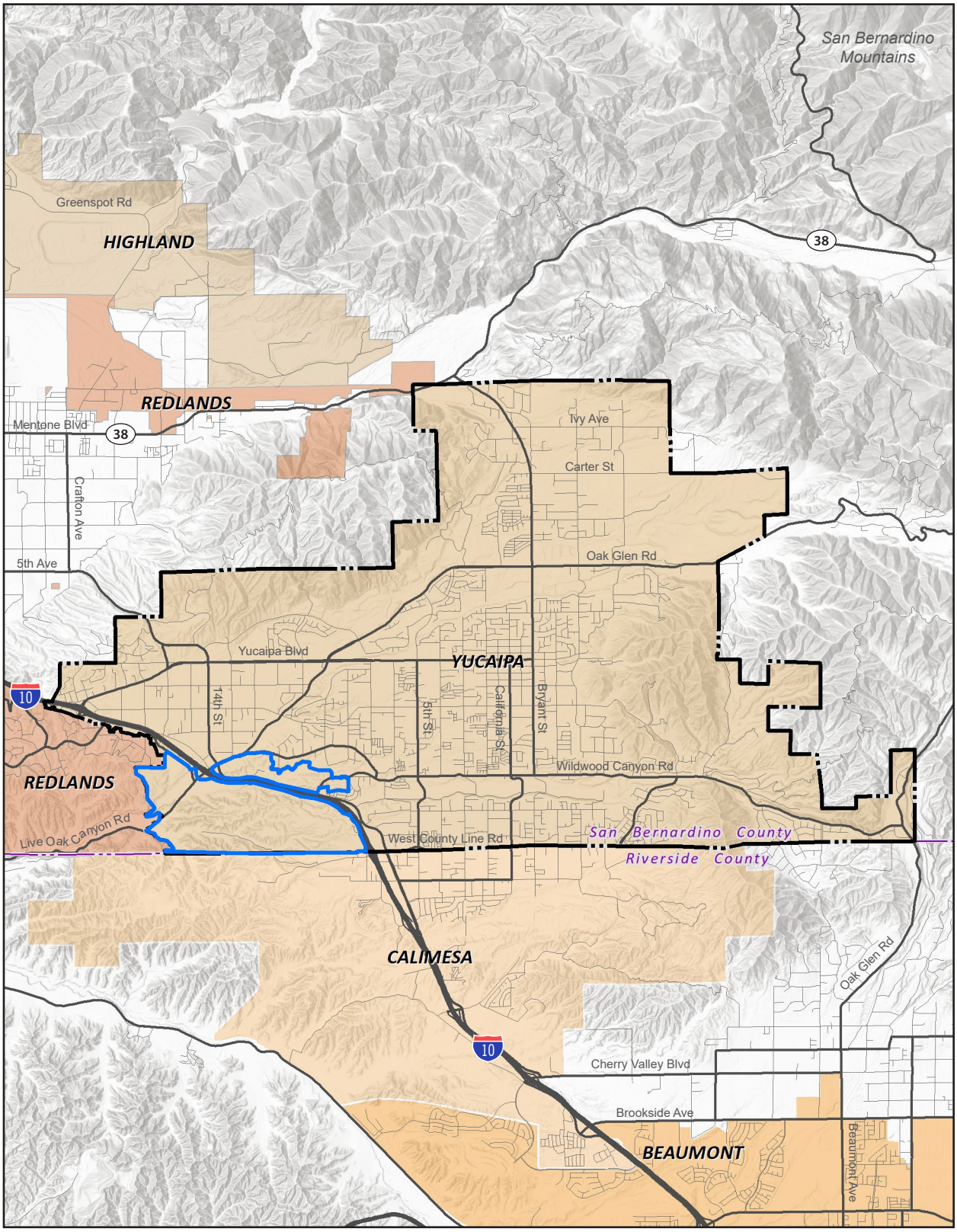
Figure 3-2 - Local Vicinity



Specific Plan Boundary
City Boundary
County Boundary

Note: Unincorporated county areas are shown in white.

0 1
Scale (Miles)

Source: Generated using ArcMap 2022.

3. Project Description

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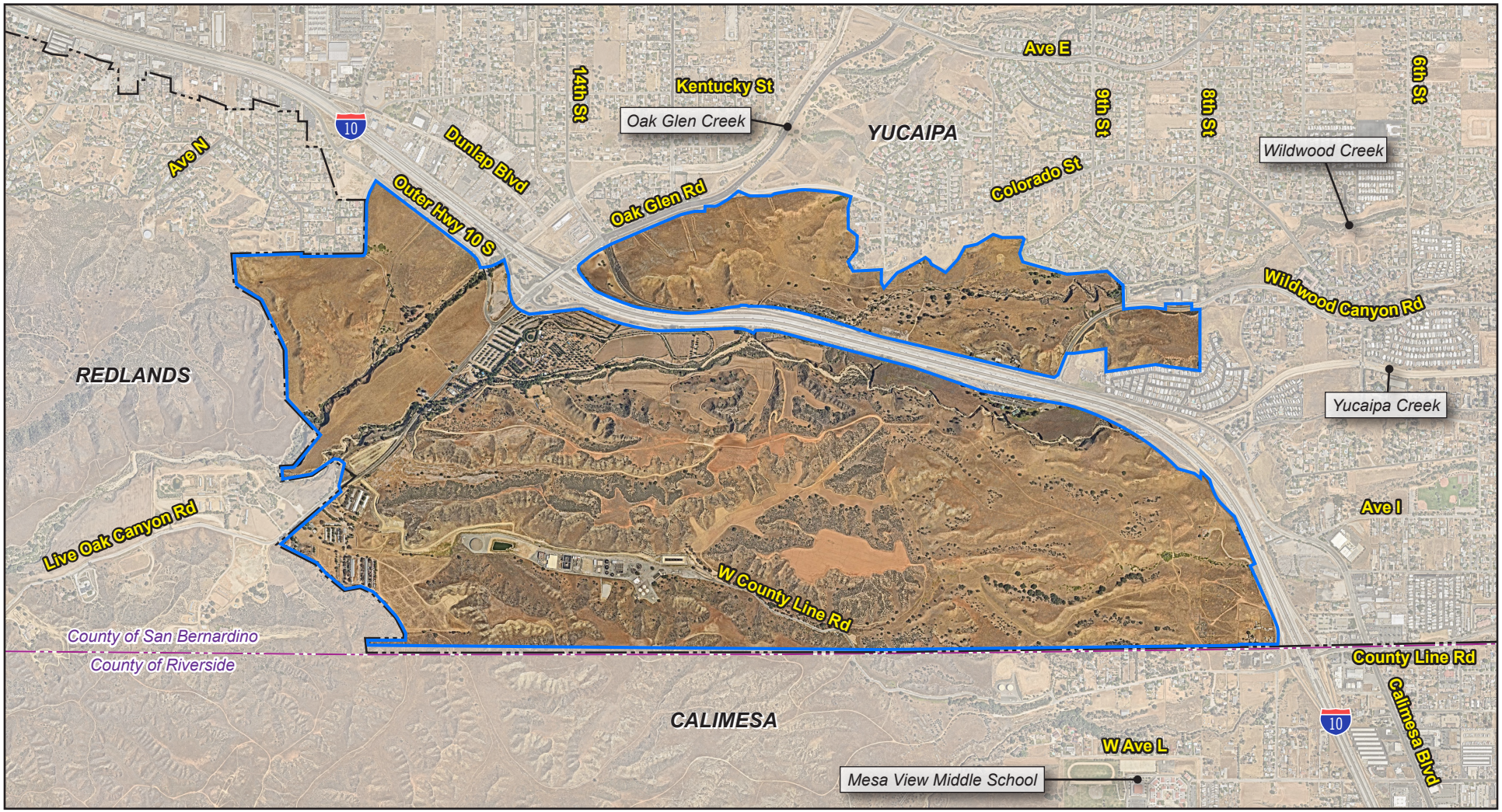
Figure 3-3 - Aerial Photograph



Specific Plan Boundary
City Boundary
County Boundary

0 1,900
Scale (Feet)

Source: Aerial: Nearmap 2022.

3. Project Description

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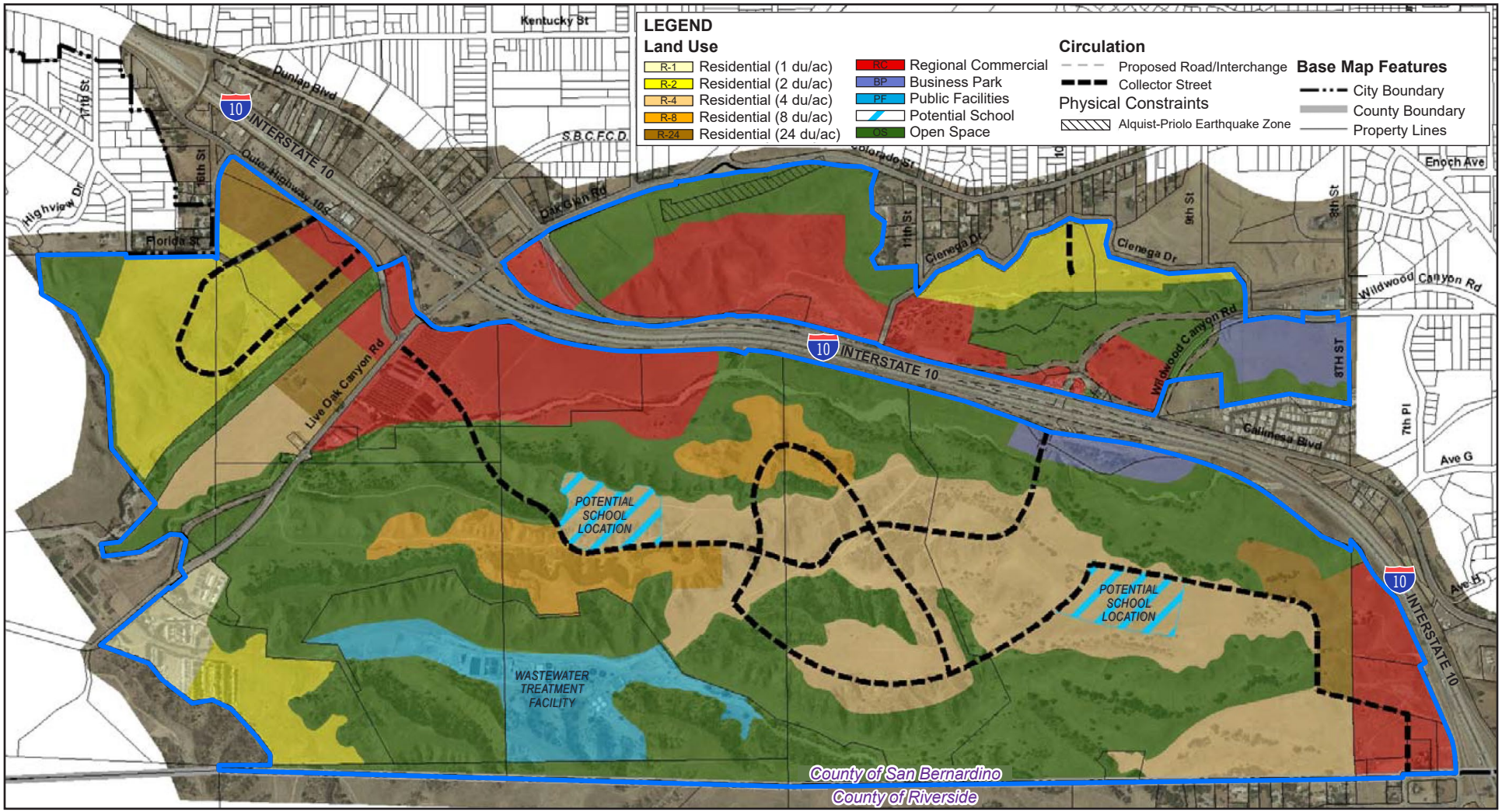
Figure 3-4 - Approved Land Use Plan



Source: City of Yucaipa; Hogle Ireland, Inc. 2008.

3. Project Description

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- **Agriculture, Farmland.** The FCSP contains 33.69 acres of Prime Farmland, 10.29 acres of Unique Farmland, and 85.09 acres of Farmland of Local Importance—a total of 129.07 acres of Important Farmland. Implementation of the FCSP would convert 129.07 acres of Important Farmland to nonagricultural use.

- **Air Quality, Regional Air Quality.** Development of the FCSP would exceed the South Coast Air Quality Management District's (South Coast AQMD) regional significance thresholds for construction and operation and would cumulatively contribute to the nonattainment designations of the South Coast Air Basin.

- **Air Quality, Air Quality Management Plan Consistency.** The FCSP would result in emissions that exceed regional significance thresholds and could potentially conflict with South Coast AQMD's Air Quality Management Plan.

- **Biological Resources, Wetlands.** Implementation of the FCSP may result in the temporal loss in wetland habitat functions and values.

- **Land Use and Planning, Consistency with Local and Regional Plans.** The FCSP would be inconsistent with the City of Yucaipa General Plan (2004) Goals LU-9 related to agricultural resources, N-3 related to noise, and OS-2 related to natural resources. Additionally, the FCSP would be inconsistent with the Southern California Association of Governments' Regional Comprehensive Plan and Guide related to agricultural resources.

- **Noise, Traffic Noise.** Traffic associated with implementation of the FCSP would increase the day-night average sound level (Ldn) above the threshold of significance and/or increase the ambient traffic noise level by a substantial amount at existing off-site noise-sensitive receptors within and adjacent to the plan area.

3.2.2.2 2022 COUNTY LINE ROAD WAREHOUSE ADDENDUM

The Approved Project includes project updates to the Specific Plan since certification of the 2008 EIR. On July 21, 2022, the City of Yucaipa approved an Addendum to the 2008 Certified EIR for development of the County Line Road Warehouse project—a 366,423-square-foot speculative industrial warehouse building on five parcels totaling 19.32 gross acres at the northwest corner of 7th Place and County Line Lane in the southwestern corner of Yucaipa. This project is reflected as part of the Approved Project in Table 3-1, and the square footage associated with this land use is modeled as Business Park (BP) because it is a warehouse.

3.2.3 Wildwood Canyon Road Interchange

The FCSP is currently accessible from two freeway interchanges. The I-10 / Live Oak Canyon / Oak Glen Road interchange is at the western edge of the plan area, and the I-10 / County Line Road interchange is at the southeastern edge of the plan area. A third interchange has been planned from Wildwood Canyon Road and would provide additional connectivity for the later phases of the Proposed Project. The City is working with Caltrans, who is the lead agency, and is currently in the project approval and environmental document phase

for the proposed interchange at Wildwood Canyon Road, which would be funded by a combination of Caltrans State funding, City of Yucaipa development fees, Measure I sales tax revenue, and other related funding sources. The existing FCSP and the proposed project consider the development of this new interchange and the connectivity to result.

3.2.4 Ownership

Ten property owners held title in the plan area in 2021. The largest landowners are the Robinson family and the Palmer family. Both owners purchased their land in the mid-1950s. The Robinson's holdings cover about 45 percent of the planning area, and the Palmer's holdings cover approximately 26 percent. Since the adoption of the original FCSP, the Palmers have sold the Live Oak Canyon Pumpkin Farm, and the current owners have continued the agricultural activities on-site and also lease land from the Palmers to plant additional pumpkins (see Figure 3-5, *Site Ownership Map*, and Figure 3-6, *APN Parcel Map*). Table 3-2, *Property Ownership*, identifies the acreage owned by the property owners in 2021.[2]

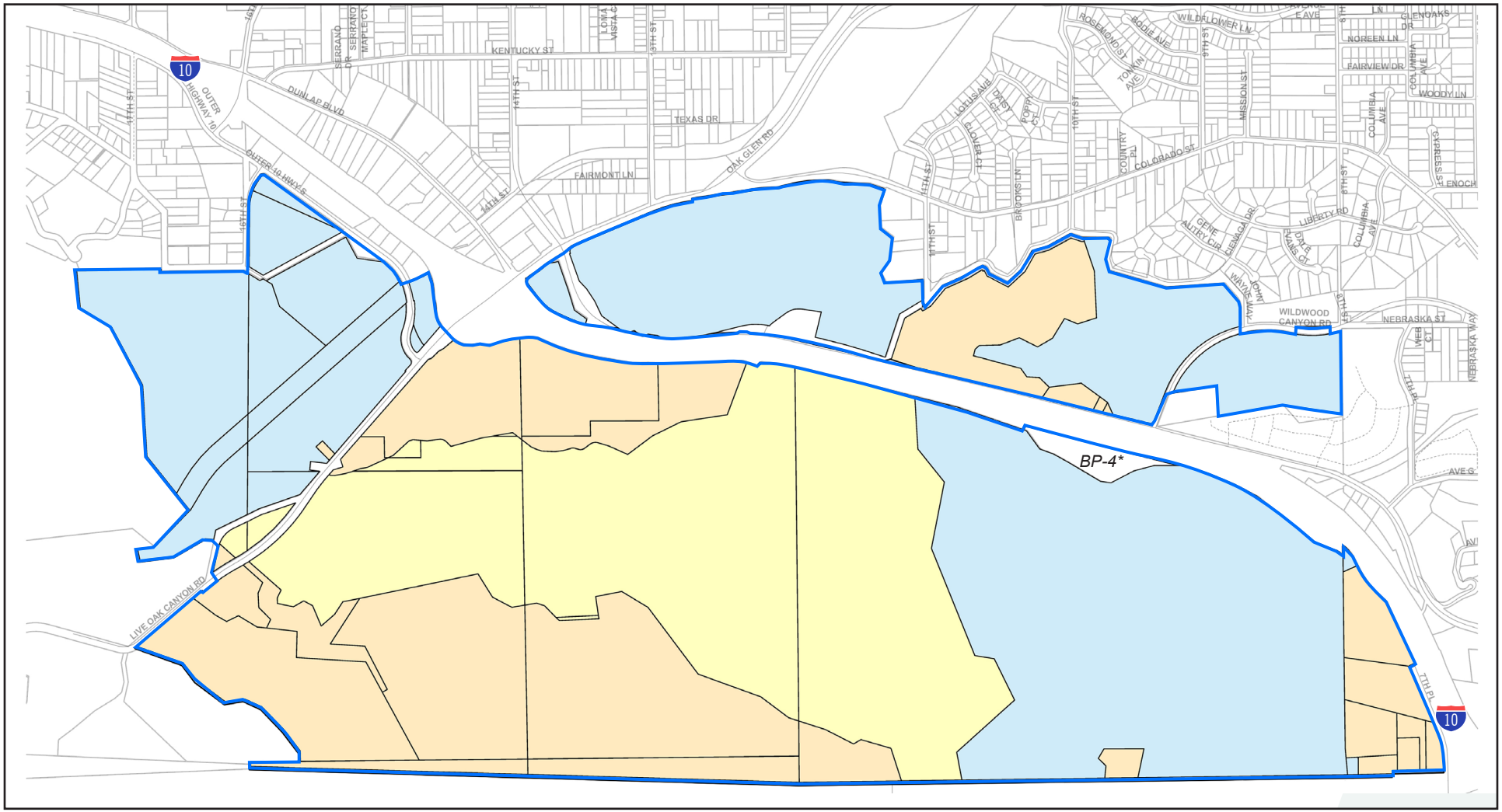
Table 3-2 Property Ownership

Properties	Acres	Percentage Ownership
Bountiful Acres, LLC	2.37	0.2%
Norma II Yucaipa Logistics Center LLC[1]	13.17	1.1%
Norma II Yucaipa Logistics Center LLC[1]	1.52	0.1%
Scott Barnett Trust	9.22	0.8%
Live Oak Canyon Investments, LLC	113.82	9.4%
Palmer General Corp.	326.12	27.0%
Norma II Yucaipa Logistics Center LLC[1]	4.72	0.4%
Robinson Properties[2]	546.55	45.2%
South Mesa Water Co.	34.53	2.9%
Yucaipa Valley Water District	157.31	13.0%
Total	**1,209.3**	**100%**

Notes: Totals may not add to 100 percent because of rounding. The FCSP is 1,238 acres and the remaining acreage is associated with roadway right-of-way.
1 The County Line Warehouse development in planning area BP 4 has resulted in a lot merger and is now owned by a single LLC, Norma II Yucaipa Logistics Center LLC, starting in 2023.
2 Caltrans owns the rest stop identified as Business Park (BP) 4. However, if the rest stop is ever removed by Caltrans, the land reverts back to Robinson Properties.

[2] The County Line Warehouse development in planning area BP 4 has resulted in a lot merger and is now owned by a single LLC (Norma II Yucaipa Logistics Center LLC) starting in 2023.

Figure 3-5 - Site Ownership Map



* Parcel BP-4 is owned by Caltrans.

3. Project Description

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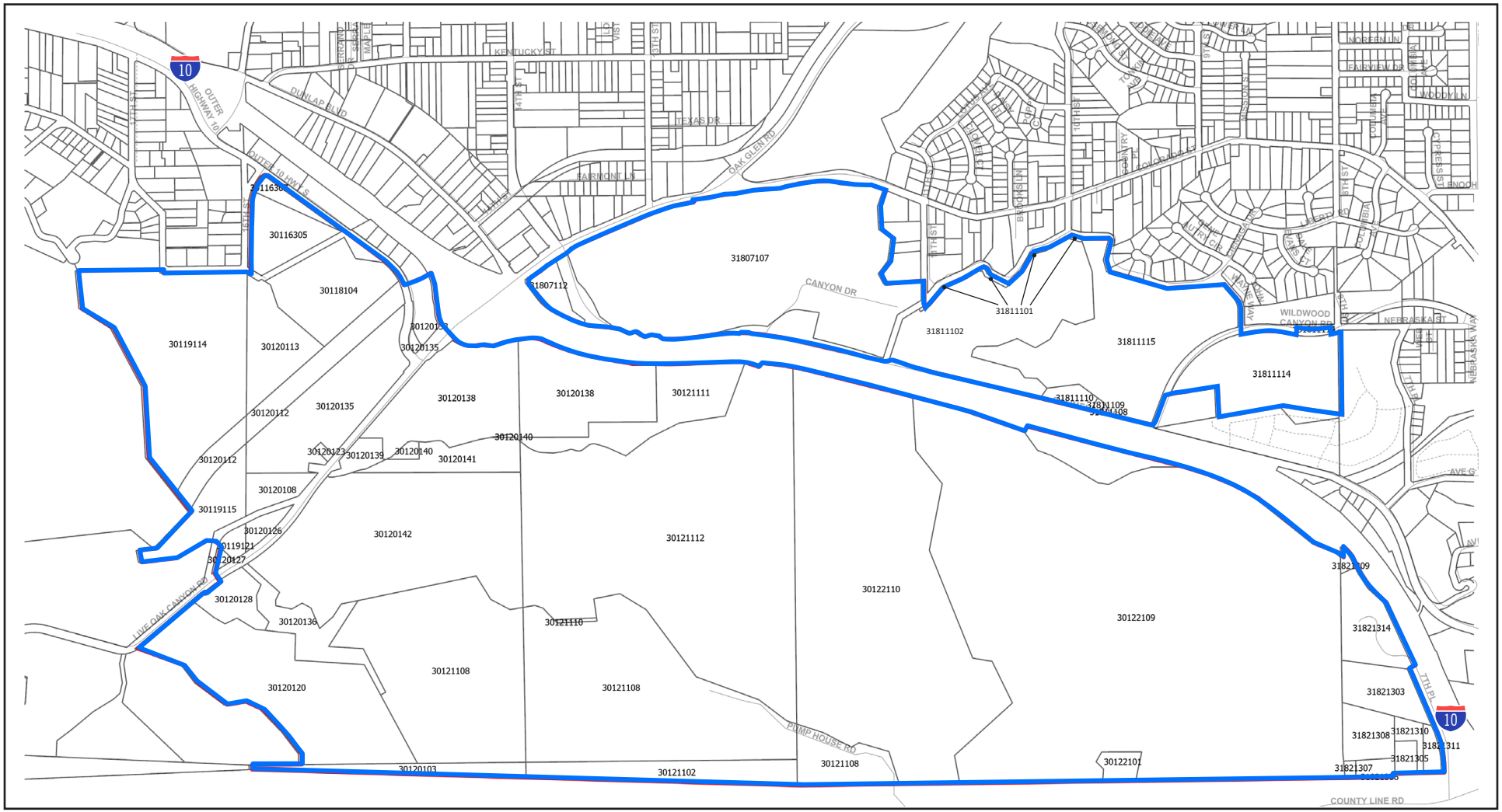
Figure 3-6 - APN Parcel Map



Specific Plan Boundary

0 1,450
Scale (Feet)

3. Project Description

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3.3 STATEMENT OF OBJECTIVES

The following objectives have been established for the Proposed Project and will aid decision makers in their review of the Proposed Project and associated environmental impacts.

1. Create a place that reflects the unique character of Yucaipa and ultimately supports the community's needs into the future.

2. Allow a degree of flexibility for development that can provide a standard of quality without stifling opportunities or imposing inflexible regulations that would preclude creative development response.

3. Offer a mixture of residential, commercial, and business park development that reflects the changing conditions in Yucaipa brought about by decline in demand for brick-and-mortar stores and increase in demand for logistics/distribution.

4. Support and facilitate opportunities to meet the City's housing requirements as reflected by the Regional Housing Needs Assessment for current and future housing cycles, as well as comply with SB330 regarding "no net loss" of residential zoned capacity.

5. Provide community amenities such as trails and permanent open space areas that will preserve major ridgelines and drainage corridors.

6. Provide employment as well as retail and entertainment opportunities for those living in the community.

7. Take advantage of the freeway visibility and access to serve both local and regional needs.

8. Support the existing agricultural operations at the Live Oak Canyon Pumpkin Farm.

9. Design a safe and efficient circulation system that adequately supports the anticipated level of vehicular, pedestrian, and bicycle traffic in and around the project.

10. Comprehensively plan the FCSP area with consideration of other contiguous areas to ensure compatible and complementary development, circulation patterns, infrastructure, and services.

3.4 PROJECT CHARACTERISTICS

"Project," as defined by the CEQA Guidelines, means:

> ... the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700. (14 Cal. Code of Reg. Section 15378[a])

3.4.1 Freeway Corridor Specific Plan Update (Proposed Project or FCSP Update)

The Proposed Project is an update to the FCSP to guide development within the 1,238-acre plan area. Figure 3-7, *Proposed Land Use Plan*, and Table 3-3, *Proposed Project Buildout Statistical Summary*, identify the land uses associated with the Proposed Project. As shown in this table, the Proposed Project would result in a total of 2,472 residential units and 5,093,265 square feet of nonresidential uses.

Table 3-3 Proposed Project Buildout Statistical Summary

Designation	Acres	Dwelling Units	Population[1]	Non-residential SF[2]	Employees[3]
Residential	225.8	2,472	6,823	NA	NA
Regional Commercial (RC)[3]	72.2	NA	NA	1,100,761	791
Business Park (BP)[4]	223.1	NA	NA	3,992,503	1,891
Agricultural Tourism (AG)[4]	48.8	NA	NA	NA	NA
Open Space (OS)[5]	338.5	NA	NA	NA	NA
Open Space – Conservation (OS-C)[5]	159.5	NA	NA	NA	NA
Existing ROW	15.1	NA	NA	NA	NA
Not a Part (N.A.P)[6]	154.6	NA	NA	NA	NA
Total	**1,238[7]**	**2,472**	**6,823**	**5,093,265**	**2,682**

Notes: Totals may not add to 100 percent due to rounding. SF = square feet; ROW = right-of-way.

1 Based on 2.76 people per unit (DOF 2022).

2 Acres to square feet based on the maximum FAR allowed in the proposed FCSP of 0.35 for RC. Planning areas BP 2, BP 3, and 19.32 acres of BP 6 are based on the project-level data for the Pacific Oak Commerce Center project (2,054,000 square feet) and the County Line Warehouse project (366,423 square feet). The remaining acreage for planning area BP 6 (9.68 acres) and planning areas BP 1 and BP 4 is based on a maximum FAR of 0.5. It should be noted that planning area BP 4 is the Caltrans rest stop and would remain a rest stop at buildout, as Caltrans currently owns this property. However, there is an agreement that should Caltrans close the rest stop, this property would revert to the Robinson Properties ownership. As a result, square footage associated with this acreage is accounted for to provide a conservative estimate of the potential BP land uses at buildout.

3 Based on 1,392 square feet per employee for RC uses and 2,111 square feet per employee for BP uses (SCAG 2001).

4 The Live Oak Canyon Pumpkin Farm has associated employment, but there are no changes to this land use between existing conditions and the Proposed Project scenarios. The Live Oak Canyon Pumpkin Patch and Christmas Tree Farm is seasonal and employment fluctuates, with peak employment during the fall.

5 Open Space (OS) and Open Space-Conservation (OS-C) acreage is estimated based on the conceptual grading plan.

6 The WRF is identified as Not a Part in the FCSP Update because it is solely owned by the YVWD.

7 Acreage for the FCSP Update based on GIS. This four-acre difference between the 2008 Specific Plan acreage (1,242 acres) and the Specific Plan Update acreage (1,238 acres) is based on minor differences in how the boundary was mapped in 2008 and attributed to existing ROW.

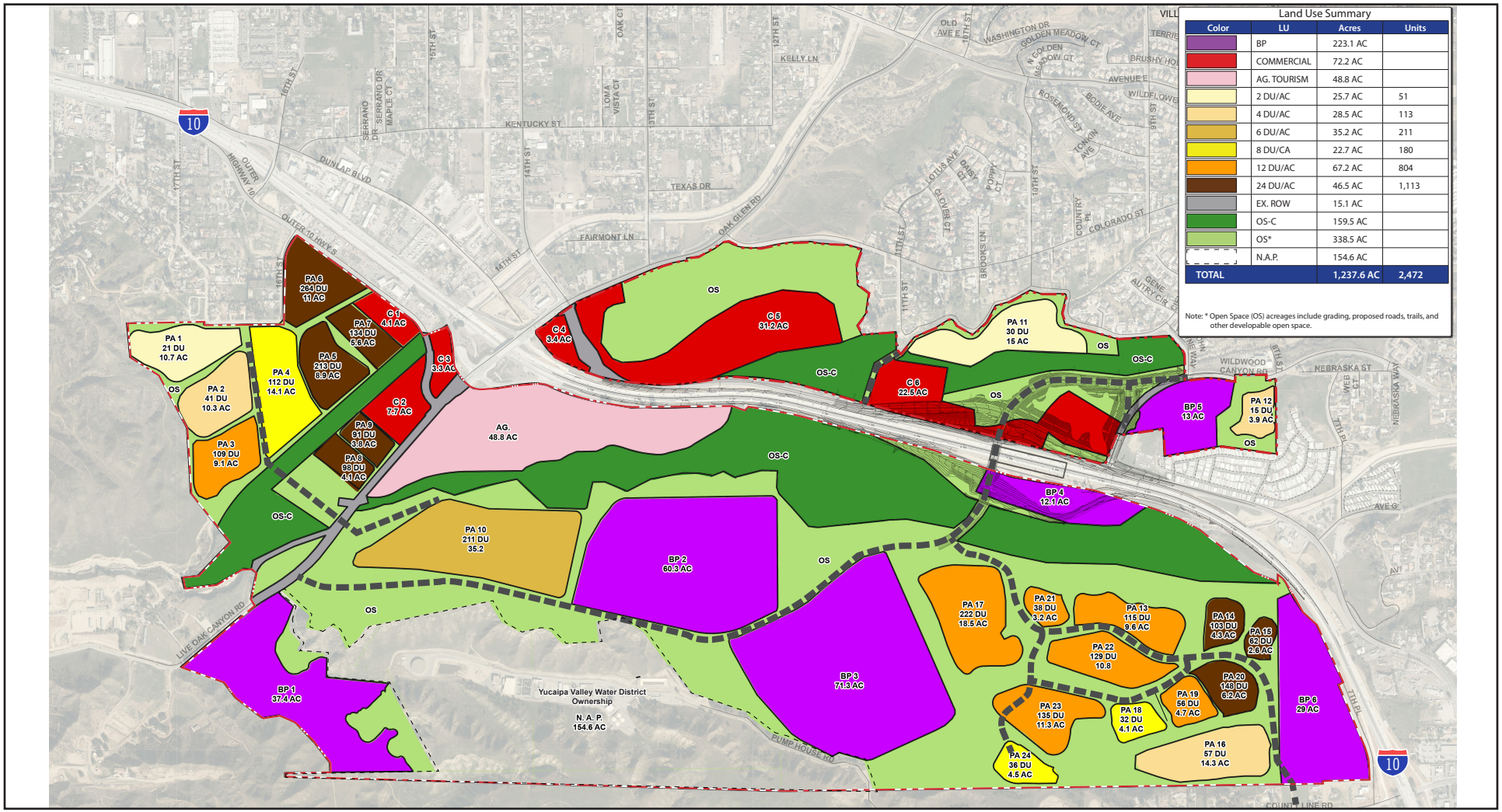
The Specific Plan includes a list of permitted, conditionally permitted, and prohibited land uses and development standards associated with the following land use designations (see Specific Plan Table 4-2, Permitted Uses; Table 4-3, Residential Development Standards; and Table 4-4, Nonresidential Development Standards).

3.4.1.1 RESIDENTIAL

The FCSP allows for the following residential densities and product types:

- **Residential (R-2/R-4).** Allows for 2 to 4 dwelling units per acre (du/acre). Accommodates single-family residential uses that serve as a transition to existing low-density development adjoining the plan area. R-2 refers to 2 du/ac, and R-4 refers to 4 du/ac.
- **Residential (R-6).** Allows for 4.1 to 6 du/acre. Accommodates detached single-family residential uses.

Figure 3-7 - Proposed Land Use Plan



3. Project Description

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- **Residential (R-8).** Allows for 6.1 to 8 du/acre. Accommodates a range of attached and detached single-family residential uses, including small-lot single-family and cluster housing. Also allows for low-scale multifamily product types.

- **Residential (R-12).** Allows for 8.1 to 12 du/acre. Provides for a range of attached and detached single-family residential uses, including small-lot single-family and cluster housing. Also allows for multifamily product types up to 12 du/acre.

- **Residential (R-24).** Allows for 12.1 to 24 du/acre. Provides for higher density, small-lot, single-family detached housing; attached housing such as duplexes and walk-up townhomes; and multifamily residential including courtyard housing and stacked flats. Pursuant to the Open Space Standards of the Specific Plan (see Section 4.7 of the Specific Plan), single-family residential development with lot sizes less than 10,000 square feet are required to provide one pocket park of at least 10,000 square feet for each 50 dwelling units.

3.4.1.2 REGIONAL COMMERCIAL (RC)

Intended to accommodate commercial retail and services, lodging, office uses, recreation and entertainment uses, and similar compatible uses that support the local and regional economy.

Pursuant to the Open Space Standards of the Specific Plan (FCSP Section 4.7), Commercial uses are required to provide development area for common open space in the form of plazas, landscaped courtyards, and/or squares, as indicated in the Specific Plan Design Guidelines.

3.4.1.3 BUSINESS PARK (BP)

Provides for light industrial and office uses, including light manufacturing; wholesale/warehouse uses, including high cube warehousing; logistics/distribution centers; contract/construction services; transportation services; agriculture support services; incidental services; and similar uses.

Pursuant to the Open Space Standards of the Specific Plan (FCSP Section 4.7), Business Park land uses are required to provide development area for common open space in the form of plazas, landscaped courtyards, and/or squares, as indicated in the Specific Plan Design Guidelines.

3.4.1.4 AGRICULTURE TOURISM

Provides for agricultural-based commercial uses, including sales of produce, pumpkins, and agriculture-related goods, along with supporting businesses such as restaurants and overnight accommodations that cater to the agricultural tourism industry.

3.4.1.5 OPEN SPACE (OS)

Approximately 338.5 acres, 27 percent of the plan area, allows for agriculture-related activities where appropriate and for buffering and transitions between different land uses. Grading activities may be permitted in the Open Space designation provided that vegetated slopes that feature contour grading are implemented to maintain a naturalistic appearance.

3.4.1.6 OPEN SPACE–CONSERVATION (OS-C)

Approximately 159.5 acres, 13 percent of the plan area, is to be dedicated to open space-conservation that includes ridgelines, hillsides, natural drainage courses, natural vegetation, and prominent views and that would be preserved in perpetuity. The Open Space designation provides protection of hillsides, ridgelines, drainage courses, and sensitive habitat areas.

3.4.1.7 INFRASTRUCTURE

The FCSP would require expansion of existing wastewater, water, and stormwater infrastructure in the plan area.

Stormwater

Planned site drainage improvements include the construction of necessary stormwater management and flood control facilities. Without these improvements, the area would continue to be subjected to flooding and erosion problems. Stream bank preservation and revegetation of eroded slopes may be needed in certain areas. Storm drainage improvements include improvements to existing channels or provision of new drainage channel, detention basins, and drainage easement along public or private roadways and where needed in open space areas of the plan area.

Sewer

Currently, five main wastewater trunk lines traverse the plan area: 1) along Calimesa Boulevard, 2) along Colorado Street, 3) along Florida Street west of Live Oak Canyon Road, 4) extending north-south from and along Cienega Drive ROW and across the I-10 to the existing WRF in the southwest plan area, and 5) extending east-west just north of the County Line Road. The area also contains an existing wastewater pump station south of the freeway and east of Live Oak Canyon Road. New neighborhoods in the plan area would receive sewer service by connecting to existing facilities. The sanitary sewer system would be designed and constructed consistent with YVWD standards and maintained by YVWD.

Water

Potable Water

Connections to existing water lines in the adjacent neighborhoods would be necessary to provide water service to the new neighborhoods in the plan area. Water pipelines must be sized to adequately service the plan area's water demands, as required by the serving agency- water service is provided by YVWD, Western Heights Water Company, and South Mesa Water Company. Two different types of pipelines are used to convey water to the plan area—transmission pipelines and distribution pipelines. Transmission pipelines transport water from off-site and on-site reservoirs to the plan area, and distribution pipelines transport water from the backbone system to individual users. The YVWD requires a minimum size of 8 inches for distribution piping, but the Specific Plan shows that 16-inch-diameter potable-water pipelines and 12-inch-diameter nonpotable-water pipelines are proposed to ensure adequate hydraulic flow and pressure.

Nonpotable Water

Recycled (nonpotable) water pipelines would generally parallel potable water pipelines. These 8-inch and 16-inch diameter sizes are preliminary, and the water pipeline network would meet all development guidelines once the development plan and street layout are finalized. The WRF is in the plan area and would supply the FCSP with recycled water.

3.4.1.8 CIRCULATION

The internal circulation system for the FCSP would consist of a hierarchy of roads and trails to accommodate vehicles, bicycles, pedestrians, and equestrian circulation, as shown on Figure 3-8, *Conceptual Circulation Plan*. The circulation system has been designed to enhance visual and physical connectivity between neighborhoods, open space, and other uses in the area. The project provides new collector streets, local streets, and trails in the plan area.[3]

Vehicular Access

The FCSP would provide a vehicular circulation system south of I-10 that provides a physical connection between Live Oak Canyon Road and County Line Road. This vehicular connection would be circuitous to discourage high-speed, cut-through traffic yet accommodate convenient access for residents.

Traffic-Calming Measures

Traffic-calming measures may be implemented to improve safety and the quality of the experience of moving through the neighborhoods in the plan area. The traffic-calming measures are designed to provide a safe and pedestrian-friendly environment. Traffic-calming design elements may include narrower streets, roundabouts, intersection curb bump-outs, medians, shorter blocks, and tree canopies extending over streets. All these encourage slower vehicular speeds, improve safety, and facilitate a stronger sense of community.

Bicycle and Pedestrian Circulation and Trails

In tandem with the traffic-calming vehicular circulation system, enhanced bicycle and pedestrian trail networks would provide connectivity within and between the neighborhoods in the plan area, as shown on Figure 3-9, *Pedestrian Circulation / Trails Plan*. The roadway connection from Live Oak Canyon Road to County Line Road would be circuitous to accommodate efficient access yet discourage high-speed, cut-through traffic.

The FCSP includes development of a multimodal trail system that would expand the existing trail network and outdoor recreational areas in the City. Enhanced bicycle, pedestrian, and equestrian trail networks further augment connectivity within and between the Specific Plan neighborhoods.

[3] The cross-sections of the collector streets, local streets, and trails are shown on Specific Plan Figure 3-3, Street Sections: Collector Streets, and Figure 3-4, Street Sections, Local Streets and Trails.

3.4.1.9 CONCEPTUAL GRADING PLAN

The plan area is characterized by numerous pockets of relatively flat land on plateaus and in valleys running east-west surrounded by undulating and often steep hillsides. The elevation change over the entire plan area is approximately 450 feet. The highest point of the graded plan area is 2,360 feet at the southeastern corner. The lowest point is 1,925 feet at Live Oak Canyon Road at the western edge of the plan area.

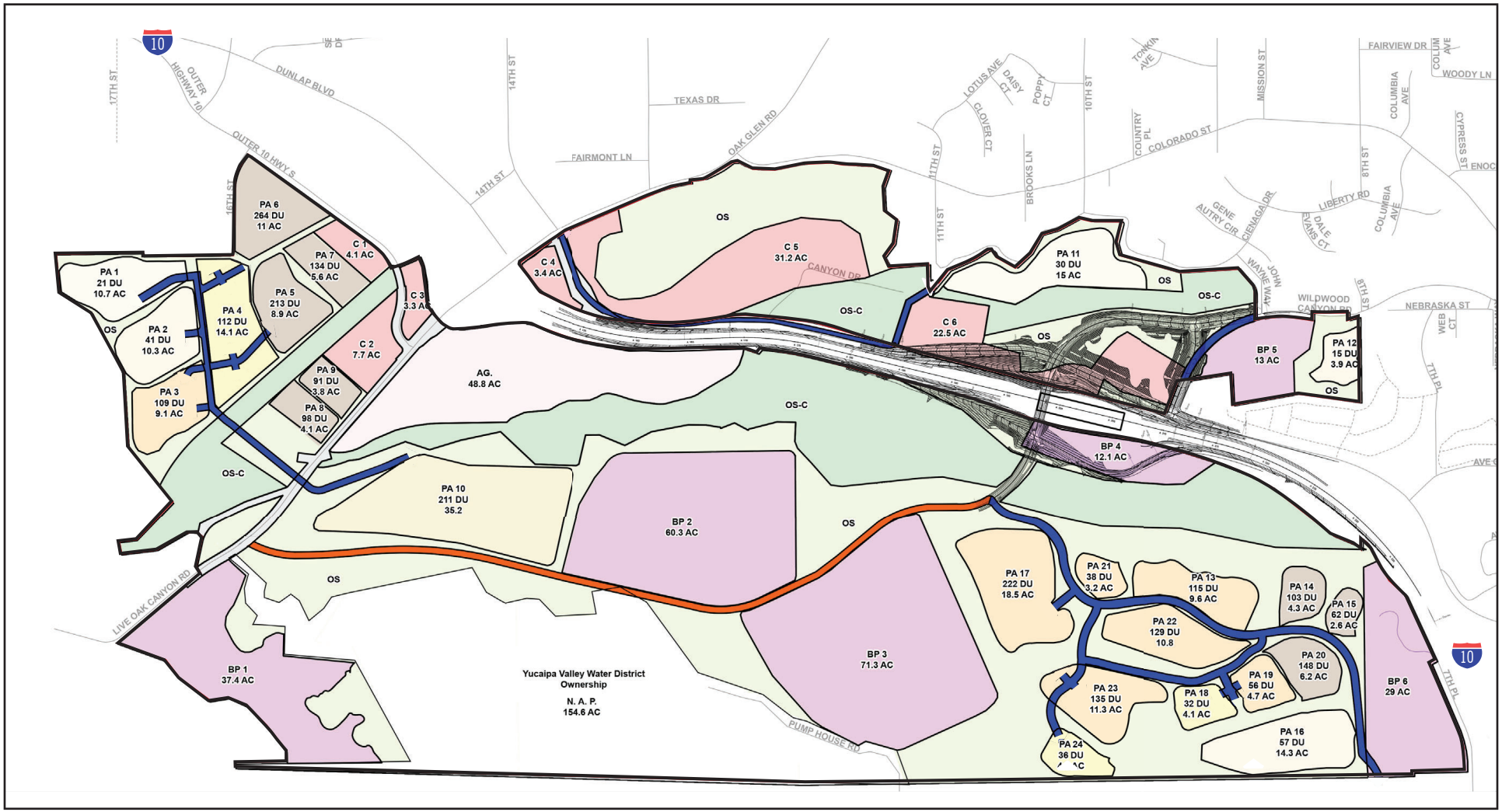
The development potential for the Proposed Project considers the natural features in the plan area while providing suitable pads for buildings. A variety of grading techniques were applied to blend buildable areas with the natural terrain, minimize abrupt elevation and slope transitions, and soften the slopes between building pads. The grading concept emphasizes the need to respect the natural topography as much as possible, especially in key areas visible from off-site, while accommodating development.

The FCSP is designed to vary the slope ratio from 2:1 to 5:1 (horizontal to vertical). Where proposed grades meet existing topography, the grades would be rounded to blend and provide a natural effect (see Figure 3-10, *Conceptual Grading Plan*). The conceptual grading plan is based on the following main principles:

- Preserve land designated as Open Space in the Land Use Plan. This open space includes the major ridgelines in the plan area.
- Preserve as much open space as possible in the Land Use Plan. This open space includes the major significant ridgelines, as shown on Figure 3-9, *Pedestrian Circulation / Trails Plan*.
- Situate the finished elevation of building pads so they complement the character of the existing adjacent natural topography.
- New roads should be designed to follow the existing topography to minimize grading to the extent possible while still meeting the City's design guidelines.
- Contour-grade all new roads to minimize grading to the extent possible.
- Use grading techniques consistent with the recommendations in the required geotechnical reports, City of Yucaipa Grading Manual, and required grading permits.

Approximately 46 percent of the site contains slopes from 0 to 15 percent (flat to gentle slope), and approximately 19 percent of the site has slopes over 40 percent (steep terrain). Per Section 87.2210 of the City's development code, slopes from 0 to 5 percent are considered flat and developable without any grading. Development on slopes of 15 percent and above is subject to Hillside Development Review.

Figure 3-8 - Conceptual Circulation Plan



3. Project Description

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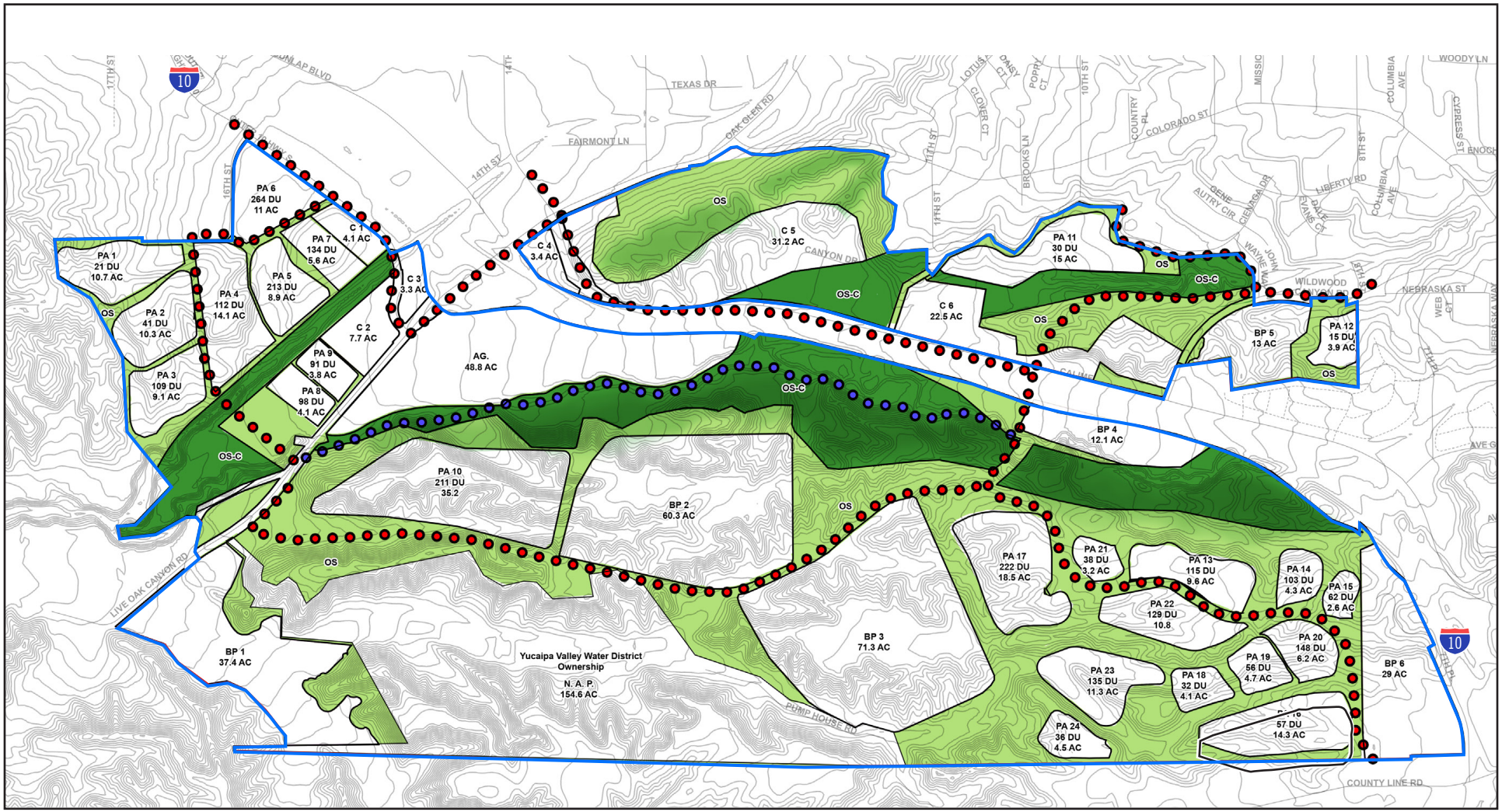
Figure 3-9 - Pedestrian Circulation/Trails Plan



3. Project Description

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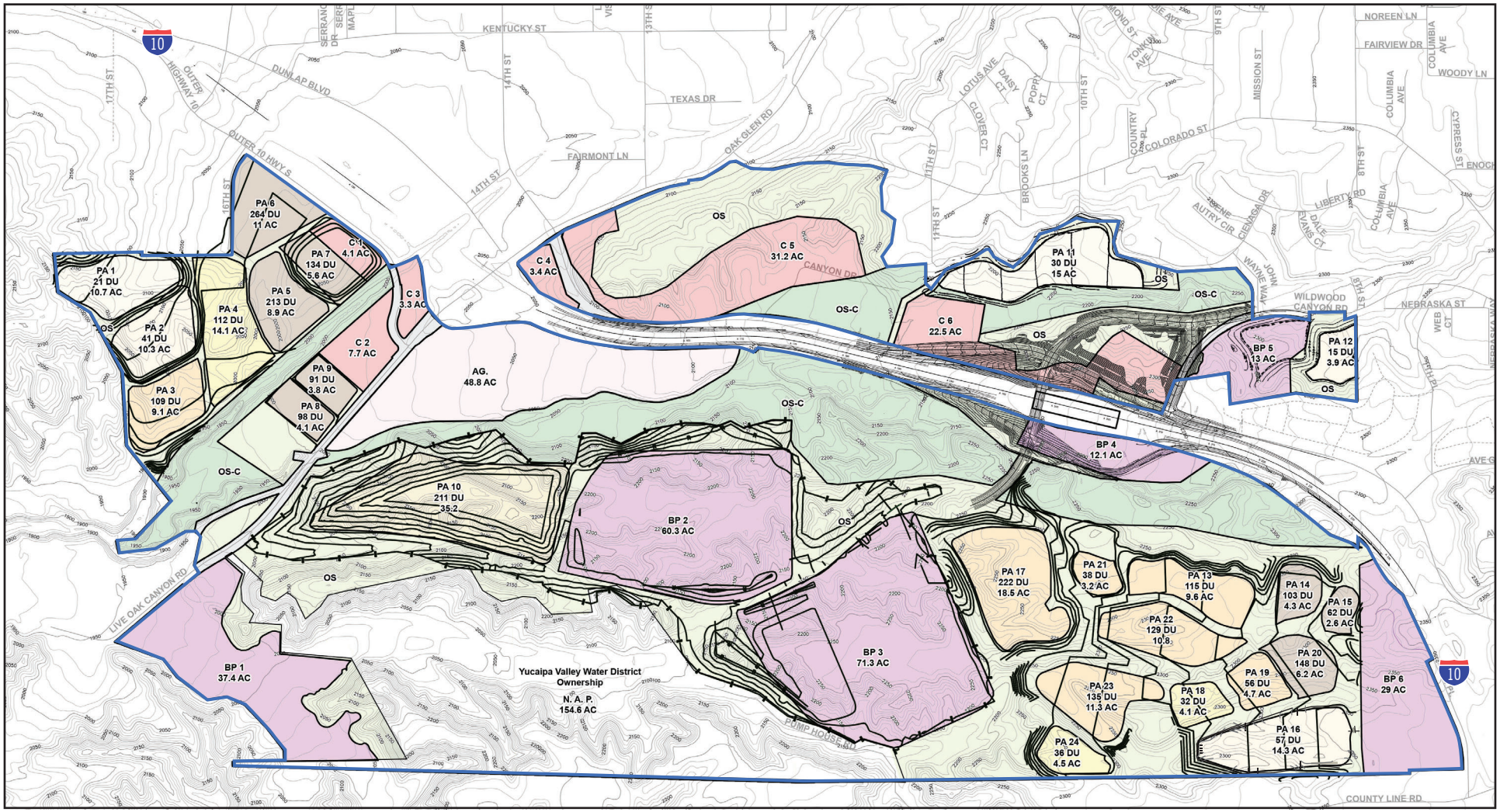
Figure 3-10 - Conceptual Grading Plan



Specific Plan Boundary

0 1,450
Scale (Feet)

3. Project Description

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Grading applied to the plan area achieves a 2:1 ratio (height over distance), which would increase with the slope. Even though the development code generally prohibits development on slopes of 41 percent or greater, this is primarily meant to concentrate or intensify development on less environmentally sensitive terrain, not to prohibit development or reduce permitted density. City of Yucaipa Development Code Section 87.1165 and the City of Yucaipa Grading Manual require basic grading standards, such as:

- Finished slopes shall not be greater than a 2:1 ratio (horizontal-to-vertical), except as approved by soil engineering and engineering geology report and per the requirements of the Grading Manual.
- Structures shall be placed as far from slopes as practicable to prevent structural damage due to water runoff, erosion, or slope instability.
- Phase grading to allow revegetation of slopes and to prevent soil erosion.
- Limit grading to areas designated for building, resurface, and landscape.
- Provide subsurface drainage at cut-and-fill slopes to ensure stability and prevent groundwater seepage.
- Allow 2 percent slopes from structures to drainage facilities and 4 percent at earth swales.
- At driveways, abide by minimum grade requirements established in the Grading Manual.

The Specific Plan also includes a variety of provisions, including the use of contour grading with undulating slopes and native plantings to provide for a transition between open space and future development that is intended to ensure that site grading efforts maintain a more naturalistic appearance.

3.4.1.10 LANDSCAPING

The Specific Plan includes landscape design standards to create a consistent landscaped environment that complements the surrounding open space. These standards are also intended to provide screening, buffering, and shade where needed. Landscape plans would be required to incorporate water conservation techniques and apply a drought-resistant plant palette.

3.4.1.11 SIGN REGULATIONS

The City of Yucaipa Development Code, Division 7, Chapter 7, Sign Regulations, apply to signs in the FCSP. Before issuing any sign permits, the projects under the FCSP would be required to submit a Master Sign Program for nonresidential uses for review and approval by the Community Development Director.

3.4.2 Buildout Comparison to the Approved Project

Table 3-4, *Buildout Comparison of the Proposed Project to the Approved Project*, identifies the net change in dwelling units and nonresidential square footage associated with the update to the FCSP. The Proposed Project would result in increases of 25 dwelling units and 69 people, a reduction of approximately 2.28 million square feet of

Regional Commercial (RC), an increase of approximately 2.79 million square feet of Business Park (BP), and a reduction of 317 employees.

Table 3-4 Buildout Comparison of the Proposed Project to the Approved Project

	Dwelling Units	Population	Regional Commercial (RC) SF	Business Park (BP) SF	Total Non-residential SF	Employees
Approved Project	2,447	6,754	3,379,737	1,206,042	4,585,779	2,999
Proposed Project	2,472	6,823	1,100,761	3,992,503	5,093,265	2,682
Net Change	**25**	**69**	**-2,278,976**	**2,786,461**	**507,486**	**-317**

Notes: SF = square feet; RC = Regional Commercial; BP = Business Park. There is no change associated with the existing pumpkin farm.

3.4.3 Pacific Oaks Commerce Center

The Proposed Project includes a project-level analysis for buildout of the Pacific Oaks Commerce Center in planning areas BP 2 and BP 3 ("project area"). Figure 3-11, *Pacific Oaks Commerce Center Tract Map*, and Table 3-5, *Pacific Oaks Commerce Center Buildout,* identify the land use components associated with the Pacific Oaks Commerce Center project. Figure 3-12, *Pacific Oaks Commerce Center Site Plan*, shows the details of the speculative warehouse buildings that would be developed as part of the Pacific Oaks Commerce Center. Building 1 would have 1,032,500 square feet of warehouse and 20,000 square feet of office use, for a total of 1,052,500 square feet of building space. Building 2 would have 981,500 square feet of warehouse and 20,000 square feet of office use, for a total of 1,001,500 square feet of building space. Each building also would allow up to 25 percent of the building square-footage for cold-storage uses. As a result, the Pacific Oaks Commerce Center would result in development of up to 2,054,000 square feet.

Table 3-5 Pacific Oaks Commerce Center Buildout

Land Use	Acres	Building SF	Docking Bays	Trailer Stalls	Auto Stalls
Parcel 1 – Residential Pad[1, 2]	29.53	–	–	–	–
Parcel 2 – Residential Pad[1, 2]	32.04	–	–	–	–
Parcel 3 – Building 1	60.27	1,052,500	178	410	515
Parcel 4 – Open Space	65.82	–	–	–	–
Parcel 5 – Open Space	30.04	–	–	–	–
Parcel 6 – Trailer Parking[3]	29.68	–	–	322	–
Parcel 7 – Building 2[3]	65.53	1,001,500	178	326	471
Total	**312.91**	**2,054,000**	**356**	**1,058**	**986**

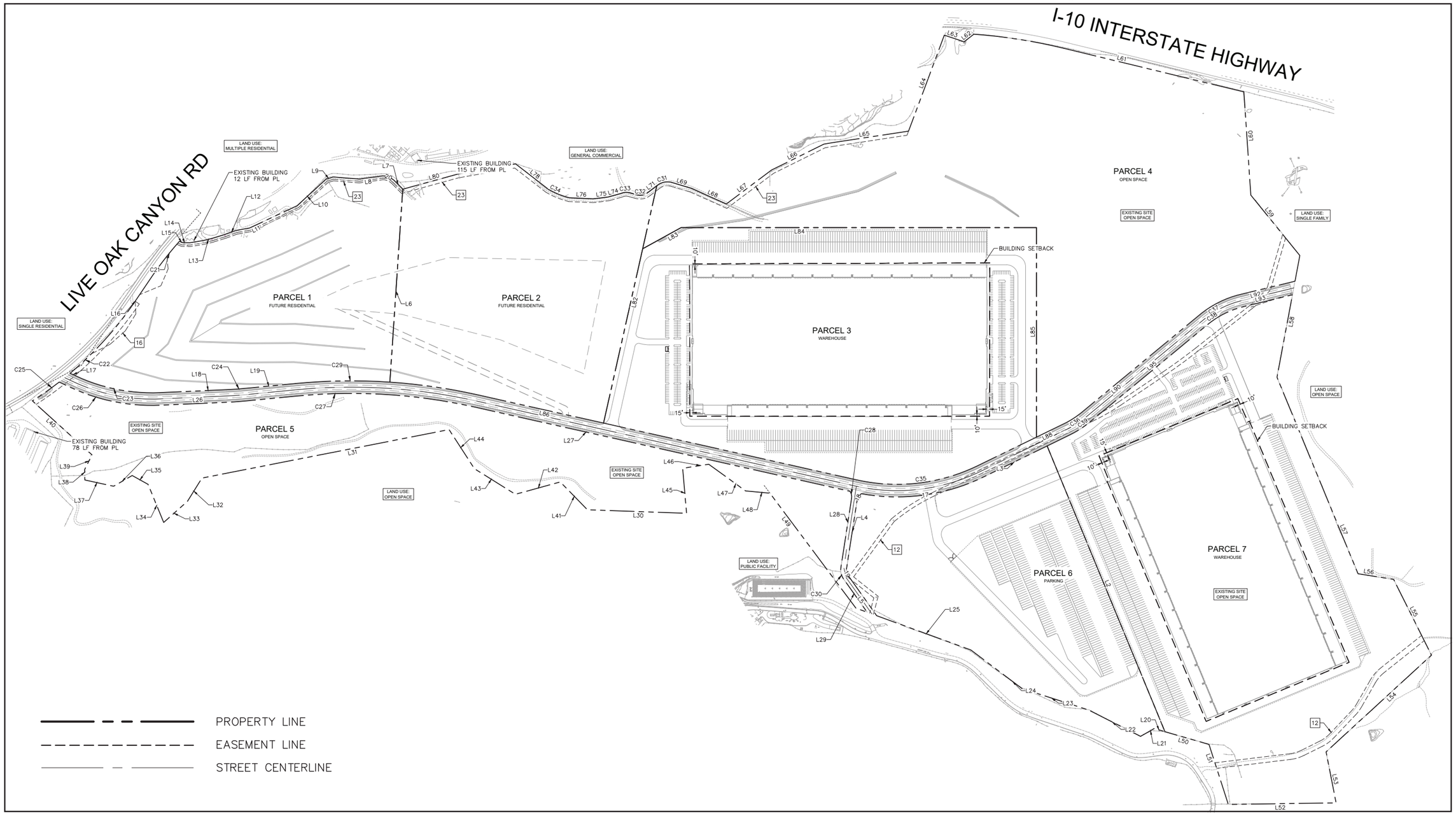
Notes: SF = square feet.

1 The Pacific Oaks Commerce Center project does not include development of residential land uses. The acreages for Parcel 1 and Parcel 3 are included because of the need to grade these parcels during construction of the southern portion of Wildwood Canyon Road and the parcels associated with the warehouse buildings and trailer parking. These sites are designated for future residential uses pursuant to the Specific Plan.

2 The FCSP identifies PA 12 as 35.2 acres whereas Parcel 1 and Parcel 2 of the Pacific Oaks Commerce Center project total 61.57 acres. This is because the Specific Plan excludes manufactured slope in the land use density and intensity calculations. For Parcel 1 and Parcel 2, there are 26.37 acres of manufactured slope (43 percent of the total acreage of Parcel 1 and Parcel 2), which is included in the 553 acres of open space.

3 The FCSP identifies BP 3 as 71.3 acres whereas Parcel 6 and Parcel 7 of the Pacific Oaks Commerce Center project total 95.2 acres. This is because the Specific Plan excludes manufactured slope in the land use density and intensity calculations. For Parcel 6 and Parcel 7, there are 23.9 acres of manufactured slope (25 percent of the total acreage of Parcel 6 and Parcel 7), which is included in the 553 acres of open space.

Figure 3-11 - Pacific Oaks Commerce Center Tract Map



Source: Kimley-Horn and Associates, Inc. 2021.

3. Project Description

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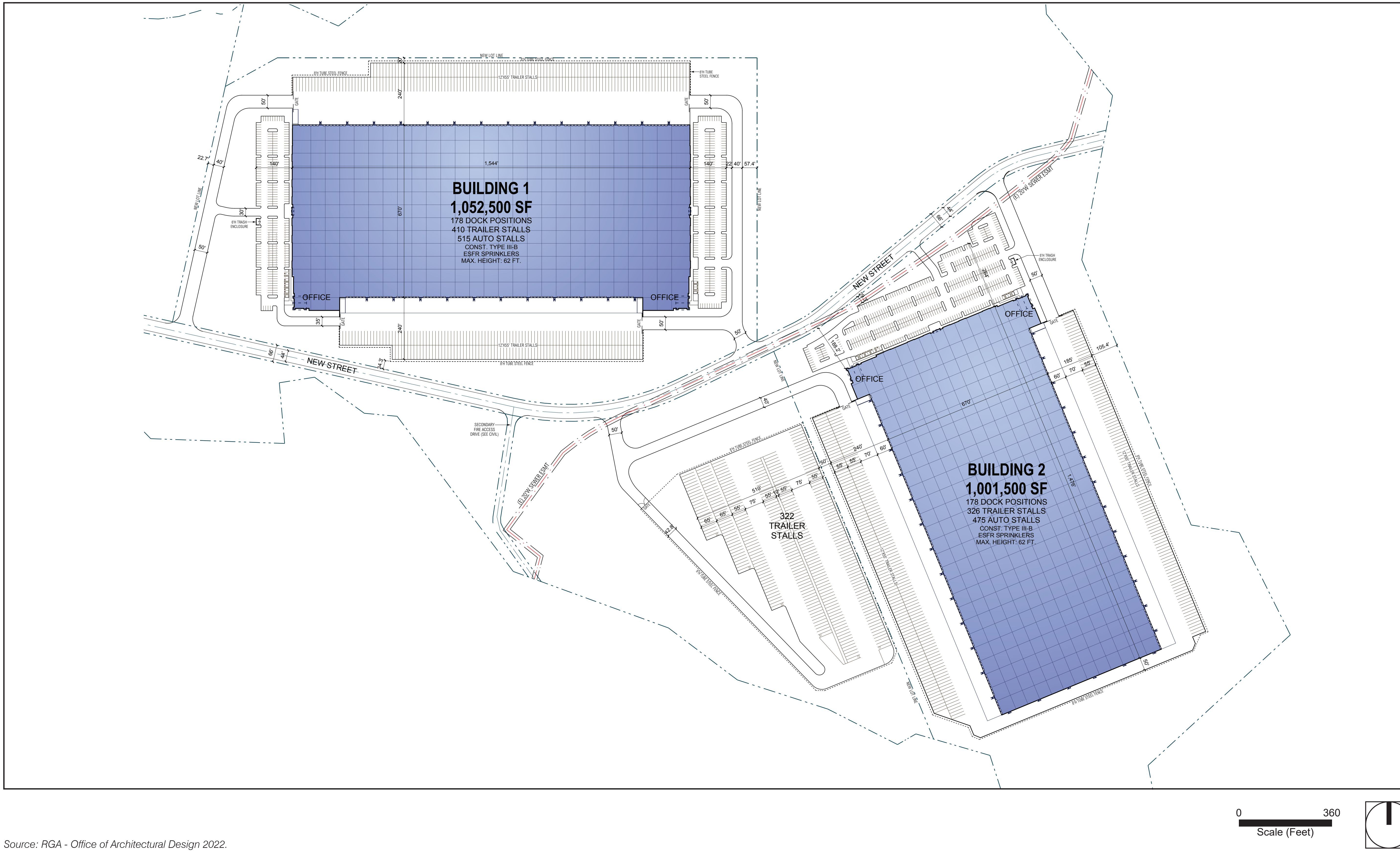
Figure 3-12 - Pacific Oaks Commerce Center Site Plan



Source: RGA - Office of Architectural Design 2022.

3. Project Description

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3.4.3.1 PACIFIC OAKS COMMERCE CENTER TRUCK AND AUTOMOBILE PARKING

Each warehouse building would provide 178 truck docking bays for a total of 356 truck docking bays in the project area. Building 1 would provide 410 truck parking stalls and 515 auto parking spaces. Building 2 would provide 326 truck parking stalls and 475 auto parking spaces. Building 2 can also be connected to an additional parking lot that would accommodate 322 truck parking stalls. This parking lot would be on a separate parcel and would be used either for overflow parking or as a standalone use. As a result, the Pacific Oaks Commerce Center would provide for a total of 1,058 truck parking stalls and 986 auto parking spaces on-site. Pursuant to Sections 5.106.5.2 and 5.106.5.3.2 of the 2022 California Green Building Standards Code, 32 of the parking spaces would be designated for low-emitting, fuel efficient, and carpool/vanpool vehicles, and an additional 99 spaces would be designated for electric vehicles (California Code of Regulations, Title 24, Part 11).

3.4.3.2 LANDSCAPING AND FENCING

To screen the loading docks and truck trailer parking areas, eight-foot-high, tube-steel fencing would be installed along the northern and southern boundaries of Building 1 and the eastern, southern, and western boundaries of Building 2. The project also includes installation of ornamental landscaping, including trees, shrubs, and groundcover along the project frontages of the southern extension of Wildwood Canyon Road (also identified as Oak Hills Parkway, which would provide the planned connection to Live Oak Canyon Road).

3.4.3.3 SITE ACCESS

Access to the Pacific Oaks Commerce Center would be from a newly constructed city roadway (i.e., southern extension of Wildwood Canyon Road) that would connect to Live Oak Canyon Road. Since the Wildwood Canyon Interchange Project would not be constructed until after buildout of the Pacific Oak Commerce Center project, the newly constructed roadway would terminate just north of Building 2, as shown on Figure 3-12. Building 1 would be accessible via two 50-foot-wide driveways. Both driveways would give full access to both trucks and passenger vehicles. Building 2 would be accessible via three driveways—two would be 50 feet wide for full access for trucks and passenger vehicles, and one would be 30 feet wide to provide additional access only for passenger vehicles to the parking lot.

3.4.3.4 PACIFIC OAKS COMMERCE CENTER BUILDING ELEVATIONS

Figure 3-13, *Pacific Oaks Commerce Center: Building 1 Elevations*, and Figure 3-14, *Pacific Oaks Commerce Center: Building 2 Elevations*, identify the building elevations for Building 1 and Building 2. As shown on these figures, the maximum building height of the warehouse buildings would be 62 feet.

3.4.3.5 INFRASTRUCTURE IMPROVEMENTS

Street Improvements

The Pacific Oaks Commerce Center project includes installation of a newly constructed public roadway (i.e., southern extension of Wildwood Canyon Road) that would connect to Live Oak Canyon Road. This roadway would be 44 feet wide with curb and gutter on both sides.

Drainage Plans

The Pacific Oaks Commerce Center would include installation of new storm drainage infrastructure. Stormwater runoff in the disturbed areas would be collected by catch basins and conveyed to a diversion structure that directs low flows into a hydrodynamic separator for pretreatment. Pretreated flows would then be routed into an underground corrugated metal pipe detention system where they would be temporarily detained and released at a mitigated flow rate to a Modular Wetland System for treatment prior to discharging off-site. In the case of larger storm events, high flows would bypass the detention system and be diverted directly off-site through the diversion structure.

Due to the surrounding area being largely undeveloped, the project site naturally receives off-site run-on from the east. To maintain existing drainage patterns, the project would collect and route off-site run-on across the site through a proposed 36- to 54-inch storm drain that would be in the proposed public road (southern extension of the Wildwood Canyon Road). Off-site run-on entering the public storm drain would continue flowing west and ultimately outlet near the western property line without any treatment.

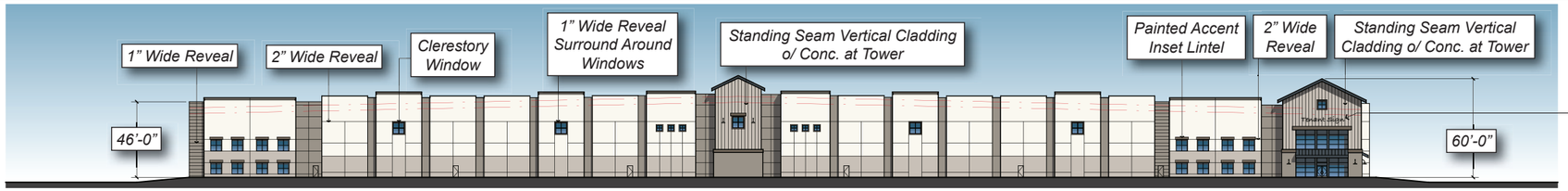
Water and Sewer

The project includes installation of 886 linear feet of on-site sewer lines that would connect to the proposed main line in the new main proposed street servicing the entire project. In addition, approximately 3,978 linear feet of new sewer line would also be constructed in the new proposed street and includes the connection south to the main sewer line leading into the treatment plant. Approximately 1,364 linear feet on onsite domestic waterlines would be installed connecting private water lines from each building with the public system in the proposed street. Approximately 20,690 linear feet of off-site domestic public water lines would be installed to service the project. The new connection would begin at Avenue D and Oak Glen Road to the north and run south under the I-10 within Live Oak Canyon and then easterly in the new proposed road leading to the Pacific Oaks project.

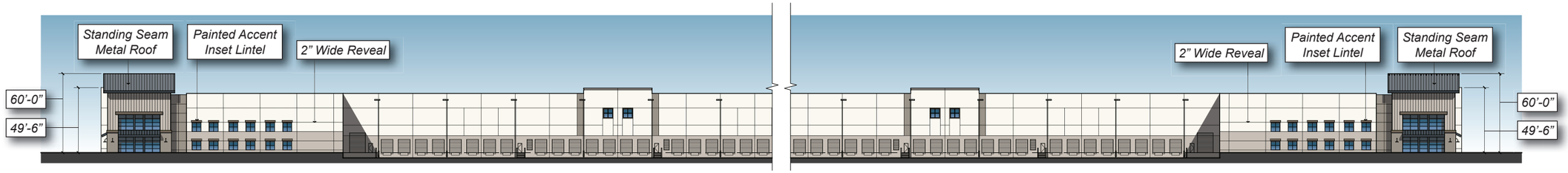
3.4.3.6 PACIFIC OAKS COMMERCE CENTER GRADING PLAN

Development of planning areas BP 2 and BP 3 requires additional grading to provide for building pads, parking areas, and roadway right-of-way for the proposed Wildwood Canyon Road southern extension (see Figure 3-10, *Conceptual Grading Plan*). As a result, the Pacific Oaks Commerce Center project would also grade the residential pad for planning area PA 12; however, no residential development would occur as part of the Pacific Oaks Commerce Center project. The total disturbance area for the Pacific Oaks Commerce Center is 238 acres. Grading work associated with the Pacific Oaks Commerce Center Project soils would include cuts of 60 feet in depth and fills of 100 feet to achieve the new building pad elevations. The development of the project would be balanced overall but export would be assumed from the nonresidential building pads in BP 2 and BP 3 to the residential pad in PA 12.

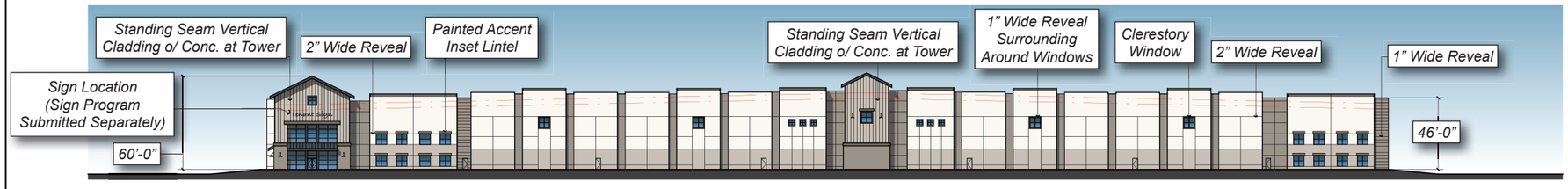
Figure 3-13 - Pacific Oaks Commerce Center - Building 1 Elevations



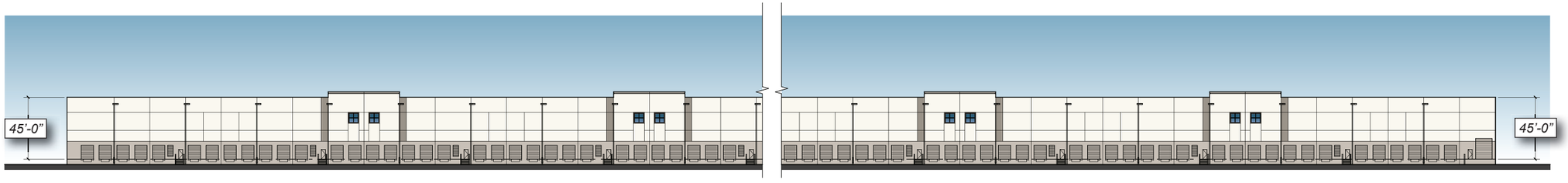
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

LEGEND

	P-1:	FIELD PAINT - SW7666 WESTHIGHLAND WHITE
	P-2:	ACCENT PAINT - SW7634 PEDIMENT
	P-3:	ACCENT PAINT - SW7024 FUNCTIONAL GRAY
	P-4:	ACCENT PAINT - SW7025 BACKDROP
	P-5:	ACCENT PAINT - SW6251 OUTERSPACE
	GLAZING:	PPG SOLARCOOL PACIFICA BLUE
	STOREFRONT: AB6 DARK BRONZE	
	SIDING:	STANDING SEAM VERTICAL METAL SIDING AT ENTRY TOWER

0 100
Scale (Feet)

Source: RGA - Office of Architectural Design 2022.

3. Project Description

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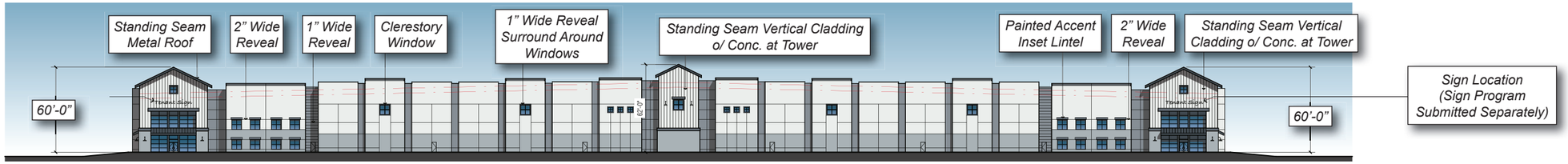
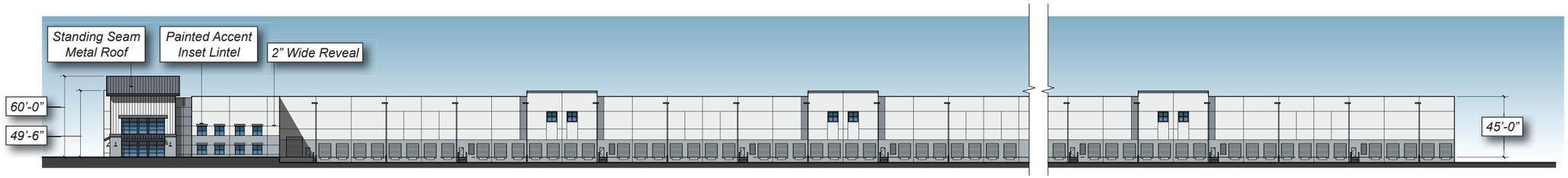
Figure 3-14 - Pacific Oaks Commerce Center - Building 2 Elevations



NORTH ELEVATION

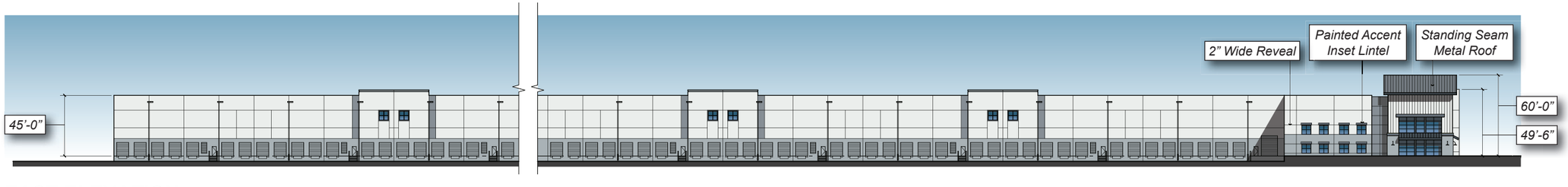


WEST ELEVATION

LEGEND

	P-1:	FIELD PAINT - SW7656 RHINESTONE
	P-2:	ACCENT PAINT - SW6247 KRYPTON
	P-3:	ACCENT PAINT - SW9152 LET IT RAIN
	P-4:	ACCENT PAINT - SW6249 STORM CLOUD
	P-5:	ACCENT PAINT - SW6251 OUTERSPACE
	GLAZING:	PPG SOLARCOOL PACIFICA BLUE
	STOREFRONT:	AB6 DARK BRONZE
	SIDING:	STANDING SEAM VERTICAL METAL SIDING AT ENTRY TOWER

SOUTH ELEVATION



EAST ELEVATION

0 100
Scale (Feet)

Source: RGA - Office of Architectural Design 2022.

3. Project Description

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3.4.4 FCSP Phasing Plan

The Proposed Project would be developed pursuant to market demand in approximately seven phases. These phases may overlap. Figure 3-15, *Conceptual Phasing Plan*, identifies that new development would begin on properties south of I-10, starting with the Business Park uses in Phase 1, which include the approved County Line Warehouse development and the proposed Pacific Oaks Commerce Center project. The next series of phases assumes development of residential and commercial uses. Table 3-5, *Conceptual Phasing Plan*, identifies the buildout potential by phase. Phasing is conceptual only; the actual phasing may vary given ownership patterns, market demand for specific commercial and residential products, and the timing of Caltrans's improvements to the Live Oak Canyon Road interchange and the proposed interchange at Wildwood Canyon Road. The necessary infrastructure and utilities needed to support each phase must be in place or committed financially—and bonded—prior to issuance of any certificate of occupancy for that phase. For developments in Phases 5 and 6, secondary freeway access would be provided to connect to I-10, as required by City public safety and emergency response personnel.

Table 3-5 Conceptual Phasing Plan

Phase	Dwelling Units	Regional Commercial (RC) SF	Business Park (BP) SF
1a – County Line Warehouse Project	0	0	366,423
1b – Pacific Oaks Commerce Center	0	0	2,054,000
1c – Remaining BP 6	0	0	210,830
2	1,123	230,215	0
3	472	0	0
4	124	343,035	546,678
5	1,133	0	0
6	0	527,511	0
7	0	0	814,572
Total	2,472	1,100,761	3,989,730

Notes: SF = square feet; The Agricultural Tourism (AT) and the Public Facilities (PUB) are existing land uses and therefore not included in this table.
Phase 1a = Planning area BP 6 (part). County Line Road Warehouse (approved development).
Phase 1b = Planning areas BP 2 and BP 3. Pacific Oaks Commerce Center.
Phase 1c = remaining development in planning Area BP 6. SF based on the maximum FAR.

3.4.5 Pacific Oaks Commerce Center Construction and Phasing

The Pacific Oaks Commerce Center project is proposed to be constructed in three subphases. Phase 1 would include the mass grading of the entire area and the construction of Building 1. Phase 2 would include the construction and paving of the road for access. Phase 3 would be the construction of Building 2. Overall development is proposed to take a minimum of two years, with initial occupancy assumed as early as fall 2026.

3.5 INTENDED USES OF THE EIR

This program SEIR examines the potential environmental impacts of the Proposed Project compared to the Approved Project. This SEIR also addresses various actions by the City and others to adopt and implement the

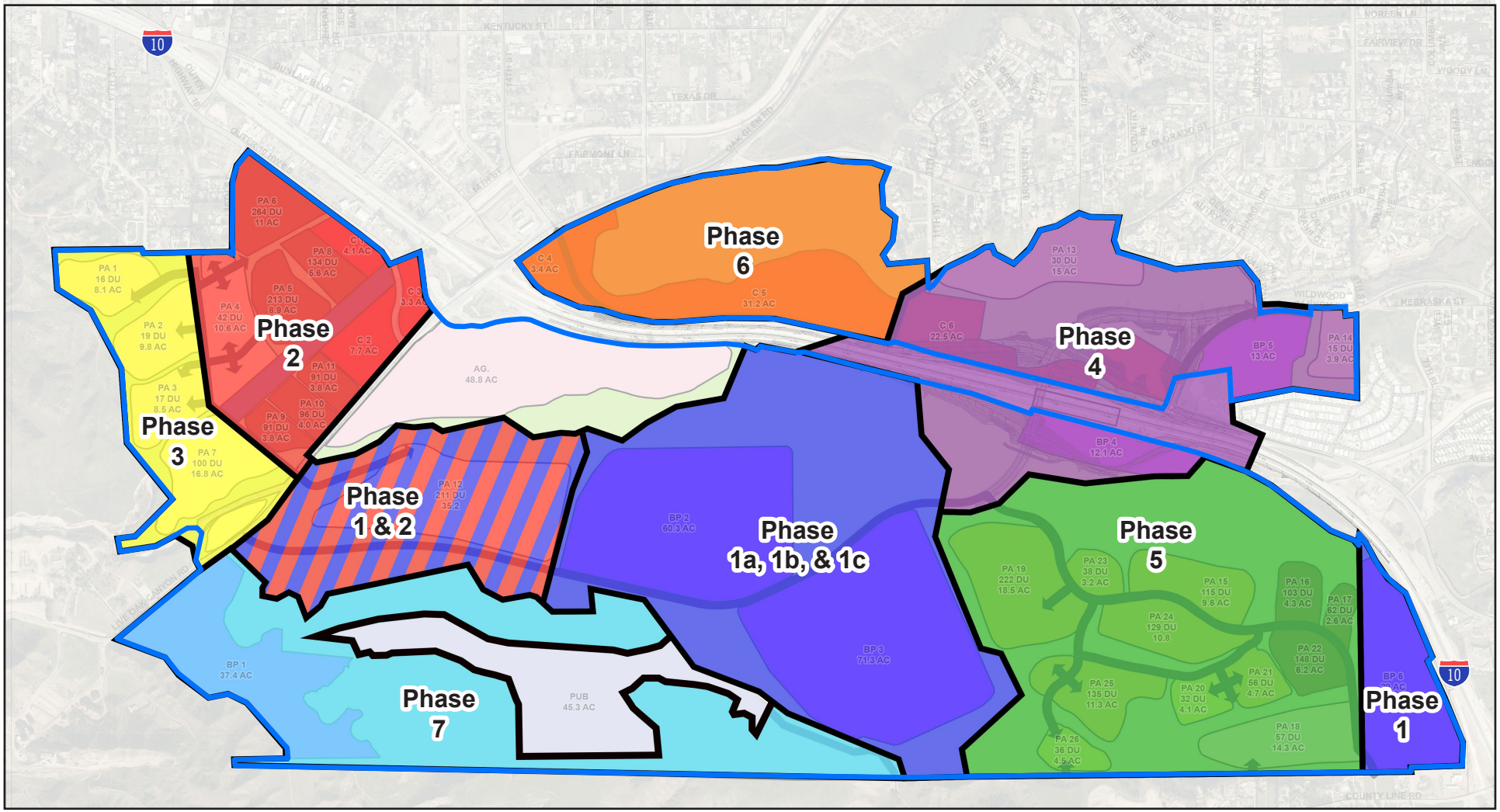
3. Project Description

FCSP. It is the intent of the SEIR to evaluate the environmental impacts of the Proposed Project, thereby enabling the City of Yucaipa, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are in Table 3-6, *Project Approvals Needed*.

Table 3-6 Project Approvals Needed

Lead Agency	Action
City of Yucaipa	• Certification of the SEIR • Adoption of the proposed FCSP • Amendment of the General Plan Land Use Map to correspond to the updated FCSP land use plan and Hillside Overlay • Adoption of the Findings of Fact and Statement of Overriding Considerations • Adoption of the Mitigation Monitoring Program • Approval of a Tentative Tract Map (TTM) 20533 for the Pacific Oaks Commerce Center Project • Approvals and Permits necessary to execute the Pacific Oak Commerce Center, included, but not limited to grading permits, conditional use permit, building permits, etc. • Review of Fire Plan through Building and Safety
Responsible Agencies	**Action**
Yucaipa Valley Water District South Mesa Water District Western Heights Water Company	• Approval of a Water Supply Assessment by the YVWD

Figure 3-15 - Conceptual Phasing Plan



Note: The County Line Warehouse project is an approved project that would develop 363,650 square feet of warehouse on 19.32 acres of planning area BP 6.

3. Project Description

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3.6 REFERENCES

California Department of Finance (DOF). 2022. E-5 Population and Housing Estimates for Cities, Counties, and the State 2020-2022. https://dof.ca.gov/forecasting/demographics/estimates/.

Southern California Association of Governments (SCAG). 2001, October 31. Employment Density Study.

Yucaipa, City of. 2007, July. Draft Environmental Impact Report for the Yucaipa Freeway Corridor Specific Plan (SCH # 2006041096).

———. 2008a, November. Yucaipa Freeway Corridor Specific Plan.

———. 2008b, August. Revised Draft Environmental Impact Report for the Yucaipa Freeway Corridor Specific Plan (SCH # 2006041096).

———. 2008c, November. Final Revised Environmental Impact Report for the Yucaipa Freeway Corridor Specific Plan (SCH # 2006041096).

———. 2022, May. Addendum to the Yucaipa Freeway Corridor Specific Plan Environmental Impact Report (SCH # 2006041096), Yucaipa County Line Warehouse Project.

3. Project Description

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4. Environmental Setting

4.1 INTRODUCTION

This section provides a "description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, ... from both a local and a regional perspective" (Guidelines § 15125[a]), pursuant to provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines The environmental setting provides the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional Location

The City of Yucaipa is in southwestern San Bernardino County and is bounded by unincorporated San Bernardino County to the northeast and east, the City of Redlands to the northwest and west, and the City of Calimesa and unincorporated Riverside County to the south (see Figure 3-1, *Regional Location*, in Chapter 3, *Project Description*).

4.2.2 Regional Planning Considerations

4.2.2.1 SCAG REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 380,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), "Connect SoCal," was adopted on September 3, 2020. Connect SoCal encompasses four principles—mobility, economy, healthy/complete communities, and environment—that are important to the region's future (SCAG 2020). Connect SoCal explicitly lays out goals related to housing, transportation technologies, equity, and resilience to adequately reflect the increasing importance of these topics in the region.

The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will

achieve the regional GHG emissions reduction targets identified by the California Air Resources Board. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, it provides incentives to governments and developers for consistency. The proposed project's consistency with the applicable 2020-2045 RTP/SCS policies is analyzed in detail in Section 5.11, *Land Use and Planning*.

4.2.2.2 SOUTH COAST AIR BASIN AIR QUALITY MANAGEMENT PLAN

The plan area is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (South Coast AQMD). Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law, and standards are detailed in the SoCAB Air Quality Management Plan. Air pollutants for which ambient air quality standards (AAQS) have been developed are known as criteria air pollutants—ozone (O_3), carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide, coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants, such as O_3, through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants depending on whether they meet AAQS for that pollutant. Based on the SoCAB Air Quality Management Plan, the SoCAB is designated nonattainment for O_3, $PM_{2.5}$, PM_{10}, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO_2 under the California AAQS (CARB 2023). The proposed project's consistency with the applicable AAQS is discussed in Section 5.3, *Air Quality*.

4.2.2.3 GREENHOUSE GAS EMISSIONS REDUCTION LEGISLATION

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order (EO) S-03-05, EO B-30-15, EO B-55-18, Assembly Bill 32 (AB 32), AB 1279, Senate Bill 32 (SB 32), and SB 375. CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) on December 15, 2022, which lays out a path to achieve carbon neutrality by 2045 or earlier and to reduce the state's anthropogenic GHG emissions (CARB 2022). The Scoping Plan was updated to address the carbon neutrality goals of EO B-55-18 and the ambitious GHG reduction target as directed by AB 1279. Previous Scoping Plans focused on specific GHG reduction targets for our industrial, energy, and transportation sectors to meet 1990 levels by 2020, then the more aggressive 40 percent below 1990 levels for the 2030 target. This plan expands on earlier Scoping Plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. Carbon neutrality takes it one step further by expanding actions to capture and store carbon, including through natural and working lands and mechanical technologies, while drastically reducing anthropogenic sources of carbon pollution.

The proposed project's ability to meet these regional GHG emissions reduction target goals is analyzed in Section 5.8, *Greenhouse Gas Emissions*.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Use

4.3.1.1 PROJECT LOCATION

The 1,242-acre Freeway Corridor Specific Plan (FCSP) area is in the City of Yucaipa in San Bernardino County. The plan area is bisected by I-10 and abuts the Riverside County boundary to the south. Regional access to the plan area is provided by I-10 from the east and west. Local access is provided by Live Oak Canyon Road, County Line Road, Oak Glen Road, Wildwood Canyon Road, and Calimesa Boulevard (see Figure 3-1, *Regional Location,* and Figure 3-2, *Local Vicinity,* in Chapter 3, *Project Description*).

4.3.1.2 EXISTING LAND USES WITHIN AND SURROUNDING FCSP

Existing land uses in the plan area are shown on Figure 3-3, *Aerial Photograph*. Land uses within the FCSP consist primarily of agricultural land (ranching and farming), a limited number of residences, a wastewater treatment plant, and miscellaneous commercial uses such as an outdoor pottery store and storage. The Live Oak Canyon Pumpkin Patch and Christmas Tree Farm operates seasonally, with its peak season in the fall. The pumpkin farm operates a corn maze (fall only), carnival-type rides and games, tractor/hay rides, pony rides, petting zoo, Christmas Tree sales (winter only), U-pick pumpkin patch (fall only), and concessions (fall only) during the fall and winter seasons.[1] The Henry N. Wochholz Regional Water Recycling Facility is owned and operated by the Yucaipa Valley Water District. This land use is isolated from the other areas in the FCSP and can only be accessed via a secondary road off of County Line Road. The FCSP Update identifies these parcels as "Not a Part" (N.A.P) because it is solely owned by the Yucaipa Valley Water District. The plan area is surrounded by open space, residential, and commercial uses. Figure 4-1a through Figure 4-1e, *Site Photographs,* show the existing land uses within and surrounding the plan area.

4.3.2 Environmental Resources and Infrastructure

4.3.2.1 AESTHETICS

The plan area consists primarily of agricultural land (ranching and farming), a limited number of residences, a wastewater treatment plant, and miscellaneous commercial uses such as an outdoor pottery store and storage. Refer to Section 5.1, *Aesthetics,* of this Draft SEIR, for more information on the existing visual quality of the plan area.

[1] The Yucaipa City Council authorizes a special event permit (SEP) annually to the Pumpkin Factory to operate the Live Oak Canyon Pumkin Farm Pumpkin Patch and Christmas Tree Farm. The Live Oak Canyon Farm has operated the pumpkin patch and Christmas tree farm for over 30 years, prior to the incorporation of the City of Yucaipa, and the City has authorized a SEP for the Pumpkin Patch and Christmas Tree Farm every year since 2017. The Live Oak Canyon Pumpkin Patch and Christmas Tree Farm has 900 parking spaces on-site and an additional 300 parking spaces on Live Oak Canyon Road. Special events run from mid-September to the end of December and may generate up to 100,000 visitors over the course of an event. There are no changes in events or activities for the Live Oak Canyon Pumpkin Patch and Christmas Tree Farm with implementation of the Proposed Project.

4.3.2.2 AGRICULTURE AND FORESTRY RESOURCES

The plan area consists of agricultural uses, including the Live Oak Canyon Pumpkin Patch and Christmas Tree Farm, which operates seasonally, with its peak season in the fall. Refer to Section 5.2, *Agriculture and Forestry Resources,* for more information on the existing agricultural types and uses within the plan area.

4.3.2.3 AIR QUALITY

The SoCAB, which is managed by South Coast AQMD, is designated as nonattainment for O_3 and $PM_{2.5}$, under the California and National AAQS, nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2023). Existing air quality conditions in the city are analyzed in Section 5.3, *Air Quality,* of this Draft SEIR.

4.3.2.4 BIOLOGICAL RESOURCES

The plan area consists of developed and undeveloped parcels of land, including agricultural uses. The plan area is surrounded by open space, residential, and commercial uses. Refer to Section 5.4, *Biological Resources*, for more information on existing biological resources in the plan area.

4.3.2.5 CULTURAL RESOURCES

Portions of the plan area are undeveloped and vacant; therefore, there is potential to discover cultural resources during ground-disturbing activities. Refer to Section 5.5, *Cultural Resources,* for more information on historical and archaeological resources.

4.3.2.6 ENERGY

The plan area consists primarily of agricultural land (ranching and farming), a limited number of residences, a wastewater treatment plant, and miscellaneous commercial uses such as an outdoor pottery store and storage. The developed uses in the plan area utilize various forms of energy throughout their operations (electricity, natural gas, and transportation). Refer to Section 5.6, *Energy,* for a discussion of energy use and requirements in California.

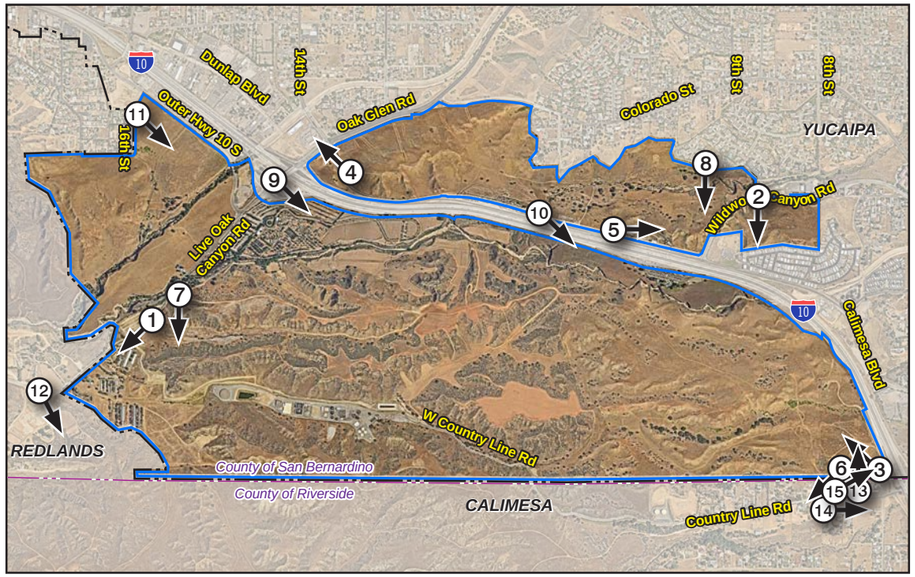
4.3.2.7 GEOLOGY AND SOILS

Portions of the plan area are undeveloped and vacant and could be susceptible to geological and soil hazards. Additionally, ground-disturbing activities could have the potential to uncover paleontological resources. Refer to Section 5.7, *Geology and Soils,* for a discussion on geology and soils in the plan area.

4.3.2.8 GREENHOUSE GAS EMISSIONS

Global climate change is not confined to a particular project area, and even very large projects do not generate enough greenhouse gas emissions on their own to influence global climate change significantly. A discussion of existing GHG emissions in California can be found in Section 5.8, *Greenhouse Gas Emissions,* of this Draft SEIR.

Figure 4-1a - Site Photographs



KEY MAP

Photo 1. View from Live Oak Canyon Road looking southwest at commercial buildings.

Photo 2. View from Wildwood Canyon Road looking south at hills.

Photo 3. View from County Line Lane looking northwest at residences.

Specific Plan Boundary
City Boundary
County Boundary
Photograph Location and Direction (15)

0 2,000
Scale (Feet)

Source: Basemap: Nearmap, Inc. 2023; Photographs: Google Street View 2022.

4. Environmental Setting

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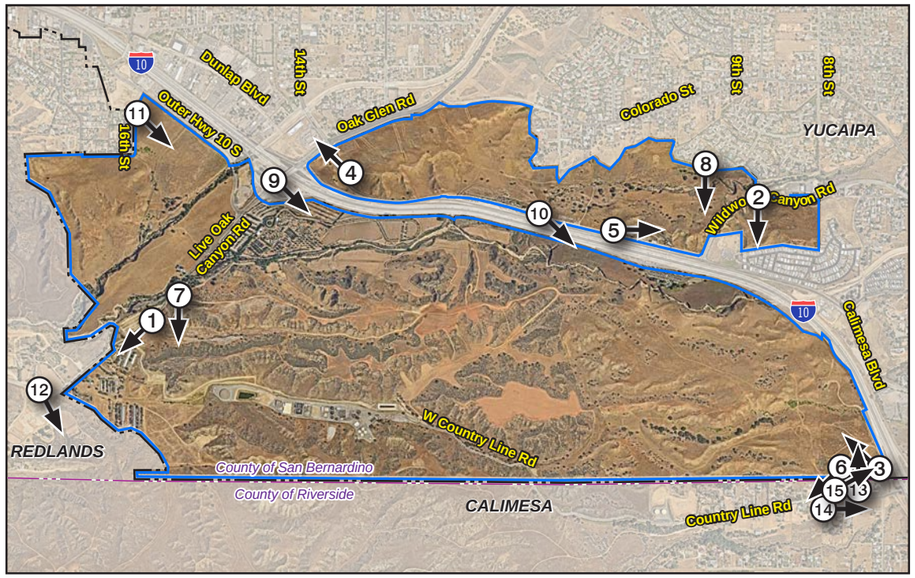
Figure 4-1b - Site Photographs



KEY MAP

Photo 4. View from Calimesa Boulevard looking northwest.

Photo 5. View from Calimesa Boulevard looking east at Wally's Carpet and Tile.

Photo 6. View from County Line Lane looking southwest at residences.

Specific Plan Boundary
City Boundary
County Boundary
Photograph Location and Direction (15)

0 2,000
Scale (Feet)

Source: Basemap: Nearmap, Inc. 2023; Photographs: Google Street View 2022.

4. Environmental Setting

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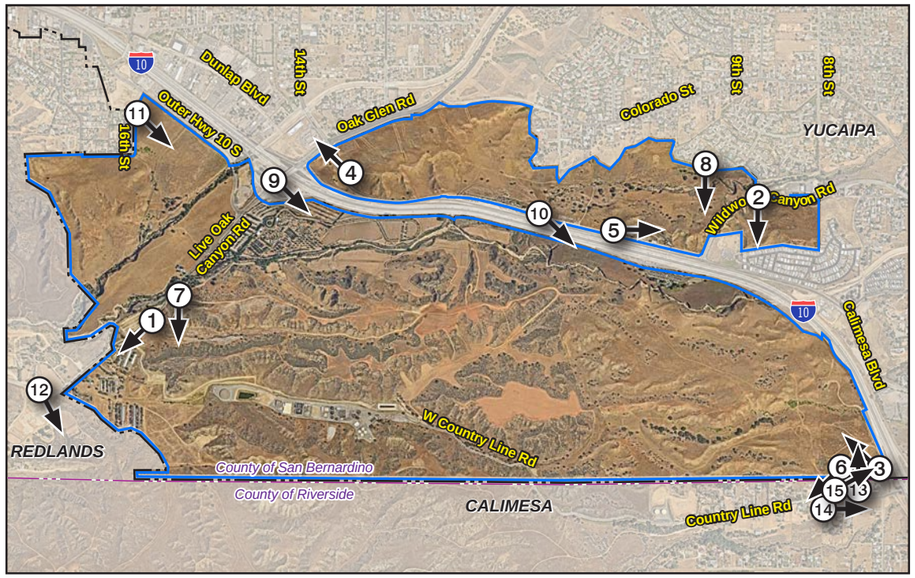
Figure 4-1c - Site Photographs



KEY MAP

Photo 7. View from Live Oak Canyon Road looking south towards Phase 1 entrance.

Photo 8. View from Cienaga Drive looking south at field.

Photo 9. View from Live Oak Canyon Road looking southeast at pumpkin patch.

Specific Plan Boundary
City Boundary
County Boundary
1 Photograph Location and Direction (15)

0 2,000
Scale (Feet)

Source: Basemap: Nearmap, Inc. 2023; Photographs: Google Street View 2022.

4. Environmental Setting

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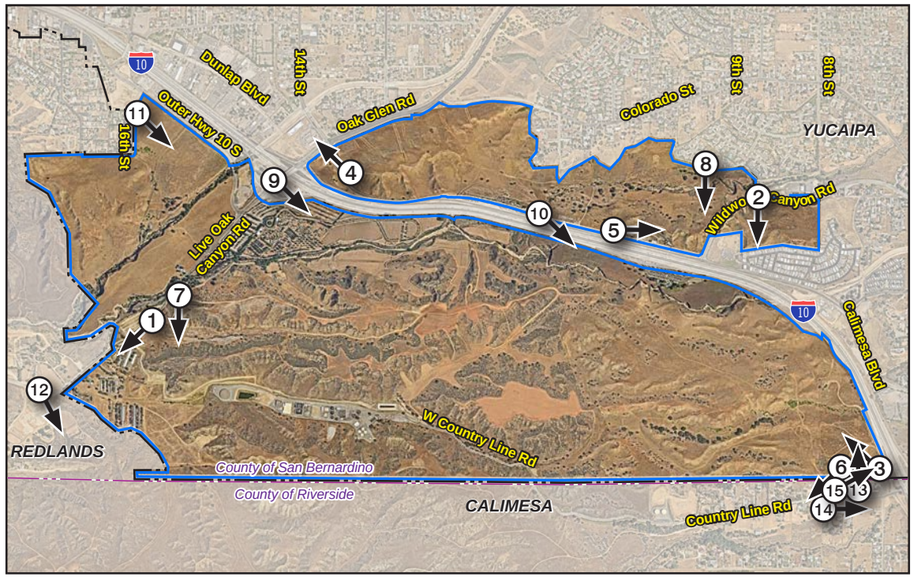
Figure 4-1d - Site Photographs



KEY MAP

Photo 10. View from Calimesa Boulevard looking southeast at Interstate 10 (Redlands Freeway).

Photo 11. View from 16th St looking southeast.

Photo 12. View from Live Oak Canyon Road looking southeast.

Specific Plan Boundary
City Boundary
County Boundary
Photograph Location and Direction (15)

0 2,000
Scale (Feet)

Source: Basemap: Nearmap, Inc. 2023; Photographs: Google Street View 2022.

4. Environmental Setting

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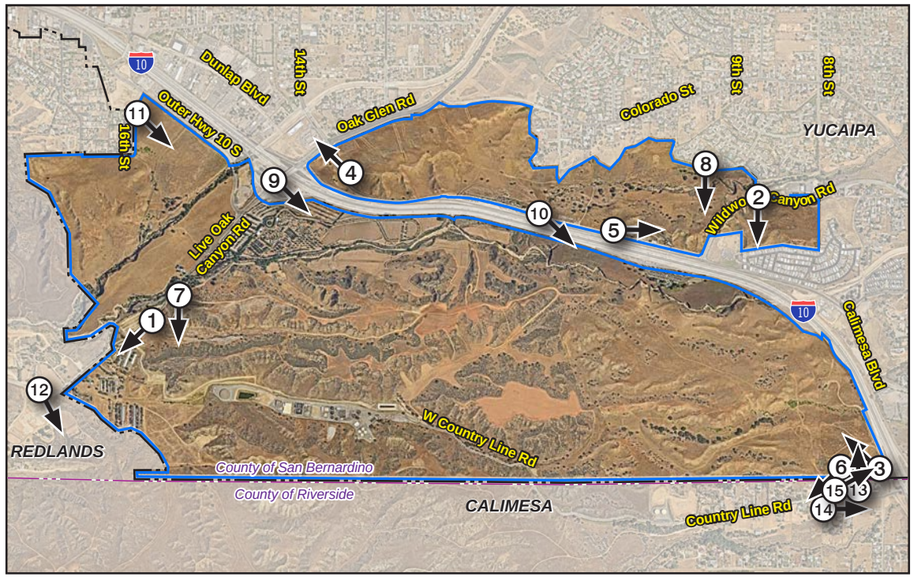
Figure 4-1e - Site Photographs



KEY MAP

Photo 13. View from County Line Lane looking north.

Photo 14. View from West County Line Road looking east.

Photo 15. View from West County Line Road looking northeast.

Specific Plan Boundary
City Boundary
County Boundary
Photograph Location and Direction (15)

Source: Basemap: Nearmap, Inc. 2023; Photographs: Google Street View 2022.

0 2,000
Scale (Feet)

4. Environmental Setting

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4.3.2.9 HAZARDS AND HAZARDOUS MATERIALS

The plan area consists of undeveloped and developed areas, including agricultural land, a limited number of residences, a wastewater treatment plant, and miscellaneous commercial uses. The plan area is not listed on EnviroStor or GeoTracker databases (DTSC 2023; SWRCB 2023). Section 5.9, *Hazards and Hazardous Materials,* provides further analysis of hazards and hazardous materials.

4.3.2.10 HYDROLOGY AND WATER QUALITY

The plan area consists of developed and undeveloped areas and includes various water and drainage features (e.g., Yucaipa Creek). Section 5.10, *Hydrology and Water Quality,* provides a discussion of the existing hydrologic conditions of the plan area.

4.3.2.11 LAND USE AND PLANNING

The plan area is in an urbanizing area of the city, surrounded by open space, residential, and commercial uses. Section 5.11, *Land Use and Planning,* provides further analysis of regional and local land use plans applicable to the Proposed Project.

4.3.2.12 MINERAL RESOURCES

The plan area is designated MRZ-3, indicating that there are areas containing known or inferred minerals of undetermined resource significance (CGS 2008). Section 5.12, *Mineral Resources,* provides a discussion of the existing mineral resources in the plan area.

4.3.2.13 NOISE

The plan area consists of developed and undeveloped uses and is surrounded by open space, residential, and commercial uses. The noise environment surrounding the plan area is influenced by the on-site operations and activities, surrounding roadway sources, and the nearby residential and commercial uses. Refer to Section 4.13, *Noise,* for additional information concerning the existing noise environment.

4.3.2.14 POPULATION AND HOUSING

The plan area consists primarily of agricultural land (ranching and farming), a limited number of residences, a wastewater treatment plant, and miscellaneous commercial uses. The buildout of the Approved Project is 6,754 residents and 2,999 employees. Refer to Section 5.14, *Population and Housing,* for further information on population and housing.

4.3.2.15 PUBLIC SERVICES

Police services in Yucaipa are provided by the City of Yucaipa Police Department, and fire services are provided by the Yucaipa Fire Department. The plan area is in the Yucaipa-Calimesa Joint Unified School District. The Yucaipa Branch Library, which is part of the San Bernardino County Public Library community library network, provides library services in Yucaipa. Refer to Section 5.15, *Public Services,* for additional information on public services.

4.3.2.16 RECREATION

The plan area does not include recreational facilities. The Live Oak Canyon Pumpkin Patch and Christmas Tree Farm, which operates seasonally, with its peak season in the fall, operates a corn maze (fall only), carnival-type rides and games, tractor/hay rides, pony rides, petting zoo, Christmas tree sales (winter only), U-pick pumpkin patch (fall only), and concessions during the fall and winter seasons. The Yucaipa Regional Park is 2.85 miles northeast of the plan area. Refer to Section 5.16, *Recreation,* for information on recreational facilities.

4.3.2.17 TRANSPORTATION

Regional access to the plan area is provided by I-10 from the east and west, and the plan area is bisected by I-10. Local access is provided by Live Oak Canyon Road, County Line Road, Oak Glen Road, Wildwood Canyon Road, and Calimesa Boulevard. The City uses two thresholds for analyzing VMT impacts—the first threshold uses baseline and cumulative project-generated VMT per service population, and the second threshold uses cumulative link-level boundary VMT per service population in the city. See Section 5.17, *Transportation,* for additional information concerning existing transportation and traffic conditions.

4.3.2.18 TRIBAL CULTURAL RESOURCES

The Native American Heritage Commission's Sacred Lands File record search found no tribal resources in the plan area. Refer to Section 5.18, *Tribal Cultural Resources,* for additional information on tribal cultural resources.

4.3.2.19 UTILITIES AND SERVICE SYSTEMS

Portions of the plan area are currently developed and have utility connections and tie-ins. Water and wastewater is treated by Yucaipa Valley Water District, and solid waste is transported to the San Timoteo Landfill. Refer to Section 5.19, *Utilities and Service Systems,* for additional information on water, storm drainage, sewer, and solid waste.

4.3.2.20 WILDFIRE

The western portion of the plan area is in a "very high" fire hazard severity zone of a local responsibility area. Refer to Section 5.20, *Wildfire,* for additional information on fire hazards within the plan area.

4.3.3 General Plan and Zoning

The plan area consists of the following zoning/land use designations: Residential (R), Regional Commercial (RC), Business Park (BP), Open Space Conservation (OS-C) and Open Space (OS), as shown in Figure 3-4, *Approved Land Use Plan*, which align with the land use plan of the existing FCSP. Figure 3-7, *Proposed Land Use Plan,* shows the proposed zoning/land use designation changes.

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

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

The CEQA Guidelines (Section 15130 [b][1]) state that the information utilizes in an analysis of cumulative impacts should come from one of two sources:

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

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

The cumulative impact analyses in this Draft SEIR uses method B, which analyzes the cumulative effect of the Proposed Project using the City's General Plan and the San Bernardino County Transportation Authority's San Bernardino Traffic Analysis Model (SBTAM) travel demand forecast model for the year 2040 analysis horizon for transportation modeling. The horizon year of SBTAM is 2040 and reflects cumulative conditions based on demographic projections and individual city and county general plans. SBTAM was modified to include the Proposed Project socioeconomic data. The Proposed Project land uses were converted to socioeconomic data by using factors from the SCAG Employment Density Study for employment uses and City of Yucaipa data from the SBTAM for residential uses. The base and future year "plus project" conditions VMT were derived from full model runs performed to isolate the VMT for the Proposed Project.

Please refer to Chapter 5, *Environmental Analysis,* for a discussion of the cumulative impacts associated with development and growth in the city and region for each environmental resource area.

Cumulative impact analyses for several topical sections are based on the most appropriate geographic boundary for the respective impact. Several potential cumulative impacts that encompass regional boundaries (e.g., air quality and transportation) have been addressed in the context of various regional plans and defined significance thresholds. Climate change is a global issue, and the cumulative impacts analysis has been addressed in the context of State regulations and regional plans designed to address the global cumulative impact.

The following is a summary of the approach and extent of cumulative impacts, which are further detailed in each environmental topical section:

- **Aesthetics.** The geographic context for the analysis of cumulative aesthetics and visual resources impacts includes developments in Yucaipa and Calimesa (Riverside County). The Proposed Project's physical impacts are localized and would take place within the footprint of the plan area.
- **Agriculture and Forestry Resources.** The geographic context for the analysis of cumulative agriculture and forestry resources impacts includes the city but also considers regional resources.
- **Air Quality.** Air quality impacts include regional (cumulative) impacts and localized impacts. For cumulative impacts, the analysis is based on the regional boundaries of the SoCAB.
- **Biological Resources.** Biological resources impacts are localized impacts but also consider regional habitat loss in the southern California region based on the range of the protected species.
- **Cultural Resources.** Cumulative impacts consider the potential for the Proposed Project in conjunction with nearby existing and reasonably foreseeable development projects to result in impacts on cultural resources in the plan area and within a one-half-mile radius of the plan area for historical and archaeological resources, and for tribal cultural resources significant to local Native American tribes.
- **Energy.** Energy impacts are site specific and can contribute to the consumption and demand for energy in the region.
- **Geology and Soils.** Geology and soils impacts are site specific.
- **Greenhouse Gas Emissions.** GHG emissions impacts are not site-specific impacts but cumulative impacts. Therefore, the analysis in Chapter 5 also provides the analysis to determine whether the Proposed Project would make a cumulatively considerable contribution to significant cumulative GHG emissions impacts.
- **Hazards and Hazardous Materials.** Impacts are typically site specific and generally would not combine with impacts of other projects to result in cumulatively considerable impacts, but the cumulative impacts in this SEIR consider the combined effects of nearby past and reasonably foreseeable projects in conjunction with the Proposed Project.
- **Hydrology and Water Quality.** Cumulative hydrology and water quality impacts are determined in the context of the Santa Ana Watershed.
- **Land Use and Planning.** Cumulative impacts are based on applicable jurisdictional boundaries and related plans, including the City of Yucaipa General Plan and regional land use plans (e.g., SCAG's RTP/SCS).
- **Mineral Resources.** The geographic context for the analysis of cumulative mineral resources impacts includes the city but also considers regional resources.

- **Noise.** Cumulative traffic noise impacts are based on the analysis in the traffic study, which considers the regional growth based on citywide and regional projections. Cumulative construction impacts are based on nearby projects that may have concurrent construction schedules. Cumulative operational impacts are based on existing development combined with the Proposed Project and reasonably foreseeable nearby future development.

- **Population and Housing.** Cumulative impacts are based on regional demographic projections in regional plans (e.g., SCAG's RTP/SCS).

- **Public Services.** Cumulative impacts are based on potential related development within each service provider's boundaries—Yucaipa Police Department, Yucaipa Fire Department, Yucaipa-Calimesa Joint Unified School District, and Yucaipa Branch Library.

- **Recreation.** Cumulative impacts are based on the proximity of potential related development to recreational facilities.

- **Transportation.** The traffic study considers the project's cumulative contribution to traffic and transportation issues in the project vicinity. The cumulative analysis of transit, bicycle, and pedestrian transportation impacts is based on City plans and policies.

- **Tribal Cultural Resources.** Cumulative impacts related to tribal cultural resources are based on the local Native American tribes' culturally significant areas and include, but are not limited to, cultural landscapes and regions, specific heritage sites, and other tribal cultural places.

- **Utilities and Service Systems.** Cumulative impacts related to utilities are based on the utility companies' service boundaries.

- **Wildfire.** Cumulative impacts are related to the service boundaries of the Yucaipa Fire Department.

4.5 REFERENCES

California Air Resources Board (CARB). 2022, November. Scoping Plan for Achieving Carbon Neutrality. https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf.

———. 2023, July 5 (accessed). 2022 Area Designations Maps: State and National. http://www.arb.ca.gov/desig/desig.htm.

California Geological Survey (CGS). 2008. Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption Region, San Bernardino and Riverside Counties, California. Prepared by R. V. Miller and L. L. Busch. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps.

Department of Toxic Substances Control (DTSC). 2023. EnviroStor. Database. Accessed January 23, 2023. https://www.envirostor.dtsc.ca.gov/public/.

4. Environmental Setting

Southern California Association of Governments (SCAG). 2020, September 3. 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy: Connect SoCal. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176.

State Water Resources Control Board (SWRCB). 2023. GeoTracker. Database. Accessed January 23, 2023. https://geotracker.waterboards.ca.gov/.

5. Environmental Analysis

Chapter 5 examines the environmental setting of the Proposed Project and analyzes its effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This chapter has a separate section for each environmental issue area. The scope was determined based on public and agency comments received during the Notice of Preparation (NOP) comment period from November 15, 2022, through December 15, 2022 (see Appendix A), and during the scoping meeting held on November 30, 2022. Environmental issues and their corresponding sections are:

- 5.1 Aesthetics
- 5.2 Agriculture and Forestry Resources
- 5.3 Air Quality
- 5.4 Biological Resources
- 5.5 Cultural Resources
- 5.6 Energy
- 5.7 Geology and Soils
- 5.8 Greenhouse Gas Emissions
- 5.9 Hazards and Hazardous Materials
- 5.10 Hydrology and Water Quality
- 5.11 Land Use and Planning
- 5.12 Mineral Resources
- 5.13 Noise
- 5.14 Population and Housing
- 5.15 Public Services
- 5.16 Recreation
- 5.17 Transportation
- 5.18 Tribal Cultural Resources
- 5.19 Utilities and Service Systems
- 5.20 Wildfire

Sections 5.1 through 5.20 provide a detailed discussion of the environmental setting, impacts associated with the Proposed Project compared to the Approved Project, and mitigation measures designed to reduce significant impacts where required and when feasible. The residual impacts following the implementation of mitigation measures are also discussed.

Organization of Environmental Analysis

To assist the reader with comparing information between environmental issues, each section is organized under 10 major headings:

- Environmental Setting
- Thresholds of Significance
- Plans, Programs, and Policies
- Environmental Impacts
- Cumulative Impacts
- Level of Significance Before Mitigation
- Mitigation Measures

5. Environmental Analysis

- Level of Significance After Mitigation
- References

In addition, Chapter 1, *Executive Summary,* has a table that summarizes all impacts by environmental issue.

Terminology Used in This Draft SEIR

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

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

5.1 AESTHETICS

This section of the Draft SEIR discusses the potential impacts to the visual character of the City of Yucaipa from the implementation of the Proposed Project in comparison to the impacts evaluated for the Specific Plan site in the 2008 Certified EIR. The discussion includes a review of the aesthetic characteristics of the existing environment that would potentially be altered by the Proposed Project's implementation.

5.1.1 Environmental Setting

5.1.1.1 REGULATORY BACKGROUND

State Regulations

Caltrans Scenic Highway Program

In 1963, California's Scenic Highway Program was created to preserve and protect the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The state laws governing this program are in the Streets and Highway Code, Sections 260 to 26484, and Caltrans oversees the program. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Suitability for designation as a State Scenic Highway is based on three criteria described in Caltrans' Guidelines for Official Designation of Scenic Highway (2008):

- **Vividness.** The extent to which the landscape is memorable. This is associated with the distinctiveness, diversity, and contrast of visual elements.
- **Intactness.** The integrity of visual order and the extent to which the natural landscape is free from visual intrusions (e.g., buildings, structures, equipment, grading).
- **Unit.** The extent to which development is which development is sensitive to and visually harmonious with the natural landscape.

Local Regulations

City of Yucaipa 2016 General Plan

Future development of all land in Yucaipa is guided by the City's General Plan, which was adopted by the City Council on April 11, 2016. The Community Design and Land Use Element and Housing and Neighborhoods Element include policies pertaining to aesthetics and visual resources.

City of Yucaipa Municipal Code

Chapter 11: Regulation of Hillside and/or Ridgeline Developments

The project site is in the City's Hillside Overlay District as designated by the General Plan Hillside Overlay District Map. Chapter 11 of the municipal code applies to prominent ridgelines. The plan area includes several prominent ridgelines identified in the General Plan, as shown on Figure 5.1-1, *Prominent Ridgelines*. Figures 4a to

4d, *Site Photographs,* also show ridgelines in the plan area. The City requires new development in the Hillside Overlay District to adhere to standards for ridgeline preservation in hillside areas with average slopes over 15 percent. Tentative parcel maps or tentative tract maps in the vicinity of or affecting ridgeline areas in the plan area are required to perform a view analysis depicting before and after conditions. Views from a minimum of three selected vantage points and showing a precise depiction of the potential visual impacts of the proposal must be presented to the Planning Commission to display the impact of development on ridgeline views.

Alternatives that staff may require for ridgeline preservation are:

- No structure shall be permitted within a 150-foot horizontal distance from the centerline of prominent ridgelines, and no finished pad will be allowed within 50 feet of the top elevation of the ridge.
- Identify contour elevation on each of the prominent ridgelines above which no development will occur.
- From existing foothill areas to prominent ridgelines, the project will maintain 50 percent of existing views to prominent ridgelines from selected vantage points.
- Determine preservation areas within which development will be prohibited.

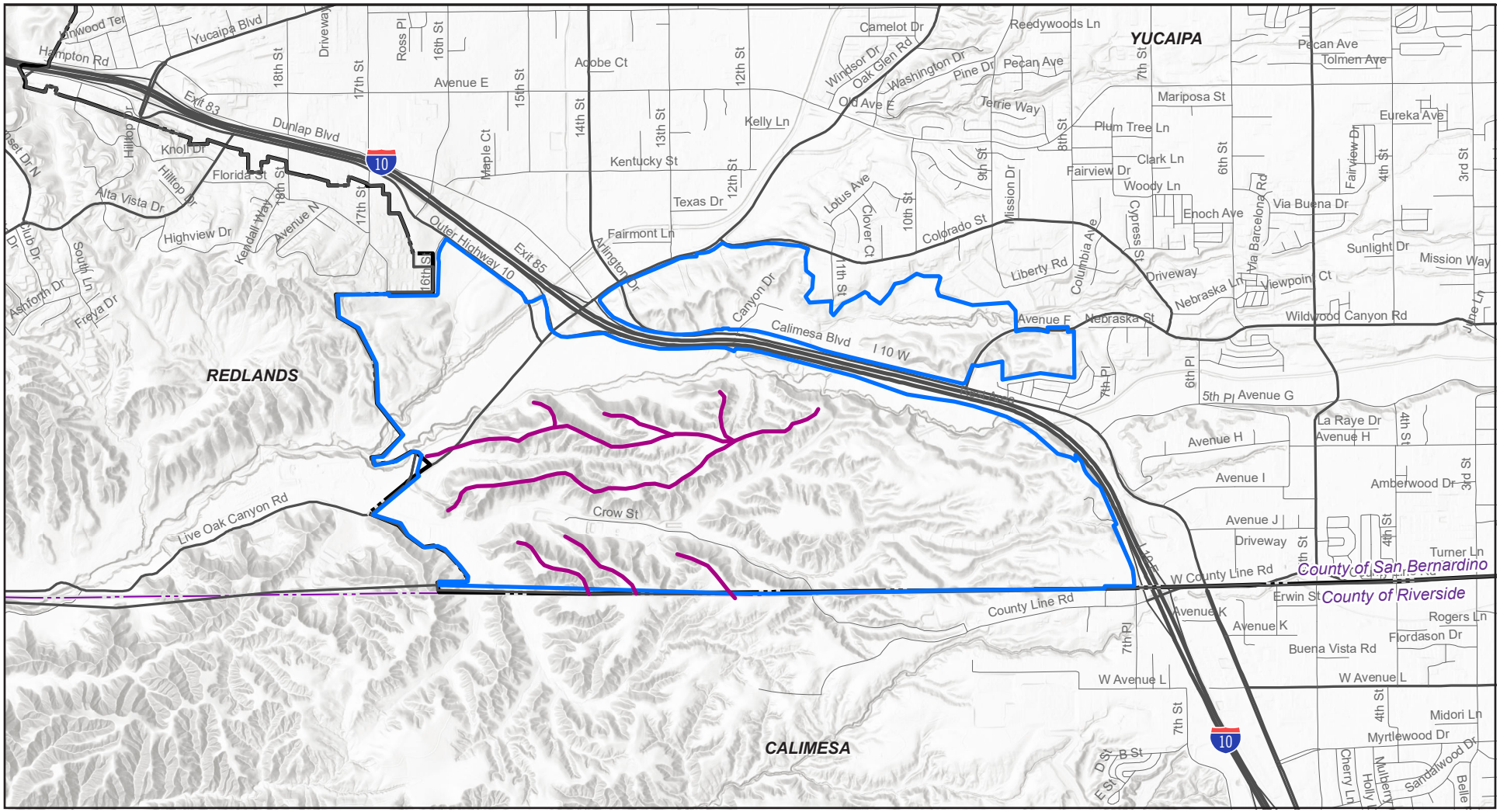
5.1.1.2 EXISTING CONDITIONS

Existing land uses in the Plan Area are shown on Figure 3-3, *Aerial Photograph*, in Chapter 3, *Project Description.* Land uses in the FCSP consist primarily of agricultural land (ranching and farming), a limited number of residences, a wastewater treatment plant, and miscellaneous commercial uses, such as an outdoor pottery store and storage. The Live Oak Canyon Pumpkin Farm operates seasonally, with its peak season in the fall. The pumpkin farm operates a corn maze (fall only), carnival-type rides and games, tractor/hay rides, pony rides, petting zoo, Christmas tree sales (winter only), U-pick pumpkin patch (fall only), and concessions during the fall and winter seasons.[1] The Henry N. Wochholz Regional Water Recycling Facility is owned and operated by the Yucaipa Valley Water District. This land use is isolated from the other areas in the FCSP and can only be accessed via a secondary road off of County Line Road. The plan area is surrounded by open space, residential, and commercial uses.

New uses in the plan area since the certification of the 2008 EIR include the miscellaneous commercial uses and the Live Oak Canyon Pumpkin Farm.

[1] The Yucaipa City Council authorizes a special event permit (SEP) annually to the Pumpkin Factory to operate the Live Oak Canyon Pumkin Farm Pumpkin Patch and Christmas Tree Farm. The Live Oak Canyon Farm has operated the pumpkin patch and Christmas tree farm for over 30 years, prior to the incorporation of the City of Yucaipa, and the City has authorized a SEP for the Pumpkin Patch and Christmas Tree Farm every year since 2017. The Live Oak Canyon Pumpkin Farm has 900 parking spaces on-site and another 300 parking spaces on Live Oak Canyon Road. Special events at the Farm run from mid-September to the end of December and may generate up to 100,000 visitors over the course of the special event. The Live Oak Canyon Pumpkin Farm would continue to operate with implementation of the Proposed Project.

Figure 5.1-1 - Prominent Ridgelines



Source: Generated using ArcMap 2023; Yucaipa GIS 2023.

5. Environmental Analysis
AESTHETICS

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Figure 4-1a, *Site Photographs,* through Figure 4-1e, *Site Photographs,* show the existing land uses within and surrounding the plan area; Figure 4-1a through 4-1e also show views of hills, ridgelines, and mountains surrounding the plan area.

5.1.2 Thresholds of Significance

Appendix G of the CEQA Guidelines states that, "except as provided in Public Resources Code Section 21099," a project would normally have a significant effect on the environment if the project would:

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

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

AE-3 In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.

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

5.1.3 Plans, Programs, and Policies

Specific Plan

Development Standards

Chapter 4, Development Standards, of the FCSP regulates the planning and development of all properties in the Plan Area. The FCSP identifies general provisions; permitted land uses; development standards; landscape standards; sign regulations; common open space, parks, trails, and hillside preservation; and infrastructure for residential and nonresidential uses. For example:

- Landscaping Standards:
  - Strategically place large specimen (48-inch box) to assist new development in looking "established" as quickly as possible. Parkways shall be planted with shade trees and shrubs to provide a pleasant pedestrian environment and contribute to streetscape continuity.
  - Landscaping shall be used to provide screening for unattractive and/or unsightly service areas, and serve as buffers between neighboring uses.

- Master Sign Program:
  - The Master Sign Program shall ensure that commercial center and business park signage is harmonious, integrates appropriately with the architecture of the center, and provides for adequate exposure of all tenants.

Design Guidelines

Chapter 5, Design Guidelines, of the FCSP provides direction concerning the site planning, landscaping, building design, and site features for residential and nonresidential uses that promote the aesthetics appropriate for this area in order to maintain the rural character of Yucaipa. For example:

- Development should incorporate existing natural features into the overall site design, including rock outcroppings, major landforms, ridgelines, significant trees and vegetation, streams, and drainage areas.
- Service, utility, and loading areas should be carefully designed, located, and integrated into the site plan for convenient access by service vehicles and tenants while minimizing visibility.
- Where commercial uses are adjacent to noncommercial uses, appropriate buffering techniques, such as increased minimum setbacks, screening, and landscaping, should be provided to mitigate any negative effects of the commercial operations. Any noise-generating uses should be located away from adjacent residential uses.
- Lighting should be used to provide illumination for the security and safety of onsite areas such as parking, loading, and pathways.
- Outdoor light fixtures that provide nighttime safety and security should be selected to conserve energy, protect the night sky, and minimize glare and light trespass within and beyond the project site.
- Roof forms should be designed to completely screen roof-mounted equipment from public view.

5.1.4 Environmental Impacts

5.1.4.1 2008 CERTIFIED EIR

The 2008 Certified EIR identified that implementation of the proposed specific plan would permanently change the views of the Specific Plan site from undeveloped and agriculture lands to developed suburban and urban uses. The Approved Project designated approximately 45 percent of the Specific Plan site as Open Space. In addition, the Approved Project required compliance with the City of Yucaipa hillside preservation regulations, ridgeline preservation regulations, and grading and excavation codes. However, even with the application of these requirements and the City of Yucaipa Conditions of Approval (COA), the 2008 Certified EIR identified that the fundamental character of the site would be permanently altered to a suburban and urban character. This change was identified as a significant adverse impact related to visual character, and impacts were identified as significant and unavoidable.

Implementation of the Approved Project did not result in significant impacts to scenic vistas because there are no designated scenic vistas in the city, including in the plan area.

Similarly, there were no impacts to scenic highways because there are no state-designated scenic highways in the vicinity of the specific plan. Although Wildwood Canyon Road and Live Oak Canyon Road are City-

designated scenic highways, they are not within the City's Scenic Resources Overlay District, and the Approved Project included design guidelines that establish enhancement standards.

Implementation of the Approved Project was found to result in increased light and glare. Mitigation measures in the 2008 Certified EIR require the review of lighting and signage plans and discourage the use of highly reflective materials, which would reduce impacts associated with lighting/glare to less than significant.

5.1.4.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.1-1: Development pursuant to the Proposed Project would not impact scenic vistas. [Threshold AE-1]

The 2008 Certified EIR stated that there are no designated scenic vistas in the city, and therefore implementation of the FCSP would not result in impacts to scenic vistas.

FCSP Buildout

Since adoption of the 2008 FCSP, the City of Yucaipa has adopted an update to its General Plan. The General Plan identifies that scenic features include gently sloping alluvial fans, rugged mountains and steep slopes, mountain peaks and ridges, rounded hills, and open space. Scenic vistas are views of these features from public spaces such as the Oak Glen Preserve, Wildwood Canyon State Park, Crafton Hills, and El Dorado Ranch Park.

General Plan Figure CDL-4, Hillside Overlay District, shows that there are "Other Ridgelines" in the southwestern portion of the plan area and a Hillside Overlay District along the northern boundary but no "Prominent Ridgelines" in the plan area (Yucaipa 2016). The General Plan identified the plan area as providing a panoramic vista into Live Oak Canyon (Yucaipa 2016).

Because there are no scenic vistas in the plan area and lands are privately owned (see Figure 3-5, *Site Ownership*, and Figure 3-6, *APN Parcel Map*), impacts to scenic vistas that are visible from the plan area would be less than significant—impacts to private views are not considered a significant impact under CEQA. Public views of the scenic vistas surrounding the plan area, such as Live Oak Canyon, would continue to be visible from public vantage points (roadways, lookout points, etc.) as development would not occur in such areas. Furthermore, per the Citywide Design Guidelines, Oak Glen Road would include ground cover, shrubs, trees, and signage to display a rustic theme while serving as the gateway to the apple orchards in Oak Glen and preserving the scenic views. Therefore, impacts would be less than significant.

Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard when compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center is within the FCSP, and because there are no scenic vistas in the plan area, the Pacific Oaks Commerce Center project would also not result in impacts to scenic vistas. While public views of scenic vistas, such as Live Oak Canyon, surround the FCSP, the Pacific Oaks Commerce Center project site is located in the central portion of the plan area, and would not result in impacts to scenic vistas. Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

Impact 5.1-2: The Proposed Project would not alter scenic resources within a state scenic highway. [Threshold AE-2]

The 2008 Certified EIR indicated that although the portion of I-10 within the vicinity of the plan area is an eligible State Scenic Highway, no designated State Scenic Highways exist in the vicinity of the plan area, and no impacts would occur. The 2008 Certified EIR indicated two City-designated scenic highways—Live Oak Canyon Road and Wildwood Canyon Road adjacent to the plan area. The 2008 Certified EIR stated that implementation of the FCSP would change views along Live Oak Canyon Road and Wildwood Canyon Road from agricultural fields and steep hills to residential, commercial, and business park uses. The 2008 Certified EIR stated that because the FCSP provides design guidelines and the City scenic highways are not within the Scenic Resource Overlay District, impacts would be less than significant.

FCSP Buildout

Since the 2008 EIR was certified, the Yucaipa General Plan now designates Oak Glen Road, Wildwood Canyon Road, Live Oak Canyon, and future spine roads in the Freeway Corridor Specific Plan area as scenic corridors (Yucaipa 2016). The nearest State-eligible scenic highway is SR-38, which is over 3.7 miles north of the plan area; the nearest officially designated scenic highway is the portion of SR-38 near Sugarloaf Mountain, which is over 8 miles northeast of the plan area (Caltrans 2023).

The areas of the FCSP adjacent to Oak Glen Road, Wildwood Canyon Road, and Live Oak Canyon are designated open space, agricultural tourism, business park, commercial, and residential uses. The lower density, agricultural, and open space land uses would not alter views of scenic resources that could be viewed from the surrounding roadways. Chapter 4, Development Standards, and Chapter 5, Design Guidelines, of the FCSP provide provisions that guide development in the plan area, such as incorporating natural features (e.g., rock outcroppings), into the overall site design, as listed in Section 5.1.3, above. All development in the plan area would be required to adhere to the development standards and design guidelines of the FCSP to ensure proposed structures do not alter views from such roadways. Additionally, given the distance, varying topography, and structures between the plan area and SR-38, impacts to designated and eligible state scenic highways would not occur. Furthermore, per the Citywide Design Guidelines, Oak Glen Road would include ground cover, shrubs, trees, and signage to display a rustic theme while serving as the gateway to the apple orchards in Oak Glen and preserving the scenic views from this locally designated scenic corridor. As with the 2008 Certified EIR, the FCSP would not result in impacts to scenic resources along a state scenic highway.

Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project is in the interior of the site with access from Oak Glen Road, which was designated as a local scenic corridor in the 2016 General Plan. No State-designated scenic highways are visible from the Pacific Oaks Commerce Center site. Similar to the impacts identified for the proposed FCSP, no impacts to designated and eligible state scenic highways would result from implementation of the Pacific Oaks Commerce Center project. Therefore, the Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

Impact 5.1-3: Development pursuant to the Proposed Project would change the visual character of the Specific Plan site but would not conflict with applicable zoning and other regulations governing scenic quality compared to the land uses approved in the 2008 Certified EIR. [Threshold AE-3]

The 2008 Certified EIR found that implementation of the FCSP would permanently change views of the plan area from undeveloped and agricultural uses to developed suburban and urban uses. The 2008 Certified EIR stated that implementation of the FCSP would obstruct views of the surrounding mountains and hills in the distance. The Certified EIR found that despite implementation of the COAs, impacts to visual character would be significant and unavoidable.

FCSP Buildout

Buildout of the Proposed Project would result in an increase in 25 dwelling units and 507,486 square feet of nonresidential use, a new Agricultural Tourism land use designation (48.8 acres), and slight reduction in open space (decrease of 51 acres).

For this SEIR, the Approved Project represents the CEQA baseline. As a result, though impacts associated with the Approved Project were identified as significant and unavoidable in the 2008 Certified EIR, the impacts of the Proposed Project are not based on existing conditions but assume conditions of the built-out Approved Project (i.e., the developed condition). As shown on Figure ES-4, *Approved Land Use Plan,* and Figure ES-5, *Proposed Land Use Plan,* land uses associated with the Proposed Project would generally be in the same area as the Approved Project. However, under the Proposed Project there are three major differences: (1) under the Proposed Project, the planning area known as the Pumpkin Patch would remain Agricultural Tourism (AT), which would preserve the existing landforms and agricultural areas adjacent to Live Oak Canyon Road and I-10 compared to development of a retail area under the Approved Project; (2) the introduction of the Business Park designation in the interior of the site (i.e., Pacific Oaks Commerce Center) would require substantially more landform modification compared to the residential areas previously designated under the Approved Project; and (3) the Proposed Project would result in a reduction in natural open space (Open Space

5. Environmental Analysis
AESTHETICS

Conservation [OS-C] and Open Space [OS]) compared to the Approved Project because the wastewater treatment plant (which previously included open space) is now considered "not-a-part," and the OS designation now allows for agricultural uses.

The elevation change over the entire plan area is approximately 450 feet. Approximately 19 percent of the site has slopes over 40 percent (steep terrain). Development of slopes that are 15 percent and above are subject to Hillside Development Review. Grading applied to the plan area for this Amendment achieves a 2:1 ratio (height over distance), which would increase with the slope. The objectives of the FCSP include complying with applicable development standards to preserve key ridgelines and regulating hillside and ridgeline development to maintain a rural atmosphere consistent with the city's identity. The FCSP is designed to vary the slope ratio from 2:1 to 5:1 (horizontal to vertical). Where proposed grades meet existing topography, the grades would be rounded to blend and provide a natural effect.

The Grading Plan is based on the following main principles:

- Preserve land designated as Open Space in the Land Use Plan. This open space includes the major ridgelines in the plan area.
- Preserve as much open space as possible in the Land Use Plan. This open space includes the major significant ridgelines as shown in Figure 3-5, Pedestrian Circulation / Trails Plan.
- Situate the finished elevation of building pads so that they complement the character of the existing adjacent natural topography.
- New roads should be designed to follow the existing topography to minimize grading to the extent possible while still meeting the City's design guidelines.
- Contour grade all new roads to minimize grading to the extent possible.
- Perform grading techniques consistent with the recommendations in the required geotechnical reports, City of Yucaipa Grading Manual, and required grading permits.

Even though the development code generally prohibits development on slopes of 41 percent or greater, this is primarily meant to concentrate or intensify development on less environmentally sensitive terrain, not to prohibit development or reduce permitted density. Enforcement of ridgeline preservation is based on the significance of individual projects at the discretion of the Planning Commission.

However, the Proposed Project and Approved Project would essentially result in a similar pattern of undeveloped and developed areas. The OS-C and AT designations would preserve views of natural features in the surrounding areas. Chapter 4, Development Standards, and Chapter 5, Design Guidelines, of the FSCP include standards and guidelines for development in the plan area, such as height and placement of buildings and structures, setback requirements, and architectural design parameters. Compliance with the development standards and design guidelines would ensure that development of the residential and nonresidential areas

would be compatible with the surrounding land uses and ensure that the Proposed Project would not have a substantial impact on scenic resources.

As with the Approved Project, the Proposed Project would result in substantial changes in the visual character of the plan area, with conversion of open space and animal grazing areas to urban/suburban land use. However, when compared to the Approved Project, the Proposed Project would not result in new or substantially more severe significant impacts in this regard. Therefore, impacts of the Proposed Project are less than significant.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

In the 2008 Certified EIR, the Pacific Oaks Commerce Center project area was proposed to be primarily a residential area. Under the Proposed Project, business park uses would be constructed in this area. The development of the business park land uses would require substantial landform modification to create flat pads for the warehouse buildings, which would impact some of the major ridgelines. However, to protect the viewshed of travelers on eastbound I-10 and Live Oak Canyon Road, key ridgelines would still be avoided.

The Pacific Oaks Commerce Center project would adhere to the development standards and design guidelines in the Specific Plan. As shown on Figure 3-13, *Pacific Oaks Commerce Center: Building 1 Elevations*, and Figure 3-14, *Pacific Oaks Commerce Center: Building 2 Elevations*, the proposed buildings would be 60 feet tall; according to the FCSP, the maximum height for structures in the Business Park land use is 80 feet. The design guidelines of the FCSP also state that buildings should include 360-degree architecture, blank walls should be softened through the use of doors and windows, and roof forms should be designed to completely screen roof-mounted equipment from public views. As shown on Figure 3-13 and Figure 3-14, the proposed buildings would include architectural design features from all directions, windows, various material and color types, varying rooflines and roof styles, other architectural features, and parapets that would comply with the design guidelines of the FCSP.

Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard when compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

Impact 5.1-4: Implementation of the FCSP could expose people on- or off-site to substantial light and glare which would adversely affect day or nighttime views in the area. [Threshold AE-4]

The two major causes of light pollution are glare and spill light. Spill light is caused by misdirected light that illuminates outside the intended area. Glare is light that shines directly or is reflected from a surface into a viewer's eyes. Spill light and glare impacts are effects of a project's exterior lighting on adjoining uses and areas.

The 2008 Certified EIR indicated that because there are no light or glare sources in the plan area, the addition of glare-producing materials and light sources as a result of the implementation of the FCSP would result in a potentially significant impact. The 2008 Certified EIR included Mitigation Measure AES-1, which requires light and signage plans to be reviewed by the Community Development Department to ensure that no light intrudes

or spills over, and Mitigation Measure AES-2, which requires the Director of the Community Development Department to ensure that mirrored and highly reflective surfaces are discouraged, or when proposed, would not result in a visual impairment. Mitigation Measures AES-1 and AES-2 were found to reduce light and glare impacts to less than significant.

FCSP Buildout

Sources of light in the plan area are currently limited given the predominantly undeveloped nature of the area. Current uses in the FCSP area consist primarily of agricultural land (ranching and farming), a limited number of residences, a wastewater treatment plant, and miscellaneous commercial uses such as an outdoor pottery store and storage.

As with the Approved Project, the Proposed Project would include Residential, Regional Commercial, Business Park, Public Facilities, and Open Space uses, plus Agricultural Tourism uses. Light sources would predominantly be from vehicle lights, exterior lights, landscaping lights, and security lights. Chapter 5, Design Guidelines, of the FCSP, includes sign regulations and outdoor lighting provisions that would reduce light impacts, such as directing and shielding light sources. Pursuit to the Specific Plan, outdoor light fixtures that provide nighttime safety and security are required to conserve energy, protect the night sky, and minimize glare and light trespass within and beyond the project site. Additionally, before issuing any sign permits, the FCSP Update requires preparation of a Master Sign Program for nonresidential uses for review and approval by the Community Development Director, which would also have the potential to minimize light and glare impacts.

In comparison to the Approved Project, the light sources of the Proposed Project would be similar. Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard than were found in the 2008 Certified EIR. The 2008 Certified EIR included Mitigation Measures AES-1 and AES-2, which require the review of lighting and signage plans and discourage the use of highly reflective materials and would be implemented under the Proposed Project. Therefore, impacts would be potentially significant without implementation of Mitigation Measure AES-1 and AES-2.

Level of Significance Before Mitigation: Potentially significant.

Pacific Oaks Commerce Center

Development of the Pacific Oaks Commerce Center would result in business park uses that would include various light sources (exterior lights, security lights, vehicular lights). As shown on Figure 3-13 and Figure 3-14, buildings would include glazing, windows, and signs. The Pacific Oaks Commerce Center project would be required to comply with the lighting standards of the FCSP, including sign regulations and the nonresidential design guidelines for site planning and outdoor lighting. Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard than were found the 2008 Certified EIR. However, the Pacific Oaks Commerce Center project would be required to implement Mitigation Measures AES-1 and AES-2, which require the review of lighting and signage plans and discourage the use of highly reflective materials. Therefore, impacts would be potentially significant without implementation of Mitigation Measure AES-1 and AES-2.

Level of Significance Before Mitigation: Potentially significant.

5.1.5 Cumulative Impacts

The cumulative setting for visual impacts includes potential future development under the FCSP combined with effects of other development on lands proximate to the plan area. Aesthetic impacts are generally localized to a project site and its immediate surroundings. The FCSP combined with other development projects in the surrounding area would substantially alter the visual character of the plan area and surrounding area given the magnitude of development proposed under the FCSP and that the FCSP's current conditions would change from open space and agricultural lands to urban and suburban uses. Similarly, light and glare impacts are localized, and development in the plan area is not expected to add significantly to the creation of nighttime light and glare outside the plan area upon incorporation of mitigation measures. Implementation of the Proposed Project would not result in new or substantially more severe significant impacts in regard to aesthetics than were determined in the 2008 Certified EIR. Therefore, impacts of the Proposed Project would be less than cumulatively considerable.

5.1.6 Level of Significance Before Mitigation

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

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

- **Impact 5.1-4** Implementation of the FCSP could expose people on- or off-site to substantial light and glare that would adversely affect day or nighttime views in the area.

5.1.7 Mitigation Measures

5.1.7.1 MITIGATION MEASURES FROM THE 2008 CERTIFIED EIR

The following mitigation measures were taken directly from the 2008 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in ~~strikethrough~~ for deleted text and <u>underline</u> for new, inserted text.

AES-1 Prior to issuance of grading permits, lighting plans and signage plans for new development shall be reviewed by the Community Development Department to ensure that minimal light intrusion and spill over into adjacent residential areas occurs.

AES-2 Prior to issuance of grading permits, and during the Specific Plan review process for future development in the Specific Plan site, the Director of Community Development shall ensure that mirrored and highly reflective surfaces are discouraged or, where proposed, shall be accompanied by a design-level glare impact analysis that demonstrates no adverse visual impairment to motorists or other visual nuisance occurs.

5.1.7.2 NEW MITIGATION MEASURES

Impact 5.1-4

Specific Plan

Implementation of Mitigation Measures AES-1 and AES-2. No new mitigation measures are required.

Pacific Oaks Commerce Center

Implementation of Mitigation Measures AES-1 and AES-2. No new mitigation measures are required.

5.1.8 Level of Significance After Mitigation

Impact 5.1-4

Specific Plan

Light and glare sources are currently limited because of the predominantly undeveloped nature of the plan area. The design guidelines in Chapter 5 of the FCSP include provisions for outdoor lighting and signs, and Mitigation Measures AES-1 and AES-2 require the review of lighting and signage plans and discourage the use of highly reflective materials. Implementation of the FCSP design guidelines and Mitigation Measures AES-1 and AES-2 would reduce impacts to less than significant.

Pacific Oaks Commerce Center

Light and glare sources are currently limited because of the predominantly undeveloped nature of the plan area. The design guidelines in Chapter 5 of the FCSP include provisions for outdoor lighting and signs, and Mitigation Measures AES-1 and AES-2 require the review of lighting and signage plans and discourage the use of highly reflective materials. Implementation of the FCSP design guidelines and Mitigation Measures AES-1 and AES-2 would reduce impacts to less than significant.

5.1.9 References

California Department of Transportation (Caltrans). 2023. California State Scenic Highway System Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

Yucaipa, City of. 2016, April. Yucaipa General Plan. https://yucaipa.org/wp-content/uploads/dev_svcs/general_plan/Yucaipa_General_Plan2016.pdf.

5.2 AGRICULTURE AND FORESTRY RESOURCES

This section of the Draft SEIR evaluates the potential for implementation of the Proposed Project to impact agricultural and forestry resources in comparison to the impacts evaluated for the Approved Project in the 2008 Certified EIR. Also reviewed are potential changes to circumstances since the 2008 Certified EIR that could result in new significant or substantially more severe environmental impacts and cumulative impacts related to agriculture and forestry resources.

5.2.1 Environmental Setting

5.2.1.1 REGULATORY BACKGROUND

State Regulations

California General Plan Law

The California Government Code (Section 65302(d)) requires the general plan to include an open space and conservation element for the conservation, development, and utilization of natural resources—including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element must consider the effect of development on natural resources that are on public lands. The element must also cover:

- The reclamation of land and waters.
- Prevention and control of the pollution of streams and other waters.
- Regulation of the use of land for the accomplishment of the conservation plan.
- Prevention, control, and correction of the erosion of soils, beaches, and shores.
- Protection of wetlands.
- Location, quantity, and quality of the rock, sand, and gravel resources.
- Waterways, flood corridors, riparian habitats, and land that may accommodate floodwater for groundwater recharge and stormwater management.

In October 2017, the state legislature passed Senate Bill (SB) 732, which authorizes a city to develop an agricultural land component of the open space element or a separate agricultural element in its general plan. For local governments that choose this option, the bill authorizes the Department of Conservation to award grants, bond proceeds, and other assistance provided the element meets certain requirements.

SB 732 was passed after the adoption of the Yucaipa General Plan. Forestry policies are discussed in its Public Safety Element.

Farmland Mapping and Monitoring Program

The California Natural Resources Agency is charged with restoring, protecting, and maintaining the State's natural, cultural, and historical resources. Within it, the State Department of Conservation provides technical services and information to promote informed land use decisions and sound management of the State's

natural resources. The Department of Conservation manages the Farmland Mapping and Monitoring Program, which supports agriculture throughout California by developing maps and statistical data for analyzing land use impacts to farmland. Every two years, the program publishes a field report for each county in the state. Field report categorizes land by agricultural production potential, according to the following classifications:

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

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

- **Unique Farmland** consists of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards as found in some climatic zones in California. Land must have been farmed at some time during the four years prior to the mapping date.

- **Farmland of Local Importance** includes all farmable land not meeting the definitions of "Prime Farmland," "Farmland of Statewide Importance," and "Unique Farmland." This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock or dairy facilities, aquaculture, poultry facilities, and dry grazing. It also includes lands previously designated by soil characteristics as "Prime Farmland," "Farmland of Statewide Importance," and "Unique Farmland" that has since become idle.

- **Grazing Land** is the land on which the existing vegetation is suited to the grazing of livestock.

- **Confined Animal Agriculture** lands include poultry facilities, feedlots, dairy facilities, and fish farms. In some counties, confined animal agriculture is a component of Farmland of Local Importance.

- **Nonagricultural and Natural Vegetation** includes heavily wooded, rocky, or barren areas riparian and wetland areas; grassland areas that do not quality for grazing land due to their size or land management restrictions; small water bodies; and recreational water-ski lakes. Constructed wetlands are also included in this category.

- **Semi-agricultural and Rural Commercial Land** includes farmstead, agricultural storage and packing sheds, unpaved parking areas, composting facilities, equine facilities, firewood lots, and campgrounds.

- **Vacant or Disturbed Land** includes open field areas that do not quality for an agricultural category, mineral and oil extraction areas, off-road vehicle areas, electrical substations, channelized canals, and rural freeway interchanges.

- **Rural Residential Land** includes residential areas of one to five structures per 10 acres.
- **Urban and Built-Up Land** is occupied by structures with a building density of at least one unit per 1.5 acres, or approximately six structures to a 10-acre parcel. Common examples include residential structures, industrial structures, commercial structures, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment structures, and water control structures.
- **Water** is used to describe perennial water bodies with an extent of at least 40 acres.

The California Land Conservation Act of 1965, better known as the Williamson Act, conserves agricultural and open space lands through property tax incentives and voluntary restrictive land use contracts administered by local governments under State regulations. Private landowners voluntarily restrict their land to agricultural and compatible open space uses under minimum 10-year rolling term contracts, with counties and cities also acting voluntarily. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use rather than potential market value.

Nonrenewal status is applied to Williamson Act contracts that are within the nine-year termination process, during which the annual tax assessment for the property gradually increases.

Forestland and Timberland Protection

State regulations such as the Forest Taxation Reform Act of 1976 and the Z'berg-Nejedly Forest Practice Act of 1973 (California Forest Practice Act) provide for the preservation of forest lands from encroachment by other, incompatible land uses and for oversight of the management of forest practices and forest resources.

Public Resources Code Section 12220(g)

Section 12220(g) defines "forest land" for the purpose of CEQA. According to the code, "forest land" is the land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

Government Code Section 51104(g)

The California Timberland Productivity Act of 1982, like the Williamson Act, was passed to encourage the production of timber resources. Section 51104(g) defines "Timber," "Timberland," and "Timberland Production Zone" for the purposes of CEQA and "Timberland Preserve Zone," which may be used in city and county general plans.

- **Timber** means trees of any species maintained for eventual harvest for forest production purposes, whether planted or of natural growth, standing or down, on privately or publicly owned land, including Christmas trees, but does not mean nursery stock.
- **Timberland** means privately owned land or land acquired for State forest purposes that is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average volume of wood fiber of at least 15 cubic feet per acre.

- **Timberland Production Zone (TPZ)** means an area that has been zoned pursuant to Section 51112 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). With respect to the general plans of cities and counties, "Timberland Preserve Zone" means "Timberland Production Zone."

County boards of supervisors may designate areas of timberland preserve, referred to as Timberland Production Zones, which restrict the land's use to the production of timber for an initial 10-year term in return for lower property taxes.

Local Regulations

City of Yucaipa General Plan

Future development of all land in Yucaipa is guided by the City's General Plan, which was adopted on April 11, 2016. The Public Safety Element includes policies pertaining to forestry resources.

City of Yucaipa Development Code

Division 3, Article 4, Agricultural Preserves/Land Conservation Contract Actions, makes provisions to establish, expand, disestablish, or reduce an agricultural preserve boundary and/or establish, not renew, or cancel a Williamson Act contract for the preservation and management of agricultural lands.

5.2.1.2 EXISTING CONDITIONS

Existing Agricultural Uses

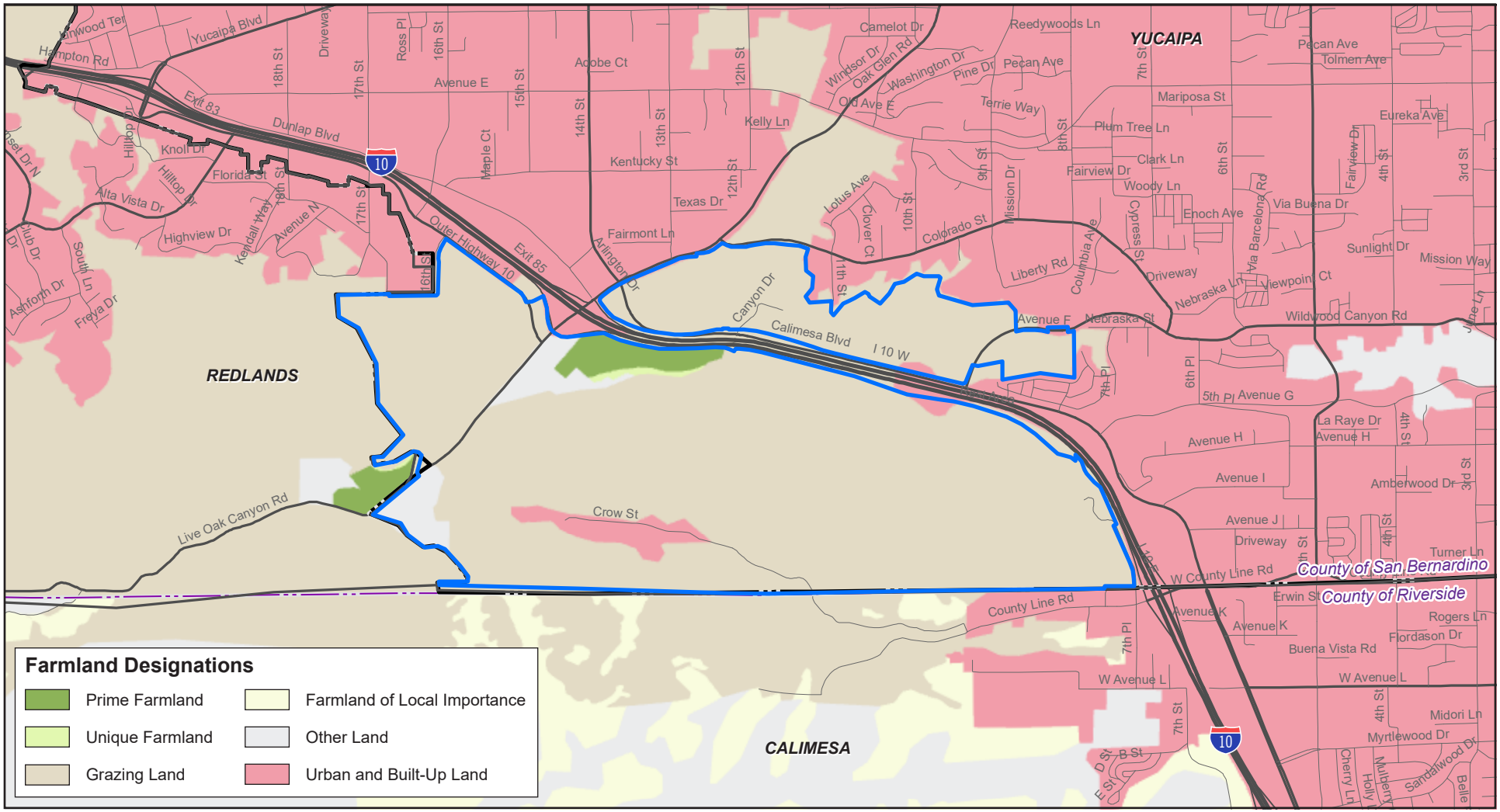
Existing land uses in the plan area are shown on Figure 3-3, *Aerial Photograph*. Land uses within the FCSP consist primarily of agricultural land (ranching and farming). The Live Oak Canyon Pumpkin Farm operates seasonally, with its peak season in the fall. In the fall and winter, the pumpkin farm operates a corn maze and Christmas tree sales.[1] Additional grazing activities occur throughout the plan area.

Mapped Farmlands

As shown in Figure 5.2-1, *Farmland Designations,* the plan area includes the existing farmland types: Prime Farmland, Unique Farmland, Grazing Land, Urban and Built-Up Land, and Other Land. There are no Williamson Act lands in the plan area (CDC 2023). Table 5.2-1, *Farmland Designations,* shows the acreages for the existing farmland types in the plan area.

[1] The Yucaipa City Council had typically authorized a special event permit (SEP) annually to the Pumpkin Factory to operate the Live Oak Canyon Pumkin Farm Pumpkin Patch and Christmas Tree Farm. The Live Oak Canyon Farm has operated the pumpkin patch and Christmas tree farm for over 30 years, prior to the incorporation of the City of Yucaipa, and the City has authorized a SEP for the Pumpkin Patch and Christmas Tree Farm every year since 2017. This has since been memorialized with the approval of a conditional use permit. The Live Oak Canyon Pumpkin Farm has 900 parking spaces on-site and an additional 300 parking spaces on Live Oak Canyon Road. Special events at the Farm run from mid-September to the end of December and may generate up to 100,000 visitors over the course of an event. The Live Oak Canyon Pumpkin Farm would continue operating with implementation of the Proposed Project.

Figure 5.2-1 - Farmland Designations



Source: Generated using ArcMap 2023; California Department of Conservation 2020.

5. Environmental Analysis
AGRICULTURE AND FORESTRY RESOURCES

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Table 5.2-1 Farmland Designations

Farmland Type[1]	Acreage[2,3]
Prime Farmland	25.51
Unique Farmland	3.87
Grazing Land	1,126.84
Urban and Built-Up	37.86
Other Land	43.50
Total	**1,238**

Source: CDC 2018.
[1] CEQA considers impacts to three categories of farmland: Prime Farmland, Farmland of Statewide Importance, and Unique Farmland.
[2] Farmland acreages were determined using GIS data.
[3] The 2008 Certified EIR identified the plan area as 1,242 acres. The Specific Plan acreage is 1,238 acres based on GIS data, and the additional 4 acres is assumed to be right-of-way.

Forest Land

There is no forest land in the plan area.

5.2.2 Thresholds of Significance

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

AG-1 Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use.

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

AG-3 Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).

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

AG-5 Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

5.2.3 Plans, Programs, and Policies

Specific Plan

Development Standards

Chapter 4, Development Standards, of the FCSP regulates the planning and development of all properties in the plan area. The FCSP identifies general provisions; permitted land uses; development standards; landscape standards; sign regulations; common open space, parks, trails, and hillside preservation; and infrastructure for residential and nonresidential uses. For example:

- Landscape Standards
  - The introduction of vineyards to support the Yucaipa Valley American Viticultural Area is allowed on disturbed slopes or agricultural areas.

5.2.4 Environmental Impacts

5.2.4.1 2008 CERTIFIED EIR

The 2008 Certified EIR indicated that implementation of the Approved Project would result in significant and unavoidable impacts related to conversion of Prime Farmland and Unique Farmland to nonagricultural uses. Additionally, the implementation of the Approved Project would result in conversion of Farmland of Local Importance to nonagricultural uses. Because there are no mitigation measures that can mitigate the permanent loss of agricultural land, impacts are significant and unavoidable.

There are no Williamson Act contract lands in the Specific Plan area; therefore, there would be no conflicts with existing zoning or Williamson Act contracts.

5.2.4.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.2-1: The proposed project would not convert Prime Farmland or Unique Farmland to nonagricultural uses. [Thresholds AG-1, AG-5 (part)]

The 2008 Certified EIR stated that the implementation of the FCSP would result in a significant and unavoidable impact related to the conversion of Prime Farmland and Unique Farmland to nonagricultural uses. The 2008 Certified EIR found that there were no feasible mitigation measures for the permanent loss of agricultural land, and impacts were significant and unavoidable.

FCSP Buildout

Implementation of the Proposed Project would result in a new Agricultural Tourism land use designation that would make up approximately 48.8 acres of the plan area. Additionally, the Open Space designation of the Proposed Project would allow agricultural uses.

As shown in Figure 5.2-1 and Figure 3-7, *Proposed Land Use Plan,* the areas designated Prime Farmland and Unique Farmland would be designated Agricultural Tourism under the Proposed Project, whereas the Approved Project designated these lands Regional Commercial (see Figure 3-4, *Approved Land Use Plan*). The agricultural operations associated with the Live Oak Pumpkin Patch and Christmas Tree Farm would continue to operate. The Proposed Project would not convert the Prime Farmland and Unique Farmland in the plan area to nonagricultural uses, and no impact would occur. In addition, existing grazing areas and other opportunities for agriculture would be allowed with the Proposed Project.

Therefore, the Proposed Project would have a beneficial impact to agricultural resources and would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.2-1 would have no impact.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project site is designated Grazing Land, as shown in Figure 5.2-1. CEQA does not consider impacts to Grazing Land. Therefore, the Pacific Oaks Commerce Center project would not result in the loss or conversion of agricultural land to nonagricultural uses. No impacts would occur. Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.2-1 would have no impact.

Impact 5.2-2: The proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. [Threshold AG-2]

The 2008 Certified EIR indicated that there are no Williamson Act contract lands in the plan area, which was zoned as Planned Development (PD) and allowed agricultural use. The 2008 Certified EIR found that no impact would occur as a result of conflicts with existing zoning or Williamson Act contracts.

FCSP Buildout

There are no Williamson Act lands in the plan area (CDC 2023). Under the Proposed Project, the plan area would consist of the following zoning/land use designations: Residential (2 du/ac)–R-2, Residential (4 du/ac)–R-4, Residential (6 du/ac)–R-6, Residential (8 du/ac)–R-8, Residential (12 du/ac)–R-12, Residential (24 du/ac)–R-24, Commercial–C, Business Park–BP, Agricultural Tourism–AG, Open Space–OS, and Open Space-Conservation–OS-C. Agricultural uses would be allowed within the Agricultural Tourism and Open Space zones. As with the Approved Project, the FCSP would not conflict with zoning for agricultural uses or Williamson Act contracts. No impact would occur. Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard when compared to Approved Project.

Level of Significance Before Mitigation: Impact 5.2-2 would have no impact.

Pacific Oaks Commerce Center

There are no Williamson Act lands in the Pacific Oaks Commerce Center project area (CDC 2023). In the Approved Project, the Pacific Oaks Commerce Center project area was proposed to be all residential. Under the Proposed Project, the Pacific Oaks Commerce Center project area would result in business park uses and would not conflict with zoning for agricultural uses. The Pacific Oaks Commerce Center project area would not conflict with zoning for agricultural uses or Williamson Act contracts. No impact would occur. Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.2-2 would have no impact.

Impact 5.2-3: The proposed project would not conflict with existing zoning for forestland, nor would the proposed project result in the loss of forest land on-site. [Thresholds AG-3, AG-4, AG-5 (part)]

The 2008 Certified EIR did not analyze impacts to forest land.

FCSP Buildout

There is no forest land in the plan area. Land uses within the FCSP consist primarily of agricultural land (ranching and farming), a limited number of residences, a wastewater treatment plant, and miscellaneous commercial uses such as an outdoor pottery store and storage. The Proposed Project would not conflict with zoning for forest land or result in the loss of forest land. No impact would occur.

Level of Significance Before Mitigation: Impact 5.2-3 would have no impact.

Pacific Oaks Commerce Center

There is no forest land in the Pacific Oaks Commerce Center project area. Land uses in the project area consist of agricultural land (ranching and farming). The Proposed Project would not conflict with zoning for forest land or result in the loss of forest land. No impact would occur.

Level of Significance Before Mitigation: Impact 5.2-3 would have no impact.

5.2.5 Cumulative Impacts

The area considered for cumulative impacts to agricultural resources is the plan area. Unlike the Approved Project, the Proposed Project would not result in a loss of Prime Farmland or Unique Farmland because the Proposed Project's Agricultural Tourism and Open Space designations would allow agricultural uses. As with the Approved Project, the Proposed Project would not conflict with zoning for agricultural uses or a Williamson Act contract. Additionally, there is no forest land on-site. Therefore, impacts of the Proposed Project would not be cumulatively considerable.

5.2.6 Level of Significance Before Mitigation

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

5.2.7 Mitigation Measures

5.2.7.1 MITIGATION MEASURES FROM THE 2008 CERTIFIED EIR

The 2008 Certified EIR did not identify mitigation measures for agricultural or forestry resources.

5.2.7.2 NEW MITIGATION MEASURES

Specific Plan

No mitigation measures are required.

Pacific Oaks Commerce Center

No mitigation measures are required.

5.2.8 Level of Significance After Mitigation

Specific Plan

No impacts would occur.

Pacific Oaks Commerce Center

No impacts would occur.

5.2.9 References

California Department of Conservation (CDC). 2018. Farmland Mapping and Monitoring Program. https://www.conservation.ca.gov/dlrp/fmmp.

———. 2023. California Williamson Act Enrollment Finder. https://gis.conservation.ca.gov/portal/apps/webappviewer/index.html?id=180acf4745ff40a5a764c65a4a8278eb.

5. Environmental Analysis
AGRICULTURE AND FORESTRY RESOURCES

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5.3 AIR QUALITY

This section of the Draft SEIR evaluates the potential for the Proposed Project to impact air quality in a local and regional context compared to impacts generated by the Approved Project. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (South Coast AQMD). The analysis focuses on air pollution from regional emissions and localized pollutant concentrations. In this section, "emissions" refers to the actual quantity of pollutant, measured in pounds per day (lbs./day), and "concentrations" refers to the amount of pollutant material per volumetric unit of air. Concentrations are measured in parts per million, parts per billion, or micrograms per cubic meter. Criteria air pollutant emissions modeling is included in Appendix C, A*ir Quality and Greenhouse Gas Emissions Modeling*. An evaluation of localized construction and operational health risks is in Appendix D, *Health Risk Assessment*. Cumulative impacts related to air quality are based on the regional boundaries of the South Coast Air Basin (SoCAB) and South Coast AQMD's Multiple Air Toxics Exposure Study (MATES) mapping.

Terminology

- **AAQS.** Ambient Air Quality Standards
- **CES.** CalEnviroScreen. CES is a mapping tool that helps identify the California communities most affected by sources of pollution and where people are often especially vulnerable to pollution's effects.
- **Concentrations.** Refers to the amount of pollutant material per volumetric unit of air. Concentrations are measured in parts per million (ppm), parts per billion (ppb), or micrograms per cubic meter ($\mu g/m^3$).
- **Criteria Air Pollutants.** Those air pollutants specifically identified for control under the Federal Clean Air Act (currently seven—carbon monoxide, nitrogen oxides, lead, sulfur oxides, ozone, and coarse and fine particulates).
- **DPM.** Diesel particulate matter.
- **Emissions.** Refers to the actual quantity of pollutant, measured in pounds per day or tons per year.
- **ppm.** Parts per million.
- **Sensitive receptor.** Land uses that are considered more sensitive to air pollution than others due to the types of population groups or activities involved. These land uses include residential, retirement facilities, hospitals, and schools.
- **TAC.** Toxic air contaminant.
- **$\mu g/m^3$.** Micrograms per cubic meter.
- **VMT.** Vehicle miles traveled.

5.3.1 Environmental Setting

5.3.1.1 AIR POLLUTANTS OF CONCERN

Criteria Air Pollutants

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

Each of the primary and secondary criteria air pollutants and its known health effects are described below.

- **Carbon Monoxide (CO)** is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion, engines and motor vehicles operating at slow speeds are the primary source of CO in the SoCAB. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (South Coast AQMD 2005; South Coast AQMD 2022; US EPA 2023a). The SoCAB is designated as being in attainment under the California AAQS and attainment (serious maintenance) under the National AAQS (CARB 2023a).

- **Volatile Organic Compounds (VOC)** are composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of VOCs. Other sources include evaporative emissions from paints and solvents, asphalt paving, and household consumer products such as aerosols (South Coast AQMD 2005). There are no AAQS for VOCs. However, because they contribute to the formation of O_3, South Coast AQMD has established a significance threshold (South Coast AQMD 2023a). The health effects for ozone are described later in this section.

- **Nitrogen Oxides (NO_X)** are a by-product of fuel combustion and contribute to the formation of ground-level O_3, PM_{10}, and $PM_{2.5}$. The two major forms of NO_X are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. The principal form of NO_X produced by combustion is NO, but NO reacts quickly with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 is an acute irritant and more injurious than NO in equal concentrations. At atmospheric concentrations, however, NO_2 is only potentially irritating. NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 exposure concentrations near roadways are of particular concern for susceptible individuals, including asthmatics, children, and the elderly. Current

scientific evidence links short-term NO_2 exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects, including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between elevated short-term NO_2 concentrations and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma (South Coast AQMD 2005; South Coast AQMD 2022; US EPA 2023a). The SoCAB is designated in attainment (maintenance) under the National AAQS and attainment under the California AAQS (CARB 2023a).

- **Sulfur Dioxide (SO_2)** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and chemical processes at plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO_2. When sulfur dioxide forms sulfates (SO_4) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_X). Thus, SO_2 is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to SO_2, ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects, including bronchoconstriction and increased asthma symptoms. These effects are particularly adverse for asthmatics at elevated ventilation rates (e.g., while exercising or playing) at lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. Studies also show a connection between short-term exposure and increased visits to emergency facilities and hospital admissions for respiratory illnesses, particularly in at-risk populations such as children, the elderly, and asthmatics (South Coast AQMD 2005; South Coast AQMD 2022; US EPA 2023a). The SoCAB is designated as attainment under the California and National AAQS (CARB 2023a).

- **Suspended Particulate Matter (PM_{10} and $PM_{2.5}$)** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM_{10}, include particulate matter with an aerodynamic diameter of 10 microns or less (i.e., ≤0.01 millimeter). Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns or less (i.e., ≤0.002.5 millimeter). Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. The US Environmental Protection Agency's (EPA) scientific review concluded that $PM_{2.5}$, which penetrates deeply into the lungs, is more likely than PM_{10} to contribute to health effects and at far lower concentrations. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing) (South Coast AQMD 2005; South Coast AQMD 2022). There has been emerging evidence that ultrafine particulates, which are even smaller particulates with an aerodynamic diameter of <0.1 microns or less (i.e., ≤0.0001 millimeter) have human health implications because their toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs (South Coast AQMD 2022). However, the EPA and the California Air Resources Board (CARB) have not adopted AAQS to regulate these particulates. Diesel particulate matter is classified by CARB as a carcinogen (CARB 1999; CARB 2023d).

Particulate matter can also cause environmental effects such as visibility impairment,[1] environmental damage,[2] and aesthetic damage[3] (South Coast AQMD 2005; South Coast AQMD 2022; US EPA 2023a). The SoCAB is a nonattainment area for $PM_{2.5}$ under California and National AAQS and a nonattainment area for PM_{10} under the California AAQS (CARB 2023a).[4]

- **Ozone (**O_3) is a key ingredient of "smog" and is a gas that is formed when VOCs and NO_X, both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O_3 is a secondary criteria air pollutant. O_3 concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O_3 can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O_3 also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O_3 also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O_3 harms sensitive vegetation during the growing season (South Coast AQMD 2005; South Coast AQMD 2022; US EPA 2023a). The SoCAB is designated extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2023a).

- **Lead (Pb)** is a metal found naturally in the environment as well as in manufactured products. Once taken into the body, lead distributes throughout the body in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen-carrying capacity of the blood. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (South Coast AQMD 2005; South Coast AQMD 2022; US EPA 2023a). The major sources of lead emissions have historically been mobile and industrial sources. As a result of the EPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. Today, the highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. However, in 2008 the EPA and CARB adopted more strict lead standards, and special monitoring sites immediately downwind of lead

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

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

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

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

sources recorded very localized violations of the new state and federal standards.[5] As a result of these violations, the Los Angeles County portion of the SoCAB is designated as nonattainment under the National AAQS for lead (South Coast AQMD 2012; CARB 2023a). However, lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011 (South Coast AQMD 2012). CARB's State Implementation Plan (SIP) revision was submitted to the EPA for approval. Because emissions of lead are found only in projects that are permitted by South Coast AQMD, lead is not a pollutant of concern for the Proposed Project.

Table 5.3-1, *Criteria Air Pollutant Health Effects Summary*, summarizes the potential health effects associated with the criteria air pollutants.

Table 5.3-1 Criteria Air Pollutant Health Effects Summary

Pollutant	Health Effects	Examples of Sources
Carbon Monoxide (CO)	• Chest pain in heart patients • Headaches, nausea • Reduced mental alertness • Death at very high levels	Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Ozone (O_3)	• Cough, chest tightness • Difficulty taking a deep breath • Worsened asthma symptoms • Lung inflammation	Atmospheric reaction of organic gases with nitrogen oxides in sunlight
Nitrogen Dioxide (NO_2)	• Increased response to allergens • Aggravation of respiratory illness	Same as carbon monoxide sources
Particulate Matter (PM_{10} and $PM_{2.5}$)	• Hospitalizations for worsened heart diseases • Emergency room visits for asthma • Premature death	Cars and trucks (particularly diesels) Fireplaces and woodstoves Windblown dust from overlays, agriculture, and construction
Sulfur Dioxide (SO_2)	• Aggravation of respiratory disease (e.g., asthma and emphysema) • Reduced lung function	Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, and industrial processes
Lead (Pb)	• Behavioral and learning disabilities in children • Nervous system impairment	Contaminated soil

Source: CARB 2023b.

Toxic Air Contaminants

CARB has identified other air pollutants as TACs, which are pollutants that may cause serious, long-term effects. People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune

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

system as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (US EPA 2023b). By the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. There are no air quality standards for TACs. Instead, TAC impacts are evaluated by calculating the health risks associated with a given exposure. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most relevant to the Proposed Project being particulate matter from diesel-fueled engines.

Diesel Particulate Matter

In 1998, CARB identified DPM as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs. Long-term (chronic) inhalation of DPM is likely a lung cancer risk. Short-term (i.e., acute) exposure can cause irritation and inflammatory systems and may exacerbate existing allergies and asthma systems (US EPA 2002).

5.3.1.1 REGULATORY BACKGROUND

Ambient air quality standards have been adopted at the state and federal levels for criteria air pollutants. In addition, both the state and federal government regulate the release of TACs. The Proposed Project is in the SoCAB and is subject to the rules and regulations imposed by the South Coast AQMD as well as the California AAQS adopted by CARB and National AAQS adopted by the EPA. Federal, state, and regional laws, regulations, plans, or guidelines that are potentially applicable to the Proposed Project are summarized in this section.

Federal and State

Ambient Air Quality Standards

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

These National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can

tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants. As shown in Table 5.3-2, *Ambient Air Quality Standards for Criteria Pollutants*, these pollutants are O_3, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, and Pb. In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 5.3-2 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Ozone (O_3)[3]	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO_2)[5]	Annual Arithmetic Mean	*	0.030 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	0.14 ppm	
Respirable Coarse Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m^3	150 µg/m^3	
Respirable Fine Particulate Matter ($PM_{2.5}$)[4]	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m^3	
Lead (Pb)	30-Day Average	1.5 µg/m^3	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m^3	
	Rolling 3-Month Average	*	0.15 µg/m^3	
Sulfates (SO_4)	24 hours	25 µg/m^3	*	Industrial processes.

5. Environmental Analysis
AIR QUALITY

Table 5.3-2 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles	*	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	*	Hydrogen sulfide (H_2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hours	0.01 ppm	*	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB 2016.
Notes: ppm: parts per million; µg/m^3: micrograms per cubic meter
* Standard has not been established for this pollutant/duration by this entity.
1 California standards for O_3, CO (except 8-hour Lake Tahoe), SO_2 (1 and 24 hour), NO_2, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2 National standards (other than O_3, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
4 On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
5 On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. The 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

California has also adopted a host of other regulations that reduce criteria pollutant emissions.

- **Assembly Bill (AB) 1493: Pavley Fuel Efficiency Standards.** Pavley I is a clean-car standard that reduces greenhouse gas (GHG) emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025.
- **Heavy-Duty (Tractor-Trailer) GHG Regulation.** The tractors and trailers subject to this regulation must either use EPA SmartWay-certified tractors and trailers or retrofit their existing fleet with SmartWay-verified technologies. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them

on California highways. These owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low rolling resistance tires. Sleeper cab tractors model year 2011 and later must be SmartWay certified. All other tractors must use SmartWay-verified low-rolling-resistance tires. There are also requirements for trailers to have low-rolling-resistance tires and aerodynamic devices.

- **SB 1078 and SB 107.** Renewables Portfolio Standards. A major component of California's Renewable Energy Program is the renewables portfolio standard established under Senate Bills 1078 (Sher) and 107 (Simitian). Under this standard, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010.

- **California Code of Regulations (CCR), Title 20: Appliance Energy Efficiency Standards.** The 2006 Appliance Efficiency Regulations (20 CCR sections 1601–1608) were adopted by the California Energy Commission on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances.

- **24 CCR, Part 6: Building and Energy Efficiency Standards.** Energy conservation standards for new residential and nonresidential buildings adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977.

- **24 CCR, Part 11: Green Building Standards Code.** Establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.[6]

Tanner Air Toxics Act and Air Toxics Hot Spot Information and Assessment Act

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

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act set up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit that TAC. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe

[6] The green building standards became mandatory in the 2010 edition of the code.

threshold, the measure must incorporate "toxics best available control technology" to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High-priority facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

CARB has promulgated the following specific rules to limit TAC emissions:

- **13 CCR Chapter 10 Section 2485: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.** Generally restricts on-road diesel-powered commercial motor vehicles with a gross vehicle weight rating of greater than 10,000 pounds from idling more than five minutes.

- **13 CCR Chapter 10 Section 2480: Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools.** Generally restricts a school bus or transit bus from idling for more than five minutes when within 100 feet of a school.

- **13 CCR Section 2477 and Article 8: Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate.** Regulations established to control emissions associated with diesel-powered TRUs.

Regional

Air Quality Management Planning

The South Coast AQMD is the agency responsible for improving air quality in the SoCAB and ensuring that the National and California AAQS are attained and maintained. South Coast AQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). The AQMP is a regional strategy plan to achieve air quality standards by examining emissions, looking at regional growth projections, and the impact of existing and proposed control measures to provide healthful air in the long-term. Since 1979, a number of AQMPs have been prepared.

The Clean Air Act requires CARB to develop a SIP that describes how an area will attain national AAQS. The AQMP provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards through the SIP. Areas are classified as attainment or nonattainment areas for a particular pollutant depending on whether they meet the AAQSs. Severity classifications for ozone nonattainment range in magnitude from marginal, moderate, and serious to severe and extreme.

- ***Unclassified.*** A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.

- ***Attainment.*** A pollutant is in attainment if the AAQS for that pollutant was not violated at any site in the area during a three-year period.
- ***Nonattainment.*** A pollutant is in nonattainment if there was at least one violation of an AAQS for that pollutant in the area.
- ***Nonattainment/Transitional.*** A subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

2022 AQMP

South Coast AQMD adopted the 2022 AQMP on December 2, 2022, which serves as an update to the 2017 AQMP. On October 1, 2015, the EPA strengthened the National AAQS for ground-level ozone, lowering the primary and secondary ozone standard levels to 70 parts per billion (ppb) (2015 Ozone National AAQS). The SoCAB is currently classified as an "extreme" nonattainment for the 2015 Ozone National AAQS. Meeting the 2015 federal ozone standard requires reducing NO_x emissions, the key pollutant that creates ozone, by 67 percent more than is required by adopted rules and regulations in 2037. The only way to achieve the required NO_x reductions is through extensive use of zero emission (ZE) technologies across all stationary and mobile sources. South Coast AQMD's primary authority is over stationary sources which account for approximately 20 percent of NO_x emissions. The overwhelming majority of NO_x emissions are from heavy-duty trucks, ships and other State and federally regulated mobile sources that are mostly beyond the South Coast AQMD's control. The region will not meet the standard absent significant federal action. In addition to federal action, the 2022 AQMP requires substantial reliance on future deployment of advanced technologies to meet the standard. The control strategy for the 2022 AQMP includes aggressive new regulations and the development of incentive programs to support early deployment of advanced technologies. The two key areas for incentive programs are (1) promoting widespread deployment of available ZE and low-NO_x technologies and (2) developing new ZE and ultra-low NO_x technologies for use in cases where the technology is not currently available. South Coast AQMD is prioritizing distribution of incentive funding in Environmental Justice areas and seeking opportunities to focus benefits on the most disadvantaged communities (South Coast AQMD 2022).

South Coast AQMD $PM_{2.5}$ Redesignation Request and Maintenance Plan

In 1997, the EPA adopted the 24-hour fine $PM_{2.5}$ standard of 65 micrograms per cubic meter ($\mu g/m^3$). In 2006, this standard was lowered to a more health-protective level of 35 $\mu g/m^3$. The SoCAB is designated nonattainment for both the 65 and 35 $\mu g/m^3$ 24-hour $PM_{2.5}$ standards (24-hour $PM_{2.5}$ standards). In 2020, monitored data demonstrated that the SoCAB attained both 24-hour $PM_{2.5}$ standards. The South Coast AQMD has developed the "2021 Redesignation Request and Maintenance Plan" for the 1997 and 2006 24-hour $PM_{2.5}$ Standards for the SoCAB $PM_{2.5}$ Redesignation Request and Maintenance Plan, demonstrating that the SoCAB has met the requirements to be redesignated to attainment for the 24-hour $PM_{2.5}$ standards (South Coast AQMD 2021b).

AB 617, Community Air Protection Program

AB 617 (C. Garcia, Chapter 136, Statutes of 2017) requires local air districts to monitor and implement air pollution control strategies that reduce localized air pollution in communities that bear the greatest burdens. In response to AB 617, CARB has established the Community Air Protection Program.

Air districts are required to host workshops to help identify disadvantaged communities that are disproportionately affected by poor air quality. Once the criteria for identifying the highest priority locations have been identified and the communities have been selected, new community monitoring systems would be installed to track and monitor community-specific air pollution goals. In 2018 CARB prepared an air monitoring plan, the Community Air Protection Blueprint (Blueprint) that evaluates the availability and effectiveness of air monitoring technologies and existing community air monitoring networks. Under AB 617, the Blueprint is required to be updated every five years.

Under AB 617, CARB is also required to prepare a statewide strategy to reduce TACs and criteria pollutants in impacted communities; provide a statewide clearinghouse for best available retrofit control technology; adopt new rules requiring the latest best available retrofit control technology for all criteria pollutants for which an area has not achieved attainment of California AAQS; and provide uniform, statewide reporting of emissions inventories. Air districts are required to adopt a community emissions reduction program to achieve reductions for the communities impacted by air pollution that CARB identifies.

Lead Implementation Plan

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

South Coast AQMD Rules and Regulations

All projects within the SoCAB are subject to South Coast AQMD rules and regulations in effect at the time of activity.

- **Rule 401, Visible Emissions.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in visible emissions. Specifically, the rule prohibits the discharge of any air contaminant into the atmosphere by a person from any single source of emission for a period or periods aggregating more than three minutes in any one hour that is as dark as or darker than designated No. 1 on the Ringelmann Chart, as published by the US Bureau of Mines.

- **Rule 402, Nuisance.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from

discharging quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Additionally, the discharge of air contaminants would also be prohibited where it would endanger the comfort, repose, health, or safety of any number of persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403, Fugitive Dust.** This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth-moving and grading activities.

- **Rule 445, Wood Burning Devices.** In general, the rule prohibits new developments from the installation of wood-burning devices. This rule is intended to reduce the emission of particulate matter from wood-burning devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device.

- **Rule 1113, Architectural Coatings.** This rule serves to limit the VOCs content of architectural coatings used on projects in the South Coast AQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the South Coast AQMD must comply with the current VOC standards set in this rule.

- **Rule 1403, Asbestos Emissions from Demolition/Renovation Activities.** The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

- **Rule 2305, Warehouse Indirect Source Review (ISR).** The Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program aims to reduce NOx and DPM emissions associated with warehouses, help meet federal standards and improve public health, especially in communities located near warehouses in the South Coast AQMD. This rule requires warehouse owners and operators of warehouses that have 100,000 square feet or more of indoor floor space in a single building to report information about their facility and the actions they completed to comply with the rule. The WAIRE is a menu-based point system. Warehouse operators are required to earn a specific number of points every year. This is based on the number of trucks trips made to and from the warehouse each year. Points can be earned through: completing any combination of actions in the WAIRE menu; or completing actions in an approved, site-specific custom WAIRE Plan; or paying a mitigation fee.

5.3.1.2 EXISTING CONDITIONS

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

Meteorology

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The lowest average temperature for the City of Yucaipa is 37.3°Fahrenheit (°F) in December, and the highest average temperature is 92.9°F in July (USA.com 2023). Overall mean average temperature for the city is 61.8°F (USA.com 2023).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Rainfall historically averages 20.96 inches per year in Yucaipa (USA.com 2023).

Humidity

Although the SoCAB has a semiarid climate, the air near the Earth's surface is typically moist because of a shallow marine layer. This "ocean effect" is dominant except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds. Periods of heavy fog are frequent, given the Air Basin's location along the coast. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (South Coast AQMD 1993).

Wind

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

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

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

Inversions

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

SoCAB Nonattainment Areas

The attainment status for the SoCAB is shown in Table 5.3-3, *Attainment Status of Criteria Air Pollutants in the South Coast Air Basin*.

Table 5.3-3 Attainment Status of Criteria Air Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Extreme Nonattainment
PM_{10}	Serious Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment[1]
CO	Attainment	Attainment
NO_2	Attainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only)[2]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2023a.

[1] The SoCAB is pending a resignation request from nonattainment to attainment for the 24-hour federal $PM_{2.5}$ standards. The *2021* $PM_{2.5}$ *Redesignation Request and Maintenance Plan* demonstrates that the SoCAB meets the requirements of the CAA to allow US EPA to redesignate the SoCAB to attainment for the 65 µg/m^3 and 35 µg/m^3 24-hour $PM_{2.5}$ standards. CARB has reviewed and adopted the *2021* $PM_{2.5}$ *Redesignation Request and Maintenance Plan* to the EPA as a revision to the California State Implementation Plan (SIP) (CARB 2021).

[2] In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new 2008 federal AAQS as a result of large industrial emitters. Remaining areas for lead in the SoCAB are unclassified. However, lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011 (South Coast AQMD 2012). CARB's SIP revision was submitted to the EPA for approval.

Multiple Air Toxics Exposure Study V

MATES is a monitoring and evaluation study on existing ambient concentrations of TACs and the potential health risks from air toxics in the SoCAB. In April 2021, South Coast AQMD released the latest update to the MATES study, MATES V. The first MATES analysis, MATES I, began in 1986 but was limited because of the

technology available at the time. Conducted in 1998, MATES II was the first MATES iteration to include a comprehensive monitoring program, an air toxics emissions inventory, and a modeling component. MATES III was conducted in 2004 to 2006, with MATES IV following in 2012 to 2013.

MATES V uses measurements taken during 2018 and 2019, with a comprehensive modeling analysis and emissions inventory based on 2018 data. The previous MATES studies quantified the cancer risks based on the inhalation pathway only. MATES V includes information on the chronic noncancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic noncancer risks from MATES II through IV measurements have been reexamined using current Office of Environmental Health Hazards Assessment and California Environmental Protection Agency risk assessment methodologies and modern statistical methods to examine the trends over time.

The MATES V study showed that cancer risk in the SoCAB decreased to 454 in a million from 997 in a million in the MATES IV study. Overall, air toxics cancer risk in the SoCAB decreased by 54 percent since 2012 when MATES IV was conducted. MATES V showed the highest risk locations near the Los Angeles International Airport and the Ports of Long Beach and Los Angeles. DPM continues to be the major contributor to air toxics cancer risk (approximately 72 percent of the total cancer risk). Goods movement and transportation corridors have the highest cancer risk. Transportation sources account for 88 percent of carcinogenic air toxics emissions, and the remainder is from stationary sources, which include large industrial operations such as refineries and power plants as well as smaller businesses such as gas stations and chrome-plating facilities. (South Coast AQMD 2021a).

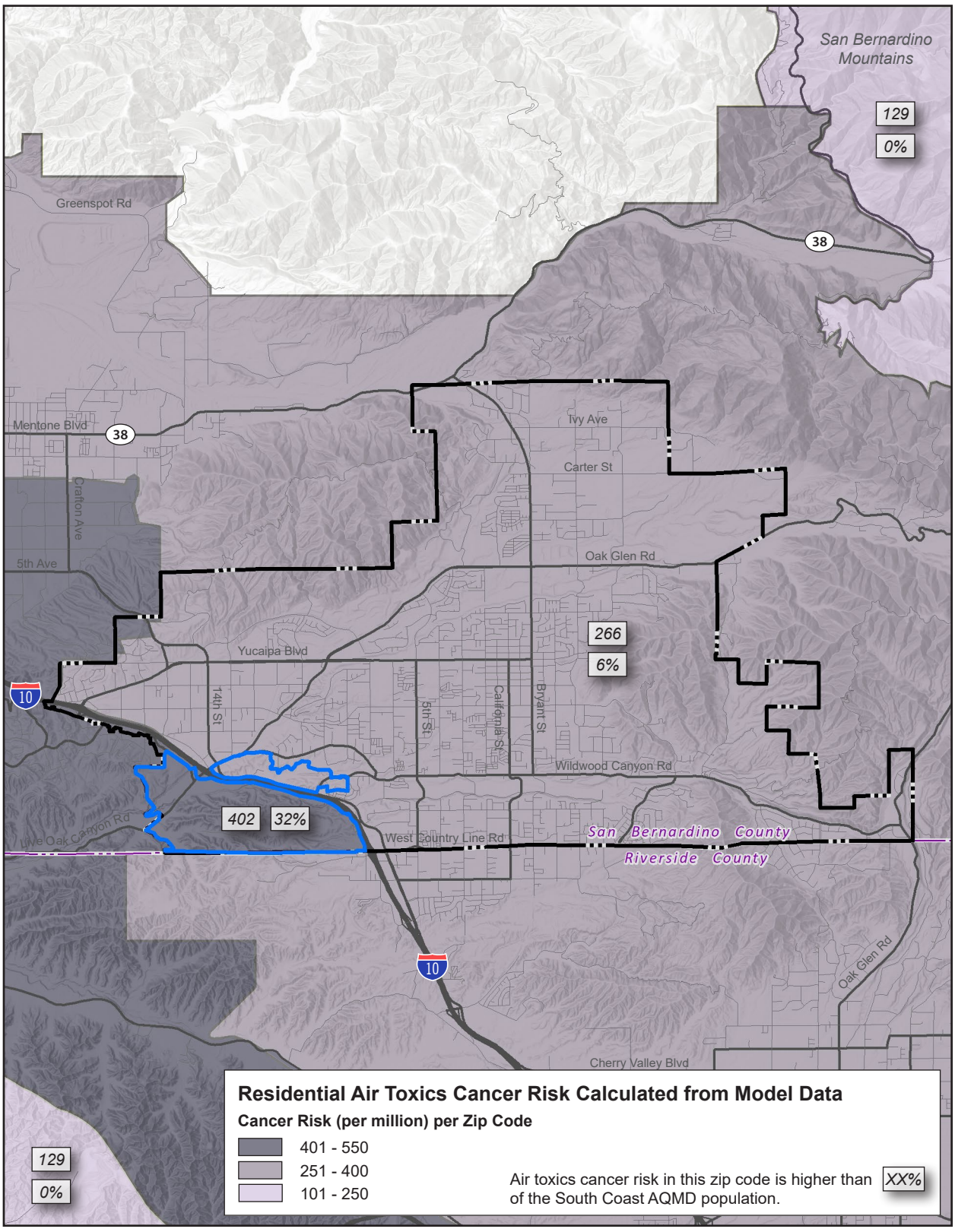
Figure 5.3-1, *South Coast AQMD MATES V Cancer Risk in the Plan Area*, identifies that the maximum cancer risk in the plan area is 402 per million, which is higher than 32 percent of the South Coast AQMD population (South Coast AQMD 2023c). The primary factor contributing to this risk is DPM.

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the plan area are best documented by measurements made by South Coast AQMD. The project site is in Source Receptor Area (SRA) 35–East San Bernardino Valley.[7] The air quality monitoring stations closest to the project is the Redlands-Dearborn Monitoring Station (O_3 and PM_{10}) and the San Bernardino-4th Street Monitoring Station (NO_x and $PM_{2.5}$). Data from these stations are summarized in Table 5.3-4, *Ambient Air Quality Monitoring Summary*. The data show that the area regularly exceeds the state and federal O_3 standards and the state PM_{10} and federal $PM_{2.5}$ standards. The NO_2 standard has not been exceeded in the last five years in the project vicinity.

[7] Locations of the SRAs and monitoring stations are shown here: http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf.

Figure 5.3-1 - South Coast AQMD MATES V Cancer Risk in the Plan Area



Source: South Coast AQMD 2018.

5. Environmental Analysis
AIR QUALITY

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Table 5.3-4 Ambient Air Quality Monitoring Summary

Pollutant/Standard[1]	Number of Days Thresholds Were Exceeded and Maximum Levels				
	2017	2018	2019	2020	2021
Ozone (O_3)[1]					
State 1-Hour ≥ 0.09 ppm (days exceed threshold)	80	53	73	73	104
State 8-hour ≥ 0.07 ppm (days exceed threshold)	91	99	111	145	118
Federal 8-Hour > 0.075 ppm (days exceed threshold)	117	66	88	127	93
Max. 1-Hour Conc. (ppm)	0.156	0.136	0.137	0.173	0.145
Max. 8-Hour Conc. (ppm)	0.135	0.115	0.118	0.137	0.120
Nitrogen Dioxide (NO_2)[2]					
State 1-Hour ≥ 0.18 ppm (days exceed threshold)	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.0658	0.0573	0.0593	0.0540	0.0563
Coarse Particulates (PM_{10})[1]					
State 24-Hour > 50 µg/m^3 (days exceed threshold)	2	2	0	2	0
Federal 24-Hour > 150 µg/m^3 (days exceed threshold)	0	0	0	0	0
Max. 24-Hour Conc. (µg/m^3)	77.0	74.2	44.9	87.7	44.2
Fine Particulates ($PM_{2.5}$)[2]					
Federal 24-Hour > 35 µg/m^3 (days exceed threshold)	1	0	1	2	1
Max. 24-Hour Conc. (µg/m^3)	38.2	30.1	60.5	56.6	57.9

Source: CARB 2023c.
Notes: ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter; * = Data not available
[1] Data from the Redlands-Dearborn Monitoring Station at 500 N. Dearborn Street in the City of Redlands.
[2] Data from the San Bernardino-4th Street Monitoring Station at 24302 E. 4th Street in the City of San Bernardino.

Existing Emissions

The plan area currently generates criteria air pollutant emissions from area sources (e.g., consumer cleaning products, landscaping equipment, and VOC emissions from paints, energy consumption (e.g., natural gas used for cooking, heating, etc.), and mobile sources (resident, employee, and vendor vehicle trips) from existing limited agricultural and residential uses onsite.

Sensitive Receptors

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

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

The nearest sensitive receptors outside of the FCSP area include the surrounding adjacent residences to the northwest, north, east, and southeast. Existing on-site sensitive receptors include residential homes in addition to an area that could be used for temporary seasonal habitation along the east side of Live Oak Canyon Road between Interstate 10 and the FCSP southwest boundary. Other existing on-site residences include a home along the west side of Oak Glen Creek in the PA-5-designated area in addition to a home northwest of the intersection of Calimesa Road and Wildwood Canyon Road. These sensitive receptors locations are identified in Figure 5.3-2 - *Construction Modeling – Source and Receptor Locations.*

5.3.2 Thresholds of Significance

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

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

AQ-2 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.

AQ-3 Expose sensitive receptors to substantial pollutant concentrations.

AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

5.3.2.1 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT THRESHOLDS

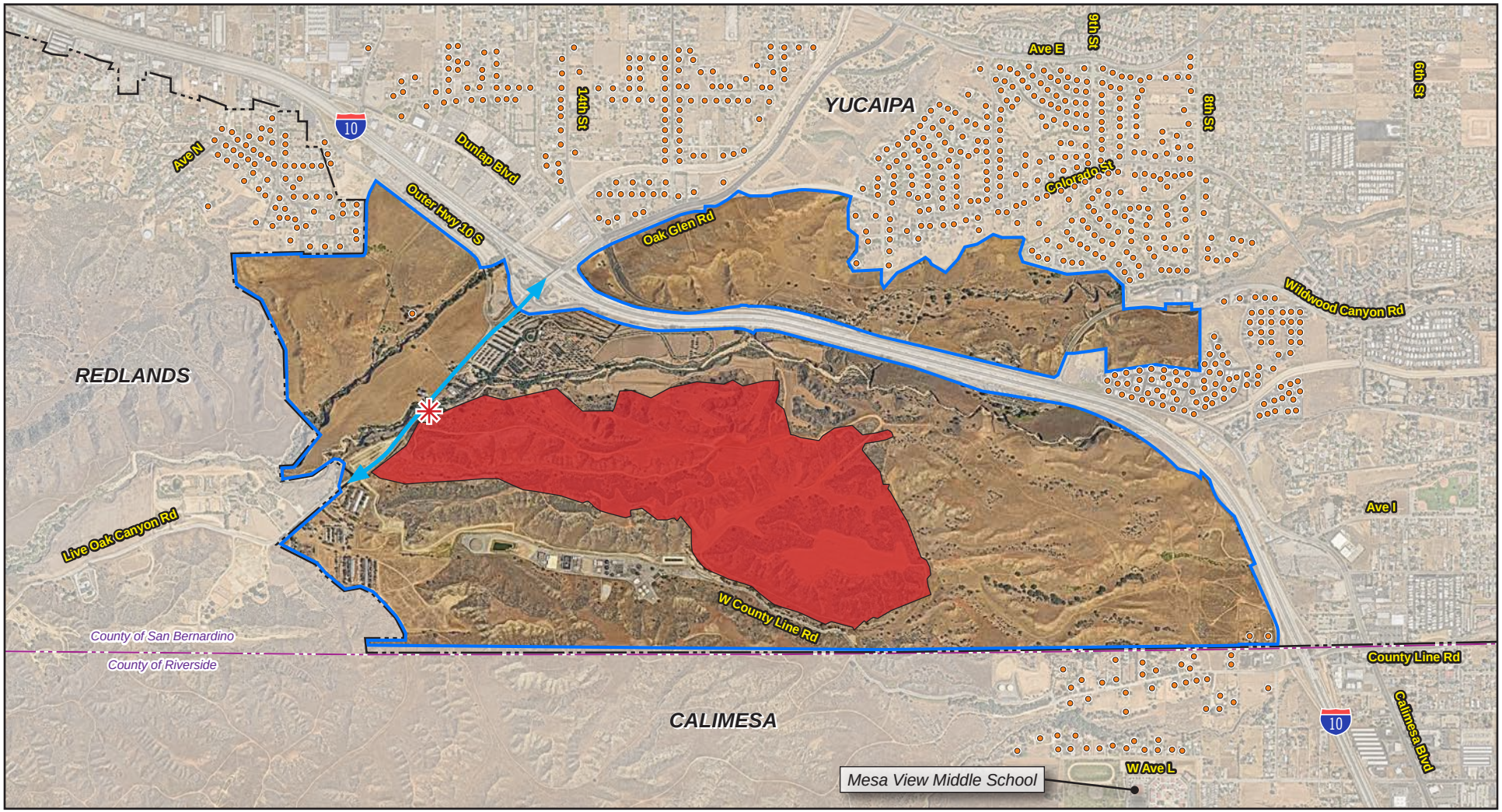
South Coast AQMD has established thresholds of significance for air quality for construction activities and project operation in the SoCAB, as shown in Table 5.3-5, *South Coast AQMD Significance Thresholds.* The table lists thresholds that are applicable for all projects uniformly, regardless of size or scope. As discussed above, there is growing evidence that although ultrafine particulate matter contributes a very small portion of the overall atmospheric mass concentration, it represents a greater proportion of the health risk from PM. However, because the EPA and CARB have not adopted AAQS to regulate ultrafine particulate matter, South Coast AQMD has not developed thresholds for it.

Table 5.3-5 South Coast AQMD Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROG)	75 lbs./day	55 lbs./day
Carbon Monoxide (CO)	550 lbs./day	550 lbs./day
Nitrogen Oxides (NO_X)	100 lbs./day	55 lbs./day
Sulfur Oxides (SO_X)	150 lbs./day	150 lbs./day
Coarse Particulates (PM_{10})	150 lbs./day	150 lbs./day
Fine Particulates ($PM_{2.5}$)	55 lbs./day	55 lbs./day

Source: South Coast AQMD 2023a.

Figure 5.3-2 - Construction Modeling – Source and Receptor Locations



Source: Aerial: Nearmap 2022.

5. Environmental Analysis
AIR QUALITY

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Health Outcomes Associated with the AQMD Regional Significance Thresholds

Projects that exceed the AQMD's regional significance threshold contribute to the nonattainment designation of the SoCAB. The attainment designations are based on the AAQS, which are set at levels of exposure that are determined to not result in adverse health effects. Exposure to fine particulate pollution and ozone causes myriad health impacts, particularly to the respiratory and cardiovascular systems:

- Increases cancer risk ($PM_{2.5}$, TACs)
- Aggravates respiratory disease (O_3, $PM_{2.5}$)
- Increases bronchitis (O_3, $PM_{2.5}$)
- Causes chest discomfort, throat irritation, and increased effort to take a deep breath (O_3)
- Reduces resistance to infections and increases fatigue (O_3)
- Reduces lung growth in children ($PM_{2.5}$)
- Contributes to heart disease and heart attacks ($PM_{2.5}$)
- Contributes to premature death (O_3, $PM_{2.5}$)
- Contributes to lower birth weight in newborns ($PM_{2.5}$) (South Coast AQMD 2015a)

Exposure to fine particulates and ozone aggravates asthma attacks and can amplify other lung ailments such as emphysema and chronic obstructive pulmonary disease. Exposure to current levels of $PM_{2.5}$ is responsible for an estimated 4,300 cardiopulmonary-related deaths per year in the SoCAB. In addition, University of Southern California scientists, in a landmark children's health study, found that lung growth improved as air pollution declined for children aged 11 to 15 in five communities in the SoCAB (South Coast AQMD 2015b).

South Coast AQMD is the primary agency responsible for ensuring the health and welfare of sensitive individuals exposed to elevated concentrations of air pollutants in the SoCAB and has established thresholds that would be protective of these individuals. To achieve the health-based standards established by the EPA, South Coast AQMD prepares an AQMP that details regional programs to attain the AAQS. Mass emissions thresholds shown in Table 5.3-5 are not correlated with concentrations of air pollutants but contribute to the cumulative air quality impacts in the SoCAB. These thresholds are based on the trigger levels for the federal New Source Review Program, which was created to ensure projects are consistent with attainment of health-based federal AAQS. Regional emissions from a single project do not trigger a regional health impact, and it is speculative to identify how many more individuals in the air basin would be affected by the health effects listed previously. Projects that do not exceed the South Coast AQMD regional significance thresholds in Table 5.3-5 would not violate any air quality standards or contribute substantially to an existing or projected air quality violation.

If projects exceed the emission levels presented in Table 5.3-5, then those emissions would cumulatively contribute to the nonattainment status of the air basin and would contribute to elevating health effects associated with these criteria air pollutants. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would contribute to reducing possible health effects related to criteria air pollutants. However, for projects that exceed the emissions in

Table 5.3-5, it is speculative to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment, because mass emissions are not correlated with concentrations of emissions or how many additional individuals in the air basin would be affected by the health effects cited previously.

South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and the effect on health to address the issue raised in *Sierra Club v. County of Fresno* (Friant Ranch, L.P.) (2018) 6 Cal.5th 502, Case No. S21978. South Coast AQMD currently does not have methodologies that would provide the City with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a Proposed Project's mass emissions.[8] Ozone concentrations are dependent on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the National and California AAQS, and the absence of modeling tools that could provide statistically valid data and meaningful additional information regarding health effects from criteria air pollutants generated by individual projects, it is not possible to link specific health risks to the magnitude of emissions exceeding the significance thresholds. However, if a project in the SoCAB exceeds the regional significance thresholds, the project could contribute to an increase in health effects in the basin until the attainment standards are met in the SoCAB.

CO Hotspots

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

In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hotspot analysis conducted for attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods.[9] As

[8] In April 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published an Interim Recommendation on implementing *Sierra Club v. County of Fresno (2018) 6 Cal.5th 502* ("Friant Ranch") in the review and analysis of proposed projects under CEQA in Sacramento County. Consistent with the expert opinions submitted to the court in Friant Ranch by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast AQMD, the SMAQMD guidance confirms the absence of an acceptable or reliable quantitative methodology that would correlate the expected criteria air pollutant emissions of projects to likely health consequences for people from project-generated criteria air pollutant emissions. The SMAQMD guidance explains that while it is in the process of developing a methodology to assess these impacts, lead agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible. Since this interim memorandum SMAQMD has provided methodology to address health impacts. However, a similar analysis is not available for projects within the South Coast AQMD region.

[9] The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

identified in South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB in years before the 2007 redesignation were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—to generate a significant CO impact (BAAQMD 2023).[10]

Localized Significance Thresholds

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

Table 5.3-6 South Coast AQMD Localized Significance Thresholds

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

Source: South Coast AQMD 2023a.
Notes: ppm – parts per million; µg/m^3 – micrograms per cubic meter
[1] Threshold is based on South Coast AQMD Rule 403. Since the SoCAB is in nonattainment for PM_{10} and $PM_{2.5}$, the threshold is established as an allowable change in concentration. Therefore, background concentration is irrelevant.

To assist lead agencies, South Coast AQMD developed screening-level LSTs to back-calculate the mass amount (pounds per day) of emissions generated on-site that would trigger the levels shown in Table 5.3-6 for projects under five acres. These "screening-level" LST tables are the LSTs for all projects of five acres and less and are

[10] The CO hotspot analysis refers to the modeling conducted by the Bay Area Air Quality Management District for its CEQA Guidelines because it is based on newer data and considers the improvement in mobile-source CO emissions. Although meteorological conditions in the Bay Area differ from those in the Southern California region, the modeling conducted by BAAQMD demonstrates that the net increase in peak hour traffic volumes at an intersection in a single hour would need to be substantial. This finding is consistent with the CO hotspot analysis South Coast AQMD prepared as part of its 2003 AQMP to provide support in seeking CO attainment for the SoCAB. Based on the analysis prepared by South Coast AQMD, no CO hotspots were predicted for the SoCAB. As noted in the preceding footnote, the analysis included some of Los Angeles' busiest intersections, with daily traffic volumes of 100,000 or more peak hour vehicle trips operating at LOS E and F (South Coast AQMD 2003).

based on emissions over an 8-hour period; however, they can be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required.

The construction screening-level LSTs in SRA 35 are shown in Table 5.3-7, *South Coast AQMD Screening-Level Localized Significance Thresholds*. For construction activities, LSTs are based on the acreage disturbed per day associated with the equipment used, up to a project site's maximum disturbed acreage (South Coast AQMD 2011). The different types of construction activities would require different equipment mixes, resulting in multiple LSTs. For operation, LSTs are based on the maximum screening size of five acres.

Table 5.3-7 South Coast AQMD Screening-Level Significance Thresholds

Acreage Disturbed	Threshold (lbs./day)			
	Nitrogen Oxides (NO_X)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
Construction – Pacific Oaks Commerce Center				
Construction ≤1.0 Acre LST[1]	191	1,931	123.20	51.67
Construction ≤1.0 Acre LST[2]	372	7,325	95.66	36.38
Construction ≤1.0 Acre LST[3]	445	11,063	130.21	56.04
Construction ≤1.5 Acre LST[3]	393	7,871	102.78	38.62
Construction ≤2.0 Acre LST[2]	414	8,418	106.90	40.87
Construction ≤4.0 Acre LST[4]	237	1,774	11.66	7.67
Construction ≥5.0 Acre LST[4]	270	2,075	13.99	9.00
Operation – Pacific Oaks Commerce Center				
BP 2 Operation ≥5.0 Acre LST: Onsite[5]	277	2,254	5.53	3.00
BP 2 Operation ≥5.0 Acre LST: Offsite[6]	529	11,763	70.97	40.33
BP 3 Operation ≥5.0 Acre LST: Onsite[7]	365	4,444	15.14	4.66
BP 3 Operation ≥5.0 Acre LST: Offsite[8]	677	21,215	74.42	42.77

Source: South Coast AQMD 2008, 2011.
Note:
1 LSTs are based on sensitive receptors within 275 feet (86 meters) for NO_x and CO and 950 feet (290 meters) for PM_{10} and $PM_{2.5}$ in SRA 35. These two distances represent residences at 950 feet, which are assumed to be exposed to construction emissions 24 hours a day, and employees of nearby businesses at 275 feet, who would not be exposed to construction emissions for most of the day.
2 LSTs are based on sensitive receptors within 775 feet (236 meters) for NO_x, CO, PM_{10}, and $PM_{2.5}$ in SRA 35.
3 LSTs are based on sensitive receptors within 1,000 feet (305 meters) for NO_x, CO, PM_{10}, and $PM_{2.5}$ in SRA 35.
4 LSTs are based on sensitive receptors within 82 feet (25 meters) for NO_x, CO, PM_{10}, and $PM_{2.5}$ in SRA 35.
5 Operational LSTs are based on a 5-acre site and sensitive receptors within 100 feet (30 meters) in SRA 35. The nearest onsite receptors would be the future residences in PA 12 of the FCSP.
6 Operational LSTs are based on a 5-acre site and sensitive receptors within 800 feet (244 meters) for NO_x and CO and 1,900 feet (579 meters) for PM_{10} and $PM_{2.5}$ in SRA 35. Offsite receptors are receptors outside of the FCSP plan area.
7 Operational LSTs are based on a 5-acre site and sensitive receptors within 300 feet (91 meters) in SRA 35. The nearest onsite receptors would be the future residences in PA 17 of the FCSP.
8 Operational LSTs are based on a 5-acre site and sensitive receptors within 1,300 feet (396 meters) for NO_x and CO and 2,000 feet (610 meters) for PM_{10} and $PM_{2.5}$ in SRA 35. Offsite receptors are receptors outside of the FCSP plan area.

Health Risk

Whenever a project would require use of chemical compounds that have been identified in South Coast AQMD Rule 1401, placed on CARB's air toxics list pursuant to AB 1807, or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the South Coast AQMD. Table 5.3-8, *South Coast AQMD Toxic Air Contaminants Incremental Risk Thresholds*, lists the TAC incremental risk thresholds for operation of a project. The type of land uses that typically generate substantial quantities of criteria air pollutants and TACs from operations include industrial (stationary sources) and warehousing (truck idling) land uses (CARB 2005). School uses do not emit substantial quantities of TACs; thus these thresholds are typically applied to new industrial projects only. These thresholds are applied to the Proposed Project's construction due to the scope and nature of the Proposed Project. Additionally, the purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project (*California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478)).

Table 5.3-8 South Coast AQMD Toxic Air Contaminants Incremental Risk Thresholds

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

Source: South Coast AQMD 2023a.

Draft Operational Cumulative Health Risk Thresholds

South Coast AQMD initiated a Working Group to identify cumulative health risk thresholds for development projects in order to address community concerns of health risk impacts of new projects being developed in areas where there is a higher pollution burden. The cumulative health risk threshold methodology first utilizes a screening approach to identify whether projects can qualitatively address cumulative health risk or quantitatively address health risk:

- **Low Cancer Risk Project Types**: Residential, commercial, recreational, educational, and retail.
- **Medium Cancer Risk Project Types**: Truck yards, gas stations, small industrial projects, and linear projects.
- **High Cancer Risk Project Types**. Industrial, major transportation projects (airports, port, railyard, bus/train station), and major planning projects.

For projects with low and medium cancer risks, no quantitative analysis is required. For projects that result in potentially high cancer risk impacts, such as the Proposed Project, a quantitative analysis is recommended. Additionally, the project-level health risk threshold of 10 in a million is adjusted based on the underlying health risk of the zip code the project is in, based on South Coast AQMD's MATES V mapping. MATES V identifies a gradient of the effects of air pollution on cancer risk in the South Coast AQMD region, which is then used

to adjust the project-level cancer risk levels, as shown in Table 5.3-9, *MATES V–Adjusted Cumulative Significant Cancer Risk Thresholds*.

Table 5.3-9 MATES V–Adjusted Cumulative Significant Cancer Risk Thresholds

Threshold Increment	MATES V Cancer Risk	Adjusted Cumulative Cancer Risk Threshold
A	Most Stringent	≥ 1 in 1 million
B	>90th Percentile	≥ 3 in 1 million
C	90th Percentile to 50th Percentile	≥ 5 in 1 million
D	50th Percentile to 30th Percentile	≥ 7 in 1 million
E	< 30th Percentile	≥ 10 in 1 million

Source: South Coast AQMD 2023b.

The plan area is in a zip code that includes receptors within the 32nd percentile of MATES V (South Coast AQMD 2023b), resulting in a baseline cumulative risk threshold of 7 in a million cancer risk. However, South Coast AQMD has identified that the thresholds in Table 5.3-9 should be adjusted if any of the following criteria apply:

- **Criteria #1, Post-2018 High Volume Diesel-Fueled Mobile Sources.** If there are post-2018 high-volume highways or railroad mainlines, then increase the threshold increment by 1 (e.g., from step "D" to "C"). While I-10 transects the plan area, truck travel on this freeway was considered in MATES V.

- **Criteria #2, Post-2018 Projects with High Volume Diesel Fueled Trucks.** Post-2018 projects are not accounted for in MATES V. Therefore, if new warehousing projects along the truck route have been constructed, then increase the threshold increment by 1 (e.g., from D to C). The City of Calimesa has plans to update its Mesa Verde Specific Plan, which would result in more truck activity as the update would involve permitting warehousing uses. The Mesa Verde Specific Plan is a large planning area south of the FCSP and is situated at the border of the City of Yucaipa and City of Calimesa. Therefore, the baseline cumulative risk of 7 in a million cancer is adjusted by one increment to 5 in a million cumulative cancer risk to reflect this criterion.

- **Criteria #3, Sensitive Receptor Population.** If the project site is in an AB 617 community or within the 80th percentile of CES 4.0, then increase the threshold increment by 1 (e.g., from D to C). The project site is not within the 80th percentile CES 4.0 or within an AB 617 community; therefore, this criterion is not applicable.

Based on the plan area being within the 32nd percentile of MATES V and in consideration of the potential update of the City of Calimesa Mesa Verde Specific Plan to create a more conservative analysis, the adjusted cumulative cancer risk threshold for the Proposed Project is:

- **Cumulative Risk Threshold = ≥ 5 in a million cancer risk**

This cumulative risk threshold is applied to the operational phases for the Pacific Oaks Commerce Center project and the Proposed Project in addition to the combined construction plus operational risk of the Pacific Oaks Commerce Center. Because South Coast AQMD only recommends applying this threshold to the operational phase emissions, construction cancer risks for the Pacific Oaks Commerce Center project are evaluated to a 10 in million cancer risk threshold.

5.3.3 Plans, Programs, and Policies

The FCSP Update does not include specific goals, design standards, or design guidelines related to air quality.

5.3.4 Environmental Impacts

5.3.4.1 2008 CERTIFIED EIR

The 2008 Certified EIR identified the following impacts for air quality:

- **Regional Operational Emissions.** The 2008 Certified EIR identified that implementation of the Approved Project would generate criteria air pollutants that exceed the South Coast AQMD thresholds for operational activities, resulting in significant and unavoidable operational phase impacts.
- **Regional Construction Emissions.** Construction emissions were not quantified due to the programmatic nature of the Specific Plan. Though mitigation measures were incorporated, the 2008 Certified EIR identified significant and unavoidable construction phase impacts associated with the Approved Project.
- **AQMP Consistency.** The 2008 Certified EIR identified that the Approved Project would be consistent with relevant and applicable policies of the South Coast AQMD 2007 AQMP.
- **CO Hotspots.** Localized CO hotspots were not quantified. Therefore, localized impacts associated with vehicle traffic were identified as a potentially significant impact in the 2008 Certified EIR.
- **Localized Operational Air Quality/Health Risk.** The 2008 Certified EIR identified that land uses surrounding the Specific Plan were vacant or light agricultural uses and not densely populated by sensitive receptors. Therefore, operation of the Approved Project would not result in substantial concentrations of air pollutants proximate to sensitive receptors.
- **Localized Construction Air Quality/Health Risk.** The 2008 Certified EIR identified that land uses surrounding the Specific Plan were vacant or light agricultural uses and not densely populated by sensitive receptors and that construction activities for individual developments would be short term (less than one year) and would occur during normal working hours. Therefore, construction of the Approved Project would not result in substantial concentrations of air pollutants proximate to sensitive receptors.
- **Odors.** The 2008 Certified EIR identified that development of the residential and commercial land uses would not result in objectionable odors. Additionally, the wastewater treatment plan, which was within the Specific Plan boundary of the Approved Project, would operate under permit conditions that ensure that

odors are controlled, and complaints are monitored. Therefore, odor-related impacts of the Approved Project are less than significant.

5.3.4.2 PROPOSED PROJECT

Methodology

This air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with future development that would be accommodated by the Proposed Project. South Coast AQMD's CEQA Air Quality Handbook (Handbook) and updates on its website are intended to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts. The Handbook provides standards, methodologies, and procedures for conducting air quality analyses in EIRs and were used in this analysis.

Regional air pollutant emissions are calculated using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod compiles an emissions inventory of construction (fugitive dust, off-gas emissions, on-road emissions, and off-road emissions), area sources, indirect emissions from energy use, mobile sources, indirect emissions from waste disposal (annual only), and indirect emissions from water/wastewater (annual only). Following is a summary of the assumptions used for the Proposed Project analysis.

Pacific Oaks Commerce Center Construction

The Pacific Oaks Commerce Center project is proposed to be constructed in three subphases starting in summer 2024. Phase 1 would include the mass grading of the entire area and the construction of Building 1. Phase 2 would include the construction and paving of the road for access. Phase 3 would be the construction of Building 2. Overall development is proposed to take a minimum of two years, with initial occupancy assumed as early as fall 2026. Specific assumptions include those shown in Table 5.3-10, *Pacific Oaks Commerce Center Phasing and Equipment*:

Table 5.3-10 Pacific Oaks Commerce Center Phasing and Equipment

Subphase	Months	Duration	Preliminary Off-Road Equipment Use
POCC Phase 1			
Site Preparation/Mass Grading	June–Nov 2024	5 Months	• Crawler Tractors (3) • Off Highway Tractors (3) • Dozers (2) • Scrapers (14)
Utility Trenching	Nov 2024	1 Month	• Crane (1) • Crawler Tractors (2) • Off Highway Tractors (1) • Grader (1) • Excavator (2) • Rubber Tired Loader (1) • Scrapers (1)

Table 5.3-10 Pacific Oaks Commerce Center Phasing and Equipment

Subphase	Months	Duration	Preliminary Off-Road Equipment Use
Building 1 Construction	Nov 2024–Aug2025	10 Months	• Rough Terrain Forklift (2) • Mobile Crane (1) • Cranes (2)
Building 1 Paving	May–June 2025	1 Week	• Grader (1) • Paving Machine (1) • Vibratory Roller (1)
Building 1 Finishing/Landscaping	June–August 2025	2 Months	• Backhoe (1) • Loader (1) • Skip Loader (1)
POCC Phase 2			
Wildwood Canyon Road Construction	June–Dec 2024	6 Months	• Crawler Tractors (1) • Excavators (3) • Signal Boards (2) • Graders (1) • Rollers (1) • Rubber Tired Loaders (1) • Scrapers (2) • Air Compressors (1) • Generator Sets (1) • Plate Compactors (1) • Pumps (1) • Rough Terrain Forklifts (1) • Tractor/Loader Backhoes (2) • Pavers (1) • Paving Equipment (1)
POCC Phase 3			
Building 2 and Trailer Parking Construction	Dec 2025– Aug 2026	7 Months	• Rought Terrain Forklifts (2) • Mobile Crane (1) • Cranes (2)
Building 2 Paving	May 2026	1 Week	• Grader (1) • Paving Machine (1) • Vibratory Roller (1)
Building 3 Finishing/Landscaping	May–July 2026	2 Months	• Backhoe (1) • Loader (1) • Skip Loader (1)

Notes: POCC = Pacific Oaks Commerce Center

To provide a conservative analysis of the overall impacts of the Proposed Project, modeling is based on a conservative scenario. Construction of the Pacific Oaks Commerce Center project is the most intensive phase of development. Therefore, construction associated with the Pacific Oaks Commerce Center project represents the maximum daily emissions associated with the Proposed Project.

Pacific Oaks Commerce Center Construction Health Risk Assessment

A construction health risk assessment (HRA) was conducted for TACs associated with construction equipment exhaust for the Pacific Oaks Commerce Center project-level analysis. Sources evaluated in the HRA include off-road construction equipment and heavy-duty diesel trucks along the truck haul route. Modeling is based on the EPA's AERMOD, v. 11.2, air dispersion modeling program and the latest HRA guidance from the Office of Environmental Health Hazard Assessment to estimate excess lifetime cancer risks and chronic noncancer hazard indices at the nearest maximum exposed off-site sensitive receptors (OEHHA 2015).

DPM emissions were based on the CalEEMod construction model runs using annual exhaust PM_{10} construction emissions presented in pounds (lbs.) per day. Average daily emission rates from construction equipment used were determined by dividing the annual average emissions for each construction year by the number of construction days per year for each calendar year of construction. The off-site hauling emission rates were adjusted to evaluate localized emissions from the 0.62-mile haul route from the project site to the freeway.

Air dispersion modeling using the US EPA's AERMOD program was conducted to assess the impact of emitted compounds on sensitive receptors. The model is a steady-state Gaussian plume model and is an approved model by South Coast AQMD for estimating ground-level impacts from point and fugitive sources in simple and complex terrain. Meteorological data from the South Coast AQMD for the nearest representative meteorological station (Redlands Monitoring Station) with the five latest available years (2012 to 2016) of record were used to represent local weather conditions and prevailing winds.

A unit emission rate of 1 gram per second was used for all modeling runs. The unit emission rates were proportioned over the poly-area sources (i.e., area source) for on-site construction emissions and divided between the volume sources for off-site hauling emissions. The maximum modeled concentrations at each sensitive receptor were then multiplied by the construction emission rates to obtain the maximum concentrations at the maximum exposed individual resident (MEIR). The calculated total cancer risk conservatively assumes that the risk for the MEIR consists of a pregnant woman in the third trimester that subsequently gives birth to an infant during the construction period spanning from 2024 to 2026; therefore, all calculated risk values were multiplied by a factor of 10. In addition, it was conservatively assumed that the residents were outdoors 8 hours a day, 260 construction days per year, and exposed to all of the daily construction emissions.

Specific Plan Construction

Overall buildout of the FCSP could occur over 15 to 20 years or longer depending on market conditions and demand. The development phases may be concurrent or successive. However, for purposes of this analysis, construction for each of Phases 2 through 7 are modeled to start in June 2024, which is the start of construction for the Pacific Oaks Commerce Center project; and therefore, modeling is very conservative. Construction activities and equipment mix are based on CalEEMod defaults. Overall duration and construction schedule for each development phase are based on CalEEMod defaults adjusted to a 20-year buildout time frame. The general schedule and duration for each phase are:

- **Phase 2:** June 2024 to June 2029 (5 years)
- **Phase 3:** June 2024 to December 2025 (1.5 years)
- **Phase 4:** June 2024 to December 2027 (3.6 years)
- **Phase 5:** June 2024 to March 2029 (4.8 years)
- **Phase 6:** June 2024 to September 2026 (2.3 years)
- **Phase 7:** June 2024 to November 2026 (2.4 years)

In general, a start year of 2024 results in a conservative estimate of construction emissions for Phases 2 through 7 because no specific developments are or have been proposed for these phases.

Operational Phase

- **Transportation.** The primary source of mobile criteria air pollutant emissions is tailpipe exhaust emissions from the combustion of fuel (i.e., gasoline and diesel). For particulate matter, brake and tire wear and fugitive dust are created by vehicles traveling on roadways. Transportation criteria pollutant emissions assumed a year 2045 for the Specific Plan Buildout and year 2026 for the Pacific Oaks Commerce Center project. Trips generated are based on the trip generation provided in the Traffic Impact Analysis without passenger car equivalents (PCE) (see the Traffic Impact Analysis in Appendix P). Modeling of truck trip lengths are based on an average trip length of 39.9 miles per trip, which is derived from the SCAG's Heavy-Duty Truck Regional Travel Demand model and represents the average Class 8 truck trip distance within the SoCAB (South Coast AQMD 2021c). For nontruck vehicles (e.g., passenger vehicles), default CalEEMod trip lengths were utilized.

- **Area Sources.** Area sources generated from use of consumer products and cleaning supplies are based on CalEEMod default emission rates and on the assumed building and land use square footages. For fireplaces, it is assumed that single-family detached homes are equipped with electric fireplaces per Mitigation Measure AQ-3 of the 2008 Certified EIR.

- **Refrigerant Use.** VOC emissions from refrigerant use are based on CalEEMod default emission rates.

- **Off-Road Equipment.** Up to 246 diesel-powered forklifts and 8 yard trucks are anticipated at buildout for the Pacific Oaks Commerce Center Project and 479 diesel-powered forklifts and 15 yard trucks for the Proposed Project. The yard trucks would consist of diesel-powered units that would operate for 8 hours per day and 365 days per year. For opening year 2026, diesel-powered forklift and yard truck emissions are based on calendar year 2026 OFFROAD2021 (version 1.0.5) emission factors for a 175-horsepower industrial forklift and 175-horsepower port yard tractor, respectively. Buildout year emissions are based on calendar year 2045 emissions data.

- **Transport Refrigeration Units.** Emissions from TRUs assume that 25 percent of the business park square footage for BP 1 to 5 may accommodate warehouses with cold storage. Based on the trip generation without PCEs (see Appendix C), buildout of the Pacific Oaks Commerce Center would generate 385 trucks with TRUs, and buildout of the Specific Plan would generate 640 trucks with TRUs per day. TRUs are

assumed to idle 90 minutes per unit (CARB 2000). Emission rates are based on Instate Truck TRU and Instate Trailer TRU emission rates from OFFROAD2021 (v. 1.0.5) for years 2026 and 2045.

- **Energy.** CalEEMod 2022.1 default energy (i.e., natural gas) rates for nonresidential land uses are based on the California Energy Commission's 2018-2030 Uncalibrated Commercial Sector Forecast (commercial forecast), which was compiled in 2019. Use of the CalEEMod default energy rates results in conservative estimates compared to the recently adopted 2022 Building Energy Efficiency Standards because the commercial forecast is based on the energy demand per square foot of building space, land use subtype, and end use for the year 2019. It is anticipated new buildings under the 2022 Standards would generally result in lower electricity use. For the Pacific Oaks Commerce Center warehouses, the buildings are modeled to be all-electric without natural gas connections per the Applicant.

Operational Health Risk Assessment

An operational HRA for TACs associated with diesel exhaust was conducted for the Proposed Project and for the Pacific Oaks Commerce Center. Sources evaluated in the HRA include heavy-duty diesel trucks, TRUs, and offroad cargo handling equipment. Modeling is based on the EPA's AERMOD (v. 11.2) air dispersion modeling program and the latest HRA guidance from the Office of Environmental Health Hazard Assessment to estimate excess lifetime cancer risks and chronic noncancer hazard indices at the nearest maximum exposed off-site sensitive receptors (OEHHA 2015). DPM emissions for on-site truck travel and idling are based on EMFAC2021 (v1.0.2) PM_{10} exhaust emissions for diesel heavy-heavy duty trucks and medium-heavy duty trucks. For off-road equipment and TRUs, DPM emissions are based on OFFROAD2021 (v1.0.5) PM_{10} emissions data.

The EPA AERMOD air dispersion modeling program and CARB's Hotspots Analysis and Reporting Program (HARP2) Risk Assessment Standalone Tool were used to estimate excess lifetime cancer risks and chronic noncancer hazard indices at the MEIR (CARB 2022).

A unit emission rate of 1 gram per second was used for all modeling runs. For the Pacific Oaks Commerce Center warehouses and the Countyline Road Warehouse, the on-site operational emissions from truck travel, forklifts, and yard trucks were modeled as poly-area sources (i.e., area source), and truck and TRU idling at the loading docks was modeled as point sources. For the remaining FCSP BP areas with no current site plans for warehousing, on-site truck travel, forklifts, yard trucks, truck idling, and TRU idling are modeled as poly-area sources. The off-site truck travel emissions were modeled as adjacent volume sources for surface streets (Live Oak Canyon Avenue, Wildwood Canyon Road, County Line Lane, and County Line Road). A 50-meter by 50-meter receptor grid was used for residential receptors as well as discrete receptors and scattered residences in proximity to the FCSP area. The maximum modeled concentrations at each sensitive receptor were then multiplied by the construction emission rates to obtain the maximum concentrations at the MEIR.

It should be noted that potential temporary seasonal habitation receptors (i.e., farmworkers at the pumpkin patch) could be located along the east side of Live Oak Canyon Road and near the plan area. Seasonal receptors would be exposed for shorter durations of both construction and operation compared to the MEIR. For instance, residential exposures to project emissions are assumed to occur 24 hours per day, 350 days per year, whereas seasonal habitation exposures are typically determined over much lower exposure parameters. An

example of a seasonal exposure frequency would be 8 hours per day, 90 days per year (or approximately 3 months out of the year). Since there are existing permanent residences in similar proximity to seasonal habitation receptors along Live Oak Canyon Road, and the exposure parameters for permanent residents are much greater than seasonal receptors, the health risks from residential receptors will be higher than those from the seasonal receptors. Therefore, the health risks at seasonal locations were not included for this evaluation.

Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.3-1: The Proposed Project could conflict with the South Coast AQMD's Air Quality Management Plan. [Threshold AQ-1]

The 2008 Certified EIR identified that the Approved Project would be consistent with relevant and applicable policies of the South Coast AQMD 2007 AQMP. Since the 2008 EIR was certified, South Coast AQMD has adopted the 2022 AQMP.

FCSP Buildout

South Coast AQMD is directly responsible for reducing emissions from area, stationary, and mobile sources in the SoCAB to achieve the National and California AAQS and has responded to this requirement by preparing an AQMP. Since the 2008 EIR was certified, the South Coast AQMD Governing Board adopted the 2022 AQMP, which is a regional and multiagency effort (South Coast AQMD, CARB, SCAG, and EPA).

A consistency determination with the AQMP plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in the AQMP.

The two principal criteria for conformance with an AQMP are:

1. Whether the project would exceed the assumptions in the AQMP.

2. Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timeline attainment of air quality standards.

SCAG is South Coast AQMD's partner in the preparation of the AQMP, providing the latest economic and demographic forecasts and developing transportation measures. Regional population, housing, and employment projects developed by SCAG are based, in part, on general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP.

Criteria 1: Consistency with Regional Growth Assumptions

Section 15206(b) of the CEQA Guidelines states that a proposed project is of statewide, regional, or area-wide significance if the project would involve a net increase of over 500,000 square feet of business establishment.

The Proposed Project is a project of statewide, regional, or area-wide significance. Table 5.3-11, *Comparison of Population and Employment Forecast*, compares the population and employment growth forecast under the Proposed Project to the Approved Project. The table shows that the Proposed Project would result in less VMT and less VMT per resident and employee (i.e., service population [SP]). As a result, the Proposed Project would not substantially affect the forecast growth assumptions for the region or City. Furthermore, the residential growth is consistent with the City's recent 2021-2029 Housing Element. Thus, implementation of the Proposed Project would not have the potential to substantially affect demographic projections beyond what is accounted for in the current 2022 AQMP. Therefore, the Proposed Project would be consistent with the AQMP under the first criterion.

Table 5.3-11 Comparison of Population and Employment Forecast

Scenario	Approved Project	Proposed Project	Change from Approved Project	Percent Change
Population	6,754	6,823	69	1%
Employment	2,999	2,682	(317)	(11%)
Service Population (SP)[1]	9,753	9,505	(248)	(3%)
Daily VMT[2]	375,758	307,972	(67,786)	(18%)
VMT/SP	38.5	32.4	(6.1)	(16%)

Notes:
[1] Service population (SP) consists of the aggregate of total employees and population within the plan area.
[2] Source: Translutions 2023b (see Appendix O). See Section 5.17, *Transportation*, of this Draft SEIR.

Consistency with Regional Emissions Forecasts

The SoCAB is designated nonattainment for O_3 and $PM_{2.5}$ under the California and National AAQS,[11] nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2023a). Long-term emissions generated by the Proposed Project would include criteria air pollutants that exceed the South Coast AQMD significance thresholds. Consequently, buildout of the Proposed Project could substantially contribute to an increase in frequency or severity of air quality violations or delay attainment of the AAQS and would potentially conflict with the AQMP under the second criterion. However, implementation of the Proposed Project would result in a net decrease in operation-related criteria air pollutant emissions compared to the Approved Project (see Impact 5.3-3). Consequently, the Proposed Project would not result in new impacts or a substantial increase in magnitude of impacts compared to the Approved Project.

[11] The SoCAB is pending a resignation request from nonattainment to attainment for the 24-hour federal $PM_{2.5}$ standards. The 2021 $PM_{2.5}$ Redesignation Request and Maintenance Plan demonstrates that the South Coast meets the requirements of the CAA to allow the EPA to redesignate the SoCAB to attainment for the 65 $\mu g/m^3$ and 35 $\mu g/m^3$ 24-hour $PM_{2.5}$ standards. CARB will submit the 2021 $PM_{2.5}$ Redesignation Request to the EPA as a revision to the California SIP (CARB 2021).

Summary

Therefore, overall, the Proposed Project, like the Approved Project, would be considered potentially inconsistent with the AQMP. However, the Proposed Project would not result in new impacts or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Potentially significant.

Pacific Oaks Commerce Center

Impacts for the Pacific Oaks Commerce Center project are embodied in the emissions tables below under Impact 5.3-2 and Impact 5.3-3. Similar to that of the Proposed Project, buildout of the Pacific Oaks Commerce Center project could result in emissions that exceed the South Coast AQMD thresholds and potentially conflict with the assumption of the AQMP. However, the Pacific Oaks Commerce Center Project would not result in new significant impacts or a substantial increase in significant impacts compared to the Approved Project.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.3-2: Construction activities associated with the Proposed Project would generate short-term emissions that exceed South Coast AQMD's significance thresholds and would cumulatively contribute to the nonattainment designations of the SoCAB. [Thresholds AQ-2]

Construction emissions were not quantified due to the programmatic nature of the Specific Plan. Though mitigation measures were incorporated, the 2008 Certified EIR identified significant and unavoidable construction phase impacts associated with the Approved Project.

FCSP Buildout

Construction activities produce combustion emissions from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Construction of the Proposed Project would generate criteria air pollutants associated with construction equipment exhaust and fugitive dust from site preparation, rough grading, fine grading, utilities trenching, building construction, paving, architectural coating, and finishing and landscaping as well as off-site improvements and sewer and storm drain construction. Air pollutant emissions from construction activities on-site would vary daily as construction activity levels change. A conservative estimate of maximum daily construction emissions associated with the Proposed Project, including the Pacific Oak Commerce Center project, are provided in Table 5.3-12, *FCSP Maximum Daily Regional Construction Emissions.* Mitigation measures identified for the Approved Project would be applicable to the Proposed Project. For this program-level review it is not possible to forecast the exact timing of each individual development project. Therefore, the maximum daily emissions construction estimate is based on the most intensive construction phase, which is the development of the Pacific Oaks Commerce Center because it involves the largest area of disturbance. In addition, there is potential for other development phases to overlap, such as the approved Countyline Warehouse project. Thus, this table provides a conservative estimate of the maximum daily emissions that could be generated by the Proposed Project.

Table 5.3-12 FCSP Maximum Daily Regional Construction Emissions

Construction Phase	Pollutants (lbs./day)[1]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Pacific Oaks Commerce Center[2]						
Year 2024 – Pacific Oaks Commerce Center	**80**	**1,127**	**836**	1	106	48
Year 2025 – Pacific Oaks Commerce Center	**147**	32	70	<1	10	3
Year 2026 – Pacific Oaks Commerce Center	**103**	17	42	3	7	3
South Coast AQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	**Yes**	**Yes**	**Yes**	No	No	No
Countyline Warehouse						
Year 2024 – Countyline Warehouse[3]	5	51	30	<1	11	6
Year 2025 – Countyline Warehouse[3]	64	19	26	<1	4	2
Worst-Case Estimate of FCSP Overlapping Phases (Phase 1)						
Pacific Oaks Commerce Center + Countyline Warehouse	210	1,177	866	3	116	54
South Coast AQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	**Yes**	**Yes**	**Yes**	No	No	No
Other Phase Average Daily Emissions[4]						
Phase 2 – Maximum Daily Emissions	**164**	36	76	<1	12	6
Phase 3 – Maximum Daily Emissions	67	36	35	<1	11	6
Phase 4 – Maximum Daily Emissions	**190**	36	44	<1	11	6
Phase 5 – Maximum Daily Emissions	**120**	36	75	<1	12	6
Phase 6 – Maximum Daily Emissions	**143**	36	35	<1	11	6
Phase 7 – Maximum Daily Emissions	**218**	37	42	<1	12	6
Maximum Other Phase Daily Construction Emissions						
Maximum Daily Emissions	**218**	37	76	<1	12	6
South Coast AQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	**Yes**	No	No	No	No	No

Source: CalEEMod Version 2022.1. Highest winter or summer emissions are reported. (See Appendix C)

1 Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, and street sweeping with Rule 1186–compliant sweepers.

2 Based on the preliminary information provided by the Applicant. Where specific information regarding Proposed Project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.

3 From Table AQ-3 of the Addendum to the Yucaipa Freeway Corridor Specific Plan EIR: Yucaipa Countyline Warehouse Project (Yucaipa 2022). Because construction of the Countyline Warehouse project has not yet commenced, construction of the Pacific Oaks Commerce Center and the Countyline Warehouse is assumed to overlap.

4 Other phases based on CalEEMod Defaults.

The SoCAB is designated nonattainment for O_3 and $PM_{2.5}$ under the California and National AAQS, nonattainment for PM_{10} under the California AAQS,[12] and nonattainment for lead (Los Angeles County only) under the National AAQS. According to South Coast AQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values would not add significantly to a cumulative impact (South Coast AQMD 1993). As shown in Table 5.3-12, the maximum daily emissions for SO_2, PM_{10}, and $PM_{2.5}$ from construction-related activities would be less than their respective South Coast AQMD regional

12 Portions of the SoCAB along SR-60 in Los Angeles, Riverside, and San Bernardino Counties are proposed as nonattainment for NO_2 under the California AAQS.

significance threshold values. However, construction of the Proposed Project would generate maximum daily VOC, NOx, and CO emissions that would exceed the respective South Coast AQMD regional construction thresholds. Therefore, short-term air quality impacts from construction activities related to the Proposed Project would be potentially significant.

Overall, it is anticipated that both the Approved Project and Proposed Project would result in similar construction-related effects and impacts because they would be similar in size (i.e., area graded) and development scope. The Certified EIR identified a significant impact for construction emissions associated with the Approved Project but did not quantify the maximum daily emissions. Because regional construction emissions were identified as a significant unavoidable impact of the Approved Project, the Proposed Project would not result in new impacts or a substantial increase in magnitude of construction-related air quality impacts compared to the Approved Project.

Level of Significance Before Mitigation: Potentially significant.

Pacific Oaks Commerce Center

As shown in Table 5.3-12, construction activities associated with the Pacific Oaks Commerce Center would generate maximum daily emissions that exceed the South Coast regional significance thresholds for VOC, NO_X, and CO. The primary source of NO_X and CO would be operation of off-road equipment during the grading and land forming of the overall 238-acre area. The primary sources of VOCs would be from paints used during architectural coating, followed by operation of equipment and construction vendor and worker vehicle trips. Overall, the short-term impacts from construction activities associated with Pacific Oaks Commerce Center would be potentially significant. Additionally, similar to the overall Proposed Project, the Pacific Oaks Commerce Center could contribute to an increase in health effects in the basin until the attainment standards are met in the SoCAB. As identified above, these impacts are significant; however, the Proposed Project would not result in new impacts or a substantial increase in magnitude of construction-related air quality impacts compared to the Approved Project.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.3-3: Operational activities associated with the Proposed Project would generate long-term emissions that exceed South Coast AQMD's significance thresholds that cumulatively contribute to the nonattainment designations of the SoCAB. [Thresholds AQ-2]

The 2008 Certified EIR identified that implementation of the Approved Project would generate criteria air pollutants that exceed the South Coast AQMD thresholds for operational activities, resulting in significant and unavoidable operational phase impacts.

FCSP Buildout

Like the Approved Project, the Proposed Project would generate criteria air pollutant emissions from on-road mobile sources (passenger vehicles and trucks), refrigerant use, area sources (e.g., landscaping equipment, architectural coating) and energy (i.e., natural gas used for heating and cooking). Unlike the Approved Project,

the Proposed Project would also generate emissions from TRUs and offroad cargo handling equipment associated with the warehousing uses.

Table 5.3-13, *FCSP Maximum Daily Regional Operation Emissions,* provides a conservative estimate of the maximum daily operations emissions associated with the Proposed Project and the net change in maximum daily emissions from its implementation compared to the Approved Project. As shown in this table, as a standalone, implementation of the Proposed Project would exceed the South Coast AQMD regional significance thresholds for VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ and cumulatively contribute to the nonattainment designations of the SoCAB. However, compared to the Approved Project, the Proposed Project would result in an overall net decrease in long-term emissions for all criteria air pollutants. Therefore, the Proposed Project would not result in new significant impacts or a substantial increase in significant impacts compared to the Approved Project.

Table 5.3-13 FCSP Maximum Daily Regional Operation Emissions

Source	Maximum Daily Emissions (lbs/Day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Approved Project						
Mobile[1]	449	528	6,361	21	2,294	588
Area	254	3	339	<1	<1	<1
Energy	2	31	19	<1	2	2
Total	**705**	**559**	**6,719**	21	**2,296**	**591**
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	No	**Yes**	**Yes**
Proposed Project						
Mobile (Passenger)[1,2]	194	219	2,715	9	974	250
Mobile (Truck)[1,2]	2	119	45	1	75	21
Area	246	3	362	<1	<1	<1
Energy	1	25	16	<1	2	2
Off-Road Equipment[3,4]	37	55	734	1	4	3
Transport Refrigeration Units[5,6]	23	22	3	<1	<1	<1
Total	**504**	**440**	**3,874**	11	**1,055**	**277**
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	No	**Yes**	**Yes**
Net Change						
Approved Project Maximum Daily Emissions	705	559	6,719	21	2,296	591
Proposed Project Maximum Daily Emissions	504	440	3,874	11	1,055	277
Net Change	(201)	(119)	(2,845)	(10)	(1,242)	(314)

Table 5.3-13 FCSP Maximum Daily Regional Operation Emissions

Source	Maximum Daily Emissions (lbs/Day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Incremental Increase Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2022.1. Highest winter or summer emissions are reported. (see Appendix C)
Notes: lbs = Pounds; () = negative value; HHDT = heavy heavy-duty trucks; MHDT = medium heavy-duty trucks
[1] Based on calendar year 2045 CalEEMod default vehicle emissions data.
[2] Vehicle fleet mix for the Proposed Project based on default CalEEMod vehicle fleet mix adjusted to vehicle fleet mix provided identified in the Traffic Impact Analysis for the proposed warehousing (Translutions 2023b; see Appendix P).
[3] Based on calendar year 2045 emission rates for a 175-horsepower industrial forklift and 175-horsepower industrial yard goat from OFFROAD2021, Version 1.0.5.
[4] Based on 479 diesel-powered forklifts and 15 diesel-powered yard trucks operating for eight hours per day.
[5] Based on 640 trucks with TRUs per day and 90 mins of idling per TRU per day.
[6] Based on calendar year 2045 Instate Trailer TRU emission rates for HHDT and Instate Truck TRU emissions rates for MHDT obtained from OFFROAD2021, Version 1.0.5.

Overlapping Construction and Operational Emissions

Full implementation of the Proposed Project could occur 20 years or longer depending on market demand. Thus, its implementation could result in the simultaneous operation and construction of land uses. Table 5.3-14, *Overlapping Construction and Operational Phase Emissions*, shows the potential maximum daily emissions from overlap of construction (post-Phase 1) and operation-related (buildout) activities. The table shows the potential maximum daily emissions from an overlap of the worst-case maximum daily emissions from construction activities during Phases 2 through 7 and the worst-case maximum daily emissions under full buildout conditions of the Proposed Project. Overall, it is anticipated that construction emissions between the Proposed and Approved Projects would be similar, and thus the construction phase emissions shown in the table are representative for both. Because the Proposed Project would be implemented in place of the Approved Project, the total combined Approved Project maximum daily emissions are subtracted from the total combined Proposed Project maximum daily emissions. As shown, there would be a net decrease in emissions when compared to the Approved Project. Therefore, the Proposed Project would not result in new significant impacts or a substantial increase in significant impacts compared to the Approved Project.

Table 5.3-14 Overlapping Construction and Operational Phase Emissions

Source	Maximum Daily Emissions (lbs/Day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Phase	218	37	76	<1	12	6
Proposed Project Operational Phase	504	440	3,874	11	1,055	277
Total Combined Maximum Daily	722	477	3,950	12	1,067	283
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	Yes	Yes	Yes	No	Yes	Yes
Construction Phase	218	37	76	<1	12	6
Approved Project Operational Phase	705	559	6,719	21	2,296	591
Total Combined Maximum Daily	923	596	6,795	22	2,308	597
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	Yes	Yes	Yes	No	Yes	Yes

Table 5.3-14 Overlapping Construction and Operational Phase Emissions

Source	Maximum Daily Emissions (lbs/Day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Net Difference Maximum Daily	(201)	(119)	(2,845)	(10)	(1,242)	(314)
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2022.1. Highest winter or summer emissions are reported. (see Appendix C)
Note: lbs = Pounds.

Level of Significance Before Mitigation: Potentially significant.

Pacific Oaks Commerce Center

Table 5.3-15, *Pacific Oaks Commerce Center Maximum Daily Regional Operation Emissions*, shows the maximum daily criteria air pollutant emission generated from operation of the Pacific Oaks Commerce Center under opening year 2026 conditions. As shown in the table, long-term emissions of VOC, NO_X, and CO would exceed the respective South Coast AQMD regional significance thresholds; therefore, the Pacific Oaks Commerce Center project would cumulatively contribute to the nonattainment designations of the SoCAB. The primary sources of VOC would be from area sources (e.g., use of paints and cleaning products) followed by operation of off-road equipment (e.g., forklifts) and mobile sources (i.e., vehicle trips). These sources would also be the primary sources of NO_X and CO. However, the Pacific Oaks Commerce Center is encompassed within the greater FCSP, and as shown in Table 5.3-14, the overall FCSP would result in a net decrease in criteria air pollutant emissions compared to the Approved Project. Therefore, the Pacific Oaks Commerce Center would not result in new significant impacts or a substantial increase in significant impacts compared to the Approved Project.

Table 5.3-15 Pacific Oaks Commerce Center Maximum Daily Regional Operation Emissions

Source	Maximum Daily Emissions (lbs/Day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile (Passenger)[1]	11	11	153	<1	35	9
Mobile (Truck)[1]	3	162	75	2	55	16
Area	64	1	59	<1	<1	<1
Energy[2]	0	0	0	0	0	0
Off-Road Equipment[3,4]	23	152	370	1	7	6
Transport Refrigeration Units[3,5]	16	15	2	<1	<1	<1
Total	**117**	**340**	**688**	3	97	32
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	No	No	No

Source: CalEEMod Version 2022.1. Highest winter or summer emissions are reported. (see Appendix C)
Notes: lbs = Pounds.
1 Based on calendar year 2026 CalEEMod vehicle emissions data. Vehicle fleet mix based on default CalEEMod vehicle fleet mix adjusted to vehicle fleet mix identified in the Traffic Impact Analysis for the proposed warehousing (Translutions 2023b; see Appendix P).
2 The proposed buildings would not be connected to natural gas per the project applicant.
3 Based on calendar year 2026 emission rates for a 175-horsepower industrial forklift and 175-horsepower industrial yard goat from OFFROAD2021, Version 1.0.5.
4 Based on 246 diesel-powered forklifts and 8 diesel-powered yard trucks operating for eight hours per day.
5 Based on 184 trucks with TRUs per day and 90 mins of idling per TRU per day.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.3-4: Construction of the Proposed Project could expose sensitive receptors to substantial pollutant concentrations of toxic air contaminants. [Threshold AQ-3]

The 2008 Certified EIR identified that land uses surrounding the Specific Plan were vacant or light agricultural uses and not densely populated by sensitive receptors and that construction activities for individual development would be short term (less than one year) and would occur during normal working hours. Therefore, construction of the Approved Project would not result in substantial concentrations of air pollutants proximate to sensitive receptors.

FCSP Buildout

This impact analysis describes changes in localized impacts from short-term construction. The Proposed Project could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevated levels. Unlike the mass of emissions shown in the regional emissions analysis shown in Tables 5.3-12, which are described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or $\mu g/m^3$) and can be correlated to potential health effects.

Construction-Phase Localized Significance Thresholds

Construction activities under the Proposed Project would also temporarily increase localized concentrations of criteria air pollutants. A discussion of health impacts associated with criteria air pollutant emissions generated by construction activities is in Section 5.3.1.1, *Air Pollutants of Concern*. Construction activities associated with the Proposed Project would occur over the buildout horizon of the Specific Plan, causing short-term emissions of criteria air pollutants. Information regarding specific development projects, soil types, and the locations of receptors would be needed to quantify localized impacts associated with construction activity.

Due to the scale of development activity associated with buildout of the Proposed Project, localized emissions could exceed the South Coast AQMD localized significance thresholds. While no specific development projects have been proposed for Phases 2 through 7, construction details associated with the Pacific Oaks Commerce Center project are known. The Pacific Oaks Commerce Center project represents the worst-case scenario for maximum daily construction emissions and magnitude of impacts for the FCSP due to the construction intensity required for its development (e.g., grading of 238 acres with 14 scrapers) and proximity to sensitive receptors (i.e., 82 feet or 25 meters). Thus, the Pacific Oaks Commerce Center project is the most intensive construction of the Proposed Project and sensitive receptors are within 82 feet (25 meters) of construction activities. Therefore, the Pacific Oaks Commerce Center project analysis reflects the worst-case scenario for air quality impacts of the Proposed Project.

Based on the construction LST analysis prepared for the Pacific Oaks Commerce Center Project (see Table 5.3-17), construction activities would not generate emissions resulting in concentrations that would exceed the construction LSTs. The Certified EIR did not quantify localized construction emissions impacts. Compared to the Approved Project, the Proposed Project would have similar impacts as the Approved Project because the Proposed Project would disturb approximately the same portions of the Plan Area and would no longer result

in redevelopment of the pumpkin patch. Additionally, the Proposed Project would generally require a similar mix of off-road construction equipment for ground disturbing activities. Given this, the amount of localized emissions generated from such equipment would be similar between the Approved Project and the Proposed Project . Therefore, overall, the Proposed Project would not result in new significant impacts or a substantial increase in significant impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Construction-Phase Toxic Air Contaminants

Future construction of individual development projects accommodated under the FCSP would temporarily elevate concentrations of TACs and DPM in the vicinity of sensitive land uses. Since the details regarding future construction are not known at this time, quantification of health risk levels is not applicable for the program-level analysis of the FCSP. The 2008 Certified EIR did not provide a construction-related health risk analysis. As stated in the construction LST discussion, above, while no specific development projects are proposed for Phase 2 through 7, the Pacific Oaks Commerce Center project is proposed as part of the Phase 1 development and is used to gauge potential construction-related health risk impacts of individual future development projects within the FCSP because this project is the most intensive construction of the Proposed Project and sensitive receptors are within 82 feet (25-meters) of construction activities. Therefore, the Pacific Oaks Commerce Center project analysis reflects the worst-case scenario for air quality impacts of the Proposed Project.

Based on the construction health risk analysis prepared for the Pacific Oaks Commerce Center Project (see Table 5.3-18), construction activities would not generate emissions resulting in health risk levels that would exceed the health risk significance thresholds; with mitigation health risk would be substantial below the thresholds (see Table 5.3-29). However, while future individual development projects may not exceed the health risk significance thresholds on their own, because health risk effects are additive by nature, the construction activities associated with development of all the land uses accommodated under the FCSP could result in combined risk levels that exceed the thresholds. Thus, out of an abundance of caution, construction-related health risks from buildout of the FCSP would be conservatively identified as potentially significant. As stated, it is anticipated that both the Approved Project and Proposed Project would result in similar construction-related effects and impacts of both would be similar in size and development scope. Therefore, overall, the Proposed Project would not result in new significant impacts or a substantial increase in significant impacts compared to the Approved Project.

Level of Significance Before Mitigation: Potentially significant.

Pacific Oaks Commerce Center

Construction-Phase Localized Significance Thresholds

Screening-level LSTs (pounds per day) are the amount of project-related mass emissions at which localized concentrations (ppm or $\mu g/m^3$) could exceed the AAQS for criteria air pollutants for which the SoCAB is designated nonattainment. They are based on the acreage disturbed and distance to the nearest sensitive

receptor. Screening-level LSTs are based on the proposed project site size and distance to the nearest sensitive receptor. Thresholds are based on the California AAQS, which are the most stringent, established to provide a margin of safety in the protection of the public's health and welfare. They are designed to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Table 5.3-16, *Pacific Oaks Commerce Center Maximum Daily On-Site Localized Construction Emissions,* shows the maximum daily construction emissions (pounds per day) generated during on-site construction activities compared with the South Coast AQMD's screening-level LSTs.

The on-site PM_{10} and $PM_{2.5}$ emissions shown represent the total on-site particulate matter emissions from vehicle exhaust and fugitive dust. On-site NO_X and CO emissions are from off-road equipment exhaust. As shown in the table, maximum daily construction emissions would not exceed the South Coast AQMD screening-level LSTs for CO. However, construction activities would exceed the screening-level LSTs for NO_X, PM_{10}, and $PM_{2.5}$.

Table 5.3-16 Pacific Oaks Commerce Center Maximum Daily On-Site Localized Construction Emissions

Construction Phase	Pollutants (pounds per day)[1, 2]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Year 2024				
Building 1 Building Construction and Wildwood Canyon Road Asphalt Paving Overlap	29	53	8.65	2.76
Building 1 Building Construction	21	41	7.96	2.33
1.00-Acre or Less LST[4]	372	7,325	95.66	36.38
Exceeds LST?	No	No	No	No
POCC Site Utility Trenching, Building 1 Building Construction, and Wildwood Canyon Road Asphalt Paving Overlap	49	41	2.04	1.88
4.00-Acre LST[3]	237	1,774	11.66	7.67
Exceeds LST?	No	No	No	No
POCC Site Site Preparation and Wildwood Canyon Road Grubbing/Land Clearing Overlap	**799**	557	**72.21**	**36.69**
POCC Site Site Preparation and Wildwood Canyon Road Grading/Excavation Overlap	**826**	584	**73.65**	**37.81**
POCC Site Rough Grading and Wildwood Canyong Road Grading/Excavation Overlap	**826**	584	**75.69**	**38.12**
POCC Site Rough Grading and Wildwood Canyon Road Drainage/Utilities/Sub-Base Overlap	**822**	578	**75.15**	**37.78**
POCC Site Rough Grading, Wildwood Canyon Road Drainage/Utilities/Sub-Base Overlap, and Building 1 Building Construction Overlap	**862**	608	**76.79**	**39.29**
POCC Site Rough Grading, Wildwood Canyon Road Drainage/Utilities/Sub-Base Overlap, POCC Site Utility Trenching, and Building 1 Building Construction Overlap	**891**	630	**77.95**	**40.36**
5.00-Acre LST[3]	270	2,075	13.99	9.00
Exceeds LST?	**Yes**	No	**Yes**	**Yes**

Table 5.3-16 Pacific Oaks Commerce Center Maximum Daily On-Site Localized Construction Emissions

Construction Phase	Pollutants (pounds per day)[1, 2]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Year 2025				
Building 1 Building Construction	10	9	0.41	0.38
Building 1 Building Construction & Building 1 Architectural Coating Overlap	11	10	0.44	0.40
Building 1 Building Construction, Building 1 Architectural Coating, and Building 1 Paving Overlap	18	18	0.71	0.66
Building 1 Building Construction and Building 1 Architectural Coating Overlap	11	10	0.44	0.40
1.00-Acre or Less LST[4]	372	7,325	95.66	36.38
Exceeds LST?	No	No	No	No
Building 2 Building Construction	10	9	0.41	0.38
1.00-Acre or Less LST[5]	445	11,063	130.21	56.04
Exceeds LST?	No	No	No	No
Building 1 Building Construction, Building 1 Architectural Coating, and Building 1 Finishing/Landscaping Overlap	15	16	0.61	0.56
1.50-Acre LST[4]	393	7,871	102.78	38.62
Exceeds LST?	No	No	No	No
Building 1 Building Construction, Building 1 Architectural Coating, Building 1 Paving, and Building 1 Finishing/Landscaping Overlap	22	24	0.88	0.81
2.00-Acre LST[4]	414	8,418	106.90	40.87
Exceeds LST?	No	No	No	No
Year 2026				
Building 2 Building Construction	9	9	0.37	0.34
Building 2 Building Construction and Building 2 Architectural Coating Overlap	2	2	0.94	0.93
Building 2 Building Construction, Building 2 Architectural Coating, and Building 2 Paving Overlap	8	10	1.17	1.15
1.00-Acre or Less LST[5]	445	11,063	130.21	56.04
Exceeds LST?	No	No	No	No
Wildwood Canyon Final Paving – Asphalt Paving	7	11	0.30	0.28
Wildwood Canyon Final Paving – Asphalt Paving Wildwood Canyon Road Final Paving -- Architectural Coating	8	12	0.32	0.30
1.00-Acre or Less LST[6]	191	1,931	123.20	51.67
Exceeds LST?	No	No	No	No
Building 2 Building Construction, Building 2 Architectural Coating, and Building 2 Finishing/Landscaping Overlap	6	9	1.09	1.08
1.50-Acre LST[5]	464	11,674	134.56	58.74
Exceeds LST?	No	No	No	No

Sources: CalEEMod Version 2022.1, and South Coast AQMD 2008 and 2011. Highest winter or summer emissions are reported. (see Appendix C)

1 In accordance with South Coast AQMD methodology, only on-site stationary sources and mobile equipment occurring on the project site are included in the analysis.

2 Based on information provided or verified by the Applicant. Where specific information regarding project-related construction activities or processes was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by the South Coast AQMD. Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, and street sweeping with Rule 1186–compliant sweepers.

3 LSTs are based on sensitive receptors within 82 feet (25 meters) for NO_x, CO, PM_{10}, and $PM_{2.5}$ in SRA 35.

4 LSTs are based on sensitive receptors within 775 feet (236 meters) for NO_x, CO, PM_{10}, and $PM_{2.5}$ in SRA 35.

Table 5.3-16 Pacific Oaks Commerce Center Maximum Daily On-Site Localized Construction Emissions

Construction Phase	Pollutants (pounds per day)[1, 2]			
	NO_X	CO	PM_{10}	$PM_{2.5}$

[5] LSTs are based on sensitive receptors within 1,000 feet (305 meters) for NO_x, CO, PM_{10}, and $PM_{2.5}$ in SRA 35.
[6] LSTs are based on sensitive receptors within 275 feet (86 meters) for NO_x and CO and 950 feet (290 meters) for PM_{10} and $PM_{2.5}$ in SRA 35. These two distances represent residences at 950 feet, which are assumed to be exposed to construction emissions 24 hours a day, and employees of nearby businesses at 275 feet, who would not be exposed to construction emissions for most of the day.

In accordance with South Coast AQMD methodology, because the Proposed Project would result in construction activities that generate on-site emissions exceeding the NO_X, PM_{10}, and $PM_{2.5}$ screening-level LSTs, dispersion modeling was conducted using AERMOD (v. 11.2) air dispersion modeling program. Figure 5.3-2, *Construction Modeling: Source and Receptor Locations*, shows the construction area and sources considered in addition to the nearby sensitive receptors. The calculated concentration levels associated with the construction activities that would not generate on-site emissions exceeding the screening-level LSTs are shown in Table 5.3-17, *Pacific Oaks Commerce Center Construction LSTs*.

Table 5.3-17 Pacific Oaks Commerce Center Construction LSTs

Construction Scenario	1-Hour Concentrations	Annual Arithmetic Mean Concentration		24-Hour Concentrations		Annual Average Concentration
	NO_X (ppm)	State NO_X (ppm)	Federal NO_X (ppm)	PM_{10} (µg/m³)	$PM_{2.5}$ (µg/m³)	PM_{10} (µg/m³)
Maximum Exposed Individual Resident						
Site Preparation and Wildwood Canyon Road Grubbing/Land Clearing Overlap	0.073	0.008	0.008	4.98	2.53	0.46
Site Preparation and Wildwood Canyon Road Grading/Excavation Overlap	0.074	0.008	0.008	5.08	2.61	0.46
Rough Grading and Wildwood Canyong Road Grading/Excavation Overlap	0.074	0.008	0.008	5.22	2.63	0.48
Rough Grading and Wildwood Canyon Road Drainage/Utilities/Sub-Base Overlap	0.074	0.008	0.008	5.18	2.60	0.47
Rough Grading, Wildwood Canyon Road Drainage/Utilities/Sub-Base Overlap, and Building 1 Building Construction Overlap	0.075	0.008	0.008	5.29	2.71	0.48
Rough Grading, Wildwood Canyon Road Drainage/Utilities/Sub-Base Overlap, Utility Trenching, and Building 1 Building Construction Overlap	0.075	0.008	0.008	5.37	2.78	0.49
South Coast AQMD LST Significance Thresholds	**0.18**	**0.03**	**0.0534**	**10.4**	**10.4**	**1.0**
Exceeds Threshold?	No	No	No	No	No	No

Source: AERMOD Version 11.2. (Appendix D)

As shown in the table above, project-related construction activities would not generate emissions that would exceed the South Coast AQMD LSTs. Thus, construction activities associated with the Pacific Oaks Commerce Center project would not generate emissions that expose receptors to substantial concentrations of criteria air

pollutants, and impacts are considered less than significant. Therefore, the Pacific Oaks Commerce Center would not result in new significant impacts or a substantial increase in significant impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Construction Phase Toxic Air Contaminants

The Proposed Project would elevate concentrations of TACs (i.e., DPM) in the vicinity of sensitive land uses during temporary construction activities that would use offroad equipment operating on-site, and at different levels depending on the type of activity. A site-specific construction HRA of TACs was prepared to quantify potential health risk emissions during construction (see Appendix D). The results of the analysis are shown in Table 5.3-18, *Pacific Oaks Commerce Center Construction Risk Summary,* and demonstrate that there would be no exceedance of identified thresholds.

Table 5.3-18 Pacific Oaks Commerce Center Construction Health Risk Summary

Receptor	Cancer Risk (per million)	Chronic Hazards
Maximum Exposed Individual Resident	9.4	0.033
South Coast AQMD Threshold	10	1.0
Exceeds Threshold?	**No**	**No**

Source: Appendix D, Health Risk Assessment.

The results of the HRA are based on the maximum receptor concentration over the entire construction exposure duration for receptors.

- Cancer risk for the MEIR from construction activities would be 9.4 in a million, which would not exceed the 10 in a million significance threshold. (See also Table 5.3-29 with mitigation for construction plus operational impacts addressed under Impact 5.3-5.)
- For noncarcinogenic effects, the chronic hazard index identified for each toxicological endpoint totaled less than one for all the sensitive receptors. Therefore, chronic noncarcinogenic hazards are less than significant.

Because cancer risks for the MEIR would not exceed South Coast AQMD significance threshold, construction activities associated with the Pacific Oaks Commerce Center are less than significant. Therefore, the Pacific Oaks Commerce Center would not result in new significant impacts or a substantial increase in significant impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.3-5: Operation of the Proposed Project would expose sensitive receptors to substantial pollutant concentrations of criteria air pollutants and toxic air contaminants. [Threshold AQ-3]

The 2008 Certified EIR identified that land uses surrounding the Specific Plan were vacant or light agricultural uses and not densely populated by sensitive receptors. Therefore, operation of the Approved Project would not result in substantial concentrations of air pollutants proximate to sensitive receptors. Additionally, localized impacts associated with vehicle traffic were identified as a potentially significant impact in the 2008 Certified EIR.

FCSP Buildout

This impact analysis describes changes in localized impacts from long-term operation. The Proposed Project could expose sensitive receptors to elevated pollutant concentrations during operation-phase activities if it would cause or contribute significantly to elevated pollutant levels. Unlike the mass of emissions shown in the regional emissions analysis in Table 5.3-13, which is described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or $\mu g/m^3$) and can be correlated to potential health effects.

Operational Phase LSTs

The screening-level LSTs are the amount of project-related stationary and area sources of emissions at which localized concentrations (ppm or $\mu g/m^3$) would exceed the ambient air quality standards for criteria air pollutants for which the SoCAB is designated a nonattainment area. Land uses that have the potential to generate substantial stationary sources of emissions or would require a permit from South Coast AQMD include industrial land uses, such as chemical processing, and warehousing operations, where substantial truck idling could occur on-site. On-site emissions include truck maneuvering and idling, TRUs, and diesel-powered forklifts and yard trucks.

Overall, as shown in Table 5.3-13, compared to the Approved Project, implementation of the Proposed Project would result in a net decrease in long-term emissions for all criteria air pollutants—VOCs, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$. However, because the Proposed Project would introduce warehousing to the types of land uses accommodated under the FCSP, it could result in exposing nearby sensitive receptors to substantial pollutant concentrations of criteria air pollutants. Per the LST methodology, information regarding specific development projects and the locations of receptors would be needed to quantify the localized operation-related impacts of future development projects. Thus, for areas designated BP, where warehousing would be permitted but no specific design or project has been proposed, an LST analysis specific to each of these areas has not been prepared. Based on the screening-level LST analysis prepared for the Pacific Oaks Commerce Center warehouses (see Table 5.3-20), operation of a warehouse could potentially exceed the screening-level LST for $PM_{2.5}$. Therefore, localized impacts from the operation of warehousing uses accommodated under the FCSP would be potentially significant, and the Proposed Project could result in a new impact compared to the Approved Project. However, the area associated with the Pacific Oaks Commerce Center represents the larger BP-designated areas, and any other warehouses built within the Proposed Project would therefore be smaller in scale.

Level of Significance Before Mitigation: Potentially significant.

Operational Phase Toxic Air Contaminants

When a project generates emissions near sensitive receptors, South Coast AQMD requires an analysis of TACs to ensure that the project does not expose sensitive receptors to substantial pollutant concentrations. Land uses that generate more than 100 truck trips per day have the potential to substantially increase TAC concentrations and health risks at off-site sensitive land uses within 1,000 feet of the facility (CARB 2005).

An operational HRA was prepared for the Proposed Project and is provided in Appendix D. Operation of the warehousing uses permitted in the BP-designated areas of the FCSP could generate DPM emissions from diesel truck activity (truck maneuvering and idling), TRUs, and diesel-fueled off-road equipment (i.e., forklifts and yard trucks) in proximity to the nearby off-site sensitive receptors outside of the FCSP planning area. For the operational HRA, all forklifts and yard trucks were assumed to be diesel fueled. Typically, industrial warehousing projects utilize nondiesel-fueled forklifts such as propane, natural gas or electric forklifts. Therefore, the operational HRA presents a very conservative estimate of potential health risks to the surrounding community. Figure 5.3-3, *Operational Modeling: Full Buildout*, shows the receptors considered for the analysis. The results of the operational HRA are in Table 5.3-19*, Proposed Project Operational Health Risk Assessment Results*.

Table 5.3-19 Proposed Project Operational Health Risk Assessment Results

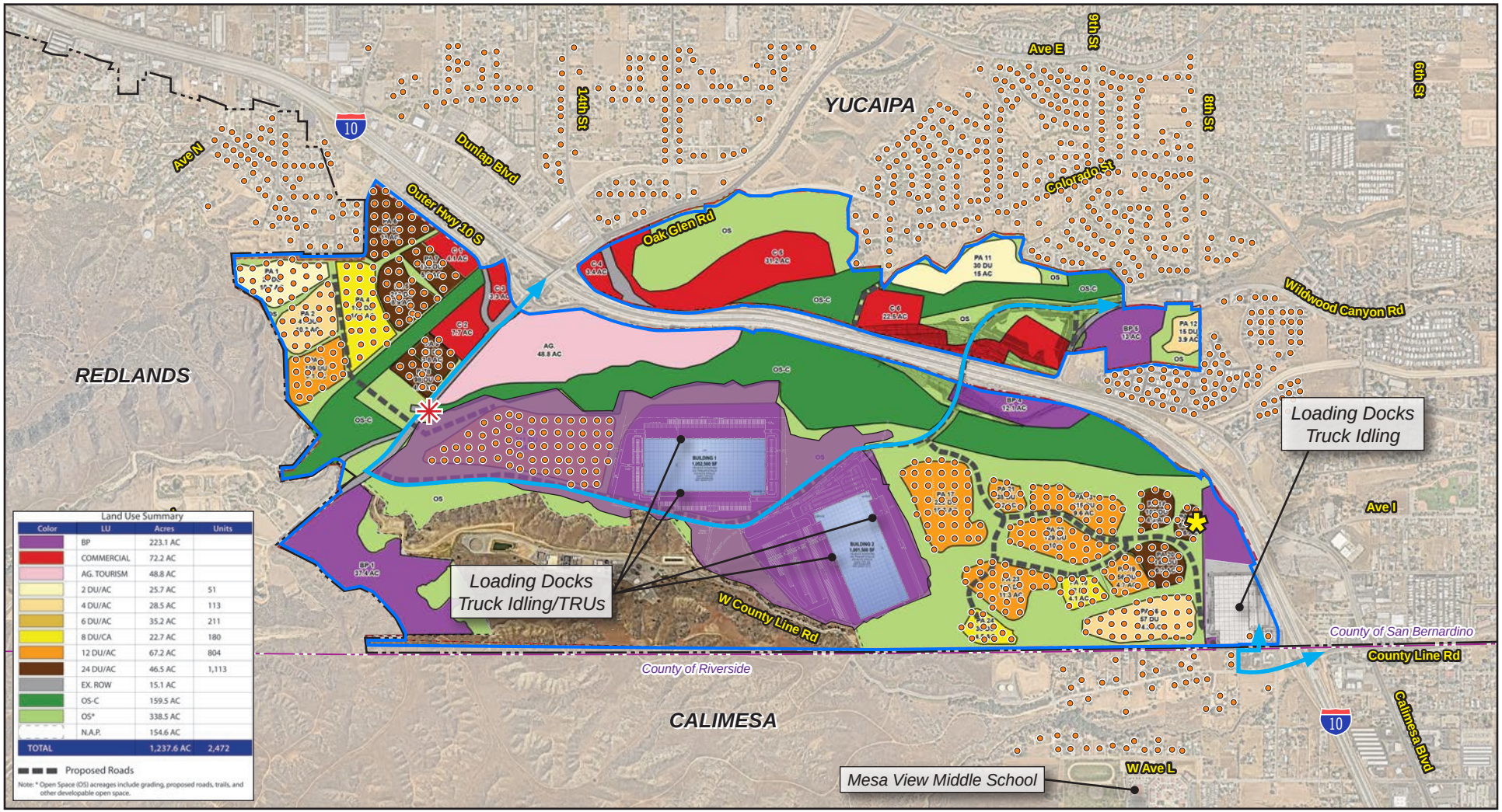
Receptor	Cancer Risk (per million)	Chronic Hazard Index
Maximum Exposed Individual Resident	156.5	0.036
Current South Coast AQMD Project Threshold	10	1.0
Draft South Coast AQMD Cumulative Threshold	5	1.0
Exceeds Threshold?	**Yes**	**No**

Sources: Appendix D, Health Risk Assessment.

As shown in the table, carcinogenic risks of 156.5 in a million would substantially exceed the adjusted cumulative significance threshold value of 5 in a million for the MEIR in the vicinity of the plan area without mitigation. For noncarcinogenic effects, the chronic hazard index identified for each toxicological endpoint totaled less than one for all sensitive receptors. Thus, chronic noncarcinogenic hazards are below the significance threshold. However, because the Proposed Project would exceed the cancer risk significance threshold, operation-related health risk impacts would be potentially significant. Warehousing land uses is the primary land use type with which health risks would be associated. The Proposed Project would substantially increase the amount of land designated as BP compared to the Approved Project. In addition, health risk associated with DPM was not identified as a potentially significant impact in the Certified EIR. Therefore, the Proposed Project would result in new significant impacts or a substantial increase in significant impacts compared to the Approved Project.

Level of Significance Before Mitigation: Potentially significant.

Figure 5.3-3 - Operational Modeling – Full Buildout



Source: Aerial: Nearmap 2022.

5. Environmental Analysis
AIR QUALITY

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Carbon Monoxide Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the State one-hour standard of 20 ppm or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse in the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. Hot spots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. The SoCAB has been designated in attainment of both the National and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—to generate a significant CO impact (BAAQMD 2023). Overall, the Proposed Project could generate up to 4,973 peak hour trips (PM peak hour) (Translutions 2023a). Per the traffic analysis prepared for the Proposed Project, development of the Proposed Project under buildout year conditions with and without the Wildwood Canyon Road Interchange would not result in peak hour volumes at intersections in the traffic study area that would produce the volume of traffic required (i.e., 24,000 to 44,000 peak hour vehicle trips) to generate a CO hotspot (Translutions 2023a, Figures 25 and 27).

Additionally, compared to the Approved Project, the Proposed Project would result in a net reduction of 3,004 AM peak hour trips and 6,113 PM peak hour trips (Translutions 2023a). Therefore, implementation of the Proposed Project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the project area. The Proposed Project would not result in new impacts or a substantial increase in severity of impacts compared to the Approved Project. Impacts would be less than significant**.**

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

Operational Phase LSTs

The Pacific Oaks Commerce Center warehousing project would be the type of land use that has the potential to generate substantial on-site criteria air pollutant emissions. On-site emissions include truck maneuvering and idling, TRUs, and diesel-powered forklifts and yard trucks. Table 5.3-20, *Pacific Oaks Commerce Center Localized On-Site Operational Emissions*, show localized maximum daily operational emissions. As shown in the tables, on-site project-related operational emissions for Building 2 would not exceed the screening-level LSTs. However, Building 1 operations would generate on-site emissions that exceed the $PM_{2.5}$ screening-level LSTs. Therefore, localized criteria air pollutant emissions impacts from project-related operations would be potentially significant, and the Pacific Oaks Commerce Center project could result in a new impact compared to the Approved Project.

5. Environmental Analysis
AIR QUALITY

Table 5.3-20 Pacific Oaks Commerce Center Localized On-Site Operational Emissions

Source	Pollutants (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Building 1 (BP 2)				
Onsite Truck Travel[1,2]	2	1	0.67	0.20
Area Sources	<1	46	0.08	0.06
Truck Idling[3]	6	6	0.005	0.005
Off-Road Equipment[4,5]	76	185	3.25	2.99
Transport Refrigeration Units[6,7]	7	1	0.14	0.13
Total Maximum Daily Onsite Operation Emissions	92	239	4.15	**3.39**
South Coast AQMD Screening-Level LST: On-Site[8]	277	2,254	5.53	3.00
Exceeds Screening-Level LST?	No	No	No	**Yes**
Total Maximum Daily Onsite Operation Emissions	92	239	4.15	3.39
South Coast AQMD Screening-Level LST: Off-Site[9]	529	11,763	70.97	40.33
Exceeds Screening-Level LST?	No	No	No	No
Building 2 and Trailer Parking (BP 3)				
On-Site Truck Travel[1,10]	6	3	2.10	0.61
Area Sources	<1	46	0.08	0.06
Truck Idling[3]	20	18	0.02	0.02
Off-Road Equipment[4,11]	72	177	3.11	2.86
Transport Refrigeration Units[7,12]	7	1	0.14	0.13
Total Maximum Daily Onsite Operation Emissions	105	244	5.43	3.66
South Coast AQMD Screening-Level LST: On-Site[13]	365	4,444	15.14	4.66
Exceeds Screening-Level LST?	No	No	No	No
Total Maximum Daily On-Site Operation Emissions	105	244	5.43	3.66
South Coast AQMD Screening-Level LST: Off-Site[14]	677	21,215	74.42	42.77
Exceeds Screening-Level LST?	No	No	No	No

Sources: CalEEMod Version 2022.1; South Coast AQMD 2008; Appendix C.

Notes: In accordance with South Coast AQMD methodology, only on-site stationary sources and mobile equipment on the project site are included in the analysis. HHDT = heavy heavy-duty trucks; MHDT = medium heavy-duty trucks

1 Based on calendar year 2026 CalEEMod vehicle emissions data.

2 Based on the proportion of distance traveled on-site compared to the overall distance traveled. It is anticipated that each truck would travel approximately two miles on-site on average.

3 Based on calendar year 2026 emissions data for the MHDT and HHDT vehicle categories obtained from EMFAC2021 Version 1.0.2.

4 Based on calendar year 2026 emission rates for a 175-horsepower industrial forklift and 175-horsepower industrial yard goat from OFFROAD2021, Version 1.0.5.

5 Based on 126 diesel-powered forklifts and 4 diesel-powered yard trucks at the facility operating for eight hours per day.

6 Based on 99 trucks with TRUs per day and 90 mins of idling per TRU per day.

7 Based on calendar year 2026 Instate Trailer TRU emission rates for HHDT and Instate Truck TRU emissions rates for MHDT obtained from OFFROAD2021, Version 1.0.5.

8 Operational LSTs are based on a 5-acre site and sensitive receptors within 100 feet (30 meters) in SRA 35. The nearest on-site receptors would be the future residences in PA 12 of the FCSP.

9 Operational LSTs are based on a 5-acre site and sensitive receptors within 800 feet (244 meters) for NO_x and CO and 1,900 feet (579 meters) for PM_{10} and $PM_{2.5}$ in SRA 35. Off-site receptors are receptors outside of the FCSP plan area.

10 Based on the proportion of distance traveled on-site compared to the overall distance traveled. It is anticipated that each truck would travel approximately 2.8 miles on-site on average.

11 Based on 120 diesel-powered forklifts and 4 diesel-powered yard trucks at the facility operating for eight hours per day.

12 Based on 94 trucks with TRUs per day and 90 mins of idling per TRU per day.

13 Operational LSTs are based on a 5-acre site and sensitive receptors within 300 feet (91 meters) in SRA 35. The nearest on-site receptors would be the future residences in PA 17 of the FCSP.

14 Operational LSTs are based on a 5-acre site and sensitive receptors within 1,300 feet (396 meters) for NO_x and CO and 2,000 feet (610 meters) for PM_{10} and $PM_{2.5}$ in SRA 35. Off-site receptors are receptors outside of the FCSP plan area.

Level of Significance Before Mitigation: Potentially significant.

Operational Phase Toxic Air Contaminants

An operational HRA was prepared for the Pacific Oaks Commerce Center project and is provided in Appendix D. Operation of the Pacific Oaks Commerce Center project would generate DPM emissions from diesel truck activity (truck maneuvering and idling), TRUs, and diesel-fueled off-road equipment (i.e., forklifts and yard trucks) in proximity to the same sensitive receptors evaluated in the construction HRA. For the operational HRA, all forklifts and yard trucks were assumed to be diesel fueled. As stated, industrial warehousing projects typically utilize non-diesel-fueled forklifts such as propane, natural gas, or electric forklifts. Therefore, the operational HRA presents a very conservative estimate of potential health risks to the surrounding community. Figure 5.3-4, *Operational Modeling: Pacific Oaks Commerce Center*, shows the area considered for the analysis and surrounding receptors. The results of the operational HRA are in Table 5.3-21*, Pacific Oaks Commerce Center Operational Health Risk Assessment Results*.

Table 5.3-21 Pacific Oaks Commerce Center Operational Health Risk Assessment Results

Receptor	Cancer Risk (per million)	Chronic Hazard Index
Maximum Exposed Individual Resident	**131.4**	0.03
Current South Coast AQMD Project Thresholds	10	1.0
Draft South Coast AQMD Cumulative Threshold	5	1.0
Exceeds Threshold?	**Yes**	No

Source: Appendix D, Health Risk Assessment.

As shown in the table, without mitigation, the cancer risk of 131.4 in a million would substantially exceed the adjusted cumulative significance threshold value of 5 in a million for the MEIR in vicinity of the project site. For noncarcinogenic effects, the chronic hazard index identified for each toxicological endpoint totaled less than one for all sensitive receptors. Thus, chronic noncarcinogenic hazards are below the significance threshold. However, because cancer risk would exceed the cancer risk significance threshold, operation-related health risk impacts from operation of the Pacific Oaks Commerce Center project would be potentially significant. The warehousing land uses proposed by the Pacific Oaks Commerce Center project would be a new land use type that was not in the Approved Project. Thus, because health risk would primarily be attributed to the sources typically associated with warehousing, such as off-road cargo handling equipment, a high number of diesel-powered heavy-duty transport trucks traveling and idling on-site, and operation of TRUs on-site, this would be a new type of impact. Therefore, the Pacific Oaks Commerce Center project would result in new significant impacts or a substantial increase in significant impacts compared to the Approved Project.

Level of Significance Before Mitigation: Potentially significant.

Combined Construction Phase and Operational Phase Toxic Air Contaminants

Sensitive receptors proximate to the project site would be exposed to elevated levels of air pollutants during construction activities and subsequent operational activities. The combined health risks from project-related construction and operational activities for the maximum exposed receptors can be determined in several ways. The most conservative calculation for combining health risks is to sum the highest predicted construction and operational health risks for each receptor type. The sum of the health risks for the MEIR are shown in Table 5.3-22, *Pacific Oaks Commerce Center Operation Plus Construction Health Risk Results*; the total chronic hazard index would be less than one, and noncarcinogenic risk impacts would be less than significant. However, total cancer risks from project-related construction and operational activities would be 140.8 in a million without mitigation, which would substantially exceed the adjusted cumulative threshold value of 5 per million. Thus, the Pacific Oaks Commerce Center project would pose a significant health risk impact to nearby sensitive receptors from construction and subsequent operational activities. Therefore, the Pacific Oaks Commerce Center would result in new impacts or a substantial increase in severity of impacts compared to the Approved Project.

Table 5.3-22 Pacific Oaks Commerce Center Operation Plus Construction Health Risk Results

Receptor	Cancer Risk (per million)	Chronic Hazard Index
Maximum Exposed Individual Resident – Construction	9.4	0.033
Maximum Exposed Individual Resident – Operation	131.4	0.030
Combined Total	**140.8**	0.063
South Coast AQMD Threshold	5	1.0
Exceeds Threshold?	**Yes**	No

Sources: Appendix D, Health Risk Assessment.

Level of Significance Before Mitigation: Potentially significant.

Carbon Monoxide Hotspots

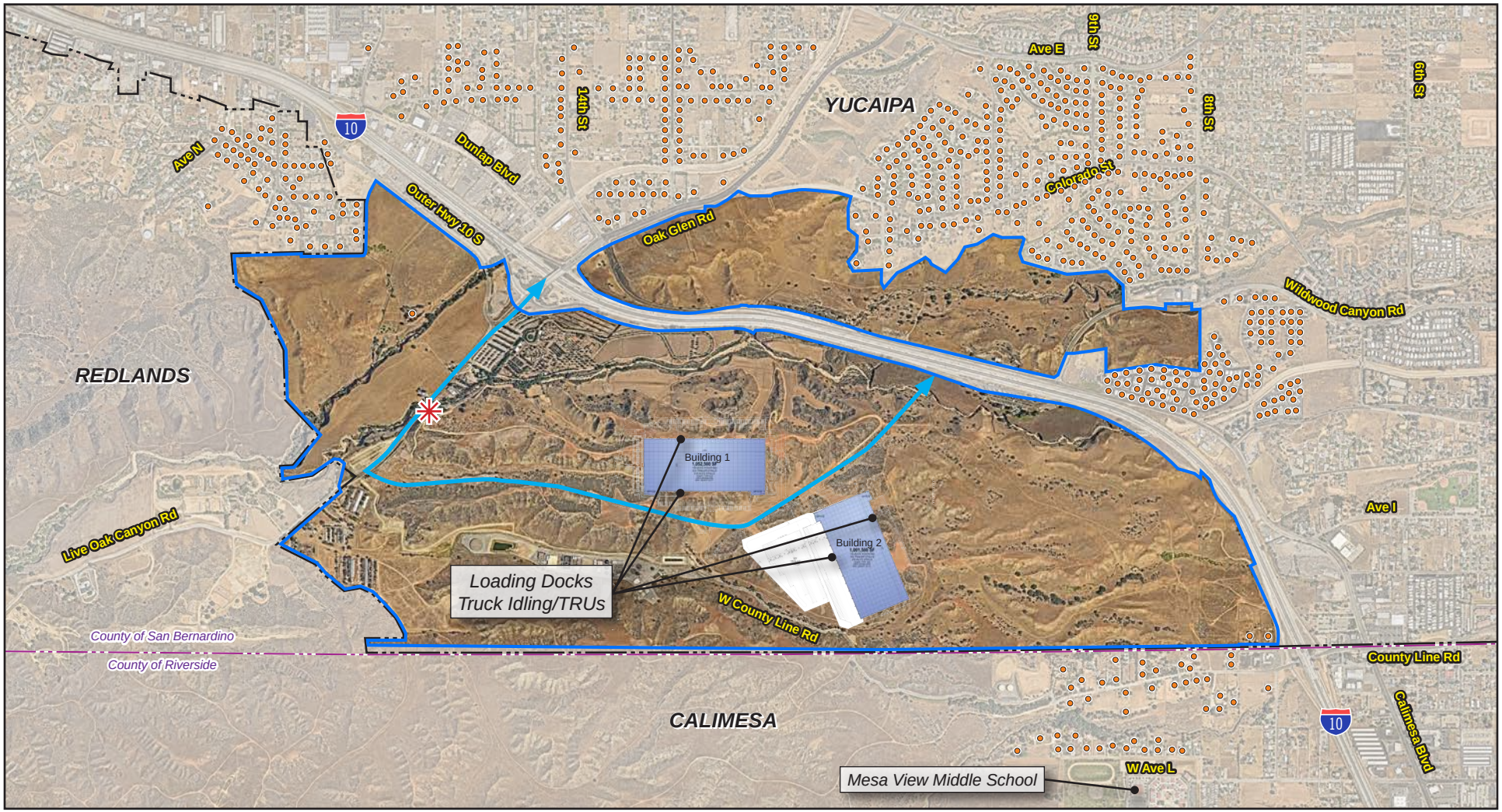
CO hotspots of the Pacific Oaks Commerce Center project are the same as the Proposed Project. Therefore, the Pacific Oaks Commerce Center project would not result in new impacts or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.3-6: The Proposed Project would not result in other emissions that would adversely affect a substantial number of people. [Threshold AQ-4]

The 2008 Certified EIR identified that development of the residential and commercial land uses would not result in objectionable odors.

Figure 5.3-4 - Operational Modeling – Pacific Oaks Commerce Center



Source: Aerial: Nearmap 2022.

5. Environmental Analysis
AIR QUALITY

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FCSP Buildout

The threshold for odor is if a project creates an odor nuisance pursuant to South Coast AQMD Rule 402, Nuisance, which states:

> A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Construction

During construction activities, construction equipment exhaust and application of asphalt and architectural coatings would generate odors. Any construction-related odor emissions would be temporary and intermittent. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reached any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of odor-producing materials. Therefore, impacts associated with construction-generated odors are considered less than significant.

Operation

The type of facilities that are considered to have objectionable odors include wastewater treatment plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The Proposed Project includes residential and business park land uses and would not include these types of land uses. Additionally, agricultural land uses associated with the Live Oak Canyon Pumkin Patch would be similar to existing conditions. Additionally, the Proposed Project would be required to comply with South Coast AQMD Rule 402.

The Proposed Project would not result in a new impact or a substantial increase in the magnitude of impacts compared to the Approved Project. Therefore, like the Approved Project, the Proposed Project would not generate potentially significant odor impacts affecting a substantial number of people.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

The odor impacts of the Pacific Oaks Commerce Center are the same as for the Proposed Project. Therefore, the Pacific Oaks Commerce Center project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.3.5 Cumulative Impacts

In accordance with the South Coast AQMD methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Cumulative projects in the local area include new development and general growth in the project area. The greatest source of emissions in the SoCAB is mobile sources. Due to the extent of the area potentially impacted by cumulative project emissions (i.e., the SoCAB), the South Coast AQMD considers a project cumulatively significant when project-related emissions exceed the South Coast AQMD regional emissions thresholds shown in Table 5.3-5. In addition, per the draft guidelines released by the South Coast AQMD cumulative risk Working Group, projects that result in project risk impacts are also considered to result in cumulative risk impacts (South Coast AQMD 2023b).

Construction

The SoCAB is designated nonattainment for O_3, $PM_{2.5}$, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO_2 and PM_{10} under the California AAQS.[13] Construction of cumulative projects would further degrade the regional and local air quality. Air quality would be temporarily impacted during construction activities. Construction activities associated with the development of the Proposed Project would exceed the South Coast AQMD regional and cancer risk significance thresholds. As discussed in Section 5.3.8, below, implementation of mitigation would contribute to reducing emissions, but construction-related emissions and cancer risks related to the Proposed Project could still potentially exceed the South Coast AQMD significance thresholds. Therefore, the Proposed Project would also result in cumulative construction-related impacts. However, the Proposed Project would not result in new impacts or a substantial increase in cumulative impacts compared to that of the Approved Project, as identified in the Certified EIR.

Operation

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional and/or cancer risk threshold values is not considered a substantial source of air pollution by the South Coast AQMD and does not add significantly to a cumulative impact. As discussed in Impact 5.3-3, implementation of the overall Proposed Project would result in emissions that exceed the South Coast AQMD regional significance thresholds for VOC, NO_X, and CO. In addition, emissions of criteria air pollutants and TACs would also result in localized impacts that exceed the South Coast AQMD localized significance thresholds and cancer risk threshold. As discussed in Section 5.3.8. below, with implementation of mitigation, localized impacts associated with the Proposed Project would be reduced to less than significant. However, with incorporation of mitigation, operation-phase emissions would still exceed the VOC and NO_X regional significance thresholds and cumulatively contribute to the nonattainment designations for O_3 and PM_{10}. Therefore, the Proposed Project would result in cumulative operation-related impacts. However, the Proposed

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

Project would not result in new impacts or a substantial increase in cumulative impacts compared to that of the Approved Project, as identified in the Certified EIR.

5.3.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, one impact would be less than significant: 5.3-6.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.3-1** Implementation of the Proposed Project could potentially conflict with the South Coast AQMD's Air Quality Management Plan.
- **Impact 5.3-2** Construction activities associated with the Proposed Project would generate short-term emissions that exceed South Coast AQMD's significance thresholds and would cumulatively contribute to the nonattainment designations of the SoCAB.
- **Impact 5.3-3** Operational activities associated with the Proposed Project would generate long-term emissions that exceed South Coast AQMD's significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB.
- **Impact 5.3-4** Construction of the Proposed Project could expose sensitive receptors to substantial pollutant concentrations of toxic air contaminants.
- **Impact 5.3-5** Operation of the Proposed Project would expose sensitive receptors to substantial pollutant concentrations of criteria air pollutants and toxic air contaminants.

5.3.7 Mitigation Measures

5.3.7.1 MITIGATION MEASURES FROM THE 2008 CERTIFIED EIR

The following mitigation measures were taken directly from the 2008 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in ~~strikethrough~~ for deleted text and <u>underline</u> for new, inserted text.

AQ-1 In accordance with <u>South Coast Air Quality Management District (</u>~~SC~~AQMD<u>)</u> Rule 403, the City will require the following measures to be taken during the construction of all future development projects on the Specific Plan Site associated with the proposed Specific Plan to reduce the amount of dust and other sources of PM_{10}:

- Water exposed soils at least ~~twice~~ <u>three times</u> daily and maintain equipment and vehicle engines in good condition and in proper tune;

- Wash off trucks leaving development sites and water down all construction areas;
- Replace ground cover on construction sites if it is determined that the site will be undisturbed for lengthy periods;
- Reduce speeds on unpaved roads to less than 15 miles per hour;
- Halt all grading and excavation operations when wind speeds exceed 25 miles per hour;
- Properly maintain diesel-powered on-site mobile equipment;
- Install particulate filters on off-road construction equipment;
- Sweep streets at the end of the day if substantial visible soil material is carried over to the adjacent streets;
- Cover all trucks hauling dirt, sand, soil or other loose material to and from the site;
- Limit truck construction traffic to non-peak times of the morning or afternoon;
- Use surfactants and other chemical stabilizers to suppress dust at construction sites; and
- Use wheel washers for construction equipment.

AQ-2 All appliances installed as part of future development projects shall be energy efficient appliances (i.e., washers/dryers, refrigerators, stoves, etc.).

AQ-3 Future residential development projects on the Specific Plan site shall utilize ~~natural gas or~~ electric fireplaces ~~and stoves~~ in lieu of traditional fireplaces and wood burning stoves.

AQ-4 Future development projects on the Specific Plan site shall install Energy Star labeled roof materials.

AQ-5 Future residential development projects on the Specific Plan site shall install energy-reducing ceiling/whole-house fans.

Mitigation Measures AQ-6 and AQ-7 have been deleted because these became regulations in 2010 when the State adopted CALGreen and thus are mandatory for all new development.

~~AQ-6 Future development projects on the Specific Plan site shall install energy-reducing programmable thermostats that automatically adjust temperature settings.~~

~~AQ-7 Future development projects on the Specific Plan site shall require the installation of low-water use appliances.~~

5.3.7.2 NEW MITIGATION MEASURES

Impact 5.3-1

Specific Plan

Implementation of Mitigation Measures for Impact 5.3-2 and Impact 5.3-3, below.

Pacific Oaks Commerce Center

Implementation of Mitigation Measures for Impact 5.3-2 and Impact 5.3-3, below.

Impact 5.3-2

Specific Plan

Implementation of Mitigation Measures AQ-1 and the following new mitigation measure:

AQ-6 The City of Yucaipa shall require that applicants for new development projects incorporate the following to reduce air pollutant emissions during construction activities:

- Use construction equipment rated by the United States Environmental Protection Agency as having Tier 4 (model year 2008 or newer) Final or stricter emission limits for engines between 50 and 750 horsepower. If Tier 4 Final equipment is not available, the applicant shall provide documentation or demonstrate its unavailability to the City of Yucaipa Building & Safety Division prior to the issuance of any construction permits.
- During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Yucaipa. The construction equipment list shall state the makes, models, Equipment Identification Numbers, Engine Family Numbers, and number of construction equipment on-site.
- Use paints with a VOC content that meets the South Coast Air Quality Management District Super Compliant architectural coatings standard of 10 grams per liter (g/L) or less for coating building architectural surfaces.
- Use paints with a VOC content of 50 g/L or less for parking areas and surfaces.

These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Division.

Pacific Oaks Commerce Center

Implementation of Mitigation Measure AQ-1 and AQ-6.

Impact 5.3-3

Specific Plan

Implementation of Mitigation Measures AQ-2 through AQ-5 and the following new mitigation measures:

AQ-7 The City of Yucaipa shall require that project developer/facility owners for new development projects that would use off-road equipment (e.g., forklifts and yard trucks) in daily business operations shall only utilize electric-powered off-road equipment. The project developer/facility owner shall disclose this requirement to all tenants/business entities prior to the signing of any lease agreement. In addition, the limitation to use only electric-powered off-road equipment shall be included in all leasing agreements.

Prior to issuance of a Business License for a new tenant/business entity, the project developer/facility owner and tenant/business entity shall provide a signed document (verification document) to the City of Yucaipa Planning Division and Business License Division noting that the project development/facility owner has disclosed to the tenant/business entity the requirement to use only electric-powered equipment for daily operations. This verification document shall be signed by authorized agents for the project developer/facility owner and tenant/business entities and retained and posted by the Business License by the facility owner onsite. In addition, if applicable, the tenant/business entity shall provide documentation (e.g., purchase or rental agreement) to the City of Yucaipa Planning Division and Business License Division to verify, to the City's satisfaction, that any off-road equipment utilized will be electric powered.

AQ-8 Only electric standby and/or hybrid electric transport refrigeration units (E/S TRUs) shall be utilized on-site for daily warehouse and business operations. All E/S TRUs shall comply with the California Air Resources Board's "Alternative Technology" requirements under Section 2477(e)(1)(A)(3) of the California Code of Regulations, Title 13, Article 8, Chapter 9, Division 3. The project developer/facility owner shall disclose this requirement to all tenants/business entities prior to the signing of any lease agreement. In addition, the limitation to use only E/S TRUs shall be included in all leasing agreements.

Prior to issuance of a Business License for a new tenant/business entity, the project developer/facility owner and tenant/business entity shall provide a signed document (verification document) to the City of Yucaipa Planning Division and Business License Division noting that the project development/facility owner has disclosed to the tenant/business entity the requirement to use only E/S TRUs for daily operations. This verification document shall be signed by authorized agents for the project developer/facility owner and tenant/business entities. In addition, if applicable, the tenant/business entity shall provide documentation (e.g., purchase or rental agreement) to the City of Yucaipa Planning Division and Business License Division to verify, to the City's satisfaction, that any TRUs utilized will be E/S TRUs.

AQ-9 All truck/dock bays that serve cold storage facilities within the proposed buildings shall be electrified to facilitate plug-in capability and support use of electric standby and/or hybrid electric transport refrigeration units. All site and architectural plans submitted to the City of Yucaipa Planning Division shall note all the truck/dock bays designated for electrification. Prior to the issuance of a Certificate of Occupancy, the City of Yucaipa Building & Safety Division shall verify electrification of the designated truck/dock bays.

AQ-10 To reduce idling emissions from transport trucks, signage shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations (e.g., Rule 2485). At minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict nonessential idling to no more than two consecutive minutes (compared to five minutes currently allowed under Rule 2485); and 3) telephone numbers of the building facilities manager and CARB to report violations. All signage shall be made of weatherproof materials. All site and architectural plans submitted to the City of Yucaipa Planning Division shall note the locations of these signs. Prior to issuance of the Certificate of Occupancy, the City of Yucaipa Building & Safety Division shall verify the installation of these signs.

AQ-11 All landscaping equipment (e.g., leaf blower) used for property management shall be electric powered only in line with new requirements from the California Air Resources Board's for small off-road engines. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Yucaipa Planning Division to verify, to the City's satisfaction, that all landscaping equipment utilized will be electric powered.

Pacific Oaks Commerce Center

Implementation of Mitigation Measures AQ-2 and AQ-4 and new Mitigation Measures AQ-7 through AQ-11.

Impact 5.3-4

Specific Plan

Implementation of Mitigation Measures AQ-6.

Pacific Oaks Commerce Center

No localized construction impacts were identified, and no mitigation measures are needed. However, Mitigation Measure AQ-6, which is required for the Pacific Oaks Commerce Center project under Impact 5.3-2, would also reduce localized construction risks.

Impact 5.3-5

Specific Plan

Implementation of Mitigation Measures AQ-2 through AQ-5 and new Mitigation Measures AQ-7 through AQ-11.

Pacific Oaks Commerce Center

Implementation of Mitigation Measures AQ-2 and AQ-4, and new Mitigation Measures AQ-7 through AQ-11.

5.3.8 Level of Significance After Mitigation

Impact 5.3-1

Specific Plan

Operation of the Proposed Project would exceed the South Coast AQMD regional significance thresholds and have the potential to conflict with the South Coast AQMD's AQMP. Mitigation Measures for construction (see Impact 5.3-2) and operation (see Impact 5.3-3) would reduce emissions to the extent feasible. However, Impact 5.3-1 would be ***significant and unavoidable*** for the Proposed Project.

Pacific Oaks Commerce Center

Operation of the Pacific Oaks Commerce Center would exceed the South Coast AQMD regional significance thresholds and have the potential to conflict with the South Coast AQMD's AQMP. Mitigation Measures for construction (see Impact 5.3-2) and operation (see Impact 5.3-3) would reduce emissions to the extent feasible. However, Impact 5.3-1 would be ***significant and unavoidable*** for the Pacific Oaks Commerce Center.

Impact 5.3-2

Specific Plan

Construction of the Proposed Project, like the Approved Project, would exceed the South Coast AQMD regional significance thresholds. Table 5.3-23, *Maximum Daily Regional Construction Emissions: With Mitigation*, shows the maximum daily construction emissions with implementation of Mitigation Measures AQ-1 and AQ-6. As shown in the table, though mitigation would substantially reduce construction-related VOC, NO_X, and CO emissions, the regional significance thresholds for these criteria air pollutants would still be exceeded for Phase 1. Implementation of mitigation would reduce the maximum daily emissions of VOC for Phases 2 through 7 to below the regional significance threshold. However, due to the remaining exceedances for Phase 1, Impact 5.3-2 would be ***significant and unavoidable*** for the Proposed Project.

Table 5.3-23 Maximum Daily Regional Construction Emissions: With Mitigation

Construction Phase	Pollutants (lbs./day)[1]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Pacific Oaks Commerce Center[2,3]						
Year 2024 – Pacific Oaks Commerce Center	19	**297**	**566**	1	43	13
Year 2025 – Pacific Oaks Commerce Center	26	13	84	<1	9	2
Year 2026 – Pacific Oaks Commerce Center	38	9	50	2	7	3
South Coast AQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	No	**Yes**	**Yes**	No	No	No
Countyline Warehouse						
Year 2024 – Countyline Warehouse[4]	5	51	30	<1	11	6
Year 2025 – Countyline Warehouse[4]	64	19	26	<1	4	2
Worst-Case Estimate of FCSP Overlapping Phases (Phase 1)						
Pacific Oaks Commerce Center + Countyline Warehouse	**102**	**347**	**596**	2	54	19
South Coast AQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	**Yes**	**Yes**	**Yes**	No	No	No
Other Phase Average Daily Emissions[3,5]						
Phase 2 – Maximum Daily Emissions	40	12	77	0	12	4
Phase 3 – Maximum Daily Emissions	14	5	37	<1	8	4
Phase 4 – Maximum Daily Emissions	21	11	45	<1	8	4
Phase 5 – Maximum Daily Emissions	24	14	77	<1	11	4
Phase 6 – Maximum Daily Emissions	16	7	37	<1	8	4
Phase 7 – Maximum Daily Emissions	23	10	44	<1	9	4
Maximum Daily Construction Emissions						
Maximum Daily Emissions	24	14	77	<1	11	4
South Coast AQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2022.1. Highest winter or summer emissions are reported (see Appendix C).

1 Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, and street sweeping with Rule 1186–compliant sweepers.

2 Based on the preliminary information provided by the Applicant. Where specific information regarding Proposed Project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.

3 Includes Mitigation Measure AQ-6, which requires off-road construction equipment to be fitted with engines that meet the USEPA Tier 4 final emissions standards. It would also require use of paints that meet the South Coast AQMD super compliant paints standard of less than 10 grams per liter (g/L) of VOC for interior and exterior walls of buildings and paints with a VOC content of 50 g/L for parking lot striping.

4 Table AQ-3 from the Addendum to the Yucaipa Freeway Corridor Specific Plan EIR Yucaipa Countyline Warehouse Project (Yucaipa 2022). Because construction of the Countyline Warehouse project has not yet commenced, construction of the Pacific Oaks Commerce Center and the Countyline Warehouse are assumed to overlap. For purposes of this analysis, Mitigation Measure AQ-6 was not applied, which results in a conservative estimate because application of this measure would reduce VOC and NO_X emissions.

5 Other phases based on CalEEMod Defaults

Pacific Oaks Commerce Center

Construction of the Pacific Oaks Commerce Center would exceed the South Coast AQMD regional significance thresholds. As shown in Table 5.3-23 above, implementation of Mitigation Measure AQ-6 would reduce VOC emissions to below the regional significance threshold. However, construction activities associated with the Pacific Oaks Commerce Center would continue to generate NO_X and CO emissions that exceed the respective South Coast AQMD regional significance thresholds. Therefore, Impact 5.3-2 as it pertains to the Pacific Oaks Commerce Center project would be ***significant and unavoidable***.

Impact 5.3-3

Specific Plan

Long-term operation of the Proposed Project, like the Approved Project, would exceed the South Coast AQMD regional significance thresholds. Table 5.3-24, *FCSP Maximum Daily Regional Operational Emissions: With Mitigation*, shows the maximum daily operational phase emissions with implementation of Mitigation Measures AQ-2 through AQ-5 and AQ-7 through AQ-11. As shown in the table, though mitigation would reduce emissions, the regional significance thresholds for these criteria air pollutants would still be exceeded. Impact 5.3-3 would be ***significant and unavoidable*** for the Proposed Project.

Table 5.3-24 FCSP Maximum Daily Regional Operation Emissions: With Mitigation

Source	Maximum Daily Emissions (lbs/day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Approved Project						
Mobile[1]	449	528	6,361	21	2,294	588
Area	254	3	339	<1	<1	<1
Energy	2	31	19	<1	2	2
Total	**705**	**559**	**6,719**	21	**2,296**	**591**
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	No	**Yes**	**Yes**
Proposed Project						
Mobile (Passenger)[1,2]	194	219	2,715	9	974	250
Mobile (Truck)[1,2]	2	119	45	1	75	21
Area[3]	198	0	0	0	0	0
Energy[4]	0	0	0	0	0	0
Off-Road Equipment[5]	0	0	0	0	0	0
Transport Refrigeration Units[6]	0	0	0	0	0	0
Total	**394**	**338**	**2,789**	10	**1,049**	**271**
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	No	**Yes**	**Yes**

Table 5.3-24 FCSP Maximum Daily Regional Operation Emissions: With Mitigation

Source	Maximum Daily Emissions (lbs/day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Net Change						
Approved Project Maximum Daily Emissions	705	559	6,719	21	2,296	591
Proposed Project Maximum Daily Emissions	394	338	2,789	10	1,049	271
Net Change	(312)	(224)	(3,960)	(11)	(1,248)	(320)
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2022.1. Highest winter or summer emissions are reported (see Appendix C).
Notes: lbs = Pounds; () = negative value
[1] Based on calendar year 2045 CalEEMod default vehicle emissions data.
[2] Vehicle fleet mix for the Proposed Project based on default CalEEMod vehicle fleet mix adjusted to vehicle fleet mix in the Traffic Impact Analysis Translutions for the proposed warehousing (Translutions 2023b; see Appendix P).
[3] Implementation of Mitigation Measure AQ-11 would require use of electric-powered landscaping equipment only.
[4] Implementation of Mitigation Measure GHG-2 would require all-electric buildings (see Section 5.8, *Greenhouse Gas Emissions*).
[5] Implementation of Mitigation Measure AQ-7 would require use of only electric-powered off-road equipment.
[6] Implementation of Mitigation Measure AQ-8 would require use of E/S TRUs.

Pacific Oaks Commerce Center

Long-term operation of the Pacific Oaks Commerce Center project would exceed the South Coast AQMD regional significance thresholds. Table 5.3-25, *Pacific Oaks Commerce Center Maximum Daily Regional Operational Emissions: With Mitigation*, shows the maximum daily operational phase emissions with implementation of Mitigation Measures AQ-2 and AQ-4, and AQ-7 through AQ-11. As shown in the table, though mitigation would reduce emissions, the regional significance thresholds for VOC and NO_X would still be exceeded. Impact 5.3-3 would be ***significant and unavoidable*** for the Pacific Oaks Commerce Center project.

Table 5.3-25 Pacific Oaks Commerce Center Maximum Daily Regional Operation Emissions: With Mitigation

Source	Maximum Daily Emissions (lbs/day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile (Passenger)[1]	11	11	153	<1	35	9
Mobile (Truck)[1]	3	162	75	2	55	16
Area[2]	47	0	0	0	0	0
Energy[3]	0	0	0	0	0	0
Off-Road Equipment[4]	0	0	0	0	0	0
Transport Refrigeration Units[5]	0	0	0	0	0	0
Total	**63**	**173**	227	2	90	25
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**Yes**	**Yes**	No	No	No	No

Table 5.3-25 Pacific Oaks Commerce Center Maximum Daily Regional Operation Emissions: With Mitigation

Source	Maximum Daily Emissions (lbs/day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$

Source: CalEEMod Version 2022.1. Highest winter or summer emissions are reported (see Appendix C).
Notes: lbs = Pounds.
[1] Based on calendar year 2026 CalEEMod vehicle emissions data. Vehicle fleet mix based on default CalEEMod vehicle fleet mix adjusted to vehicle fleet mix provided in the Traffic Impact Analysis for the proposed warehousing (Translutions 2023b; see Appendix P).
[2] Implementation of Mitigation Measure AQ-11 would require use of electric-powered landscaping equipment only.
[3] The proposed buildings would not be connected to natural gas per the project applicant.
[4] Implementation of Mitigation Measure AQ-7 would require use of only electric-powered off-road equipment.
[5] Implementation of Mitigation Measure AQ-8 would require use of E/S TRUs.

Health Impacts from Regional Air Pollutants

Contributing to the nonattainment status would also contribute to elevating health effects associated with these criteria air pollutants. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would further contribute to reducing possible health effects related to criteria air pollutants.

It is speculative for this broad-based policy plan to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment—since mass emissions are not correlated with concentrations of emissions—or how many additional individuals in the air basin would be affected by the health effects cited above.

This Draft SEIR quantifies the increase in criteria air pollutants emissions in the plan area. However, at a programmatic level analysis, it is not feasible to quantify the increase in TACs from stationary sources associated with the Proposed Project or meaningfully correlate how regional criteria air pollutant emissions above the South Coast AQMD significance thresholds correlate with basinwide health impacts.

To determine cancer and noncancer health risk, the location, velocity of emissions, meteorology and topography of the area, and locations of receptors are equally important model parameters as the quantity of TAC emissions. The white paper in Appendix C, "We Can Model Regional Emissions, But Are the Results Meaningful for CEQA?" describes several of the challenges of quantifying local effects—particularly health risks—for large-scale, regional projects, and these are applicable to both criteria air pollutants and TACs. Similarly, the two amicus briefs filed by the air districts on the Friant Ranch case (see Appendix C) describe two positions regarding CEQA requirements, modeling feasibility, variables, and reliability of results for determining specific health risks associated with criteria air pollutants. The discussions also include the distinction between criteria air pollutant emissions and TACs with respect to health risks. Additionally, the South Coast AQMD's Significance Thresholds and Monitoring demonstrate the infeasibility based on the current guidance/methodologies. The following paragraphs summarize major points about the infeasibility of assessing health risks of criteria air pollutant emissions and TACs associated with implementation of a specific plan.

To achieve and maintain air quality standards, the South Coast AQMD has established numerical emission indicators of significance for regional and localized air quality impacts for both construction and operational phases of a local plan or project. The South Coast AQMD has established the thresholds based on "scientific and factual data that is contained in the federal and state Clean Air Acts" and recommends "that these thresholds be used by lead agencies in making a determination of significance" (South Coast AQMD 1993). The numerical emission indicators are based on the recognition that the air basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. The thresholds represent the maximum emissions from a plan or project that are expected not to cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard. By analyzing the plan's emissions against the thresholds, an EIR assesses whether these emissions directly contribute to any regional or local exceedances of the applicable ambient air quality standards and exposure levels.

South Coast AQMD currently does not have methodologies that would provide the City with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions.[14] For criteria air pollutants, exceedance of the regional significance thresholds cannot be used to correlate a project to quantifiable health impacts unless emissions are sufficiently high to use a regional model. South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and their effect on health (see Appendix C: San Joaquin Valley Air Pollution Control District's amicus brief, and South Coast AQMD's amicus brief).

Ozone concentrations depend on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Secondary formation of particulate matter (PM) and ozone can occur far from sources as a result of regional transport due to wind and topography (e.g., low-level jet stream). Photochemical modeling depends on all emission sources in the entire domain (i.e., modeling grid). Low resolution and spatial averaging produce "noise" and modeling errors that usually exceed individual source contributions. Because of the complexities of predicting ground-level ozone concentrations in relation to the National and California AAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds.

Current models used in CEQA air quality analyses are designed to estimate potential construction and operation emissions for defined projects. The estimated emissions are compared to significance thresholds, which are keyed to reducing emissions to levels that will not interfere with the region's ability to attain the health-based standards. This serves to protect public health in the overall region, but there is currently no CEQA methodology to determine the impact of mass emissions (e.g., pounds per day) on future concentration levels

[14] In April 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published an Interim Recommendation on implementing *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 ("Friant Ranch") in the review and analysis of proposed projects under CEQA in Sacramento County. Consistent with the expert opinions submitted to the court in Friant Ranch by the San Joaquin Valley Air Pollution Control District and South Coast AQMD, the SMAQMD guidance confirms the absence of an acceptable or reliable quantitative methodology that would correlate the expected criteria air pollutant emissions of projects to likely health consequences for people from project-generated criteria air pollutant emissions. The SMAQMD guidance explains that while it is in the process of developing a methodology to assess these impacts, lead agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible. Since this interim memorandum SMAQMD has provided methodology to address health impacts. However, a similar analysis is not available for projects in the South Coast AQMD region.

(e.g., parts per million or micrograms per cubic meter) in specific geographic areas. CEQA thresholds, therefore, are not specifically tied to potential health outcomes in the region. Furthermore, the South Coast AQMD 2022 AQMP identifies that despite the substantial increase in population growth in the SoCAB, emissions are declining (South Coast AQMD 2022).

The Draft SEIR must provide an analysis that is understandable for decision making and public disclosure. Regional-scale modeling may provide a technical method for this type of analysis, but it does not necessarily provide a meaningful way to connect the magnitude of a project's criteria pollutant emissions to health effects without speculation. Additionally, this type of analysis is not feasible at this programmatic level because the location of emissions sources and quantity of emissions are not known. However, because cumulative development within the plan area would exceed the regional significance thresholds, the Proposed Project, like the Approved Project, could contribute to an increase in health effects in the basin until the attainment standards are met in the SoCAB.

Impact 5.3-4

Specific Plan

Localized construction emissions associated with buildout of the Proposed Project have the potential to exceed the South Coast AQMD's cancer risk threshold. Implementation of Mitigation Measure AQ-6 would require future projects accommodated under the FCSP to use off-road equipment fitted with engines that meet the EPA's Tier 4 Final standards for emissions. This measure would reduce TAC emissions from off-road construction equipment. An example of how much Mitigation Measure AQ-6 could reduce health risk levels is shown in Table 5.3-26, *Pacific Oaks Commerce Center Construction Health Risk Summary: With Mitigation*. As stated, due to the scale and construction intensity of the Pacific Oaks Commerce Center project, it is assumed to represent the worst-case project accommodated under the FCSP in terms of construction impacts. Thus, it is anticipated that individual future development projects accommodated under the Proposed Project would have similar health risk levels and would have less than significant health risk impacts. However, though individual future projects might have less than significant health risk impacts, construction activities associated with development of all the land uses accommodated under the FCSP could contribute to elevated levels in the area. Therefore, out of an abundance of caution, Impact 5.3-4 is conservatively identified as ***significant and unavoidable***.

Table 5.3-26 Pacific Oaks Commerce Center Construction Health Risk Summary: With Mitigation

Receptor	Cancer Risk (per million)	Chronic Hazards
Maximum Exposed Individual Resident – Without Mitigation	9.4	0.033
Maximum Exposed Individual Resident – With Mitigation[1]	0.8	0.003
South Coast AQMD Threshold	10	1.0
Exceeds Threshold?	**No**	**No**

Source: Appendix D, Health Risk Assessment
[1] Includes Mitigation Measure AQ-6, which requires off-road equipment to be fitted with engines that meet the EPA Tier 4 Final emissions standards.

Pacific Oaks Commerce Center

No localized construction impacts were identified, and no mitigation measures are needed. However, Mitigation Measure AQ-6, which is required for the Pacific Oaks Commerce Center project under Impact 5.3-2, would also reduce localized construction risk.

Impact 5.3-5

Specific Plan

Operational Phase Criteria Air Pollutants

Localized operational phase emissions associated with buildout of the Proposed Project have the potential to exceed the South Coast AQMD's LSTs. Implementation of Mitigation Measures AQ-7, AQ-8, and AQ-11 would require use of electric-powered off-road equipment, hybrid and/or all-electric TRUs, and landscaping equipment. Electrification of these equipment types would contribute to reducing on-site sources of NO_X, CO, PM_{10}, and $PM_{2.5}$. As discussed below for the Pacific Oaks Commerce Center project, implementation of these mitigation measures would be effective in reducing on-site emissions to below the screening-level LSTs for operation. Because the Pacific Oaks Commerce Center project would represent the worst-case project accommodated under the FCSP and these mitigation measures are shown to reduce on-site sources of criteria air pollutants to below the screening-level LSTs, implementation of mitigation would reduce potential operation-related LST impacts from the FCSP to a less than significant level. Therefore, Impact 5.3-5 as it pertains to operational LST impacts of the Proposed Project would be reduced to less than significant.

Operational Phase Toxic Air Contaminants

Localized operational phase emissions associated with buildout of the Proposed Project have the potential to exceed the South Coast AQMD's cumulative cancer risk threshold. Table 5.3-27, *Proposed Project Operational Health Risk Assessment Results: With Mitigation*, shows the health risk levels with implementation of Mitigation Measures AQ-7 through AQ-11. As shown in the table, incorporation of mitigation would reduce cancer risks levels to 2.2 in a million, which would not exceed the 5 in a million adjusted cumulative cancer risk threshold. Therefore, Impact 5.3-5 as it pertains to health risk impacts of the Proposed Project would be reduced to less than significant.

Table 5.3-27 Proposed Project Operational Health Risk Assessment Results: With Mitigation

Receptor	Cancer Risk (per million)[1]	Chronic Hazard Index[1]
Maximum Exposed Individual Resident	2.2	0.0005
Current South Coast AQMD Project Threshold	10	1.0
Draft South Coast AQMD Cumulative Threshold	5	1.0
Exceeds Threshold?	No	No

Sources: Appendix D, Health Risk Assessment.

Pacific Oaks Commerce Center

Operational Phase Criteria Air Pollutants

Localized operational phase emissions associated with buildout of the Pacific Oaks Commerce Center project have the potential to exceed the South Coast AQMD's LSTs. As shown in Table 5.3-28, *Pacific Oaks Commerce Center Project Localized Onsite Operational Emissions: With Mitigation*, implementation of Mitigation Measures AQ-7 through AQ-11, which would include such requirements as use of only electric-powered off-road equipment, would reduce on-site operation emissions to below the screening-level LSTs. Therefore Impact 5.3-5 as it pertains to operational LST impacts of the Pacific Oaks Commerce Center project would be reduced to a less than significant impact.

Table 5.3-28 Pacific Oaks Commerce Center Project Localized On-Site Operational Emissions: With Mitigation

Source	Pollutants (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Building 1 (BP 2)				
Onsite Truck Travel[1,2]	2	1	0.67	0.20
Area Sources[3]	0	0	0	0
Truck Idling[4]	6	6	0.005	0.005
Off-Road Equipment[5]	0	0	0	0
Transport Refrigeration Units[6]	0	0	0	0
Total Maximum Daily Onsite Operation Emissions	8	7	0.68	0.20
South Coast AQMD Screening-Level LST: On-Site[7]	277	2,254	5.53	3.00
Exceeds Screening-Level LST?	No	No	No	No
Total Maximum Daily Onsite Operation Emissions	8	7	0.68	0.20
South Coast AQMD Screening-Level LST: Off-Site[8]	529	11,763	70.97	40.33
Exceeds Screening-Level LST?	No	No	No	No
Building 2 and Trailer Parking (BP 3)				
Onsite Truck Travel[1,9]	6	3	2.10	0.61
Area Sources[3]	0	0	0	0
Truck Idling[4]	20	18	0.02	0.02
Off-Road Equipment[5]	0	0	0	0
Transport Refrigeration Units[6]	0	0	0	0
Total Maximum Daily On-Site Operation Emissions	25	21	2.12	0.63
South Coast AQMD Screening-Level LST: On-Site[10]	365	4,444	15.14	4.66
Exceeds Screening-Level LST?	No	No	No	No
Total Maximum Daily On-Site Operation Emissions	25	21	2.12	0.63
South Coast AQMD Screening-Level LST: Off-Site[11]	677	21,215	74.42	42.77
Exceeds Screening-Level LST?	No	No	No	No

Source: CalEEMod Version 2022.1.; South Coast AQMD 2008 (see Appendix C).
Notes: In accordance with South Coast AQMD methodology, only onsite stationary sources and mobile equipment occurring on the Proposed Project site are included in the analysis.
HHDT = heavy heavy-duty trucks; MHDT = medium heavy-duty trucks
[1] Based on calendar year 2026 CalEEMod vehicle emissions data.

Table 5.3-28 Pacific Oaks Commerce Center Project Localized On-Site Operational Emissions: With Mitigation

Source	Pollutants (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$

[2] Based on the proportion of distance traveled on-site compared to the overall distance traveled. It is anticipated that each truck would travel approximately two miles on-site on average.
[3] Implementation of Mitigation Measure AQ-11 would require use of electric-powered landscaping equipment only.
[4] Based on calendar year 2026 emissions data for the MHDT and HHDT vehicle categories obtained from EMFAC2021 Version 1.0.2.
[5] Implementation of Mitigation Measure AQ-7 would require use of only electric-powered off-road equipment.
[6] Implementation of Mitigation Measure AQ-8 would require use of E/S TRUs.
[7] Operational LSTs are based on a 5-acre site and sensitive receptors within 100 feet (30 meters) in SRA 35. The nearest on-site receptors would be the future residences in PA 12 of the FCSP.
[8] Operational LSTs are based on a 5-acre site and sensitive receptors within 800 feet (244 meters) for NO_x and CO and 1,900 feet (579 meters) for PM_{10} and $PM_{2.5}$ in SRA 35. Off-site receptors are receptors outside of the FCSP plan area.
[9] Based on the proportion of distance traveled onsite compared to the overall distance traveled. It is anticipated that each truck would travel approximately 2.8 miles on-site on average.
[10] Operational LSTs are based on a 5-acre site and sensitive receptors within 300 feet (91 meters) in SRA 35. The nearest on-site receptors would be the future residences in PA 17 of the FCSP.
[11] Operational LSTs are based on a 5-acre site and sensitive receptors within 1,300 feet (396 meters) for NO_x and CO and 2,000 feet (610 meters) for PM_{10} and $PM_{2.5}$ in SRA 35. Off-site receptors are receptors outside of the FCSP plan area.

Operational Phase Toxic Air Contaminants

Localized operational phase emissions associated with buildout of the Pacific Oaks Commerce Center Project have the potential to exceed the South Coast AQMD's cumulative cancer risk threshold. Table 5.3-29, *Pacific Oaks Commerce Center Operation Plus Construction Health Risk Results: With Mitigation*, shows the combined construction and operational health risks of the Pacific Oaks Commerce Center project with implementation of Mitigation Measures AQ-6 through AQ-11. As shown, implementation of mitigation would reduce the total combined cancer risks to 4.4 in a million, which would be below the 5 in a million adjusted cancer risk threshold. Therefore, Impact 5.3-5 as it pertains to health risk impacts associated with the Pacific Oaks Commerce Center would be reduced to less than significant.

Table 5.3-29 Pacific Oaks Commerce Center Operation Plus Construction Health Risk Results: With Mitigation

Receptor	Cancer Risk (per million)	Chronic Hazard Index
Maximum Exposed Individual Resident – Construction	0.8	0.003
Maximum Exposed Individual Resident – Operation	3.6	0.0008
Combined Total	4.4	0.0038
Current South Coast AQMD Project Threshold	10	1.0
South Coast AQMD Threshold	5	1.0
Exceeds Threshold?	No	No

Sources: Appendix D, Health Risk Assessment.

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5.4 BIOLOGICAL RESOURCES

This section of the Draft SEIR discusses the potential impacts to biological resources in the City of Yucaipa from the implementation of the Proposed Project in comparison to the impacts evaluated for the Approved Project in the 2008 Certified EIR. The discussion includes a review of the existing biological resources that would potentially be impacted by the implementation of the Proposed Project.

The analysis in this section is based in part on the following technical report:

- *Freeway Corridor Specific Plan: Biological Resources Technical Report*, Dudek, November 2023

A complete copy of this study is included as Appendix E to the Draft SEIR.

5.4.1 Environmental Setting

5.4.1.1 REGULATORY BACKGROUND

Federal Regulations

Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, protects and conserves any species of plant or animal that is endangered or threatened with extinction, as well as the habitats where these species are found. "Take" of endangered species is prohibited under Section 9 of the FESA. "Take" means to "harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct." Section 7 of the FESA requires federal agencies to consult with the U.S. Fish and Wildlife Service (USFWS) on proposed federal actions that may affect any endangered, threatened, or proposed (for listing) species or critical habitat that may support the species. Section 4(a) of the FESA requires that critical habitat be designated by the USFWS "to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened." This provides guidance for planners/managers and biologists by indicating locations of suitable habitat and where preservation of a particular species has high priority. Section 10 of the FESA provides the regulatory mechanism for incidental take of a listed species by private interests and nonfederal government agencies during lawful activities. Habitat conservation plans for the impacted species must be developed in support of incidental take permits to minimize impacts to the species and formulate viable mitigation measures.

Migratory Bird Treaty Act

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

Clean Water Act, Section 404

The United States Army Corps of Engineers (USACE) regulates discharge of dredged or fill material into "waters of the United States."[1] Any filling or dredging within waters of the United States requires a permit, which entails assessment of potential adverse impacts to USACE wetlands and jurisdictional waters and any mitigation measures that the USACE requires. Section 7 consultation with USFWS may be required for impacts to a federally listed species. If cultural resources may be present, Section 106 review may also be required. When a Section 404 permit is required, a Section 401 Water Quality Certification is also required from the Regional Water Quality Control Board (RWQCB).

Clean Water Act, Section 401 and 402

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

State Regulations

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the California Department of Fish and Wildlife (CDFW). Its intent is to prohibit take and protect state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions, CESA has provisions for take through a 2081 permit or memorandum of understanding. In addition, some sensitive mammals and birds are protected by the state as "fully protected species." California "species of special concern" are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFW's California Natural Diversity Database (CNDDB), which maintains a record of known and recorded occurrences of sensitive species. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

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

California Fish and Game Code

Sections 3511, 4700, 5050, 5515

Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code outline protection for fully protected species of mammals, birds, reptiles, amphibians, and fish. Species that are fully protected by these sections may not be taken or possessed at any time. CDFW cannot issue permits or licenses that authorize the "take" of any fully protected species, expect under certain circumstances, such as scientific research and live capture and relocation of such species pursuant to a permit for the protection of livestock. Furthermore, it is the responsibility of CDFW to maintain viable populations of all native species. Toward that end, CDFW has designated certain vertebrate species as Species of Special Concern because declining population levels, limited ranges, and/or continuing threats have made them vulnerable to extinction.

Sections 1600 to 1616

CDFW jurisdiction includes ephemeral, intermittent, and perennial watercourses (including dry washes) and lakes characterized by the presence of (1) definable bed and banks and (2) existing fish or wildlife resources. CDFW takes jurisdiction to the top of bank of the stream, or the limit of the adjacent riparian vegetation, which may include oak woodlands in canyon bottoms. Historical court cases have further extended CDFW jurisdiction to include watercourses that seemingly disappear but reemerge elsewhere. Under the CDFW definition, a watercourse need not exhibit evidence of an ordinary highwater mark (OHWM) to be claimed as jurisdictional. CDFW does not have jurisdiction over ocean or shoreline resources.

Under California Fish and Game Code Sections 1600 to 1616, CDFW has the authority to regulate work that will substantially divert or obstruct the natural flow, or substantially change or use any material from, the bed, the channel, or bank of any river, stream, or lake. CDFW also has the authority to regulate work that will deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake. This regulation takes the form of a requirement for a Lake or Streambed Alteration Agreement and is applicable to all projects. Applications to CDFW must include a complete certified CEQA document.

Sections 3503, 3511, and 3513

Section 3503 of the California Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nests or eggs of any bird, except as otherwise provided by this Code or any regulation made pursuant thereto. Section 3503.5 protects all birds of prey (raptors) and their eggs and nests. Section 3511 states that fully protected birds or parts thereof may not be taken or possessed at any time. Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA.

California Native Plant Protection Act

The Native Plant Protection Act of 1977 (see Section 1900 et seq. of the California Fish and Game Code) directed CDFW to carry out the Legislature's intent to "preserve, protect, and enhance rare and endangered plants in this State." The Native Plant Protection Act gave the California Fish and Game Commission the power to designate native plants as "endangered" or "rare" and protect endangered and rare plants from take.

CESA expanded on the original Native Plant Protection Act and enhanced legal protection for plants, but the Native Plant Protection Act remains part of the California Fish and Game Code. To align with federal regulations, CESA created the categories of "threatened" and "endangered" species. It converted all "rare" animals into the act as threatened species, but did not do so for rare plants. Therefore, there are three listing categories for plants in California: rare, threatened, and endangered. Because rare plants are not included in CEQA, mitigation measures for impacts to rare plants are specified in a formal agreement between CDFW and the project proponent.

Porter-Cologne Water Quality Control Act

Pursuant to provisions of the Porter-Cologne Act, the RWQCBs regulate discharging waste, or proposing to discharge waste, within any region that could affect a water of the state (California Water Code, Section 13260[a]). The State Water Resources Control Board defines a waters of the state as "any surface water or groundwater, including saline waters, within the boundaries of the state" (California Water Code, Section 13050[e]). All waters of the United States are waters of the State. Waters of the State include wetlands, and the State Water Resources Control Board's definition of wetlands includes the following.

- Natural wetlands
- Wetlands created by modification of a surface water of the state
- Artificial wetlands that meet any of the following criteria:
    - Approved by an agency as compensatory mitigation for impacts to other waters of the state, except where the approving agency explicitly identifies the mitigation as being of limited duration
    - Specifically identified in a water quality control plan as a wetland or other water of the state
    - Resulted from historic human activity, is not subject to ongoing operation and maintenance, and has become a relatively permanent part of the natural landscape
    - Greater than or equal to 1 acre in size unless the artificial wetland was constructed and is currently used and maintained, primarily for one or more of the following purposes: industrial or municipal wastewater treatment or disposal; settling of sediment; detention, retention, infiltration, or treatment of stormwater runoff and other pollutants or runoff subject to regulation under a municipal, construction, or industrial permitting program; treatment of surface waters; agricultural crop irrigation or stock watering; fire suppression; industrial processing or cooling water; active surface mining – even if the site is managed for interim wetlands functions and values; log storage; treatment, storage, or distribution of recycled water; maximizing groundwater recharge (this does not include wetlands that have incidental groundwater recharge benefits); or fields flooded for rice growing.

Wetlands that may not meet all of USACE's wetland delineation criteria are considered wetland waters of the State if, "under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes or

the area lacks vegetation (Dudek 2023, p. 12)." Additionally, aquatic resources that USACE determines to not be waters of the United States because they lack a significant nexus to a traditional navigable water or are above the OHWM limit of federal jurisdiction may also be considered waters of the State. If a CWA Section 404 permit is not required for a project, the RWQCB may still require a permit (waste discharge requirements) for impacts to waters of the State under the Porter-Cologne Act.

Local Regulations

City of Yucaipa Development Code

Division 5 Overlay Districts

According to Article 2, Biotic Resources (BR) Overlay District, of the Municipal Code, when a land use is proposed or an existing land use is increased by more than 25 percent within a Biotic Resources Overlay District, the applicant shall have a report prepared identifying all biotic resources located on the site, as well as those on adjacent parcels, which could be impacted by the proposed development. The report shall outline mitigating measures designed to reduce or eliminate impacts to the identified resource(s), and shall be submitted along with the application for the proposed development. The report shall be prepared by an appropriate expert such as a qualified biologist, botanist, herpetologist or other professional "life scientist."

The conditions of approval of any land use application shall incorporate the identified mitigating measures to protect and preserve the habitats of the identified plants and/or animals.

Division 9 Plant Protection and Management

- **Chapter 1, General Provisions.** The City finds that it is in the public interest to promote the continued health of this City's abundant and diverse plant resources by providing regulations and guidelines for the management of the plant resources in the incorporated areas of the City of Yucaipa on private and public property in order to conserve plant life; protect trees and plants; provide uniform standard for appropriate tree/plant removal; protect and maintain water productivity and quality in local watersheds; and to preserve habitats for rare, endangered, or threatened species and to protect animals with limited or specialized habitats.

- **Chapter 2, Tree Protection From Insects and Diseases.** The City finds that there is a serious danger to the trees in the City from coniferous trees which are cut in land clearing operations and are then allowed to remain exposed and untreated. When coniferous slash material is left untreated against noxious insects, the insects could multiply in such felled trees to later attack and damage the healthy coniferous trees of this City. It is in the public interest to establish standards for the proper treatment and disposition of felled trees to protect against damaging insects (e.g., bark beetles) and diseases.

- **Chapter 4, Riparian Plant Conservation.** The City finds that it is in the public interest to promote healthy and abundant riparian habitats. Riparian habitats are located along the sides of canyon bottoms, streams, and rivers, providing watershed protection as well as control transmission and storage of natural water supplies. Riparian areas provide a unique wildlife habitat and contribute to an attractive environment. Rare, endangered, and threatened plants and animals are most often found in riparian areas. Riparian areas also

provide natural soil erosion and sedimentation control, protecting stream banks subject to erosion and undercutting. In addition, riparian areas provide sufficient shade to reduce temperature and evaporation and the growth of algae in streams. The provisions of this chapter are designed to augment and coordinate with the responsibilities of the California Department of Fish and Game.

- **Chapter 5, Oak Tree Conservation.** Further uncontrolled and indiscriminate destruction of oak trees would detrimentally affect the safety and welfare of the citizens of Yucaipa. The conservation program outlined in this chapter contributes to the welfare and aesthetics of the community and retains the great historical and environmental value of these trees. This chapter sets forth the policy of the City to require the conservation of all healthy oak trees unless reasonable and conforming use of the property justifies the removal, cutting, pruning and/or encroachment into the protected zone of an oak tree.

5.4.1.2 EXISTING CONDITIONS

This section describes the general existing conditions within the biological resource study area, which is the plan area plus a 100-foot buffer, as shown on Figure 5.4-1, *Biological Resources Study Area*.

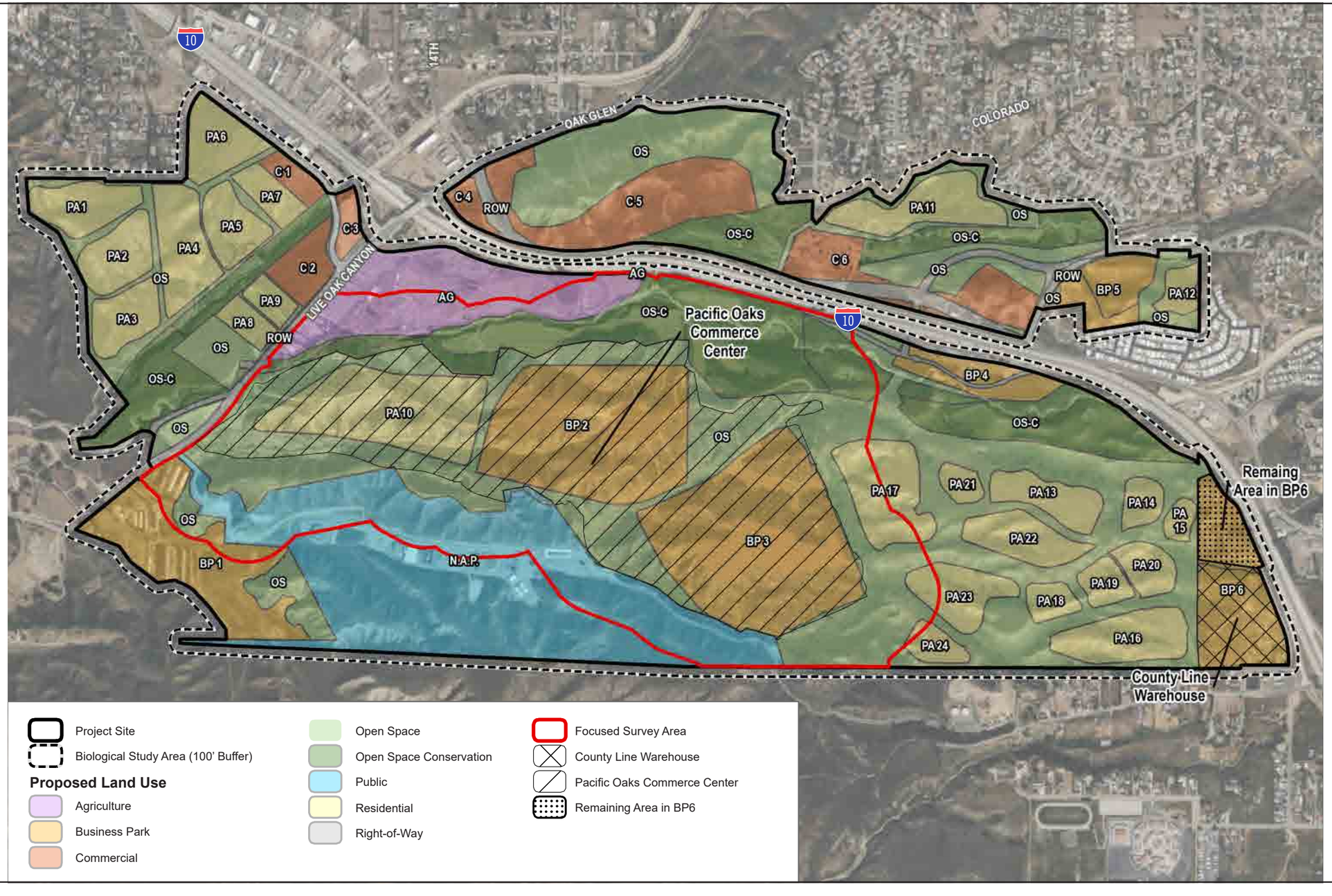
Land Use

The plan area sits in the southwestern portion of the city and is intersected by I-10 and Calimesa Boulevard in the northern portion, and Live Oak Canyon Road in the western portion. The plan area encompasses undeveloped open space that is intersected by Yucaipa Creek and Oak Glen Creek and contains both active agriculture and developed areas. The northern and eastern portions of the plan area abut residential and commercial development. To the west is the Herngt "Aki" Preserve, and to the south is the San Timoteo Canyon Park.

Climate

The plan area is in the inland valley region of southwest San Bernardino County, and minimum and maximum air temperatures near Yucaipa range from 41°F to 103°F. The average annual precipitation for the last five years is 14.3 inches, and periods of extended drought are common throughout the region.

Figure 5.4-1 - Biological Resources Study Area



Source: Dudek 2023.

5. Environmental Analysis
BIOLOGICAL RESOURCES

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Geology and Topography

The developed portions of the city and the San Bernardino National Forest foothills lie to the north and east of the plan area. San Timoteo Canyon lies south of the plan area. The plan area is composed of hills and depressions, with areas of level ground predominantly in the northwestern portion of the plan area. While agricultural areas and dirt roads exist throughout the plan area, the eastern and north-central portion of the plan area are subject to the highest disturbances because this is where the plan area is intersected by I-10 and Live Canyon Road and where the majority of Live Oak Canyon Farms' agricultural operations are located. The plan area's surface elevation ranges between approximately 1,950 feet to 2,380 feet above mean sea level, with the lowest point in the southwest portion of the plan area and the highest point in the southeast portion.

Soils

The plan area contains the following soil complexes: Hanford coarse sandy loam, Placentia fine sandy loam, Ramona sandy loam, Ramona very fine sandy loam, San Emigdio fine sandy loam, San Emigdio loam, San Timoteo loam, Saugus sandy loam, Tujunga gravelly loamy sand, Psamments, Fluvents, and Frequently flooded soils.

Watersheds and Hydrology

The plan area is in the Yucaipa Creek subwatershed, which lies within the San Timoteo Wash watershed and the Santa Ana subbasin. The Yucaipa Creek subwatershed is 45.6 square miles (29,266 acres) and contains Yucaipa Creek, Wilson Creek, and Oak Glen Creek as prominent features. Wilson Creek and Oak Glen Creek flow into Yucaipa Creek. Yucaipa Creek flows west and north through several downstream features before converging with the Santa Ana River. The Santa Ana River flows south and west, terminating at the Pacific Ocean. The entire plan area is bisected by Yucaipa Creek, and the northwestern portion of the plan area is bisected by Oak Glen Creek.

Vegetation Communities and Land Covers

A total of 35 vegetation communities or land cover types were mapped within the plan area. Table 5.4-1, *Vegetation Communities and Land Cover Types in the Biological Resources Study Area,* shows the acreages and types of vegetation communities and land covers in the plan area. Figure 5.4-2, *Vegetation Communities and Land Cover Types in the Biological Resources Study Area,* shows the vegetation communities and land cover types in the plan area. Sensitive vegetation communities include those ranked S1 through S3 by CDFW, as listed in the table. There are approximately 32 acres of sensitive vegetation communities in the plan area.

5. Environmental Analysis
BIOLOGICAL RESOURCES

Table 5.4-1 Vegetation Communities and Land Cover Types in the Biological Resources Study Area

Vegetation Community or Land Cover Type	Floristic Alliance	Association	State Ranking[1]	Acreage
Grass and Herb Dominated				
Nonnative Grassland General Habitat	N/A	N/A	N/A	725.0
Upland Mustards or Star-Thistle Fields	*Brassica nigra – Centaurea (solstitialis, melitensis*)	*Hirschfeldia incana*	SNA	22.2
			Grass and Herb Dominated Subtotal[2]	747.2
Scrub				
California buckwheat – Parish's goldeneye scrub	*Eriogonum fasciculatum – Viguiera parishii*	*Eriogonum fasciculatum* (Wash)	N/A	2.3
California buckwheat scrub	*Eriogonum fasciculatum*	*Eriogonum fasciculatum*	S5	4.3
Menzies' golden bush scrub	*Isocoma menziesii*	*Isocoma menziesii**	S3	1.0
California sagebrush – (purple sage) scrub	*Artemisia californica – (Salvia leucopylla)*	*Artemisia californica – Eriogonum fasciculatum*	S4	3.8
Brittle bush scrub	*Encelia farinose*	*Encelia farinose*	S4	0.4
Fourwing Saltbush scrub	*Atriplex canescens*	*Atriplex canescens*	S4	0.9
Palmer's goldenbush scrub	*Ericaneria palmeri*	*Ericaneria palmeri**	S3?	11.1
			Scrub Subtotal[2]	23.6
Chaparral				
Chamise chaparral	*Adenostoma fasciculatum*	*Adenostoma fasciculatum*	S5	140.1
		Adenostoma fasciculatum – Diplacus auranticus	S4	4.6
		Adenostoma fasciculatum – Eriogonum fasciculatum	S4	12.1
Chamise – Sage chaparral	*Adenostoma fasciculatum – Salvia spp.*	*Adenostoma fasciculatum – Salvia mellifera – Artemisia californica*	S4	7.1
		*Adenostoma fasciculatum – Salvia mellifera – Rhus ovata**	S3	0.8
Scrub oak chaparral	*Quercus berberidifolia*	*Quercus (berberidifolia, acutidens) – Adenostoma fasciculatum*	S4	0.3
		Quercus berberidifolia	S4	6.8
			Chaparral Subtotal[2]	171.9
Riparian				
Scale broom scrub	*Lepidospartum*	*Eriogonum fasciculatum – Lepidospartum squamatum* alluvial fan*	S3	3.4
		Lepidospartum squamatum / ephemeral annuals*	S2	0.6
Fremont cottonwood forest and woodland	*Populus fremontii – Franxinus velutina – Salix gooddingii*	*Populus fremontii**	S3	4.8
		*Populus fremontii – Salix goodingii / Baccharis saliciolia**	S3	5.5
		*Populus fremontii – Sambucus nigra**	S3	0.8

Table 5.4-1 Vegetation Communities and Land Cover Types in the Biological Resources Study Area

Vegetation Community or Land Cover Type	Floristic Alliance	Association	State Ranking[1]	Acreage
Goodding's willow – red willow riparian woodland and forest	*Salix gooddingii – Salix laevigata*	*Salix goodingii**	S3	0.9
Basket bush – river hawthorn – desert olive patches	*Rhus trilobata – Crataegus rivularis – Forestiera pubescens*	*Sambucus nigra**	S3?	3.2
Mulefat thickets	*Baccharis salicifolia*	*Baccharis salicifolia*	S5	19.6
		Baccharis Saliciolia – sambucus nigra	S4	1.1
			Riparian Subtotal[2]	39.8
Woodland				
Coast live oak woodland and forest	*Quercus agrifolia*	*Quercus agrifolia*	S4	18.1
		Quercus agrifolia / grass	S4	48.1
Eucalyptus – tree of heaven – black locust groves	*Eucalyptus spp. – Ailanthus altissima – Robinia pseudoacacia*	N/A	SNA	1.1
		Ailanthus altissima	SNA	4.1
		Eucalyptus (globulus, camaldulensis)	SNA	1.0
			Woodland Subtotal[2]	72.4
Disturbed and Developed				
Disturbed Habitat	N/A	N/A	N/A	91.5
General Agriculture	N/A	N/A	N/A	88.6
Open Water	N/A	N/A	N/A	0.3
Ornamental Plantings	N/A	N/A	N/A	3.3
Urban/Developed	N/A	N/A	N/A	129.3
			Disturbed and Developed Subtotal[2]	312.9
Grand Total[2]				**1,367.8**

Source: Dudek 2023.
Notes:
[1] The conservation status of a vegetation community is designated by a number from 1 to 5. The numbers have the following meaning:
1 = critically imperiled
2 = imperiled
3 = vulnerable to extirpation or extinction
4 = apparently secure
5 = demonstrably widespread, abundant, and secure
N/A = Not Applicable
SNA = unranked, subnational rank not yet determined
[2] Totals may not sum due to rounding
* Association is sensitive under CEQA and listed by California Department of Fish and Wildlife as sensitive (i.e., State Rank [S] 1, 2, or 3)

Plants and Wildlife Observed

Plants

A total of 238 species of plants, 156 native and 82 nonnative, were recorded within the plan area. A list of plant species observed in the plan area is included in Appendix D, *Plants Compendium*, of SEIR Appendix E.

Wildlife

A total of 63 wildlife species, consisting of 61 native species and 2 non-native species, were recorded within the plan area or vicinity during surveys (see Appendix E, *Wildlife Compendium*, of SEIR Appendix E).

Birds

Birds detected on or in the immediate vicinity of the plan area included Bullock's oriole (*Icterus bullockii*), American kestrel (*Falco sparverius*), ash-throated flycatcher (*Myiarchus cinerascens)*, Cooper's hawk (*Accipiter cooperii),* Anna's hummingbird (*Calypte anna),* blue-gray gnatcatcher (*Polioptila caerulea),* great horned owl (*Bubo virginianus),* greater roadrunner (*Geococcyx californianus)*, phainopepla (*Phainopepla nitens),* cliff swallow (*Petrochelidon pyrrhonota),* yellow-rumped warbler (*Setophaga coronate),* and rufous-crowned sparrow (*Aimophila ruficeps*). In addition, bald eagle (*Haliaeetus leucocephalus)* was observed flying overhead, and yellow warbler (*Setophaga petechia)* was observed on site.

Mammals

Mammals detected included coyote (*Canis latrans*), desert cottontail (*Sylvilagus audubonii),* California ground squirrel (*Otospermophilus beecheyi*), and northern racoon (*Procyon lotor).*

Reptiles

Reptiles detected included western fence lizard (*Sceloporus occidentalis),* a common side-blotched lizard (*Uta stansburiana*), western skink (*Plestiodon skiltonianus),* and Belding's orange-throated whiptail (*Aspidoscelis hydperythra beldingi).*

Special-Status Plants

Special-status plants include those listed or candidates for listing as threatened or endangered by USFWS and CDFW, and species identified with California Rare Plant Ranks (CRPR) 1 or 2 by CDFW. Based on the results of the literature review and database searches, 76 special-status species were reported in the CNDDB and California Native Plant Society (CNPS) databases as occurring in the nine US Geological Survey 7.5-minute quadrangles containing and surrounding the plan area (see Table 5.4-2, *Special-Status Plant Species with Potential to Occur in the Biological Resources Study Area).*

Table 5.4-2 Special-Status Plant Species with Potential to Occur in the Biological Resources Study Area

Scientific Name	Common Name	Status (Federal/State/CRPR)	Primary Habitat Associations/Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur (Focused Survey Area)	Potential to Occur (Non-focused Survey Area)
Berberis nevinii	Nevin's Barberry	FE/SE/1B.1	Chaparral, Cismontane woodland, Coastal scrub, Riparian scrub ; Gravelly (sometimes), Sandy (sometimes)/perennial evergreen shrub/(Feb) March-June/230-2,705	**Absent.** The plan area is within the species' known elevation range and there is suitable chaparral, cismontane woodland, coastal scrub, and riparian scrub vegetation present. There are several CNDDB records mapped approximately 5 miles east of the plan area. However, this species was not detected during spring 2022 focused rare plant surveys.	**Moderate Potential to Occur.** The plan area is within the species' known elevation range and there is suitable chaparral, cismontane woodland, coastal scrub, and riparian scrub vegetation present. There are several CNDDB records mapped approximately 5 miles east of the plan area.
Centromadia pungens ssp. *laevis*	Smooth tarplant	None/None/1B.1	Chenopod scrub, Meadows and seeps, Playas, Riparian woodland, Valley and foothill grassland; Alkaline/annual herb/April-September, 0-2,095	**Absent.** The plan area is within the species' known elevation range and there is suitable riparian woodland and valley and foothill grassland vegetation present. Additionally, this is a disturbance tolerant species, which may be able to grow in many of the disturbed areas within the plan area. There are several CNDDB records less than 2 miles south of the plan area. However, this species was not detected during spring 2022 focused rare plant surveys.	**High potential to occur.** The plan area is within the species' known elevation range and there is suitable riparian woodland and valley and foothill grassland vegetation present. Additionally, this is a disturbance tolerant species, which may be able to grow in many of the disturbed areas within the plan area. There are several CNDDB records less than 2 miles south of the plan area.
Chorizanthe parryi var. *parryi*	Parry's spineflower	None/None/1B.1	Chaparral, Cismontane woodland, Coastal scrub, Valley and foothill grassland; openings, rocky (sometimes), sandy (sometimes)/annual herb/April-June/900-4,000	**Absent.** The plan area is within the species' known elevation range and there is suitable chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland vegetation present. Additionally, the plan area contains sandy soils that may be capable of supporting this species. The nearest mapped CNDDB record is approximately 2.5 miles northeast of the plan area. However, this species was not detected during spring 2022 focused rare plant surveys.	**Moderate potential to occur.** The plan area is within the species' known elevation range and there is suitable chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland vegetation present. Additionally, the plan area contains sandy soils that may be capable of supporting this species. The nearest mapped CNDDB record is approximately 2.5 miles northeast of the plan area.

Table 5.4-2 Special-Status Plant Species with Potential to Occur in the Biological Resources Study Area

Scientific Name	Common Name	Status (Federal/State/CRPR)	Primary Habitat Associations/Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur (Focused Survey Area)	Potential to Occur (Non-focused Survey Area)
Dodecahema leptoceras	Slender-horned spineflower	FE/SE/1B.1	Chaparral, Cismontane woodland, Coastal scrub; Sandy/annual herb/April-June/655-2,490	**Absent.** The plan area is within the species' known elevation range and there is suitable chaparral, cismontane woodland, and coastal scrub vegetation present. Additionally, the plan area contains sandy soils suitable to this species. The nearest mapped CNDDB record is less than 1 mile northeast of the plan area, however this record is mapped to the best guess. However, this species was not detected during spring 2022 focused rare plant surveys.	**High potential to occur.** The plan area is within the species' known elevation range and there is suitable chaparral, cismontane woodland, and coastal scrub vegetation present. Additionally, the plan area contains sandy soils suitable to this species. The nearest mapped CNDDB record is less than 1 mile northeast of the plan area, however this record is mapped to the best guess.
Eriastrum densifolium ssp. *sanctorum*	Santa Ana River woollystar	FE/SE/1B.1	Chaparral, coastal scrub; gravelly (sometimes), Sandy (sometimes)/perennial herb/April-September/300-2,000	**Absent.** The plan area is within the species' known elevation range and there is suitable chaparral and coastal scrub vegetation present. Additionally, the plan area contains sandy/gravelly soils capable of supporting this species. There are two records of this species within 3 miles of the plan area. However, this species was not detected during spring 2022 focused rare plant surveys.	**High potential to occur.** The plan area is within the species' known elevation range and there is suitable chaparral and coastal scrub vegetation present. Additionally, the plan area contains sandy/gravelly soils capable of supporting this species. There are two records of this species within 3 miles of the plan area.
Imperata brevifolia	California satintail	None/None/2B.1	Chaparral, Coastal scrub, Meadows and seeps, Mojavean desert scrub, riparian scrub; Mesic/perennial rhizomatous herb, Sep-May/0-3,985	**Absent**. The plan area is within the species' known elevation range and there is suitable chaparral, coastal scrub, and riparian scrub vegetation present. The nearest mapped CNDDB record is approximately 3 miles northwest of the plan area; however, this is a historical record from 1891. Additionally, this species was not detected during spring 2022 focused rare plant surveys.	**Moderate potential to occur**. The plan area is within the species' known elevation range and there is suitable chaparral, coastal scrub, and riparian scrub vegetation present. The nearest mapped CNDDB record is approximately 3 miles northwest of the plan area; however, this is a historical record from 1891.

Table 5.4-2 Special-Status Plant Species with Potential to Occur in the Biological Resources Study Area

Scientific Name	Common Name	Status (Federal/State/CRPR)	Primary Habitat Associations/Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur (Focused Survey Area)	Potential to Occur (Non-focused Survey Area)
Monardella macrantha ssp. *hallii*	Hall's monardella	None/None/1B.3	Broadleafed upland forest, Chaparral, Cismontane woodland, Lower montane coniferous forest, Valley and foothill grassland/perennial rhizomatous herb/June–Oct/2,395–7,200	**Absent**. The plan area is within the species' known elevation range and there is suitable chaparral, cismontane woodland, and valley and foothill grassland vegetation present. The nearest mapped CNDDB record is approximately 6 miles northeast of the plan area. However, this species was not detected during spring 2022 focused rare plant surveys.	**Moderate potential to occur**. The plan area is within the species' known elevation range and there is suitable chaparral, cismontane woodland, and valley and foothill grassland vegetation present. The nearest mapped CNDDB record is approximately 6 miles northeast of the plan area.
Sidealcea neomexicana	Salt spring checkerbloom	None/None2B.2	Chaparral, Coastal scrub, Lower montane coniferous forest, Mojavean desert scrub, Playas; Alkaline, Mesic/perennial herb/Mar–June/50–5,015	**Absent.** The plan area is within the species' known elevation range and there is suitable chaparral and coastal scrub vegetation present. Additionally, approximately 50% of soils within the plan area are alkaline and capable of supporting this species. However, this species was not detected during spring 2022 focused rare plant surveys.	**Moderate.** The plan area is within the species' known elevation range and there is suitable chaparral and coastal scrub vegetation present. Additionally, approximately 50% of soils within the plan area are alkaline, capable of supporting this species. The nearest CNDDB record is approximately 3.5 miles northeast of the plan area. However, this is a historical record from 1891.
Symphyotrichum defoliatum	San Bernardino aster	None/None/1B.2	Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Marshes and swamps, Meadows and seeps, Valley and foothill grassland; Streambanks/perennial rhizomatous herb/July–Nov/5–6,690	**Absent**. The plan area is within the species' known elevation range and there is suitable cismontane woodland, coastal scrub, and valley and foothill grassland vegetation present. Additionally, the plan area contains streambank areas. However, this species was not detected during fall 2022 focused rare plant surveys.	**Moderate potential to occur.** The plan area is within the species' known elevation range and there is suitable cismontane woodland, coastal scrub, and valley and foothill grassland vegetation present. Additionally, the plan area contains streambank areas. The nearest mapped CNDDB record is approximately 2 miles southwest of the plan area. However, this is a historical record

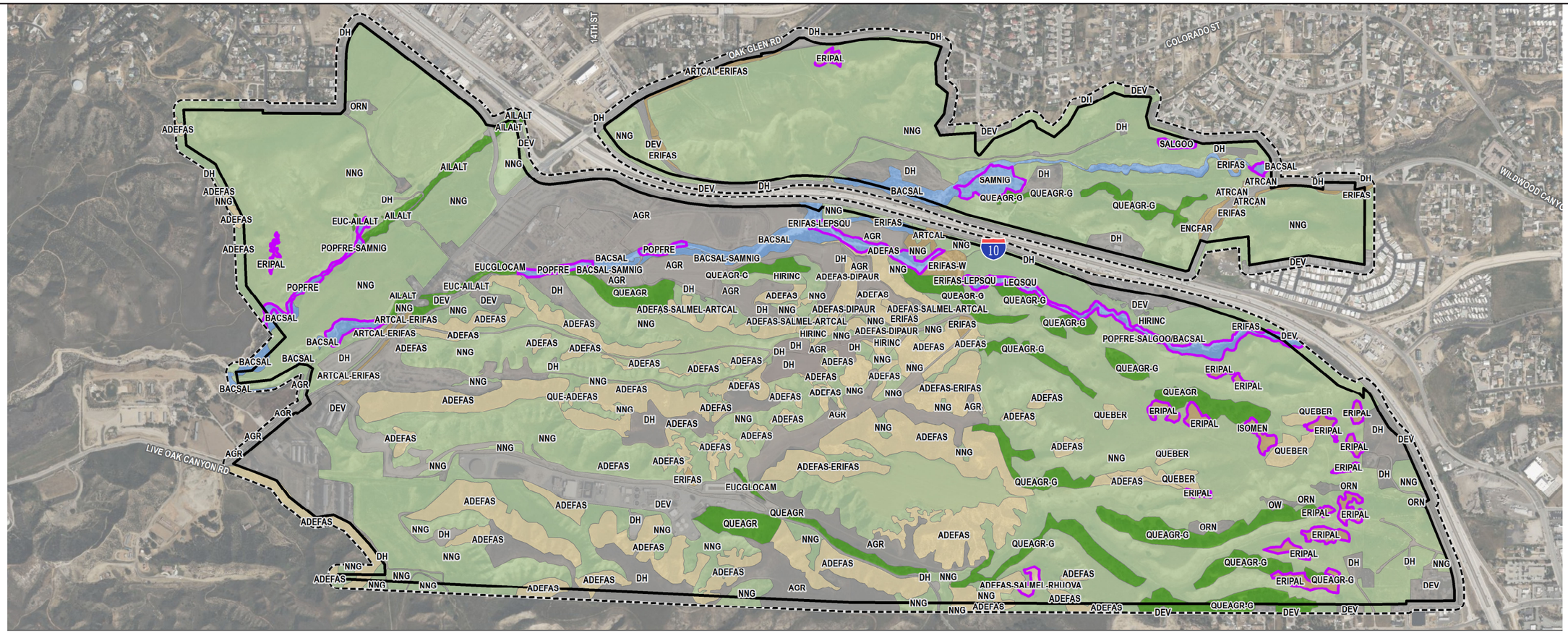
5. Environmental Analysis
BIOLOGICAL RESOURCES

Table 5.4-2 Special-Status Plant Species with Potential to Occur in the Biological Resources Study Area

Scientific Name	Common Name	Status (Federal/State/CRPR)	Primary Habitat Associations/Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur (Focused Survey Area)	Potential to Occur (Non-focused Survey Area)

Source: Dudek 2023 (Appendix E)
Status Legend:
FE: Federal listed as endangered
SE: State listed as endangered
California Rare Plant Rank
1B: Plants rare, threatened, or endangered in California and elsewhere
2B: Plants rare, threatened, or endangered in California, but more common elsewhere
Threat Rank
1. Seriously threatened in California (over 80% of occurrences threatened/high degree and immediacy of threat)
2: Moderately threatened in California (20%-80% of occurrences threatened/moderate degree and immediacy of threat)
3: Not very threatened in California (<20% of occurrences threatened/low degree and immediacy of threat or no current threats known)

Figure 5.4-2 - Vegetation Communities and Land Cover Types in the Biological Resources Study Area



Vegetation Communities and Land Cover Types

- Specific Plan Boundary
- Biological Study Area (100' Buffer)
- Sensitive Vegetation Communities
  - ADEFAS-SALMEL-RHUOVA - *Adenostoma fasciculatum - Salvia mellifera - Rhus ovata* Association
  - ERIFAS-LEPSQU - *Eriogonum fasciculatum - Lepidospartum squamatum* alluvial fan Association
  - ERIPAL - *Ericameria palmeri* Association
  - ISOMEN - *Isocoma menziesii* Association
  - LEQSQU - *Lepidospartum squamatum* / ephemeral annuals Association
  - POPFRE - *Populus fremontii* Association
  - POPFRE-SALGOO/BACSAL - *Populus fremontii - Salix gooddingii / Baccharis salicifolia* Association
  - POPFRE-SAMNIG - *Populus fremontii - Sambucus nigra* Association
  - SALGOO - *Salix gooddingii* Association
  - SAMNIG - *Sambucus nigra* Association

- Developed and Disturbed Habitat
  - AGR - General Agriculture
  - DEV - Urban/Developed
  - DH - Disturbed Habitat
  - ORN - Ornamental Plantings
  - OW - Open Water
- Grass and Herb Dominated
  - HIRINC - *Hirschfeldia incana* Association
  - NNG - Non-Native Grassland General Habitat
- Chaparral
  - ADEFAS - *Adenostoma fasciculatum* Association
  - ADEFAS-DIPAUR - *Adenostoma fasciculatum - Diplacus aurantiacus* Association
  - ADEFAS-ERIFAS - *Adenostoma fasciculatum - Eriogonum fasciculatum* Association
  - ADEFAS-SALMEL-ARTCAL - *Adenostoma fasciculatum - Salvia mellifera - Artemisia californica* Association
  - ADEFAS-SALMEL-RHUOVA - *Adenostoma fasciculatum - Salvia mellifera - Rhus ovata* Association
  - QUE-ADEFAS - *Quercus (berberidifolia, acutidens) - Adenostoma fasciculatum* Association
  - QUEBER - *Quercus berberidifolia* Association
- Scrub
  - ARTCAL-ERIFAS - *Artemisia californica - Eriogonum fasciculatum* Association
  - ATRCAN - *Atriplex canescens* Association
  - ENCFAR - *Encelia farinosa* Association
  - ERIFAS - *Eriogonum fasciculatum* Association
  - ERIFAS-W - *Eriogonum fasciculatum* (Wash) Association
  - ERIPAL - *Ericameria palmeri* Association
  - ISOMEN - *Isocoma menziesii* Association
- Riparian
  - BACSAL - *Baccharis salicifolia* Association
  - BACSAL-SAMNIG - *Baccharis salicifolia - Sambucus nigra* Association
  - ERIFAS-LEPSQU - *Eriogonum fasciculatum - Lepidospartum squamatum* alluvial fan Association
  - LEQSQU - *Lepidospartum squamatum* / ephemeral annuals Association
  - POPFRE - *Populus fremontii* Association
  - POPFRE-SALGOO/BACSAL - *Populus fremontii - Salix gooddingii / Baccharis salicifolia* Association
  - POPFRE-SAMNIG - *Populus fremontii - Sambucus nigra* Association
  - SALGOO - *Salix gooddingii* Association
  - SAMNIG - *Sambucus nigra* Association
- Woodland
  - AILALT - *Ailanthus altissima* Association
  - EUC-AILALT-ROBPSE - *Eucalyptus* spp. - *Ailanthus altissima - Robinia pseudoacacia* Alliance
  - EUCGLOCAM - *Eucalyptus (spp. - globulus, camaldulensis)* Association
  - QUEAGR - Quercus agrifolia Association
  - QUEAGR-G - *Quercus agrifolia*/ grass Association

0 1,100
Scale (Feet)

Source: Dudek 2023.

5. Environmental Analysis
BIOLOGICAL RESOURCES

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Of these, the following species were determined to have a moderate to high potential to occur based on suitable soils and vegetation communities present within the plan area and historical occurrences: Nevin's barberry (*Berberis nevinii)*, smooth tarplant (*Centromadia pungens* ssp. *laevis*), Parry's spineflower, slender-horned spineflower (*Dodecahema leptoceras*), Santa Ana River woollystar (*Eriastrum densifolium* ssp. *sanctorum*), California satintail (*Imperata brevifolia*), Hall's monardella (*Monardella macrantha* ssp. *hallii*), salt spring checkerbloom (*Sidalcea neomexicana*), and San Bernardino aster. Therefore, focused surveys for these species were conducted in the focused survey area (see Figure 5.4-1) in May and September 2022. These target species are discussed further in Table 5.4-2*,* and their potential to occur has been updated based on the results of the 2022 special-status plant focused surveys. No additional special-status plant species were determined to have a moderate or high potential to occur within the plan area based on the soils, vegetation communities (habitat) present, elevation range, previous known locations based on the CNDDB and CNPS Inventory, and results of the 2022 focused surveys (see Appendix F, *Special-Status Plant Species Potentially Occurring Within the Study Area*, of SEIR Appendix E).

Although not considered special status in the context of the Biological Resources Report, three Southern California black walnut plants were observed during focused surveys along the ephemeral channel north of I-10. Southern California black walnut has a CRPR rank pr 4.2, a watch list species.

Special-Status Wildlife

Special-status wildlife include those listed, or candidates for listing, as threatened or endangered by USFWS and CDFW, fully protected species, and those designated as Species of Special Concern by CDFW and as sensitive by USFWS.

Based on the results of the literature review and database searches, 47 special-status wildlife species were reported in the CNDDB and USFWS databases as occurring in the plan area. Of these, arroyo toad, burrowing owl, coastal California gnatcatcher, least Bell's vireo, San Bernardino kangaroo rat, and Stephens' kangaroo rat were determined to have a potential to occur based on suitable habitat present within the plan area and historical occurrences. Therefore, focused protocol-level surveys were conducted for burrowing owl and least Bell's vireo, and focused habitat assessments were conducted for arroyo toad, coastal California gnatcatcher, San Bernardino kangaroo rat, and Stephens' kangaroo rat. There is no USFWS-designated critical habitat for listed wildlife species overlapping the plan area.

Two special-status wildlife species (bald eagle and yellow warbler) were observed within the plan area. An additional 19 special-status wildlife species were determined to have a moderate or high potential to occur (or low potential to occur for certain listed species) in the plan area, as shown in Table 5.4-3, *Special-Status Wildlife Species Observed or with Moderate or High Potential to Occur in the Biological Resources Study Area.*

Table 5.4-3 Special-Status Wildlife Species Observed or With Moderate or High Potential to Occur in the Biological Resources Study Area

Scientific Name	Common Name	Status (Federal/State)	Habitat	Potential to Occur (Focused Survey Area)	Potential to Occur (Non-focused Survey Area)
Amphibians					
Spea hammondii	Western Spadefoot	None/SSC	Primarily grassland and vernal pools, but also in ephemeral wetlands that persist at least 3 weeks in chaparral, coastal scrub, valley-foothill woodlands, pastures, and other agriculture	**Moderate potential to occur.** The plan area contains a marginal amount of suitable ephemeral water features in chaparral and coastal scrub habitat. The nearest mapped CNDDB record is approximately 2.5 miles east of the plan area where one adult was observed crossing Live Oak Canyon Road.	**Moderate potential to occur.** The plan area contains a marginal amount of suitable ephemeral water features in chaparral and coastal scrub habitat. The nearest mapped CNDDB record is approximately 2.5 miles east of the plan area where one adult was observed crossing Live Oak Canyon Road.
Birds					
*Aquila chrysaetos (*nesting and wintering)	Golden eagle	None/FP, WL	Nests and winters in hilly, open/semi-open areas, including shrublands, grasslands, pastures, riparian areas, mountainous canyon land, open desert rimrock terrain; nests in large trees and on cliffs in open areas and forages in open habitats.	**Low potential for nesting/wintering, Moderate potential for foraging.** While the plan area contains shrubland, grassland, and riparian habitat, it lacks large trees suitable for nesting. It may contain open habitat suitable for foraging. Additionally, this species is sensitive to human disturbance, reducing the likelihood that it would be present within the plan area. The nearest mapped CNDDB record is approximately 1.5 miles south of the plan area in San Timoteo Canyon.	**Low potential for nesting/wintering, Moderate potential for foraging.** While the plan area contains shrubland, grassland, and riparian habitat, it lacks large trees suitable for nesting. It may contain open habitat suitable for foraging. Additionally, this species is sensitive to human disturbance, reducing the likelihood that it would be present within the plan area. The nearest mapped CNDDB record is approximately 1.5 miles south of the plan area in San Timoteo Canyon.
Athene cunicularia (burrow sites and some wintering sites)	Burrowing owl	BCC/SSC	Nests and forages in grassland, open scrub, and agriculture, particularly with ground squirrel burrows	**Absent.** While the plan area contains small mammal burrows and grassland, open scrub, and agriculture areas that may be suitable habitat for this species, 2022 focused burrowing owl surveys were negative.	**Moderate potential to occur.** The plan area contains small mammal burrows suitable for nesting with some signs of burrowing owl use. Additionally, the plan area contains grassland, open scrub, and agriculture areas suitable for foraging. The nearest mapped CNDDB record is approximately 8.5 miles northwest of the plan area.

Table 5.4-3 Special-Status Wildlife Species Observed or With Moderate or High Potential to Occur in the Biological Resources Study Area

Scientific Name	Common Name	Status (Federal/State)	Habitat	Potential to Occur (Focused Survey Area)	Potential to Occur (Non-focused Survey Area)
Elanus leucurus (nesting)	White-tailed kite	None/FP	Nests in woodland, riparian, and individual trees near open lands; forages opportunistically in grassland, meadows, scrubs, agriculture, emergent wetland, savanna, and disturbed lands.	**High potential to occur.** The plan area contains some riparian habitat and woodland areas that may be suitable for nesting, and grasslands, scrub land, and disturbed areas that may be suitable for foraging. Additionally, there are three CNDDB records within 5 miles of the plan area that report nesting adults or adults with fledglings	**High potential to occur.** The plan area contains some riparian habitat and woodland areas that may be suitable for nesting, and grasslands, scrub land, and disturbed areas that may be suitable for foraging. Additionally, there are three CNDDB records within 5 miles of the plan area that report nesting adults or adults with fledglings
Haliaeetus leucocephalus (nesting and wintering)	Bald eagle	FDP/FP, SE	Nests in forested areas adjacent to large bodies of water, including seacoasts, rivers, swamps, large lakes; winters near large bodies of water in lowlands and mountains	**Not expected to nest or winter.** While the plan area lacks suitable forest habitats and surface water features necessary for nesting and foraging, a bald eagle was observed flying overhead during the 2022 field surveys. This species may move through the plan area but is not expected to nest or winter.	**Not expected to nest or winter.** While the plan area lacks suitable forest habitats and surface water features necessary for nesting and foraging, a bald eagle was observed flying overhead during the 2022 field surveys. This species may move through the plan area but is not expected to nest or winter.
Lanius ludovicianus (nesting)	Loggerhead shrike	None/SSC	Nests and forages in open habitats with scattered shrubs, trees, or other perches	**Moderate potential to occur.** The plan area contains suitable open habitat with some scattered shrubs. The nearest mapped CNDDB record is approximately 3 miles west of the plan area San Timoteo Canyon Road.	**Moderate potential to occur.** The plan area contains suitable open habitat with some scattered shrubs. The nearest mapped CNDDB record is approximately 3 miles west of the plan area San Timoteo Canyon Road.
Setophaga petechia (nesting)	Yellow warbler	None/SSC	Nests and forages in riparian and oak woodlands, montane chaparral, open ponderosa pine, and mixed-conifer habitats	**Present.** The plan area contains some riparian and chaparral habitat that may be suitable for nesting. Additionally, several auditory observations of this species were recorded in the plan area during 2022 field surveys. The nearest mapped CNDDB record is approximately 2 miles south of the plan area near San Timoteo Canyon Road.	**Present.** The plan area contains some riparian and chaparral habitat that may be suitable for nesting. Additionally, this species was recorded in the western portion of the plan area along Yucaipa Creek during 2022 field surveys. The nearest mapped CNDDB record is approximately 2 miles south of the plan area near San Timoteo Canyon Road.

Table 5.4-3 Special-Status Wildlife Species Observed or With Moderate or High Potential to Occur in the Biological Resources Study Area

Scientific Name	Common Name	Status (Federal/State)	Habitat	Potential to Occur (Focused Survey Area)	Potential to Occur (Non-focused Survey Area)
Vireo bellii pusilus (nesting)	Least Bell's vireo	FE/SE	Nests and forages in low, dense riparian thickets along water or along dry parts of intermittent streams; forages in riparian and adjacent shrubland late in nesting season.	**Absent.** The plan area contains riparian habitat along Yucaipa Creek that runs through the northern portion of the focused survey area; however, it is generally sparse and may only provide low quality habitat for this species. Additionally, 2022 focused least Bell's vireo surveys were negative.	**Low potential to occur.** The plan area contains riparian habitat along the drainages Yucaipa Creek and Oak Glen Creek that run through portions of the plan area; however, it is generally sparse and may only provide low quality habitat for this species. The nearest mapped CNDDB record is approximately 3.5 miles west of the plan area in San Timoteo Canyon
Invertebrates					
Bombus crotchii	Crotch bumble bee	None/SCT	Open grassland and scrub communities supporting suitable floral resources.	**High potential to occur.** The plan area contains grassland and scrub communities with *Phacelia, Clarkia, Eriogonum, Eschscholzia*, and *Antirrhinum* species that have been identified as preferred food plant genera. The eastern portion of the plan area overlaps with CNDDB record of this species in Calimesa; however, the exact location of the record is unknown.	**High potential to occur**. The plan area contains grassland and scrub communities with *Phacelia, Clarkia, Eriogonum, Eschscholzia*, and *Antirrhinum* species that have been identified as preferred food plant genera. The eastern portion of the plan area overlaps with CNDDB record of this species in Calimesa; however, the exact location of the record is unknown. Finally, a *Bombus* sp. was incidentally observed during biological surveys.
Mammals					
Chaetodipus californicus femoralis	Dulzura pocket mouse	None/SSC	Open habitat, coastal scrub, chaparral, oak woodland, chamise chaparral, mixed-conifer habitats; disturbance specialist; 0 to 3,000 feet amsl	**Moderate potential to occur.** The plan area contains suitable coastal scrub, chamise chaparral, and open habitat, and is within the elevation range that this species prefers. The nearest mapped CNDDB record is approximately 11 miles southeast of the plan area	**Moderate potential to occur.** The plan area contains suitable coastal scrub, chamise chaparral, and open habitat, and is within the elevation range that this species prefers. The nearest mapped CNDDB record is approximately 11 miles southeast of the plan area
Chaetodipus fallax fallax	Northwestern San Diego pocket mouse	None/SSC	Coastal scrub, mixed chaparral, sagebrush, desert wash, desert scrub, desert succulent shrub,	**High potential to occur.** The plan area contains suitable coastal scrub, chaparral, desert wash, and annual grassland habitat. Additionally, the southern border of the	**High potential to occur.** The plan area contains suitable coastal scrub, chaparral, desert wash, and annual grassland habitat. Additionally, the southern border of the

Table 5.4-3 Special-Status Wildlife Species Observed or With Moderate or High Potential to Occur in the Biological Resources Study Area

Scientific Name	Common Name	Status (Federal/State)	Habitat	Potential to Occur (Focused Survey Area)	Potential to Occur (Non-focused Survey Area)
			pinyon-juniper, and annual grassland.	plan area abuts a CNDDB record and there are other CNDDB records within 5 miles of the plan area.	plan area abuts a CNDDB record and there are other CNDDB records within 5 miles of the plan area.
Eurmops perotis californicus	Western mastiff bat	None/SSC	Chaparral, coastal and desert scrub, coniferous and deciduous forest and woodland; roosts in crevices in rocky canyons and cliffs where the canyon or cliff is vertical or nearly vertical, trees, and tunnels.	**Moderate potential to occur.** The plan area contains suitable chaparral and coastal scrub habitat. Additionally, the northwest portion of the plan area contains some highly incised washes with vertical walls which may provide roosting habitat. The nearest mapped CNDDB record is approximately 8 miles northwest of the plan area.	**Moderate potential to occur.** The plan area contains suitable chaparral and coastal scrub habitat. Additionally, the northwest portion of the plan area contains some highly incised washes with vertical walls which may provide roosting habitat. The nearest mapped CNDDB record is approximately 8 miles northwest of the plan area.
Neotoma lepida intermedia	San Diego desert woodrat	None/SSC	Coastal scrub, desert scrub, chaparral, cacti, rocky areas	**Moderate potential to occur.** The plan area contains some coastal scrub and chaparral habitat. However, the plan area lacks cacti and rocky areas preferred by this species. The nearest mapped CNDDB record is approximately 3 miles north of the plan area.	**Moderate potential to occur.** The plan area contains some coastal scrub and chaparral habitat. However, the plan area lacks cacti and rocky areas preferred by this species. The nearest mapped CNDDB record is approximately 3 miles north of the plan area.
Perognathus longimembris brevinasus	Los Angeles pocket mouse	None/SSC	Lower-elevation grassland, alluvial sage scrub, and coastal scrub	**Moderate potential to occur.** The plan area contains grassland and coastal scrub habitat. Additionally, the plan area is primarily composed of sandy soils, a preferred microhabitat characteristic of the Los Angeles pocket mouse. The nearest mapped CNDDB record is approximately 7 miles west of the plan area.	**Moderate potential to occur.** The plan area contains grassland and coastal scrub habitat. Additionally, the plan area is primarily composed of sandy soils, a preferred microhabitat characteristic of the Los Angeles pocket mouse. The nearest mapped CNDDB record is approximately 7 miles west of the plan area.
Taxidea taxus	American badger	None/SSC	Dry, open, treeless areas; grasslands, coastal scrub, agriculture, and pastures, especially with friable soils	**High potential to occur.** The plan area contains dry, open, and treeless areas, as well as grasslands, coastal scrub, and agricultural areas. Additionally, the three most prominent soils series mapped in the area (Saugus, San Timoteo, and San Emigdio) are described as friable. The	**High potential to occur.** The plan area contains dry, open, and treeless areas, as well as grasslands, coastal scrub, and agricultural areas. Additionally, the three most prominent soils series mapped in the area (Saugus, San Timoteo, and San Emigdio) are described as friable. The

Table 5.4-3 Special-Status Wildlife Species Observed or With Moderate or High Potential to Occur in the Biological Resources Study Area

Scientific Name	Common Name	Status (Federal/State)	Habitat	Potential to Occur (Focused Survey Area)	Potential to Occur (Non-focused Survey Area)
				nearest mapped CNDDB record is approximately 6 miles east of the plan area, however this is a historical record from 1908.	nearest mapped CNDDB record is approximately 6 miles east of the plan area, however this is a historical record from 1908.
Reptiles					
Anniella stebbinsi	Southern California legless lizard	None/SSC	Coastal dunes, stabilized dunes, beaches, dry washes, valley-foothill, chaparral, and scrubs; pine oak, and riparian woodlands; associated with sparse vegetation and moist sandy or loose, loamy soils.	**High potential to occur.** The plan area contains suitable dry washes, chaparral, scrub, and riparian habitat with areas of sparse vegetation and sandy loam soils. Additionally, the eastern half of the plan area overlaps with a CNDDB record of this species from 2018. While the exact location of this record was approximated, there are several other CNDDB records less than 2 miles from the plan area.	**High potential to occur.** The plan area contains suitable dry washes, chaparral, scrub, and riparian habitat with areas of sparse vegetation and sandy loam soils. Additionally, the eastern half of the plan area overlaps with a CNDDB record of this species from 2018. While the exact location of this record was approximated, there are several other CNDDB records less than 2 miles from the plan area.
Arizona elegans occidentalis	California glossy snake	None/SSC	Arid scrub, rocky washes, grasslands, chaparral, open areas with loose soil	**Moderate potential to occur.** The plan area contains grassland, chaparral, and open areas with loose sandy loam soils that may be suitable for this species. The nearest mapped CNDDB record is approximately 6 miles northwest of the plan area near the Santa Ana River.	**Moderate potential to occur**. The plan area contains grassland, chaparral, and open areas with loose sandy loam soils that may be suitable for this species. The nearest mapped CNDDB record is approximately 6 miles northwest of the plan area near the Santa Ana River.
Aspidoscelis tigris stejnegeri	Coastal tiger whiptail	None/SSC	Hot and dry areas with sparse foliage, including chaparral, woodland, and riparian areas.	**High potential to occur.** The plan area contains sparse chaparral and riparian habitat that may be suitable to this species. The nearest mapped CNDDB record is approximately 2 miles southwest of the plan area where two adults were observed in 2015.	**High potential to occur.** The plan area contains sparse chaparral and riparian habitat that may be suitable to this species. The nearest mapped CNDDB record is approximately 2 miles southwest of the plan area where two adults were observed in 2015.

Table 5.4-3 Special-Status Wildlife Species Observed or With Moderate or High Potential to Occur in the Biological Resources Study Area

Scientific Name	Common Name	Status (Federal/State)	Habitat	Potential to Occur (Focused Survey Area)	Potential to Occur (Non-focused Survey Area)
Crotalus ruber	Red diamondback rattlesnake	None/SSC	Coastal scrub, chaparral, oak and pine woodlands, rocky grasslands, cultivated areas, and desert flats	**Moderate potential to occur.** The plan area contains coastal scrub, chaparral, and oak woodland that may be suitable to this species. While the plan area lacks rocky areas, it does contain rodent burrows that may be used for cover. The nearest mapped CNDDB record is approximately 2 miles southwest of the plan area.	**Moderate potential to occur.** The plan area contains coastal scrub, chaparral, and oak woodland that may be suitable to this species. While the plan area lacks rocky areas, it does contain rodent burrows that may be used for cover. The nearest mapped CNDDB record is approximately 2 miles southwest of the plan area.
Phrynosoma blainvillii	Blainville's horned lizard	None/SSC	Open areas of sandy soil in valleys, foothills, and semi-arid mountains including coastal scrub, chaparral, valley-foothill hardwood, conifer, riparian, pine-cypress, juniper, and annual grassland habitats.	**Moderate potential to occur.** The plan area contains sandy soils with coastal scrub, chaparral, and annual grassland habitat. The nearest mapped CNDDB record is approximately 4 miles northwest of the plan area in Redlands. While this is a historical record, there are other more current CNDDB records within 6 miles of the plan area.	**Moderate potential to occur.** The plan area contains sandy soils with coastal scrub, chaparral, and annual grassland habitat. The nearest mapped CNDDB record is approximately 4 miles northwest of the plan area in Redlands. While this is a historical record, there are other more current CNDDB records within 6 miles of the plan area.
Salvadora hexalepis virgultea	Coast patch-nosed snake	None/SSC	Brushy or shrubby vegetation; requires small mammal burrows for refuge and overwintering sites	**High potential to occur.** The plan area contains shrubby vegetation and small mammal burrows that may be suitable for refuge and wintering habitat. The nearest mapped CNDDB record is approximately 2.5 miles southwest of the plan area.	**High potential to occur.** The plan area contains shrubby vegetation and small mammal burrows that may be suitable for refuge and wintering habitat. The nearest mapped CNDDB record is approximately 2.5 miles southwest of the plan area.

Source: Dudek 2023 (Appendix E).
Status Legend:
BCC: US Fish and Wildlife Service Bird of Conservation Concern
FE: Federally listed as endangered
FP: California Fully Protected Species
FT: Federally listed as threatened
FPD: Federally proposed for delisting
SCE: State candidate for listing as endangered
SSC: California Species of Special Concern
SE: State listed as endangered
ST: State listed as threatened
WL: California Watch List Species

Burrowing Owl

Protocol surveys for burrowing owl were conducted in 2022; the majority of burrows mapped were in two clusters in the western portion of the plan area and two clusters in the eastern portion of the plan area. Burrows occurred in nonnative grassland habitat or disturbed areas. Mapped burrows were all natural earthen burrows except two mapped pipes that were wide enough to be considered as suitable burrowing owl burrow surrogates. No active burrowing owl sign (i.e., feathers, whitewash, or pellets) was observed within the focused survey area. Outside the focused survey area, the plan area contains small mammal burrows suitable for nesting burrowing owl use. Additionally, the plan area contains grassland, open scrub, and agriculture areas suitable for foraging. The nearest mapped CNDDB record is approximately 8.5 miles northwest of the plan area. Therefore, burrowing owl has a moderate potential to occur within the plan area outside of the focused survey area.

Least Bell's Vireo

Least Bell's vireo was determined to have a low potential to occur within the plan area, which contains riparian habitat along Yucaipa Creek and Oak Glen Creek. However, riparian vegetation in the plan area is generally sparse and may only provide low quality habitat for this species. The focused least Bell's vireo surveys for the species within the focused survey area were negative.

Potential Aquatic Resources

The jurisdictional aquatic resources delineation identified numerous ephemeral drainages within the plan area (see Appendix B, *Aquatic Resources Delineation Report*, of SEIR Appendix E). As shown in Table 5.4-4, *Aquatic Resource Summary for the Biological Resources Study Area*, there are approximately 15.37 acres of nonwetland waters potentially regulated by USACE, RWQCB, and CDFW; 0.66 acres of isolated, nonwetland waters potentially regulated by RWQCB and CDFW; 16.03 acres of nonwetland waters (below OHWM) that fall under RWQCB jurisdiction; and 33.07 acres of CDFW streambed (below and above OHWM). There are approximately 49.1 acres of CDFW Streambed (below and above OHWM, to top of bank) and associated riparian habitat in the plan area. Figure 5.4-3, *Aquatic Resources Jurisdictional Delineation,* shows the aquatic resources within the plan area.

Table 5.4-4 Aquatic Resource Summary for the Biological Resources Study Area

Feature Name	Vegetation Community or Land Cover Type	Nonwetland Waters of the United States (USACE, RWQCB, CDFW) Acreage	Nonwetland Waters of the State (RWQCB/CDFW)	Jurisdictional Streambed (CDFW Only)	Jurisdictional Riparian (CDFW only)
NWW-1 Yucaipa Creek	California buckwheat – Parish's goldeneye scrub	0.32	0	1.90	0
	California buckwheat scrub	0.03	0	0.39	0
	Chamise chaparral	0.0	0	0.17	0
	Coast live oak woodland and forest	<0.01	0	0.12	0
	Disturbed habitat	<0.01	0	0.03	0
	Eucalyptus – tree of heaven – black locust groves	0.63	0	0.25	0
	Fremont cottonwood forest and woodland	3.19	0	3.09	2.86
	General agriculture	0	0	<0.01	0
	Mulefat thickets	2.09	0	4.13	4.09
	Non-native grassland	1.40	0	0.85	0
	Scale broom scrub	1.26	0	2.09	0.65
	Upland mustards or star-thistle fields	0	0	0.10	0
	Urban/Developed	<0.01	0	<0.01	0
	NWW-1 Subtotal	***8.92***	***0***	***0.18***	***0***
NWW-2 Oak Glen Creek	Disturbed habitat	0.01	0	0	0
	Eucalyptus -tree of heaven – black locust groves	1.55	0	0.18	0
	Freemont cottonwood forest and woodland	0.84	0	0.45	0.31
	Mulefat thickets	0.34	0	0.13	1.61
	Non-native grassland	0.09	0	0.27	0
	Urban/Developed	0.02	0	0	0
	NWW-2 Subtotal	***2.85***	***0***	***1.03***	***1.92***
NWW-3 Yucaipa Creek Tributary	Basket bush – river hawthorn – desert olive patches	0.01	0	<0.01	3.17
	California buckwheat scrub	0	0	0.06	0
	Disturbed habitat	0.01	0	<0.01	0
	Goodding's willow – red willow riparian woodland and forest	0.30	0	0	0.60
	Mulefat thickets	3.12	0	1.51	3.65
	Non-Native grassland	<0.01	0	0.10	0
	NWW-3 Subtotal	***3.44***	***0***	***1.68***	***7.41***
NWW-4	Eucalyptus – tree of heaven – black locust groves	0.01	0	0	0

Table 5.4-4 Aquatic Resource Summary for the Biological Resources Study Area

Feature Name	Vegetation Community or Land Cover Type	Nonwetland Waters of the United States (USACE, RWQCB, CDFW) Acreage	Nonwetland Waters of the State (RWQCB/CDFW)	Jurisdictional Streambed (CDFW Only)	Jurisdictional Riparian (CDFW only)
	Fremont cottonwood forest and woodland	<0.01	0	0	0.32
	Non-native grassland	0.15	0	0	0
	Urban/Developed	<0.01	0	0	0
	NWW-4 Subtotal	***0.16***	***0***	***0***	***0.32***
NWW-5	Coast live oak woodland and forest	0	0.02	0	0
	Non-native grassland	0	0.17	0	0
	Open Water	0	0.31	0	0
	Ornamental plantings	0	0.07	0	0
	NWW-5 Subtotal	***0***	***0.57***	***0***	***0***
NWW-6	Disturbed habitat	0	0.07	0	0
	Non-native grassland	0	0.02	0	0
	Urban/Developed	0	0.09	0	0
	NWW-6 Subtotal	***0***	***0.09***	***0***	***0***
Grand Total		**15.37**	**0.66**	**15.83**	**17.24**

Source: Dudek 2023 (see Appendix E)
Notes: Totals may not sum due to rounding.
NWW = nonwetland water; USACE = US Army Corps of Engineers; RWQCB = Regional Water Quality Control Board; CDFW = California Department of Fish and Wildlife

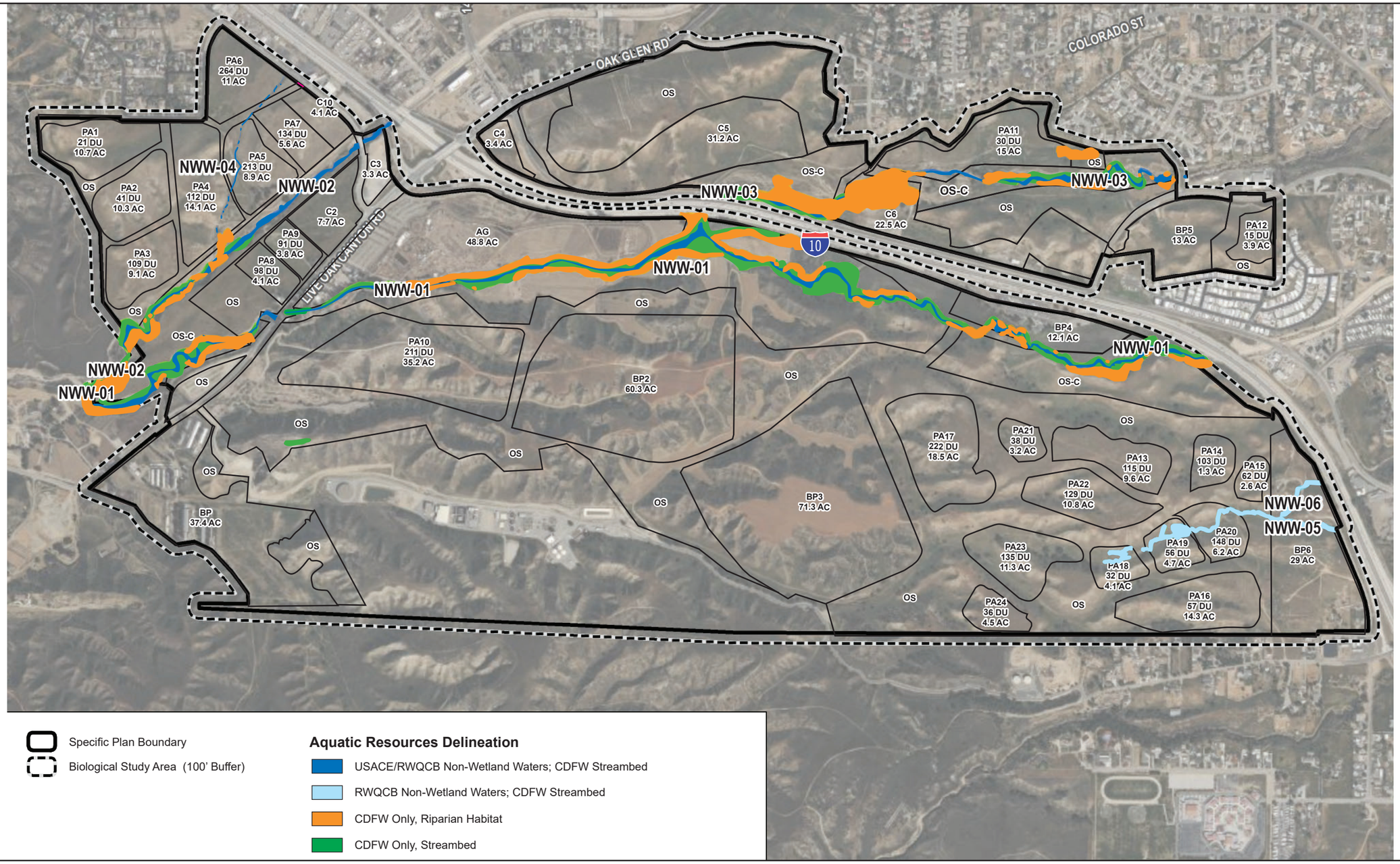
Wildlife Corridors and Habitat Linkages

Wildlife corridors are linear features that connect large patches of natural open space and provide avenues for the migration of animals. Wildlife corridors contribute to population viability by ensuring continual exchange of genes between populations, providing access to adjacent habitat areas for foraging and mating, and providing routes for recolonization of habitat after local extirpation or ecological catastrophes (e.g., fires).

Habitat linkages are small patches that join larger blocks of habitat and help reduce the adverse effects of habitat fragmentation. Habitat linkages provide a potential route for gene flow and long-term dispersal of plants and animals and may also serve as primary habitat for smaller animals, such as reptiles and amphibians. Habitat linkages may be continuous habitat or discrete habitat islands that function as steppingstones for dispersal.

Wildlife corridors and linkages can be classified as either regional or local. Regional corridors and linkages are those that link two or more large areas of natural open space, and local corridors and linkages allow resident wildlife to access necessary resources (e.g., food, shelter, water) in smaller areas that might be isolated due to urban development (roads, housing tracts, etc.) or some other form of fragmentation. Figure 5.4-4, *Wildlife Corridors and Linkages,* shows the wildlife corridors and linkages within and proximate to the plan area.

Figure 5.4-3 - Aquatic Resources Jurisdictional Delineation



Source: Dudek 2023.

5. Environmental Analysis
BIOLOGICAL RESOURCES

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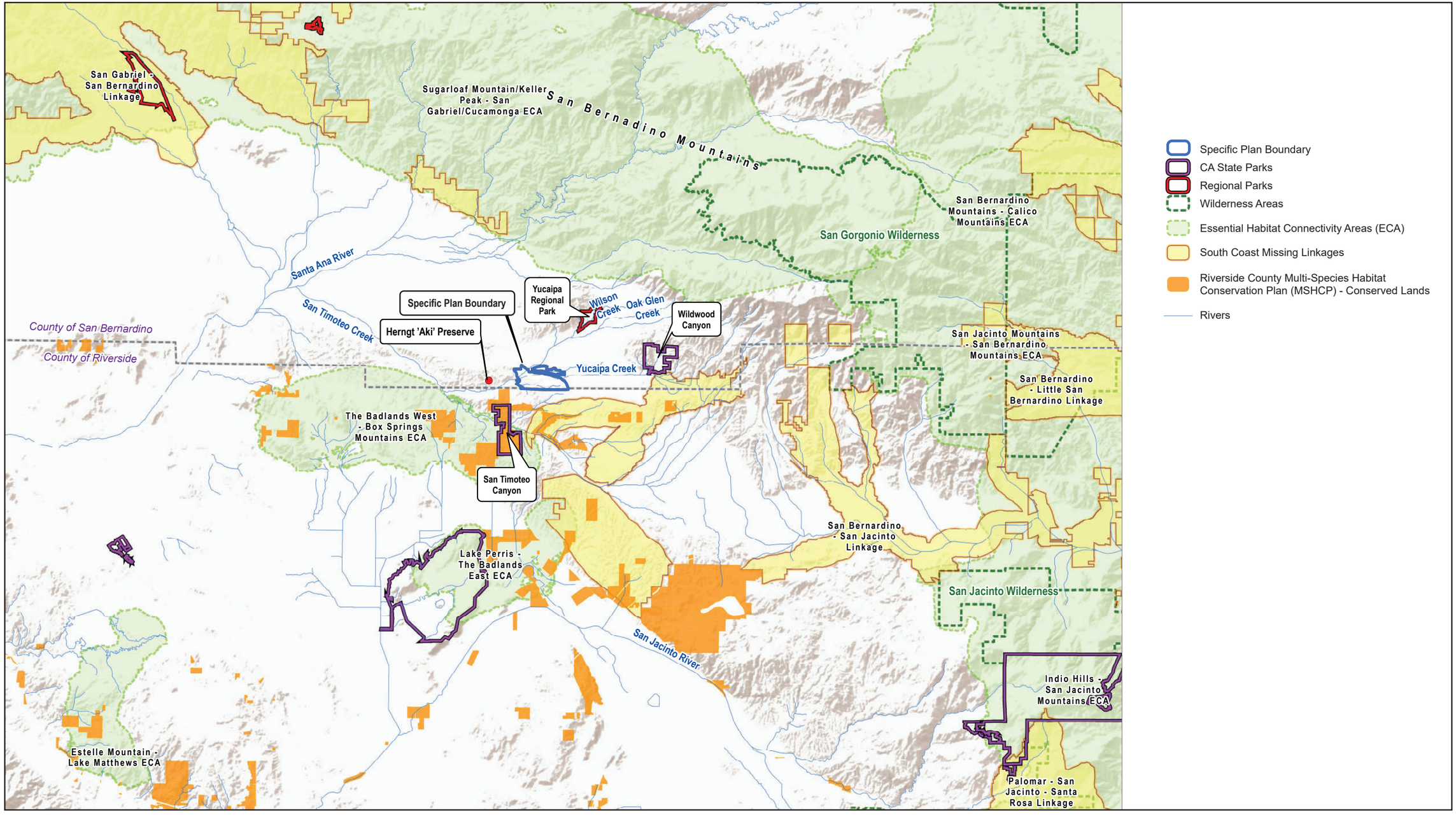
Figure 5.4-4 - Wildlife Corridors and Linkages



Source: Dudek 2023.

5. Environmental Analysis
BIOLOGICAL RESOURCES

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Regional Wildlife Movement

The plan area is at the southern boundary of San Bernardino County, and in the southwestern corner of the city, which lies southwest of the San Bernardino Mountains, south of the Crafton Hills Conservation Area, north of the San Jacinto Mountains, and west of Wildwood Canyon State Park.

Several parks and open spaces in the city provide regional wildlife movement opportunities, such as Wildwood Park and Wildwood Canyon State Park, which are located east of the plan area. Both parks provide connectivity to the westernmost area of land identified by the South Coast Missing Linkages Project as part of the San Bernardino–San Jacinto Linkage, connecting the San Bernardino Mountains and the San Gorgonio Wilderness Area to the San Jacinto Mountains. The Herngt 'Aki' Preserve, west of the plan area, provides connectivity to the San Jacinto Mountains via conserved lands south of the preserve. These conserved lands form part of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) Reserve and are owned and managed by the Riverside Conservation Authority.

Analysis of Regional Wildlife Movement Landscape Features

California Essential Habitat Connectivity Project

The California Essential Habitat Connectivity (CEHC) Project was initiated by CDFW and the California Department of Transportation and identifies a network of Natural Landscape Blocks (i.e., relatively intact, large areas of land) and Essential Connectivity Areas (i.e., an area of land that serves to connect at least two Natural Landscape Blocks). These areas represent modeled linkages and landscape blocks that need to be maintained to support natural communities and to provide guidance in the development of infrastructure and land use.

The San Bernardino National Forest Mountains are mapped as a Natural Landscape Block and an Essential Connectivity Area under the CEHC Project. This Natural Landscape Block encompasses the San Bernardino Mountains and foothills and provides live-in and move-through habitat for a variety of special-status species, including San Bernardino kangaroo rat, bighorn sheep (*Ovis canadensis*), mountain lion (*Puma concolor*), and the metalmark butterflies (*Riodinidae*). Habitats in this landscape range from coastal sage scrub and alluvial fan to mixed conifer, oak woodlands, pinyon-juniper, and desert scrub.

The San Jacinto Mountains and associated Badlands are also identified as a Natural Landscape Block under the CEHC Project. San Jacinto Mountain is the tallest and northernmost peak of the Peninsular Ranges. This area contains coastal and desert habitats side by side, creating an ecotone and providing a high diversity of habitats and species within a relatively small area. Many species, from large mammals such as mountain lion and mule deer, to Blainville's horned lizard and the endangered Quino checkerspot butterfly (*Euphydryas editha quino*), rely on the diversity of habitats that exist within the Natural Landscape Block.

The plan area does not overlap or lie adjacent to any of the Natural Landscape Blocks or any Essential Connectivity Areas of the CEHC Project (Figure 5.4-4).

Terrestrial Connectivity Dataset

The Terrestrial Connectivity Dataset was created by CDFW in 2019 to compile and synthesize the best available spatial information on connectivity and wildlife movement in California to integrate biodiversity conservation with transportation and infrastructure planning. The dataset summarizes the information via CDFW's Areas of Conservation Emphasis 2.5-square-mile hexagons and builds further upon the CEHC Project, and it includes mapped corridors or linkages as well as large, contiguous, natural areas.

The hexagons are assigned rankings:

- Rank 1 = Limited Connectivity Opportunity
- Rank 2 = Large Natural Habitat Areas
- Rank 3 = Connections with Implementation Flexibility
- Rank 4 = Conservation Planning Linkages
- Rank 5 = Irreplaceable and Essential Corridors

The majority of the plan area falls within land mapped as Rank 1. The easternmost portion of the study area is mapped as Rank 3. This portion of the plan area has been identified by this dataset as providing some connectivity importance, but it has not been identified as a channelized area, species corridor, or habitat linkage at this time (see Figure 5.4-5, *Terrestrial Connectivity Dataset*).

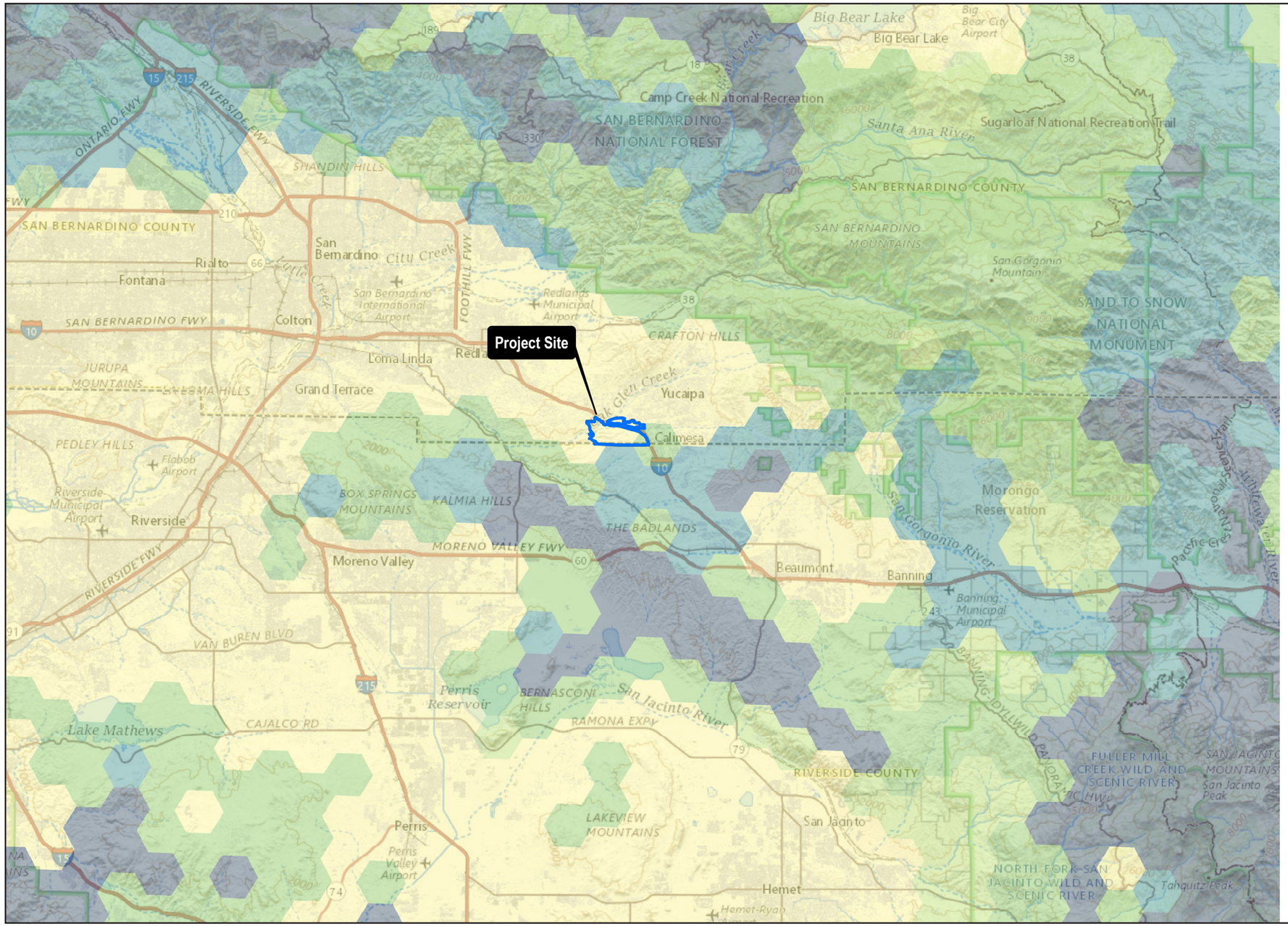
South Coast Missing Linkages Project

The South Coast Missing Linkages Project mapped several areas of land designated as the San Bernardino–San Jacinto Linkage. This linkage comprises five swaths of land in San Bernardino and Riverside Counties that would provide a connection between the San Bernardino and San Jacinto Mountains. The westernmost identified linkage area is south and east of the city and encompasses Wildwood Canyon, Cherry Canyon, Wallace Creek, and Little San Gorgonio Creek. The study area does not overlap any mapped missing linkages (see Figure 5.4-4).

Western Riverside Multiple Species Habitat Conservation Plan

The Western Riverside MSHCP is a habitat conservation plan focusing on conservation of species and their associated habitats in western Riverside County. It covers a diverse landscape and extends across many bioregions, including the San Jacinto Foothills, San Jacinto Mountains, and the San Bernardino Mountains. The MSHCP will result in a Conservation Area of at least 500,000 acres. The plan area is not within the area for the Western Riverside MSHCP, but it is immediately adjacent to it. However, the plan area is not adjacent to any of the MSHCP's Conservation Areas or Conserved Lands, nor is it adjacent to any lands described for conservation in the MSHCP (see Figure 5.4-4).

Figure 5.4-5 - Terrestrial Connectivity Dataset



Source: Dudek 2023.

5. Environmental Analysis
BIOLOGICAL RESOURCES

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Mountain Lion Predicted Habitat

The Mountain Lion Predicted Habitat dataset represents areas of suitable habitat for mountain lion based on "California Wildlife Habitat Relationships" and statewide vegetation maps (Dudek 2023). Habitats are assessed for breeding, foraging, and cover and assigned a suitability ranking of low, medium, or high. According to this dataset, the central portion of the plan area provides medium and high mountain lion suitability. These medium- and high-ranked areas are connected and create a potential corridor leading through the central portion of the plan area, south through vacant lands that include medium- and high-ranked areas (see Figure 5.4-6, *Mountain Lion Predicted Habitat*).

Wildlife Movement in the Study Area

The plan area is primarily composed of undeveloped open lands, with active agricultural lands in central portions of the site. Existing conditions allow for relatively unconstrained wildlife movement in the plan area, aside from I-10, which bisects the northern portion of the plan area, Live Oak Canyon Road, along the western portion of the plan area, and the water treatment plant (not a part of the proposed project)/developed area in the southern portion of the plan area. I-10 creates a barrier to wildlife movement. Existing fencing in the plan area also funnels and/or limits movement to some degree, including fencing between properties that are currently used to contain grazing livestock.

The plan area primarily consists of heavily grazed landscape with many ridgetops that have been graded as a part of previous land uses. However, the plan area also contains some intact ridges and canyons vegetated by chaparral communities. These intact habitats provide for generally unrestricted wildlife movement through the landscape. The grazed portions of the plan area provide more marginal habitat but still allow for unrestricted movement.

Yucaipa Creek and Oak Glen Creek are both in the plan area and may provide for wildlife movement opportunities through the plan area. Yucaipa Creek flows out of the foothills of the San Bernardino Mountains, east of the plan area. This feature continues west through the city; however, the creek has been channelized as it flows through the city and lacks natural vegetation through this channelized portion, reducing its suitability for significant wildlife movement. The channelized portion of Yucaipa Creek stops north of I-10 before it flows into the plan area. Through the plan area, Yucaipa Creek contains natural vegetation along the banks and slopes of the creek and provides wildlife movement opportunities through the central portion of the plan area, under Live Oak Canyon Road where it joins Oak Glen Creek, which flows to San Timoteo Creek.

Oak Glen Creek bisects the very western portion of the plan area. This feature also flows out of the San Bernardino Mountains, southwest through the city, eventually flowing under I-10 through a box culvert and continuing southwest through the plan area. It then continues southwest through undeveloped land and adjacent to the Herngt 'Aki' Preserve to the north and undeveloped lands south of Live Oak Canyon Road. Similar to Yucaipa Creek, Oak Glen Creek is channelized and constrained by development in the portions of the creek that run through the city; however, within and downstream of the plan area, Oak Glen Creek is relatively undeveloped until its confluence with San Timoteo Creek. Both of these features were identified in the Final EIR for the Yucaipa General Plan Update as "potential local wildlife linkages." As such, it is probable that these drainages provide some connectivity to nearby open lands.

5.4.2 Thresholds of Significance

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

B-1 Have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

B-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

B-3 Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

B-4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

B-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

B-6 Conflict with the provisions of an adopted habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

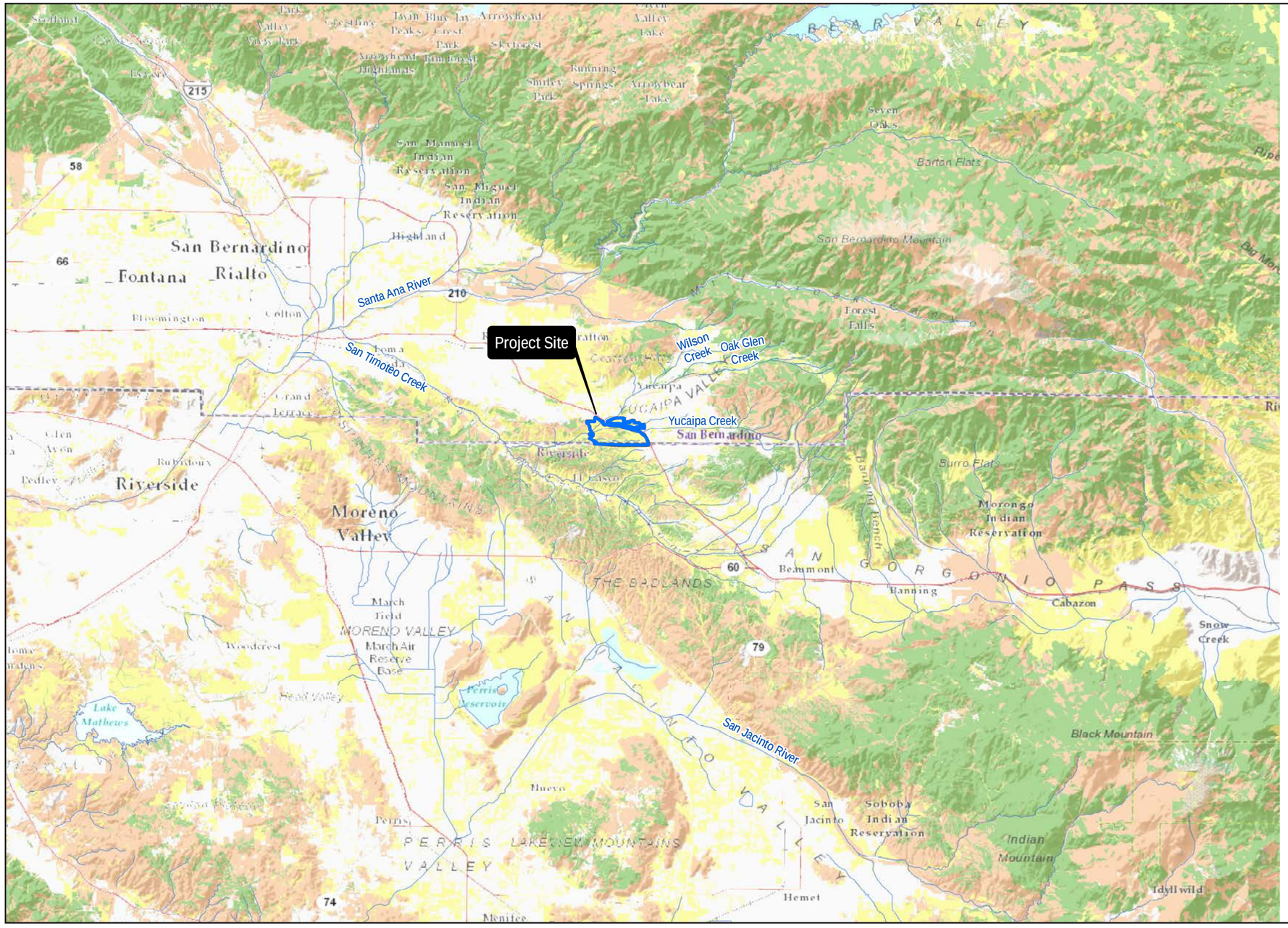
5.4.3 Plans, Programs, and Policies

Specific Plan

Development Standards

Chapter 4, Development Standards, of the FCSP regulates the planning and development of all properties in the plan area. The FCSP identifies general provisions; permitted land uses; development standards; landscape standards; sign regulations; common open space, parks, trails, and hillside preservation; and infrastructure for residential and nonresidential uses. For example, the Open Space – Conservation (OS-C) designation will preserve lands in perpetuity.

Figure 5.4-6 - Mountain Lion Predicted Habitat



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5. Environmental Analysis
BIOLOGICAL RESOURCES

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Design Guidelines

Chapter 5, Design Guidelines, of the FCSP provides direction concerning the site planning, landscaping, building design, and site features for residential and nonresidential uses. For example:

- Outdoor light fixtures that provide nighttime safety and security should be selected to conserve energy, protect the night sky, and minimize glare and light trespass within and beyond the project site.

5.4.4 Environmental Impacts

5.4.4.1 2008 CERTIFIED EIR

The 2008 Certified EIR identified that there may be a temporal loss in wetland habitat functions and values with implementation of the Approved Project. The temporal loss of substantive wetland habitat functions and values is a significant impact after mitigation. With implementation of Mitigation Measures B-1 through B-14, remaining biological resource impacts (sensitive species, habitat, wildlife movement) were identified as less than significant.

The Specific Plan site is not included in a habitat conservation plan or natural community conservation plan; therefore, the Approved Project would not conflict with these plans.

5.4.4.2 PROPOSED PROJECT

Methodology

A biological resources assessment was conducted for the Proposed Project and is included as Appendix E to this Draft SEIR. The biological resources assessment evaluated impacts in the plan area plus a 100-foot buffer via a review of pertinent literature, field reconnaissance, habitat assessments, and protocol/focused surveys. While vegetation mapping and the jurisdictional delineation were conducted throughout the plan area, focused surveys were conducted within a 500.9-acre focused survey area ("focus area") that includes the Pacific Oaks Commerce Center project boundary plus an approximately 500-foot buffer (see Figure 5.4-1). Focused surveys were not conducted in the remainder of the plan area because these portions of the plan area are programmatic; they have not been delineated beyond the conceptual level, and the final locations of the project-level impacts are not yet known.

Special-Status Plant Survey

Focused surveys for special-status plants consisted of two survey passes in May and September 2022. All-natural vegetation in the focused survey area was surveyed for the first pass. The second pass focused on identification of San Bernardino aster (*Symphyotrichum defoliatum*), which is associated with ditches, streams, and springs. Therefore, suitable habitat for that pass was defined as a 100-foot buffer surrounding all jurisdictional resources and nonjurisdictional swales. Focused survey areas for each pass are depicted on Figure 5.4-7, *Special-Status Plant Focused Survey Area*. See Appendix E, Section 3.2.4.1, Special-Status Plant Survey, for a full description of the survey protocols.

Special Status Wildlife Surveys

Burrowing Owl Protocol-Level Survey

A protocol burrowing owl survey was conducted within the focused survey area to determine the presence or absence of burrowing owl. These surveys were conducted in accordance with Appendix D of the Staff Report on Burrowing Owl Mitigation. The protocol states that four survey passes shall be performed, with the first visits between February 15 and April 15 and the remaining three visits at least three weeks apart between April 15 and July 15, with at least one visit after June 15. See Appendix E, Section 3.2.4.2, Burrowing Owl Protocol-Level Survey, for a full description of the survey protocols. Protocol survey areas for each pass are depicted on Figure 5.4-8, *Special-Status Wildlife Focused Survey Area*.

Small Mammal Habitat Assessment

The focused habitat assessment for Stephens' kangaroo rat (*Dipodomys stephensi*) and San Bernardino kangaroo rat (*Dipodomys merriami parvus*) was conducted on December 29, 2022, and January 23, February 7, and February 9, 2023, and covered all parts of the project site to assess habitat and search for kangaroo rat burrows and sign (scat, dust bowls, footprints, and tail-drag marks). See Appendix E, Section 3.2.4.3, Small Mammal Habitat Assessment, for a full description of the survey protocols.

Arroyo Toad Habitat Assessment

A focused habitat assessment for arroyo toad was conducted on April 15, 2022, in the plan area. The habitat assessment focused on determining whether semiarid areas near washes and sandy riverbanks that would be suitable for arroyo toad are on-site.

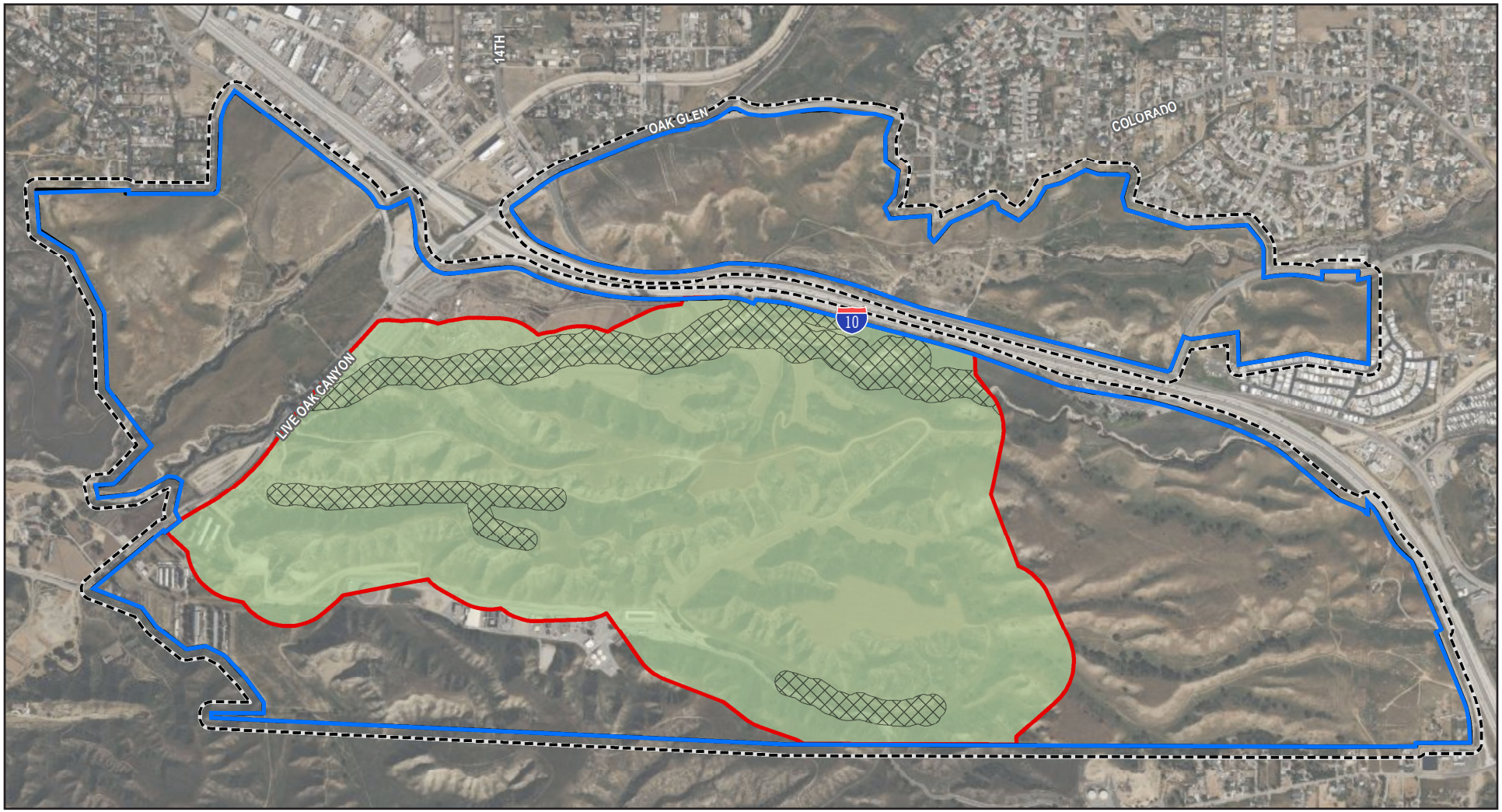
Coastal California Gnatcatcher Habitat Assessment

A focused habitat assessment for coastal California gnatcatcher was conducted on April 15, 2022, in the study area. The habitat assessment focused on determining whether vegetation on-site would be suitable for coastal California gnatcatcher based on the presence and extent of coastal sage scrub plant species. See Appendix E, Section 3.2.4.5, Coastal California Gnatcatcher Habitat Assessment, for a full description of the survey protocols.

Least Bell's Vireo Protocol Surveys

Dudek conducted protocol presence/absence surveys for least Bell's vireo in suitable habitat within the focused survey area. These surveys followed the currently accepted least Bell's vireo USFWS survey guidelines. The least Bell's vireo surveys were between May 3 and July 29, 2022. Surveys involved walking all suitable habitat areas in the study area while listening for least Bell's vireo calls and scanning the surrounding area and vegetation with binoculars. Taped playback of the species' vocalizations was not used during the surveys. If observed, any direct observations (visual or audible) of least Bell's vireo were recorded and mapped directly in the field using Esri Field Map. The surveys were conducted between dawn and noon and were not conducted during periods of excessive or abnormal cold, heat, wind, rain, or any other inclement weather. See Appendix E, Section 3.2.4.6, Least Bell's Vireo Protocol Surveys, for a full description of the survey protocols.

Figure 5.4-7 - Special-Status Plant Focused Survey Area



Source: Dudek 2023.

5. Environmental Analysis
BIOLOGICAL RESOURCES

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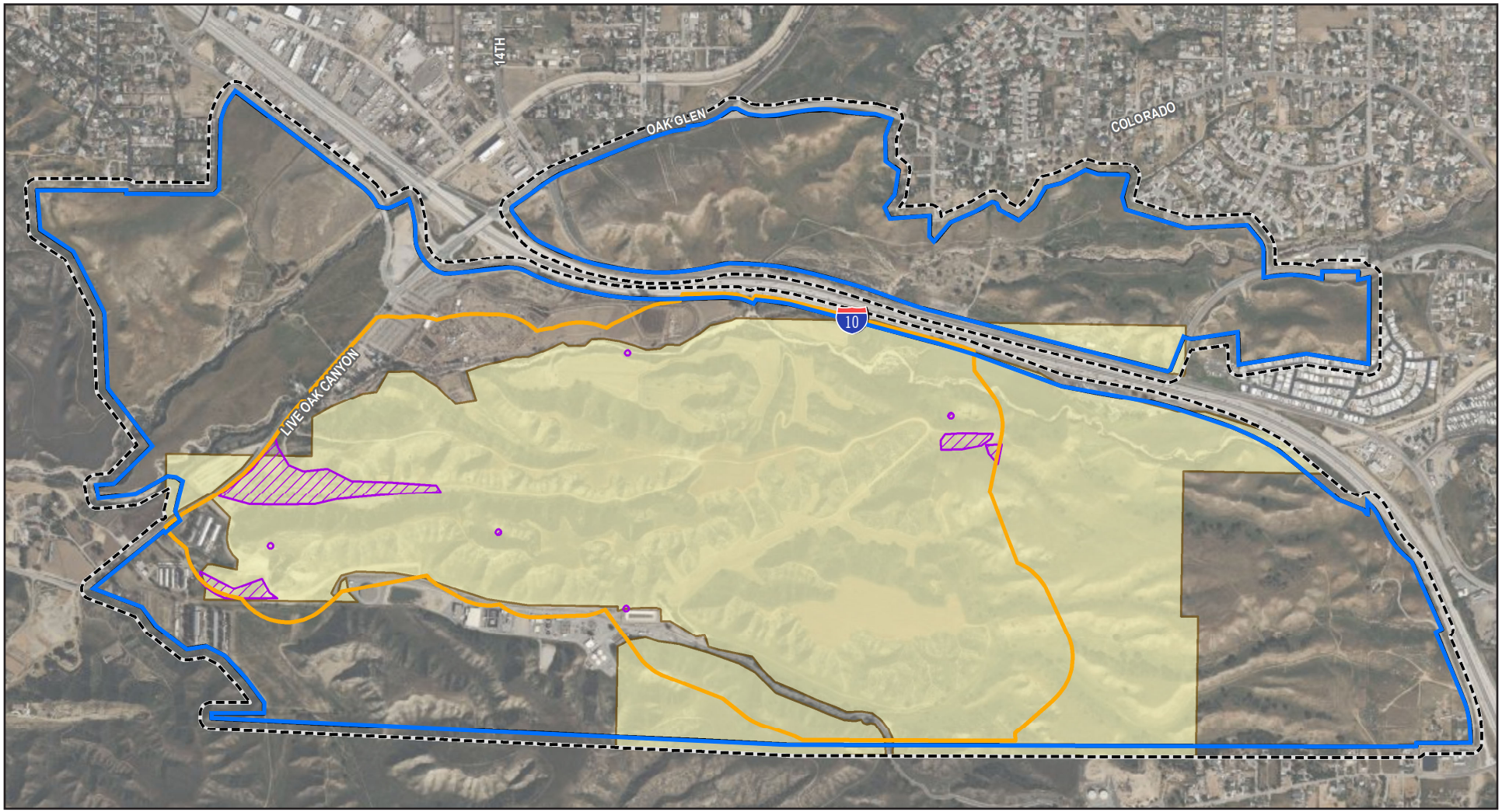
Figure 5.4-8 - Special-Status Wildlife Focused Survey Area



Source: Dudek 2023.

5. Environmental Analysis
BIOLOGICAL RESOURCES

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Aquatic Resources Delineation

An aquatic resources delineation was conducted for the plan area. Survey datasheets and forms are included in the Aquatic Resources Delineation Report (Appendix B of SEIR Appendix E). The surveys were conducted on foot to visually cover the study area. Topographic contours were used to aid the delineation in areas that were difficult to access on foot due to challenging topography. Both current and historical imagery were used to supplement field investigation efforts, particularly on private lands or in areas where anthropogenic impacts have obscured normal aquatic indicators. Small portions of the study area were inaccessible and were delineated via topographical data and available aerial imagery. Remote sensing was not used during this delineation. See Appendix E, Section 3.2.4.7, Aquatic Resources Delineation, and Appendix B of SEIR Appendix E for a full description of the delineation protocols.

Impact Analysis

Impact 5.4-1: Development of the Proposed Project could impact special-status plant and wildlife species within the plan area. [Threshold B-1]

The 2008 Certified EIR identified that the Approved Project could impact sensitive wildlife and plant species, but upon implementation of Mitigation Measures B-4 through B-14, impacts would be reduced to less than significant levels.

FCSP Buildout

Like the Approved Project, construction and operational activities associated with the Proposed Project could result in temporary and permanent impacts to plant and wildlife species. Differences in development and land designation between the Approved Project and Proposed Project include: (1) under the Proposed Project the planning area known as the Pumpkin Patch would remain Agricultural Tourism (AT), which would preserve the existing landforms and agricultural areas adjacent to Live Oak Canyon Road and I-10, compared to development of a retail area under the Approved Project; (2) the introduction of the Business Park designation in the interior of the site (i.e., Pacific Oaks Commerce Center) would require substantially more landform modification compared to the residential areas previously designated under the Approved Project; (3) the Proposed Project would result in a reduction in natural open space (OS-C) compared to the Approved Project; and (4) the wastewater treatment plant is now considered not-a-part of the plan area. Figure 5.4-9, *Impacts to Biological Resources in the Study Area*, identifies permanent impacts associated with the Proposed Project. The following describes impacts of the Proposed Project to special-status plants and wildlife in the plan area.

Special-Status Plants

Direct Impacts

Future development within the plan area has the potential to result in impacts to special-status plants through clearing, trampling, or grading. Any impacts to special-status plants would be potentially significant. Potential impacts to a federal- or state-listed plant species would be significant. Potential impacts to nonlisted special-status plants are potentially significant depending on the location and size of the impact.

Implementation of mitigation would reduce potential direct impacts to a less-than-significant level. However, direct impacts to special-status plant species would be potentially significant in the absence of mitigation.

Indirect Impacts

Construction-Related Impacts

Special-status plant species and suitable habitat for special-status plant species, including Nevin's barberry tarplant, Parry's spineflower, slender-horned spineflower, Santa Ana River woollystar, California satintail, Hall's monardella, salt spring checkerbloom, and San Bernardino aster, may be indirectly impacted during future construction within the plan area. Potential short-term or temporary indirect impacts to special-status plant species resulting from construction activities associated with the Proposed Project include inadvertent spillover impacts; unintentional clearing, trampling, or grading outside of the Project footprint; generation of fugitive dust; changes in hydrology resulting from construction, including sedimentation and erosion; and the release of chemical pollutants. These potential construction-related indirect impacts to special-status plant species would be potentially significant absent mitigation.

Long-Term Impacts

Potential long-term indirect impacts that could result from development near special-status plant species or their suitable habitat include chemical releases such as oils and grease from vehicles that could degrade habitat; increased human presence that could lead to unauthorized access to potential habitat for special-status plants; increased invasive plant species that may degrade habitat; and trampling of vegetation and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion. These potential long-term indirect impacts to special-status plant species would be potentially significant absent mitigation.

Special-Status Wildlife

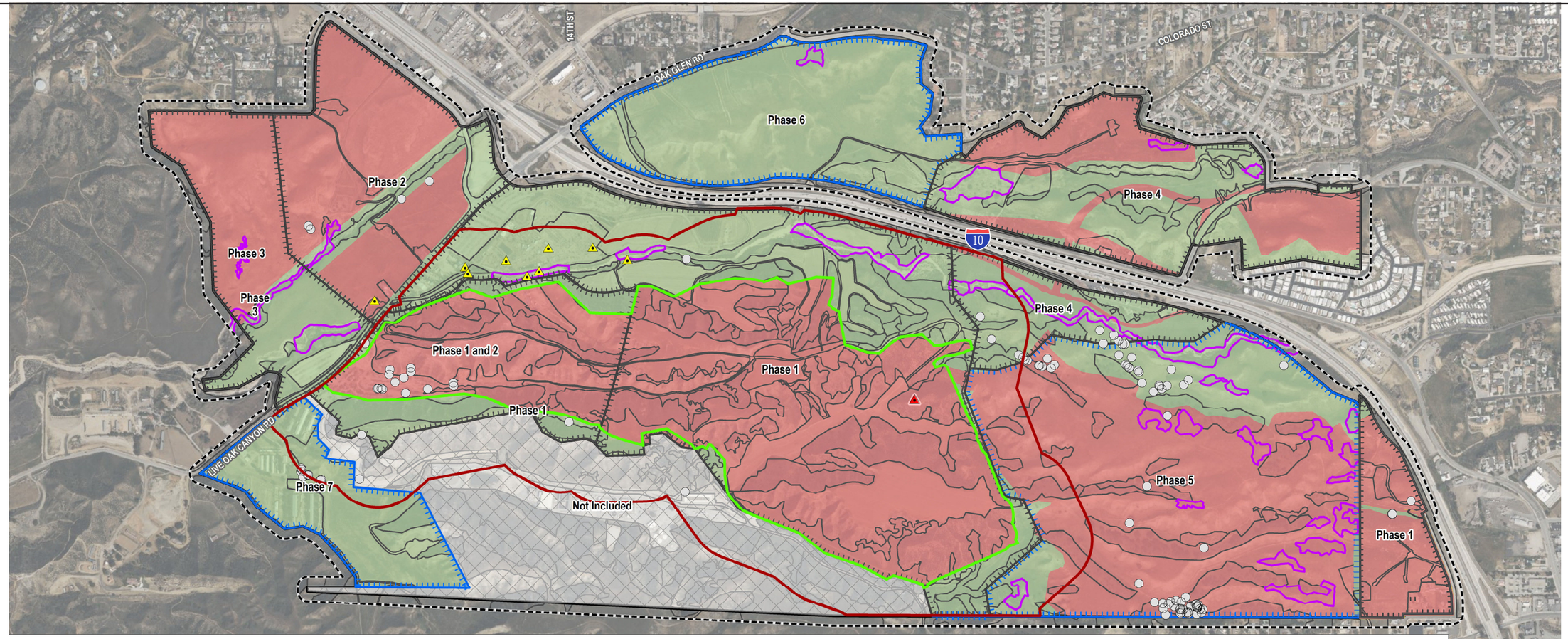
Direct Impacts

Two special-status wildlife species were observed during surveys, and an additional 19 special-status wildlife species were determined to have a moderate or high potential (or low potential for certain listed species) to occur in the plan area based on known species distribution, species-specific habitat preferences, and habitat conditions on the plan area:

Amphibians

- **Western Spadefoot.** The plan area contains a marginal amount of suitable ephemeral water features in chaparral and coastal scrub habitat. Because adults of these species are belowground during a large part of the year, they are susceptible to injury and mortality during construction. Potential impact to western spadefoot would be significant absent mitigation.

Figure 5.4-9 - Impacts to Biological Resources in the Study Area



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Scale (Feet)

Source: Dudek 2023.

5. Environmental Analysis
BIOLOGICAL RESOURCES

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Birds

- **Fully Protected Raptors (Bald Eagle, White-Tailed Kite, and Golden Eagle).** A bald eagle was observed flying overhead the plan area during the 2022 surveys. Bald eagles may move through the plan area but are not expected to nest or winter. White-tailed kite has a high potential to occur within the plan area. Golden eagle has a moderate potential to forage in the plan area but has a low potential to nest or winter. Direct impacts to bald eagles, white-tailed kites, and golden eagles from construction are generally unlikely; however, potential impacts may occur to nesting white-tailed kite during vegetation removal.

- **Burrowing Owl.** Burrowing owls have a moderate potential to occur outside of the focused survey area, which contains approximately 457.3 acres of potential habitat for burrowing owl. Development of the Proposed Project has the potential to result in impacts to burrowing owls through unintentional clearing, trampling, or grading outside of the construction zone.

- **Loggerhead Shrike.** Loggerhead shrikes were not incidentally detected outside the focused survey area; however, this species has a moderate potential to occur outside the focused survey area, and future development could result in the loss of up to 38.3 acres of potential habitat for loggerhead shrikes. Phasing of the Proposed Project would allow for loggerhead shrikes to disperse to vacant lands outside of construction zones because adults of this species are very mobile. However, the Proposed Project could have a direct impact on bird nests, eggs, and young during vegetation removal.

- **Riparian Birds (Least Bell's Vireo and Yellow Warbler).** Least Bell's vireo has a low potential to occur outside the focused survey area. The plan area contains 8.2 acres of potential habitat for least Bell's vireo and has the potential to result in impacts to least Bell's vireo through unintentional clearing, trampling, or grading outside of the construction zones. Yellow warblers were detected along Yucaipa Creek, and the plan area contains some riparian and chaparral habitat that may be suitable for nesting. Development of the Proposed Project would result in the loss of up to 8.2 acres of potential habitat for yellow warblers. Adults of this species are very mobile but construction could impact bird nests, eggs, and young during vegetation removal.

Mammals

- **Fossorial Small Mammals (Dulzura Pocket Mouse, Northwestern San Diego Pocket Mouse, San Diego Desert Woodrat, and Los Angeles Pocket Mouse).** Special-status, fossorial small mammals were not incidentally detected outside the focused survey area; however, these species have a moderate potential to occur in the plan area. Development of the Proposed Project would result in the loss of up to 442.1 acres of potential habitat for fossorial small mammals.

- **Western Mastiff Bat.** Western mastiff bat was incidentally detected outside the focused survey area and has a moderate potential to occur in the plan area. Development of the Proposed Project would result in the loss of up to 60.9 acres of potential foraging habitat (which includes roosting habitat). Individuals of this species could be killed or harmed if active roost sites are removed.

- **American Badger.** American badger was not incidentally detected outside the focused survey area; however, this portion of the plan area contains suitable habitat. Development of the Proposed Project could result in the loss of up to 428.9 acres of potential habitat. Adults of this species reside below ground and therefore are susceptible to injury and mortality during construction.

Reptiles

- **Southern California Legless Lizard, California Glossy Snake, Coastal Tiger Whiptail, Red Diamondback Rattlesnake, Blainville's Horned Lizard, and Coast Patch-Nosed Snake.** No special-status lizard or snake was incidentally detected outside of the focused survey area during the 2022 surveys; however, the plan area contains suitable habitat for these species; thus, development of the Proposed Project could result in the loss of up to 481.1 acres of potential habitat.

Invertebrates

- **Crotch Bumble Bee.** No Crotch bumble bee or other *Bombus* sp. were incidentally detected during the 2022 surveys, but this species has a high potential to occur within the plan area. Development of the Proposed Project could result in the loss of up to 481.1 acres of potential habitat.

Indirect Impacts

Amphibians

- **Western Spadefoot.** Western spadefoot has a moderate potential to occur outside the focused survey area and thus the Proposed Project has the potential to result in indirect impacts to this species.

    - ***Construction-Related.*** Potential short-term or temporary indirect impacts to western spadefoot resulting from construction activities include inadvertent spillover impacts, including unintentional clearing, trampling, or grading outside of the Project footprint; changes in hydrology resulting from construction, including sedimentation and erosion; the release of chemical pollutants; and adverse effects from noise and vibration. Western spadefoot is typically below ground, so impacts from generation of fugitive dust, increased human presence, and lighting during nighttime construction would be less than significant. The other potential construction-related indirect impacts to western spadefoot would be potentially significant absent mitigation.

    - ***Long-Term.*** Potential long-term indirect impacts that could result from development near western spadefoot or their suitable habitat include chemical releases such as oils and grease from vehicles that could degrade habitat; increased human presence that could lead to unauthorized access to potential habitat for western spadefoot; increased invasive plant species that may degrade habitat; and trampling of habitat and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion. These potential long-term indirect impacts to western spadefoot would be potentially significant absent mitigation.

Birds

- **Fully Protected Raptors (White-Tailed Kite, Golden Eagle, Bald Eagle).** Bald eagle may move through the plan area but are not expected to nest or winter. Golden eagle have a moderate potential to forage within the plan area, but has low potential to nest or winter. Indirect impacts to bald eagle and golden eagle from construction or long-term impacts are generally unlikely because they are not expected to nest or overwinter and because of their high mobility and access to adjacent habitat. Therefore, potential indirect impacts to bald eagle and golden eagle are less than significant. White-tailed kite has potential to nest within the plan area, and because white-tailed kite is a state Fully Protected Species, any actions or activities that would result in injury and/or mortality to individuals of this species, including the loss of eggs or young within an active nest, would be a violation of Section 3511 of the Fish and Game Code and a significant impact under CEQA absent mitigation.

  - ***Construction-Related.*** Potential short-term or temporary indirect impacts to nesting white-tailed kite resulting from construction activities include adverse effects from noise, vibration, and increased human presence. These potential construction-related indirect impacts to white-tailed kite would be potentially significant absent mitigation.

  - ***Long-Term.*** White-tailed kite are relatively mobile and are expected to avoid the developed portions of the Proposed Project in favor of the proposed open space. For this reason, this species is not particularly susceptible to vehicle or building collisions. Therefore, long-term indirect impacts to white-tailed kite would be less than significant.

- **Burrowing Owl.** Protocol surveys for burrowing owl were not conducted in 2022 outside the focused survey area; however this species has a moderate potential to occur within the plan area. Therefore, the Proposed Project has the potential to result in indirect impacts to this species.

  - ***Construction-Related.*** Potential short-term or temporary indirect impacts to burrowing owl resulting from construction activities include the release of chemical pollutants; adverse effects from noise, vibration, and increased human presence; and nighttime lighting. These potential construction-related indirect impacts to burrowing owl would be potentially significant absent mitigation.

  - ***Long-Term*:** Potential long-term indirect impacts that could result from development near burrowing owl or their habitat include chemical releases such as oils and grease from vehicles that could degrade habitat, increased human presence that could lead to unauthorized access to potential habitat for burrowing owl, and increased invasive plant species that may degrade habitat. These potential long-term indirect impacts to burrowing owl would be potentially significant absent mitigation.

- **Loggerhead Shrike.** Loggerhead shrike has potential to nest within the plan area; and thus, the Proposed Project has the potential to result in indirect impacts to this species.

  - ***Construction-Related.*** Potential short-term or temporary indirect impacts to loggerhead shrike resulting from construction activities include the release of chemical pollutants; adverse effects from

noise, vibration, and increased human presence; and nighttime lighting. These potential construction-related indirect impacts to loggerhead shrike would be potentially significant absent mitigation.

- *Long-Term.* Loggerhead shrikes are relatively mobile and are not especially susceptible to impacts from vehicle or building collisions. Therefore, long-term indirect impacts to loggerhead shrikes would be less than significant.

- **Riparian Birds (Least Bell's Vireo and Yellow Warbler).** Focused surveys for least Bell's vireo were not conducted outside the focused survey area in 2022; however, least Bell's vireo has a low potential to occur within the plan area; therefore, the Proposed Project has the potential to result in indirect impacts to this species. Yellow warbler was observed within the plan area in 2022 and future development has the potential to result in indirect impacts to this species.

  - *Construction-Related.* Potential short-term or temporary indirect impacts to least Bell's vireo and yellow warbler resulting from construction activities include the release of chemical pollutants; adverse effects from noise, vibration, and increased human presence; and nighttime lighting. These potential construction-related indirect impacts to least Bell's vireo and yellow warbler would be potentially significant absent mitigation.

  - *Long-Term.* Yellow warblers are relatively mobile and are not especially susceptible to impacts from vehicle or building collisions. Therefore, long-term indirect impacts to yellow warblers would be less than significant. Potential long-term indirect impacts that could result from development near least Bell's vireo or their suitable habitat include chemical releases such as oils and grease from vehicles that could degrade habitat; increased human presence that could lead to unauthorized access to potential habitat for least Bell's vireo; increased invasive plant species that may degrade habitat; and trampling of habitat and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion. These potential long-term indirect impacts to least Bell's vireo would be potentially significant absent mitigation.

Mammals

- **Fossorial Small Mammals (Dulzura pocket mouse, northwestern San Diego pocket mouse, San Diego desert woodrat, and Los Angeles pocket mouse).** Special-status fossorial small mammals have potential to occur within the plan area; and therefore, the Proposed Project has the potential to result in indirect impacts to these species.

  - *Construction-Related.* Potential short-term or temporary indirect impacts to fossorial small mammals resulting from construction activities include the release of chemical pollutants; generation of fugitive dust; adverse effects from noise, vibration, and increased human presence; and nighttime lighting. These potential construction-related indirect impacts to fossorial small mammals would be potentially significant absent mitigation.

  - *Long-Term.* Potential long-term indirect impacts that could result from development near fossorial small mammal species or their suitable habitat include chemical releases such as oils and grease from

vehicles that could degrade habitat; increased human presence that could lead to unauthorized access to potential habitat for fossorial small mammals; increased invasive plant species that may degrade habitat; trampling of vegetation and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion; and nighttime lighting. These potential long-term indirect impacts to fossorial small mammals would be potentially significant absent mitigation.

- **Western Mastiff Bat.** Western mastiff bat was not observed during 2022 surveys but has a moderate potential to occur and there is suitable roosting habitat within the northwest portion of the plan area. Future development has the potential to indirectly impact western mastiff bat.
  - ***Construction-Related.*** Potential short-term or temporary indirect impacts to western mastiff bat resulting from construction activities include the release of chemical pollutants; generation of fugitive dust; adverse effects from noise, vibration, and increased human presence; and nighttime lighting. These potential construction-related indirect impacts to western mastiff bat would be potentially significant absent mitigation.
  - ***Long-Term.*** Potential long-term indirect impacts that could result from development near roosting western mastiff bats include increased human presence that could lead to unauthorized access to potential habitat for western mastiff bat; increased invasive plant species that may degrade habitat; trampling of vegetation and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion; and nighttime lighting. These potential long-term indirect impacts to western mastiff bat would be potentially significant absent mitigation.
- **American Badger.** American badger has high potential to occur within the plan area; therefore, the Proposed Project has the potential to result in indirect impacts to this species.
  - ***Construction-Related.*** Potential short-term or temporary indirect impacts to American badger resulting from construction activities include the release of chemical pollutants; generation of fugitive dust; adverse effects from noise, vibration, and increased human presence; and nighttime lighting. These potential construction-related indirect impacts to American badger would be potentially significant absent mitigation.
  - ***Long-Term.*** Potential long-term indirect impacts that could result from development near American badger or their suitable habitat include chemical releases such as oils and grease from vehicles that could degrade habitat; increased human presence that could lead to unauthorized access to potential habitat for American badger; increased invasive plant species that may degrade habitat; trampling of vegetation and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion; and nighttime lighting. These potential long-term indirect impacts to American badger would be potentially significant absent mitigation.

Reptiles

- **Southern California Legless Lizard, California Glossy Snake, Coastal Tiger Whiptail, Red Diamondback Rattlesnake, Blainville's Horned Lizard, and Coast Patch-Nosed Snake.** Special-

status lizards and snakes have potential to occur within the plan area; therefore, the Proposed Project has the potential to result in indirect impacts to these species.

- *Construction-Related.* Potential short-term or temporary indirect impacts to lizards and snakes resulting from construction activities include the release of chemical pollutants; generation of fugitive dust; adverse effects from noise, vibration, and increased human presence; and nighttime lighting. These potential construction-related indirect impacts to lizards and snakes would be potentially significant absent mitigation.

- *Long-Term.* Potential long-term indirect impacts that could result from development near lizards and snakes or their suitable habitat include chemical releases such as oils and grease from vehicles that could degrade habitat; increased human presence that could lead to unauthorized access to potential habitat for lizards and snakes; increased invasive plant species that may degrade habitat; trampling of vegetation and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion; and nighttime lighting. These potential long-term indirect impacts to lizards and snakes would be potentially significant absent mitigation.

Invertebrates

- **Crotch Bumble Bee.** Crotch bumble bee have potential to occur within the plan area; therefore, the Proposed Project has the potential to result in indirect impacts to this species.

  - *Construction-Related.* Potential short-term or temporary indirect impacts to Crotch bumble bee resulting from construction activities include the release of chemical pollutants; generation of fugitive dust; adverse effects from noise, vibration, and increased human presence; and nighttime lighting. These potential construction-related indirect impacts to Crotch bumble bee would be potentially significant absent mitigation.

  - *Long-Term.* Potential long-term indirect impacts that could result from development near Crotch bumble bee or its suitable habitat include chemical releases such as oils and grease from vehicles that could degrade habitat; increased human presence that could lead to unauthorized access to potential habitat for Crotch bumble bee; increased invasive plant species that may degrade habitat; trampling of vegetation and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion; and nighttime lighting. These potential long-term indirect impacts to Crotch bumble bee would be potentially significant absent mitigation.

Summary

While the Proposed Project would result in more development and substantially more landform modification compared to the Approved Project, future development under the Proposed Project would be required to implement mitigation measures that would reduce impacts to special-status plant and wildlife species, as with the Approved Project. Additionally, some portions of the plan area that were designated for development (i.e., lands not designated Open Space) under the Approved Project would be designated OS-C under the Proposed Project. Biological resources in lands designated OS-C would not be impacted, as these lands would be

preserved in perpetuity. As with the 2008 Certified EIR, which found impacts to be less than significant with the implementation of mitigation measures, impacts under the Proposed Project would also be less than significant upon implementation of mitigation. This is a potentially significant impact in the absence of mitigation. However, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.4-1 would be potentially significant.

Pacific Oaks Commerce Center

Construction and operational activities associated with the Pacific Oaks Commerce Center project could result in temporary and permanent impacts to plant and wildlife species.

Special-Status Plants

Direct Impacts

Nine special-status plant species were determined to have a moderate to high potential to occur within the plan area based on known species distribution, species-specific habitat preferences, and habitat conditions on the project site: Nevin's barberry, smooth tarplant, Parry's spineflower, slender-horned spineflower, Santa Ana River woollystar, California satintail, Hall's monardella, salt spring checkerbloom, and San Bernardino aster. These species were targeted during a 2022 focused survey for the Pacific Oaks Commerce Center project site, which includes the project site plus a 500-foot buffer, for special-status plants within the focused survey area in accordance with Mitigation Measure B-5 from the 2008 Certified EIR for surveys for special-status plants. Focused surveys for special-status plants were negative. The plan area does not occur within federally designated critical habitat for special-status plant species, and there would be no impacts to critical habitat.

Robinson's peppergrass and Southern California black walnut were not included as a target species for the 2022 focused surveys because they are CRPR 4 species, which are not considered rare; therefore, CEQA does not consider this ranking significant. While Robinson's peppergrass and Southern California black walnut were identified, they were not included as target species for the focused surveys.

Indirect Impacts

As identified above, the Pacific Oak Commerce Center project site is negative for special-status plants, including the approximately 500-foot buffer around the development area. No special-status plants are expected to occur in or within 500 feet of the Pacific Oaks Commerce Center project site.

Direct and indirect impacts to special-status plants associated with implementation of the Pacific Oaks Commerce Center Project would be less than significant.

Special-Status Wildlife

Focused habitat assessments for the were conducted for coastal California gnatcatcher, arroyo toad, San Bernardino kangaroo rat, and Stephens' kangaroo rat for the Pacific Oaks Commerce Center project site, including a 500-foot buffer. These species are not expected to occur and are not analyzed further. Burrowing

owl and least Bell's vireo were targeted during 2022 protocol surveys for the Pacific Oaks Commerce Center project area. Protocol surveys for burrowing owl and least Bell's vireo were negative. The plan area is not in federally designated critical habitat for special-status wildlife species, and there would be no impacts to critical habitat.

Direct Impacts

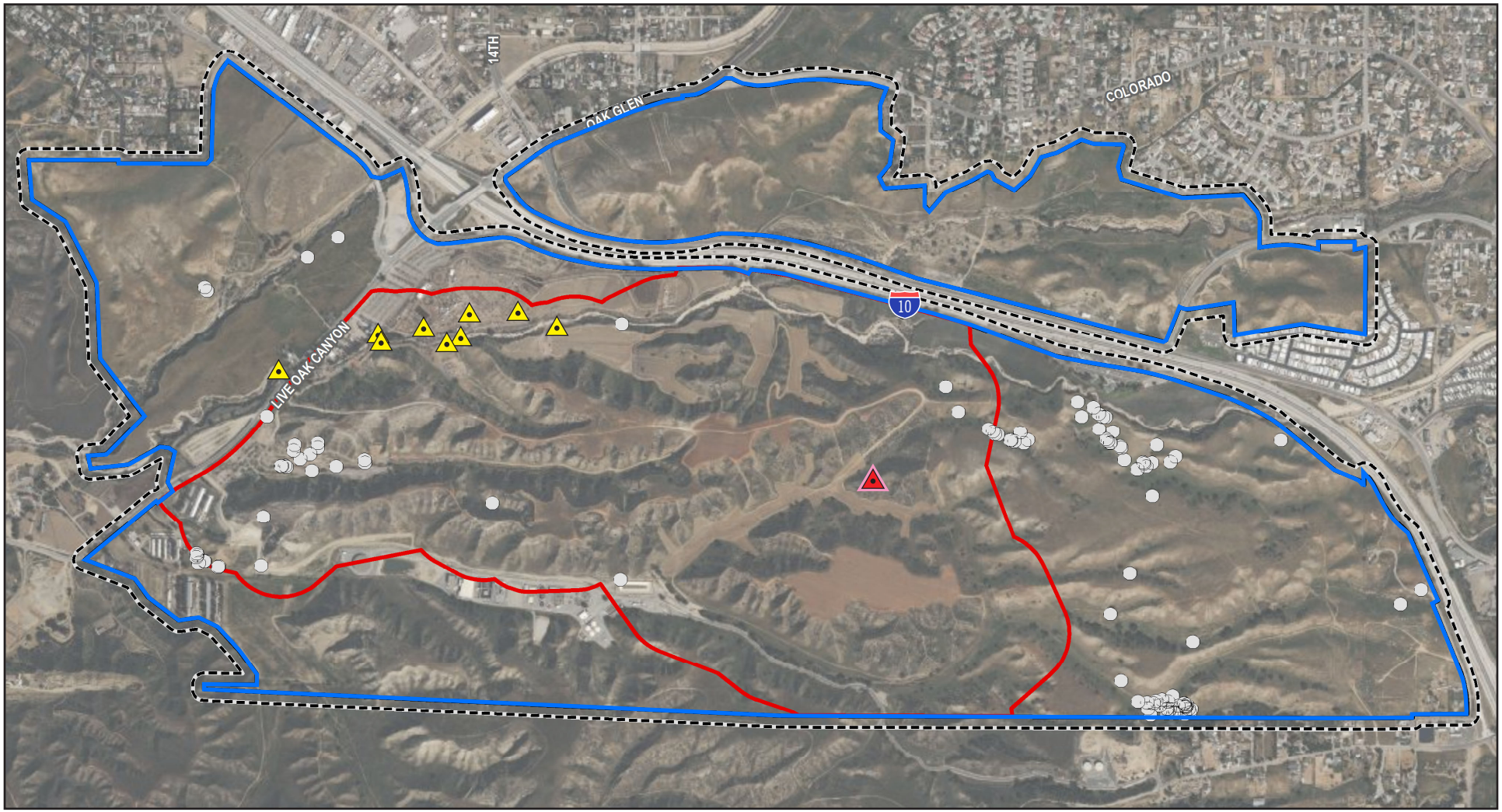
Amphibians

- **Western Spadefoot.** Western spadefoot was not detected within the Pacific Oaks Commerce Center project area during 2022 surveys. This portion of the plan area contains suitable ephemeral water features in chaparral and coastal scrub habitat. Because adults of these species are below ground during a large part of the year, they are susceptible to injury and mortality during construction activities. Potential impacts to western spadefoot could be significant absent mitigation.

Birds

- **Fully Protected Raptors (Bald Eagle, White-Tailed Kite, and Golden Eagle).** Surveys for raptors were conducted in accordance with Mitigation Measure B-11.4 from the 2008 Certified EIR. A bald eagle was observed flying overhead in the focused survey area during the 2022 surveys (Figure 5.4-10, *Biological Resources in the Study Area*). Bald eagles may move through the plan area but are not expected to nest or winter. White-tailed kite has a high potential to occur within the plan area. Golden eagle has a moderate potential to forage within the plan area, but low potential to nest or winter. Direct impacts to bald eagle, white-tailed kite, and golden eagle from construction are generally unlikely due to their high mobility and access to adjacent habitat; however, potential impacts may occur to nesting white-tailed kite during vegetation removal. No such impacts are expected to golden eagle or bald eagle since they have a low potential to nest on-site or are not expected to nest on-site. White-tailed kite has a high potential to occur and has potential to nest on-site. Development of the Pacific Oaks Commerce Center has the potential to result in impacts to nesting white-tailed kite. Because white-tailed kite is a State Fully Protected Species, any actions or activities that would result in injury and/or mortality to individuals of this species, including the loss of eggs or young within an active nest, would be a violation of Section 3511 of the California Fish and Game Code and a significant impact under CEQA absent mitigation.

Figure 5.4-10 - Biological Resources in the Study Area



Source: Dudek 2023.

5. Environmental Analysis
BIOLOGICAL RESOURCES

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- **Burrowing Owl.** Protocol surveys for burrowing owl conducted in accordance with Mitigation Measure B-11.6 from the 2008 Certified EIR for western burrowing owl in 2022 as a part of the Pacific Oaks Commerce Center project were negative in the focused survey area, which included all of the Pacific Oaks Commerce Center project site. In general, the herbaceous vegetation communities within the project site included high cover of nonnative grasses and forbs and did not support openings, clearings, or areas where burrowing owl could have direct line-of-sight. Similarly, shrub and chaparral communities in the project site supported a high cover of nonnative grasses and forbs in the understory with limited areas of bare ground or short vegetation. As such, potential for burrowing owl at the time of the protocol surveys was low. However, because potentially suitable burrows were mapped in the plan area, burrowing owl could occupy up to 152.8 acres of potential habitat prior to construction of Pacific Oaks Commerce Center project. Development has the potential to result in direct impacts to burrowing owl through unintentional clearing, trampling, or grading outside of the construction zone. Potential impacts to burrowing owl would be significant absent mitigation.

- **Loggerhead Shrike.** Loggerhead shrike was not detected within the Pacific Oaks Commerce Center project area during 2022 surveys. However, loggerhead shrike has a moderate potential to occur. Development of the Pacific Oaks Commerce Center project would result in the loss of 83.4 acres of potential habitat for loggerhead shrike. Phasing of the Pacific Oaks Commerce Center project will allow for loggerhead shrike to disperse to vacant lands outside of the Pacific Oaks Commerce Center project area. Adults of this species are very mobile and not susceptible to direct impacts from construction-related activities. However, the Pacific Oaks Commerce Center project could have a direct impact on bird nests, eggs, and young during vegetation removal. This impact would be significant absent mitigation.

Riparian Birds

- **Least Bell's Vireo and Yellow Warbler.** Focused surveys for least Bell's vireo in accordance with Mitigation Measure B-11.3 from the 2008 Certified EIR for the Least Bell's vireo were negative within the focused survey area (i.e., including Pacific Oaks Commerce Center project area) in 2022. Therefore, no impacts to this species are expected with implementation of the Pacific Oaks Commerce Center project. Yellow warbler was detected several times within the focused survey area along Yucaipa Creek in 2022. Yucaipa Creek is adjacent to Pacific Oaks Commerce Center project site, but not within it. Development of the Pacific Oaks Commerce Center project would not result in the loss of any riparian habitat suitable for yellow warbler. Therefore, no impacts to this species are expected with implementation of the Pacific Oaks Commerce Center project.

Mammals

- **Fossorial Small Mammals (Dulzura pocket mouse, northwestern San Diego pocket mouse, San Diego desert woodrat, and Los Angeles pocket mouse).** Surveys were conducted in accordance with Mitigation Measures B-11.7 and B-11.8 from the 2008 Certified EIR. No special-status, fossorial small mammals were incidentally detected within the Pacific Oaks Commerce Center project site during 2022 surveys. However, this portion of the project site contains suitable habitat for these species, and development of the Pacific Oaks Commerce Center would result in the loss of 183.4 acres of potential

habitat for fossorial small mammals, including Dulzura pocket mouse, northwestern San Diego pocket mouse, San Diego desert woodrat, and Los Angeles pocket mouse. When cumulatively evaluated with the Proposed Project, the potential loss of this habitat from the Pacific Oaks Commerce Center project site has potential to affect the local population dynamics of these species, if present. Adults of these species typically reside below ground during the daytime and therefore are susceptible to injury and mortality during construction activities. This impact would be significant absent mitigation.

- **Western Mastiff Bat.** Western mastiff bat was not observed during 2022 surveys, but has a moderate potential to occur and there is suitable roosting habitat within the northwest portion of the plan area. The proposed Project would result in the loss of 85.1 acres of potential foraging habitat (which includes roosting habitat) for western mastiff bat. Individual adults of this species foraging on-site are unlikely to be directly killed or injured during construction activities because they are highly mobile and only active at night. However, individuals could be killed or harmed if active roost sites were removed, either causing direct mortality or more likely causing abandonment during the day. Any direct impacts to individuals, including young, at roost sites as a result of construction activities would be significant.

- **American Badger.** American badger was not incidentally detected within the Pacific Oaks Commerce Center project area during 2022 surveys. However, this portion of the project site contains suitable habitat, and this species has a high potential to occur. Development of the Pacific Oaks Commerce Center project could result in the loss of up to 100.0 acres of potential habitat for American badger. When cumulatively evaluated with the Proposed Project, the potential loss of this habitat from the Pacific Oaks Commerce Center project area has potential to affect the local population dynamics of this species, if present. In addition, adults of this species typically reside below ground and therefore are susceptible to injury and mortality during construction activities. The potential impacts to dens and loss or injury to individual American badgers are considered significant absent mitigation.

- **Reptiles (Southern California Legless Lizard, California Glossy Snake, Coastal Tiger Whiptail, Red Diamondback Rattlesnake, Blainville's Horned Lizard, and Coast Patch-Nose Snake).** No special-status lizard or snake was incidentally detected during 2022 surveys; however, the project site contains suitable habitat and the Pacific Oaks Commerce Center project could result in the loss of up to 185.1 acres of potential habitat for special-status lizards and snakes. When cumulatively evaluated with the Proposed Project, the potential loss of this habitat from the Pacific Oaks Commerce Center project has potential to affect the local population dynamics of these species, if present. In addition, these species generally have low mobility to escape and therefore are susceptible to injury and mortality during construction activities. This impact would be significant absent mitigation.

Invertebrates

- **Crotch Bumble Bee.** No Crotch bumble bee or other *Bombus sp.* were incidentally detected during 2022 surveys; however, the Pacific Oaks Commerce Center project site contains suitable floral resources for the species. Development of the Pacific Oaks Commerce Center project could result in the loss of up to 185.1 acres of potential habitat for Crotch bumble bee. When cumulatively evaluated with the Proposed Project, the potential loss of this habitat from the Pacific Oaks Commerce Center project site has potential to affect

the local population dynamics of these species, if present. Although the project site supports suitable floral resources within these communities, the actual area occupied by specific resources with potential to support the species is likely a much lower acreage. In addition, microhabitats, such as small mammal burrows where the species may nest, and debris and other loose matter suitable for hibernation, likely occur on site in more limited areas. Construction activities have the potential to crush active Crotch bumble bee nest colonies. The loss of active Crotch bumble bee nest colonies is considered significant absent mitigation.

Indirect Impacts

Amphibians

- **Western Spadefoot.** Western spadefoot has potential to occur within the Pacific Oaks Commerce Center project site, and development has the potential to result in indirect impacts to this species.

  - ***Construction-Related.*** Potential short-term or temporary indirect impacts to western spadefoot resulting from construction activities include inadvertent spillover impacts, including unintentional clearing, trampling, or grading outside of the Project footprint; changes in hydrology resulting from construction, including sedimentation and erosion; the release of chemical pollutants; and adverse effects from noise and vibration. Western spadefoot is typically below ground, so impacts from generation of fugitive dust, increased human presence, and lighting during nighttime construction would be less than significant. The other potential construction-related indirect impacts to western spadefoot would be potentially significant absent mitigation.

  - ***Long-Term.*** Potential long-term indirect impacts that could result from development near western spadefoot or their suitable habitat include chemical releases such as oils and grease from vehicles that could degrade habitat; increased human presence that could lead to unauthorized access to potential habitat for western spadefoot; increased invasive plant species that may degrade habitat; and trampling of habitat and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion. These potential long-term indirect impacts to western spadefoot would be potentially significant absent mitigation.

Birds

- **Fully Protected Raptors (White-Tailed Kite, Bald Eagle, and Golden Eagle).** Surveys were conducted in accordance with Mitigation Measure B-11.4 from the 2008 Certified EIR. Bald eagle may move through the plan area but is not expected to nest or winter. Golden eagle has a moderate potential to forage within the plan area, but has low potential to nest or winter. Indirect impacts to bald eagle and golden eagle from construction or long-term impacts are generally unlikely because they are not expected to nest or overwinter and due to their high mobility and access to adjacent habitat. Therefore, potential indirect impacts to bald eagle and golden eagle are less than significant. White-tailed kite has potential to nest within the Pacific Oaks Commerce Center project area, and because white-tailed kite is a State Fully Protected Species, any actions or activities that would result in injury and/or mortality to individuals of this species, including the loss of eggs or young within an active nest, would be a violation of Section 3511 of the Fish and Game Code and a significant impact under CEQA absent mitigation.

- *Construction-Related.* Potential short-term or temporary indirect impacts to nesting white-tailed kite resulting from construction activities include adverse effects from noise, vibration, and increased human presence. These potential construction-related indirect impacts to white-tailed kite would be potentially significant absent mitigation.

- *Long-Term.* White-tailed kite are relatively mobile and are expected to avoid the developed portions of the Project and instead occur within the proposed open space. For this reason, this species is not particularly susceptible to vehicle or building collisions. Therefore, long-term indirect impacts to white-tailed kite would be less than significant.

- **Burrowing Owl.** Burrowing owl protocol surveys were conducted in accordance with Mitigation Measure B-11.6 in the 2008 Certified EIR and were negative within the focused survey area, which included an approximately 500-foot buffer of the Pacific Oaks Commerce Center project area. However, this transitive species may still occur during pre-construction surveys. Development of Pacific Oaks Commerce Center has the potential to result in indirect impacts to this species.

  - *Construction-Related.* Potential short-term or temporary indirect impacts to burrowing owl resulting from construction activities include the release of chemical pollutants; adverse effects from noise, vibration, and increased human presence; and nighttime lighting. These potential construction-related indirect impacts to burrowing owl would be potentially significant absent mitigation.

  - *Long-Term.* Potential long-term indirect impacts that could result from development near burrowing owl or their habitat include chemical releases such as oils and grease from vehicles that could degrade habitat, increased human presence that could lead to unauthorized access to potential habitat for burrowing owl, and increased invasive plant species that may degrade habitat. These potential long-term indirect impacts to burrowing owl would be potentially significant absent mitigation.

- **Loggerhead Shrike.** Loggerhead shrike has potential to nest within the Pacific Oaks Commerce Center project area, and development has the potential to result in indirect impacts to this species.

  - *Construction-Related.* Potential short-term or temporary indirect impacts to loggerhead shrike resulting from construction activities include the release of chemical pollutants; adverse effects from noise, vibration, and increased human presence; and nighttime lighting. These potential construction-related indirect impacts to loggerhead shrike would be potentially significant absent mitigation.

  - *Long-Term.* Loggerhead shrikes are relatively mobile and are not especially susceptible to impacts from vehicle or building collisions. Therefore, long-term indirect impacts to loggerhead shrikes would be less than significant.

Riparian Birds

- **Least Bell's Vireo and Yellow Warbler.** Focused surveys for least Bell's vireo were conducted in accordance with Mitigation Measure B-11.3 in the 2008 Certified EIR and were negative within the focused survey area in 2022. Therefore, no indirect impacts to this species are expected with Project

implementation. Yellow warbler was detected several times within the focused survey area along Yucaipa Creek in 2022 and the plan area contains some riparian and chaparral habitat that may be suitable for nesting. Development of the Pacific Oaks Commerce Center project has the potential to result in indirect impacts to this species.

- ***Construction-Related.*** Potential short-term or temporary indirect impacts to yellow warbler resulting from construction activities include the release of chemical pollutants; adverse effects from noise, vibration, and increased human presence; and nighttime lighting. These potential construction-related indirect impacts to yellow warbler would be potentially significant absent mitigation.

- ***Long-Term.*** Yellow warblers are relatively mobile and are not especially susceptible to impacts from vehicle or building collisions. Therefore, long-term indirect impacts to yellow warblers would be less than significant.

Mammals

- **Fossorial Small Mammals (Dulzura Pocket Mouse, Northwestern San Diego Pocket Mouse, San Diego Desert Woodrat, and Los Angeles Pocket Mouse).** Surveys were conducted in accordance with Mitigation Measures B-11.7 and B-11.8 from the 2008 Certified EIR. Special-status fossorial small mammals have potential to occur within the Pacific Oaks Commerce Center project area, and development has the potential to result in indirect impacts to these species.

  - ***Construction-Related.*** Potential short-term or temporary indirect impacts to fossorial small mammals resulting from construction activities include the release of chemical pollutants; generation of fugitive dust; adverse effects from noise, vibration, and increased human presence; and nighttime lighting. These potential construction-related indirect impacts to fossorial small mammals would be potentially significant absent mitigation.

  - ***Long-Term.*** Potential long-term indirect impacts that could result from development near fossorial small mammal species or their suitable habitat include chemical releases such as oils and grease from vehicles that could degrade habitat; increased human presence that could lead to unauthorized access to potential habitat for fossorial small mammals; increased invasive plant species that may degrade habitat; trampling of vegetation and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion; and nighttime lighting. These potential long-term indirect impacts to fossorial small mammals would be potentially significant absent mitigation.

- **Western Mastiff Bat.** Western mastiff bat was not observed during 2022 surveys, but has a moderate potential to occur and there is suitable roosting habitat within the northwest portion of the plan area. Project implementation has the potential to indirectly impact western mastiff bat.

  - ***Construction-Related.*** Potential short-term or temporary indirect impacts to western mastiff bat resulting from construction activities include the release of chemical pollutants; generation of fugitive dust; adverse effects from noise, vibration, and increased human presence; and nighttime lighting.

These potential construction-related indirect impacts to western mastiff bat would be potentially significant absent mitigation.

- *Long-Term.* Potential long-term indirect impacts that could result from development near roosting western mastiff bats include increased human presence that could lead to unauthorized access to potential habitat for western mastiff bat; increased invasive plant species that may degrade habitat; trampling of vegetation and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion; and nighttime lighting. These potential long-term indirect impacts to western mastiff bat would be potentially significant absent mitigation.

- **American Badger.** American badger has potential to occur within the Pacific Oaks Commerce Center project area, and development has the potential to result in indirect impacts to this species.

  - *Construction-Related.* Potential short-term or temporary indirect impacts to American badger resulting from construction activities include the release of chemical pollutants; generation of fugitive dust; adverse effects from noise, vibration, and increased human presence; and nighttime lighting. These potential construction-related indirect impacts to American badger would be potentially significant absent mitigation.

  - **Long-Term.** Potential long-term indirect impacts that could result from development near American badger or their suitable habitat include chemical releases such as oils and grease from vehicles that could degrade habitat; increased human presence that could lead to unauthorized access to potential habitat for American badger; increased invasive plant species that may degrade habitat; trampling of vegetation and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion; and nighttime lighting. These potential long-term indirect impacts to American badger would be potentially significant absent mitigation.

Reptiles

- **Southern California Legless Lizard, California Glossy Snake, Coastal tiger whiptail, Red Diamondback Rattlesnake, Blainville's Horned Lizard, and Coast Patch-Nosed Snake.** Special-status lizards and snakes have potential to occur within the Pacific Oaks Commerce Center project area, and development has the potential to result in indirect impacts to these species.

  - *Construction-Related.* Potential short-term or temporary indirect impacts to lizards and snakes resulting from construction activities include the release of chemical pollutants; generation of fugitive dust; adverse effects from noise, vibration, and increased human presence; and nighttime lighting. These potential construction-related indirect impacts to lizards and snakes would be potentially significant absent mitigation.

  - **Long-Term.** Potential long-term indirect impacts that could result from development near lizards and snakes or their suitable habitat include chemical releases such as oils and grease from vehicles that could degrade habitat; increased human presence that could lead to unauthorized access to potential habitat for lizards and snakes; increased invasive plant species that may degrade habitat; trampling of

vegetation and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion; and nighttime lighting. These potential long-term indirect impacts to lizards and snakes would be potentially significant absent mitigation.

- **Crotch Bumble Bee.** Crotch bumble bee have potential to occur within the Pacific Oaks Commerce Center project area, and development has the potential to result in indirect impacts to this species.
  - ***Construction-Related.*** Potential short-term or temporary indirect impacts to Crotch bumble bee resulting from construction activities include the release of chemical pollutants; generation of fugitive dust; adverse effects from noise, vibration, and increased human presence; and nighttime lighting. These potential construction-related indirect impacts to Crotch bumble bee would be potentially significant absent mitigation.
  - ***Long-Term.*** Potential long-term indirect impacts that could result from development near Crotch bumble bee or its suitable habitat include chemical releases such as oils and grease from vehicles that could degrade habitat; increased human presence that could lead to unauthorized access to potential habitat for Crotch bumble bee; increased invasive plant species that may degrade habitat; trampling of vegetation and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion; and nighttime lighting. These potential long-term indirect impacts to Crotch bumble bee would be potentially significant absent mitigation.

Summary

The Pacific Oaks Commerce Center project has the potential to impact special-status wildlife species. However, implementation of mitigation would reduce impacts to less than significant. In the absence of mitigation, these impacts would be significant. However, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.4-1 would be potentially significant.

Impact 5.4-2: Future development within the plan area could result in the loss of sensitive natural communities, including riparian habitat. [Threshold B-2]

The 2008 Certified EIR identified that the Proposed Project could impact sensitive natural communities, but implementation of Mitigation Measures B-1 through B-4 would reduce impacts to less than significant.

FCSP Buildout

Direct Impacts

A total of 35 vegetation communities or land cover types were mapped within the plan area. Of these, 10 communities are considered sensitive vegetation communities by the CDFW and sensitive under CEQA: Menzie's golden bush scrub; Palmer's goldenbush scrub; *Adenostoma fasciculatum–salvia mellifera–Rhus ovata* association in the chamise-sage chaparral alliance; scale broom brush; Fremont cottonwood forest and

woodland; *Salix gooddingii* association in the Gooding's willow–red willow riparian woodland and forest alliance; and the *Sambucus nigra* association in the basket bush–river hawthorn–desert olive patches alliance.

Future development could result in impacts of up to 19.1 acres of sensitive vegetation communities—6.8 acres of riparian communities, 0.8 acre of chaparral, and 11.5 acres of scrub (see Table 5.4-5, *Direct Impacts to Sensitive Vegetation Communities in the Plan Area*). Impacts to these vegetation communities would be significant absent mitigation. In addition, the Proposed Project would result in impacts to riparian and streambed vegetation communities (see Impact 5.4-3, below).

Table 5.4-5 Direct Impacts to Sensitive Vegetation Communities in the Plan Area

Vegetation Community or Land Cover Type	Floristic Alliance	Association	Plan Area Components (Acreage)		
			Inside the Focused Survey Area[1]	Outside the Focused Survey Area	Grand Total
Scrub					
Menzies's golden bush scrub	*Isocoma menziesii*	*Isocoma menziesii*	0.0	1.0	1.0
Palmer's goldenbush scrub	*Ericameria palmeri*	*Ericameria palmeri*	0.0	10.5	10.5
		Scrub Subtotal	**0.0**	**11.5**	**11.5**
Chaparral					
Chamise - Sage chaparral	*Adenostoma fasciculatum - Salvia spp.*	*Adenostoma fasciculatum - Salvia mellifera - Rhus ovata*	0.8	0.0	0.8
		Chaparral Subtotal	**0.8**	**0.0**	**0.8**
Riparian					
Scale broom scrub	*Lepidospartum squamatum*	*Eriogonum fasciculatum - Lepidospartum squamatum alluvial fan*	0.0	0.0	0.0
		Lepidospartum squamatum / ephemeral annuals	0.0	0.0	0.0
Fremont cottonwood forest and woodland	*Populus fremontii - Fraxinus velutina - Salix gooddingii*	*Populus fremontii*	0.7	0.4	1.1
		Populus fremontii - Salix gooddingii / Baccharis salicifolia	0.0	1.7	1.7
		Populus fremontii - Sambucus nigra	0.0	0.2	0.2
Goodding's willow - red willow riparian woodland and forest	*Salix gooddingii - Salix laevigata*	*Salix gooddingii*	0.0	0.6	0.6
Basket bush - river hawthorn - desert olive patches	*Rhus trilobata - Crataegus rivularis - Forestiera pubescens*	*Sambucus nigra*	0.0	3.2	3.2
		Riparian Subtotal	**0.7**	**6.1**	**6.8**

Table 5.4-5 Direct Impacts to Sensitive Vegetation Communities in the Plan Area

Vegetation Community or Land Cover Type	Floristic Alliance	Association	Plan Area Components (Acreage)		
			Inside the Focused Survey Area[1]	Outside the Focused Survey Area	Grand Total
Grand Total			**1.5**	**17.5**	**19.1**

Source: Dudek 2023 (Appendix E).
Notes: Totals may not add to 100 percent due to rounding.
[1] The 0.8 acre of chaparral and 0.7 acre of riparian are in the focused survey area but outside of the Pacific Oaks Commerce Center footprint.

The 0.8 acre of *Adenostoma fasciculatum–Salvia mellifera–Rhus ovata* consists of one individual patch that is disconnected from other *Adenostoma fasciculatum–Salvia mellifera–Rhus ovata* in the region. Impacts to this community are not expected to result in adverse effects to the community regionally. Therefore, impacts to *Adenostoma fasciculatum–Salvia mellifera–Rhus ovata* would be less than significant. Impacts to the riparian and scrub communities would be significant absent mitigation.

Indirect Impacts

Future development within the plan area has the potential to result in indirect impacts to sensitive vegetation communities.

Construction-Related

Sensitive vegetation communities may be indirectly impacted during future construction of the Proposed Project. Potential short-term or temporary indirect impacts to sensitive vegetation communities resulting from construction activities include inadvertent spillover impacts; unintentional clearing, trampling, or grading outside of the Project footprint; generation of fugitive dust; changes in hydrology resulting from construction, including sedimentation and erosion; the release of chemical pollutants; and the adverse effect of invasive plant species. These potential construction-related, indirect impacts to sensitive vegetation would be potentially significant absent mitigation.

Long-Term

Potential long-term, indirect impacts that could result from development near sensitive vegetation communities include chemical releases such as oils and grease from vehicles that could degrade habitat; increased invasive plant species that may degrade habitat; and trampling of vegetation and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion. These potential long-term indirect impacts to sensitive vegetation would be potentially significant absent mitigation.

Summary

The Proposed Project would result in substantially more landform modification compared to the Approved Project. Like the Approved Project, future development under the Proposed Project would be required to implement mitigation measures which would reduce impacts to sensitive natural communities. Additionally, some portions of the plan area that were designated for development under the Approved Project would be designated OS-C under the Proposed Project; as such, biological resources within lands designated OS-C would

not be impacted, as these lands would be preserved in perpetuity. As with the 2008 Certified EIR, which found impacts to be less than significant with the implementation of mitigation measures, impacts under the Proposed Project would also be less than significant upon implementation of mitigation. This is a potentially significant impact. However, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.4-2 would be potentially significant.

Pacific Oaks Commerce Center

Future development on the Pacific Oaks Commerce Center project site would not result in impacts to sensitive vegetation communities, as none exist in the Pacific Oaks Commerce Center project site. Therefore, no impacts would occur. Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.4-2 would not be significant.

Impact 5.4-3: Future development within the plan area could impact jurisdictional aquatic resources within the plan area. [Threshold B-3]

The 2008 Certified EIR identified that the Approved Project could impact wetlands, but implementation of Mitigation Measures B-1 through B-3 would reduce impacts to less than significant.

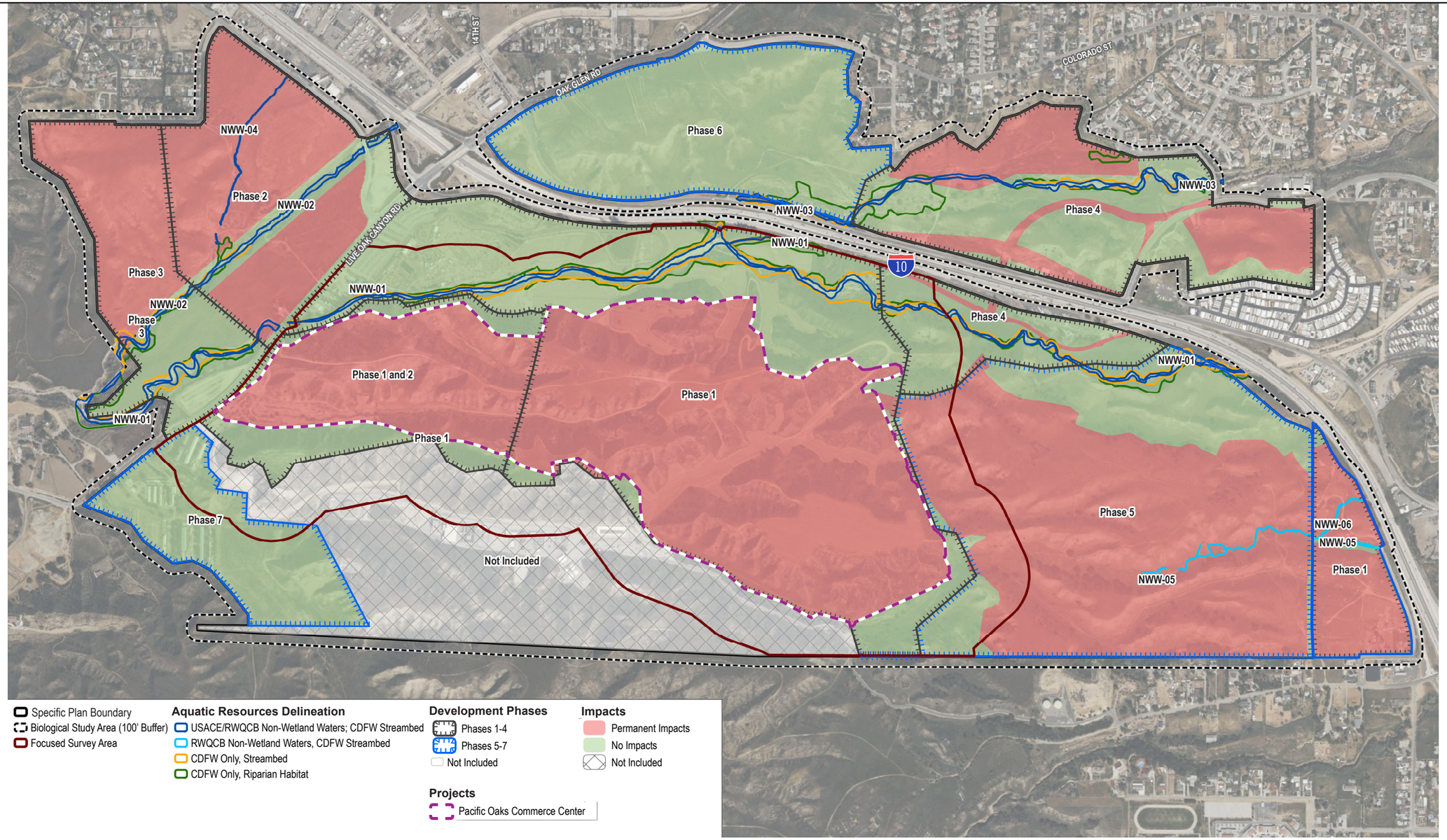
FCSP Buildout

An updated aquatic resources delineation was conducted throughout the plan area in 2022 in compliance with Mitigation Measure B-1 from the 2008 Certified EIR. The plan area does not contain state or federally protected wetlands. The plan area supports 15.37 acres of nonwetland waters potentially regulated by USACE (Figure 5.4-11, *Impacts to Aquatic Resources Delineation*). Additionally, 16.03 acres of nonwetland waters (below OHWM) fall under RWQCB jurisdiction, and 49.10 acres of CDFW streambed (below and above OHWM, to top of bank) and associated riparian habitat occur in the plan area.

Direct Impacts

An aquatic resources delineation was conducted in 2022. Based on the jurisdictional delineation and review of relevant information, six nonwetland water features were delineated within the plan area (see Figure 5.4-11). Of the six nonwetland waters, four features totaling 15.37 acres are potentially under the jurisdiction of the USACE since they exhibit a downstream connection with a traditional navigable water (the Pacific Ocean). The other two nonwetland water features, totaling 0.66 acre, terminate in the plan area and therefore are likely not USACE jurisdictional. Nonwetland water features in the plan area may also be regulated by RWQCB and CDFW. In addition, CDFW may regulate streambeds beyond the OHWM (to top of bank) and associated riparian habitat. In total, 16.03 acres of nonwetland waters (below OHWM) fall under RWQCB jurisdiction, and 49.1 acres of CDFW Streambed (below and above OHWM, to top of bank) and associated riparian habitat occur in the review.

Figure 5.4-11 - Impacts to Aquatic Resources Delineation



0 975
Scale (Feet)

Source: Dudek 2023.

5. Environmental Analysis
BIOLOGICAL RESOURCES

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Implementation of the Proposed Project would impact approximately 2.88 acres of nonwetland waters of the United States, 0.59 acre of nonwetland waters of the State, 1.88 acres of Jurisdictional Streambed, and 6.89 acres of Jurisdictional Riparian habitats, as shown in Table 5.4-6, *Proposed Project Impacts to Aquatic Resources*.

Table 5.4-6 Proposed Project Impacts to Aquatic Resources

Feature Name	Vegetation Community or Land Cover Type	Nonwetland Waters of the United States (USACE, RWQCB, CDFW) Acreage	Nonwetland Waters of the State (RWQCB/CDFW)	Jurisdictional Streambed (CDFW Only)	Jurisdictional Riparian (CDFW only)
NWW-1 Yucaipa Creek	Eucalyptus – tree of heaven – black locust groves	0.35	0	0.20	0
	Fremont cottonwood forest and woodland	0.97	0	0.87	0.74
	Mulefat thickets	0.12	0	0.41	1.06
	Non-native grassland	0.01	0	0.07	0
	Upland mustards or star-thistle fields	0	0	0.03	0
	Urban/Developed	<0.01	0	<0.01	0
	NWW-1 Subtotal	***1.44***	***0***	***1.57***	***1.80***
NWW-2 Oak Glen Creek	Eucalyptus -tree of heaven – black locust groves	0.26	0	0	0
	Freemont cottonwood forest and woodland	0.08	0	0.17	0
	Mulefat thickets	0.04	0	0.05	0.03
	Non-native grassland	0	0	0.01	0
	Urban/Developed	<0.01	0	0.23	0.03
	NWW-2 Subtotal	***0.39***	***0***	***0.23***	***0.03***
NWW-3 Yucaipa Creek Tributary	Basket bush – river hawthorn – desert olive patches	0.01	0	<0.01	3.17
	Goodding's willow – red willow riparian woodland and forest	0	0	0	0.57
	Mulefat thickets	0.88	0	0.07	1.07
	Non-Native grassland	<10.01	0	0	0
	NWW-3 Subtotal	***0.89***	***0***	***0.07***	***4.82***
NWW-4 PA4, PA5, PA6, and PA7	Eucalyptus – tree of heaven – black locust groves	0.01	0	0	0
	Fremont cottonwood forest and woodland	0	0	0	0.24
	Non-native grassland	0.15	0	0	0
	Urban/Developed	<0.01	0	0	0
	NWW-4 Subtotal	***0.16***	***0***	***0***	***0.24***
NWW-5 Planning Area BP6	Coast live oak woodland and forest	0	0.02	0	0
	Non-native grassland	0	0.04	0	0
	Open Water	0	0.31	0	0
	Ornamental plantings	0	0.05	0	0

Table 5.4-6 Proposed Project Impacts to Aquatic Resources

Feature Name	Vegetation Community or Land Cover Type	Nonwetland Waters of the United States (USACE, RWQCB, CDFW) Acreage	Nonwetland Waters of the State (RWQCB/CDFW)	Jurisdictional Streambed (CDFW Only)	Jurisdictional Riparian (CDFW only)
	NWW-5 Subtotal	***0***	***0.41***	***0***	***0***
Grand Total		**2.88**	**0.41**	**1.88**	**6.89**

Source: Dudek 2023 (see Appendix E).
Notes: Totals may not sum due to rounding.
NWW = nonwetland water; USACE = US Army Corps of Engineers; RWQCB = Regional Water Quality Control Board; CDFW = California Department of Fish and Wildlife

Indirect Impacts

Construction-Related

Jurisdictional waters of the United States/state may be indirectly impacted during construction. Potential short-term or temporary indirect impacts to jurisdictional waters resulting from construction activities include the generation of fugitive dust; changes in hydrology resulting from construction, including sedimentation and erosion; the release of chemical pollutants; and unintentional clearing, trampling, or grading outside of the proposed construction zone. Construction-related indirect impacts to jurisdictional waters associated with the Proposed Project would be potentially significant.

Long-Term

Potential long-term indirect impacts that could result from development near waters of the United States/state communities include pollutants that could degrade water quality and habitat; increased invasive plant species that may degrade habitat; and trampling of vegetation and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion. Long-term indirect impacts to jurisdictional waters associated with the Proposed Project would be potentially significant.

Summary

While the Proposed Project would result in more development and substantially more landform modification, compared to the Approved Project, this additional landform modification is outside of jurisdictional resources and/or is avoided. Future development under the Proposed Project would be required to implement mitigation measures, which would reduce impacts to wetlands. Additionally, some portions of the plan area that were designated for development under the Approved Project would be designated OS-C under the Proposed Project; as such, biological resources within lands designated OS-C would not be impacted, as these lands would be preserved in perpetuity. Implementation of mitigation would minimize construction-related and long-term indirect impacts to less than significant. This is a potentially significant impact in the absence of mitigation. However, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.4-3 would be potentially significant.

Pacific Oaks Commerce Center

Direct Impacts

Future development on the Pacific Oaks Commerce Center project site would not result in impacts to any jurisdictional aquatic resources because none exist in the Pacific Oaks Commerce Center project site. No impacts would occur. Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Indirect Impacts

Development of the Pacific Oaks Commerce Center project has the potential to result in short-term (construction-related) and long-term indirect impacts to aquatic resources. Impacts would be potentially significant in the absence of mitigation. However, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.4-3 is potentially significant.

Impact 5.4-4: Future development within the plan area could directly or indirectly affect wildlife movement within the plan area and vicinity. [Threshold B-4]

The 2008 Certified EIR determined that the plan area is not expected to function as a regional wildlife corridor or habitat linkage because of its proximity to residential development, commercial development, roads, and highways, and because the plan area does not serve as a connection to adjoining areas of open space. Impacts were determined to not be significant.

FCSP Buildout

Direct Impacts

The plan area does not contain nursery sites, such as bat colony roosting sites or colonial bird nesting areas, and the plan area is not in an area identified as a wildlife corridor or linkage. However, the Yucaipa General Plan EIR identified Yucaipa Creek and Oak Glen Creek as potential local wildlife linkages. The plan area contains undeveloped land that allows for unrestricted move-through habitat and three large drainages that likely convey wildlife through the plan area. The remaining two drainages are shallow and isolated, likely not conveying wildlife, but may contribute to move-through, foraging habitat.

The Proposed Project would designate at least 155 acres of land as OS-C (approximately 13 percent of the plan area), primarily along the three most prominent drainage features in the plan area: Yucaipa Creek (NWW-01), Oak Glen Creek (NWW-02), and Yucaipa Creek's tributary (NWW-03). The OS-C lands allow for partial to full avoidance of all three drainages. The Proposed Project would also designate at least 336 acres (approximately 27 percent of the plan area) of OS along both Yucaipa Creek and Oak Glen Creek and interspersed throughout the plan area, which would provide a buffer and transition zone between different land uses and may support agricultural activities, including those areas already in production. While agricultural

activities have the potential to constrain movement, this land is expected to continue to facilitate some wildlife movement.

Given that future development plans associated with the Proposed Project are currently conceptual, specific impacts to wildlife corridors and habitat linkages are not known and therefore potentially significant.

Future road improvements to Live Oak Canyon Road and future development of the Wildwood Canyon Road Interchange project have potential to impact local wildlife movement along Yucaipa Creek. In the absence of mitigation these impacts would be potentially significant.

Indirect Impacts

Construction-Related

Potential short-term or temporary indirect impacts to wildlife movement resulting from construction activities include the adverse effects from noise, vibration, and increased human presence, as well as nighttime lighting. These potential construction-related indirect impacts to wildlife movement would be potentially significant absent mitigation.

Long-Term

Potential long-term indirect impacts to wildlife movement include chemical releases such as oils and grease from vehicles that could degrade habitat; increased human presence; increased invasive plant species that may degrade habitat; trampling of vegetation and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion; and nighttime lighting. These potential long-term indirect impacts would be potentially significant absent mitigation.

Summary

The overall development pattern of the Approved Project and Proposed Project would be similar and therefore direct and indirect impacts to wildlife corridors and linkages would also be similar. In the absence of mitigation, direct and indirect impacts would be potentially significant. However, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.4-4 would be potentially significant.

Pacific Oaks Commerce Center

Direct Impacts

Development of Pacific Oaks Commerce Center fully avoids Yucaipa Creek; therefore, this project is not expected to impact regional wildlife movement. No direct impacts would occur. The Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Indirect Impacts

While development of Pacific Oaks Commerce Center fully avoids Yucaipa Creek, it would encroach into its associated uplands, which may constrain wildlife use in the area. Therefore, the Pacific Oaks Commerce Center project would result in the same indirect impacts to wildlife movement as identified for the Specific Plan. Impacts would be potentially significant in the absence of mitigation. However, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.4-4 would be potentially significant.

Impact 5.4-5: The Proposed Project could conflict with the City's tree ordinance but would not conflict with an adopted habitat conservation plan. [Thresholds B-5 and B-6]

The 2008 Certified EIR identified that impacts to oak trees could occur, and that upon implementation of Mitigation Measures B-7 through B-10, impacts would be less than significant. The 2008 Certified EIR indicated that the plan area is not within a habitat conservation plan or natural community conservation plan, and therefore, impacts were determined to not be significant.

FCSP Buildout

Local Policies and Ordinances

The City's Municipal Development Code, Division 9, Plant Protection and Management, includes ordinances related to the removal of trees, including oak trees, as well as plants within 200 feet of a streambank. The plan area contains trees, including oak trees, and streambanks. As with the Approved Project, the Proposed Project would result in impacts to trees and plants within 200 feet of a streambank. Impacts would be potentially significant in the absence of mitigation. However, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Habitat Conservation Plans

The plan area does not overlap with any habitat conservation plans, and no impacts would occur to habitat conservation plans. No impact would occur. Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.4-5 would be potentially significant.

Pacific Oaks Commerce Center

Local Policies and Ordinances

The Pacific Oaks Commerce Center project would result in the same impacts to the City's tree ordinance as well as habitat conservation plans, as identified for the Specific Plan. Impacts would be potentially significant in the absence of mitigation. However, the Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Habitat Conservation Plans

As the plan area does not overlap with any habitat conservation plans, and no impacts would occur to habitat conservation plans. No impact would occur. Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.4-5 would be potentially significant.

5.4.5 Cumulative Impacts

The area considered for cumulative impacts to biological resources is the inland deserts region of CDFW. Like the Approved Project, the development in the plan area and the surrounding areas could impact biological resources given the magnitude of development proposed under the Proposed Project, and the plan area's current conditions would change from open space and agricultural lands to urban and suburban uses. Implementation of the Proposed Project would not result in new or substantially more severe significant impacts in regard to biological resources than were determined in the 2008 Certified EIR. However, mitigation measures would be necessary to ensure less than significant impacts. Therefore, impacts of the Proposed Project would be less than cumulatively considerable with implementation of mitigation.

5.4.6 Level of Significance Before Mitigation

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.4-1** Future development within the plan area could impact special-status plant and wildlife species.
- **Impact 5.4-2** Future development within the plan area could result in the loss of sensitive natural communities, including riparian habitat.
- **Impact 5.4-3** Future development within the plan area could impact jurisdictional aquatic resources within the plan area.
- **Impact 5.4-4** Future development within the plan area could directly or indirectly affect wildlife movement within the plan area and vicinity.
- **Impact 5.4-5** Future development could conflict with the City's tree ordinance.

5.4.7 Mitigation Measures

5.4.7.1 MITIGATION MEASURES FROM THE 2008 CERTIFIED EIR

The following mitigation measures were taken directly from the 2008 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in ~~strikethrough~~ for deleted text and <u>underline</u> for new, inserted text.

A wetland delineation was conducted for the entire plan area in accordance with Mitigation Measure B-1. Therefore, this mitigation measure is no longer applicable.

~~B-1 A wetland delineation will determine if the proposed development project will potentially impact wetlands or waters of the United States and California. If it does, the applicant will prepare a formal wetland delineation to more accurately identify, evaluate, and map the extent of the streambed jurisdictional areas that the proposed project will modify under the jurisdiction of USACE, CDFG, and RWQCB. The delineation will be used to determine impacts and will be verified by the regulatory agencies. If a formal wetland delineation resulting from mitigation measure B-1 identifies impacts to wetlands or waters of the United States and California, mitigation measures B-2, B-3, and B-4 will apply.~~

Mitigation Measures B-2 and B-3 have been consolidated and replaced with new Mitigation Measure B-19 (aquatic resource avoidance, permitting, and protection) and B-20 (sensitive upland vegetation avoidance and mitigation).

~~B-2 Prior to grading permit, the applicant will obtain a Section 404 permit authorization from USACE, a 1602 Streambed Alteration Agreement from CDFG, and a 401 State Water Quality Certification from RWQCB. Approved impacts to USACE, CDFG, and RWQCB jurisdictional areas would require mitigation through habitat creation, enhancement, and/or preservation to achieve a no-net-loss of jurisdictional resources, as determined by a qualified restoration specialist in consultation with the regulatory agencies. Mitigation ratios and the specific location of mitigation lands will be determined in consultation with the appropriate regulatory agencies in accordance with the requirements of the federal Clean Water Act, federal wetland policies, and the California Fish and Game Code. The remaining undeveloped land within the Specific Plan site (excluding areas impacted from roads, development, and fuel modification) is planned as designated open space and may qualify as mitigation for impacts to jurisdictional areas.~~

~~B-3 The applicant shall mitigate for temporary and permanent impacts to USACE jurisdictional wetlands and waters of the U.S., RWQCB jurisdictional waters, and CDFG jurisdictional areas by restoring habitats (i.e. southern willow scrub, scoured drainage, and mulefat scrub) upon acceptance of these temporary and permanent impacts by the resource agencies. Remaining undeveloped land within the proposed development project site (excluding areas impacted from roads, development, and fuel modification) designated as open space in the Specific Plan may qualify as mitigation for impacts to jurisdictional areas.~~

~~The applicant shall prepare and submit a Conceptual Streambed Restoration Plan (CSRP) to the City of Yucaipa for approval and to the regulatory agencies for review and concurrence. Habitat shall be mitigated on-site or within the same watershed, if feasible. The goal of the CSRP will be to recreate the functions and values of the habitat being affected. These mitigation requirements will be outlined in the CSRP prepared for each project, with~~

~~monitoring requirements and specific criteria to measure the success of the restoration. Guidelines for the CSRP shall include:~~

- ~~The mitigation site(s) shall have been evaluated and selected on the basis of their suitability for use as riparian mitigation areas.~~
- ~~The mitigation shall provide procedures to prepare soils in the mitigation area, provide detailed seeding/planting mixtures, provide seeding/planting methods, appropriate irrigation and other procedures that will be used for successful re-vegetation.~~
- ~~Impacts to jurisdictional waters and wetlands shall be avoided to the extent feasible in the design phase of the project.~~
- ~~Specific mitigation ratios and performance criteria shall be stated in the CSRP.~~
- ~~Maintenance and monitoring requirements shall be established, including quarterly and annual monitoring reports to USACE and CDFG.~~

~~The content of the CSRP will address the responsibilities and qualifications of the personnel to implement and supervise the plan, incorporate pertinent site selection criteria, provide for the site preparation and planting implementation program, provide a schedule for implementation, maintenance and monitoring, detail maintenance plan and guidelines, detail the monitoring plan and address long term preservation.~~

Mitigation Measure B-4 has been replaced with Mitigation Measure B-20 (sensitive upland vegetation avoidance and mitigation).

~~B-4 The applicant shall prepare and submit a Conceptual Upland Mitigation Plan (CUMP) to the City of Yucaipa for approval and to CDFG for review and concurrence. The applicant shall be responsible for funding in implementing the CUMP. The goal of the CUMP will be to compensate for the impacts to sensitive upland vegetation communities (oak woodland and savannah oak woodland) thorough off-site acquisition of habitat, on-site preservation, enhancement, creation and/or dedication of habitat, payment of fees into a mitigation bank or other appropriate measures to address the functions and values being impacted. The remaining undeveloped land within the proposed development project site (excluding areas impacted from roads, development, and fuel modification) designated as open space may qualify as mitigation for impacts to sensitive vegetation communities.~~

~~The content of the CUMP will address the responsibilities and qualifications of the personnel to implement and supervise the plan, incorporate pertinent site selection criteria, provide for the site preparation and planting implementation program if appropriate, provide a schedule for implementation program if appropriate, provide a schedule for implementation, maintenance and monitoring, detail maintenance plan and guidelines, detail the monitoring plan and address long term preservation.~~

Mitigation Measures B-5 and B-6 have been consolidated and replaced with new Mitigation Measure B-6 (focused special-status plant survey and avoidance).

~~B-5~~ ~~Prior to grading the applicant will conduct focused surveys for the following species that are classified as CNPS List 1B or 2 during the appropriate blooming period as indicated in Table 3: chaparral sand-verbena, Jager's milk-vetch, Mesa horkelia, Nevin's barberry, rayless ragwort, Robinson's peppergrass, and slender-horned spineflower. These species have potential to occur within the Specific Plan site based on observations during the biological reconnaissance survey, historical occurrence data, and the presence of suitable habitat and soils in the vicinity of the survey area.~~

~~B-6~~ ~~If CNPS List 1B or 2 species are discovered during focused surveys, the applicant will develop a conceptual sensitive plant species mitigation plan. This mitigation plan will be prepared by a qualified restoration biologist and provide at a minimum the following information (1) design modifications or minimization measures that are consistent with the project's purpose; (2) appropriate protection measures for any adjoining conserved land within the Specific Plan site; (3) an evaluation of salvage, transplantation, restoration, enhancement, or other appropriate mitigation techniques to determine that most appropriate mitigation measures to offset impacts; and (4) monitoring and adaptive management measures for the mitigated plant species. The mitigation site shall be monitored and maintained by a qualified biologist for five years or until the plants have become fully established and can survive without supplemental irrigation.~~

B-~~7~~1 **Oak Tree Survey.** Prior to grading the applicant will conduct an oak tree survey to identify oak trees to be encroached upon, removed and/or relocated, and those within 100 feet of the project site or construction area. Oak trees will be identified, located, and tagged during the survey. An oak tree report may be required depending on the scope and the nature of the project impact on the surrounding trees, as determined during the pre-application conference. In general, the requirements for an oak tree report may be waived in situations involving the removal of dead or hazardous trees and/or potential impacts to less than four trees. In situations requiring the submission of an oak tree report, the document shall be certified by the oak tree consultant to be true and correct and must be acceptable to the Community Development Director (Yucaipa Development Code Section 89.0501). The oak tree report will include information on the oak trees proposed for impacts, including location, diameter of trunk, diameter of canopy, height, and the health and condition of the subject oak trees. In addition, a site plan map must be submitted during the application process. The site plan map is required to show proposed grading and construction areas, oak tree locations, and the exact location of the dripline of an oak tree.

B-~~8~~2 **Oak Tree Permit.** Prior to the removal of, or the encroachment into, the "protected zone" of oak trees, the applicant will first obtain an oak tree permit as stated in section 89.0515 (b) (1) of the Yucaipa Development Code. Specifically, the protected zone for oak trees is defined as the area within a circumference measured five feet outside of the dripline of the tree and

extending inward to the trunk of the tree, with the condition that the protected zone must always be at least 15 feet from the trunk of an oak tree (Yucaipa Development Code Section 89.0501). The applicant will obtain oak tree permits to allow encroachments within the dripline as needed. Requests for encroachments that do not exceed 50 percent of the dripline would qualify for administrative processing, whereas requests for encroachments that exceed 50 percent of the dripline would require Yucaipa Planning Commission review. (The guidelines of the Oak Tree Conservation Ordinance explain the processing steps involved in obtaining an oak tree permit, the information necessary to apply for an oak tree permit, the standard conditions for an oak tree permit, oak tree survey and reporting requirements, oak tree removal requirements, oak tree planting and replacement requirements, and the enforcement of the Oak Tree Conservation Ordinance).

B-~~9~~3 **Oak Tree Design Guidelines.** During final design, the applicant will provide design guidelines as set forth in the Oak Tree Conservation Ordinance. Section 89.0501 of the Yucaipa Development Code provides design guidelines and evaluation criteria for projects that will impact or potentially impact oak trees. City of Yucaipa enforces the conservation of all healthy oak trees unless reasonable and conforming use of the property justifies removal, cutting, pruning, and/or encroachment into the protected zone of an oak tree. To the extent possible, given the constraints of the property, the project must (1) preserve or minimize impacts to existing healthy oak trees; (2) eliminate or minimize encroachment or new construction in areas of oak trees; (3) minimize the percentage of encroachment from construction on oak trees; (4) avoid locating parking facilities and pedestrian walkways in close proximity to hazardous oak trees for safety reasons, unless it can be demonstrated that major surgery and a nutrient feeding program will restore the tree to a safe and vigorous condition, or the trees are located in minimal access areas such as drainages or steep slopes.

B-~~10~~4 **Oak Tree Mitigation.** The applicant will mitigate oak tree impacts through relocation and/or replacement through habitat creation, restoration, and enhancement efforts. Requests for relocations can be processed administratively only when the diameter of the tree does not exceed six inches when measured at a point 4.5 feet above the natural grade of the tree. Requests for relocation of trees with larger diameters must be processed and reviewed by the Yucaipa Planning Commission and the City Council. Any replacement trees from a nursery must be either coast live oak or valley oak (*Quercus lobata*). Other oak tree varieties must be approved in advance by the Community Development Department. All relocated or replaced trees shall be monitored and maintained by a qualified biologist for five years or until the plants have become fully established and can survive without supplemental irrigation.

Mitigation Measure B-11 has been consolidated with new Mitigation Measure B-11 (pre-construction nesting bird survey) and Mitigation Measure B-12 (pre-construction burrowing owl surveys and avoidance).

~~B-11 Prior to construction, a qualified biologist will determine if the following species that are classified as federally listed, state-listed, state species of special concern, and/or fully protected species have the potential to be present and be impacted by the proposed development project.~~

~~If a species could be impacted, a qualified biologist will conduct focused surveys for the species: arroyo toad, coastal California gnatcatcher, least Bell's vireo, white tailed kite, western burrowing owl, Stephens' kangaroo rat, and San Bernardino Merriam's kangaroo rat. These species have the potential to occur within the Specific Plan site based on observations during the biological reconnaissance survey, historical occurrence data, and the presence of suitable habitat in the vicinity of the Specific Plan site. The following sections provide a description of survey guidelines to be followed. If any of the species are determined to be present the applicant will coordinate with the United States Fish and Wildlife Service and the California Department of Fish and Game.~~

Mitigation Measure B-11.1 has been removed because the habitat assessment determined that this species is not expected to occur within the plan area.

~~B-11.1 **Arroyo Toad**. Focused Surveys will be conducted by a qualified biologist according to USFWS survey protocol (USFWS 1999b). A minimum of six surveys will be conducted during the breeding season (i.e., between March 15 and July 1), with at least one survey occurring in April, May, and June. Each survey is composed of a daytime and nighttime component, which must be conducted within the same 24-hour period.~~

Mitigation Measures B-11.2 for the coastal California gnatcatcher, B-11.3 for the least Bell's vireo, B-11.4 for nesting raptors, and B-11.5 for the white-tailed kite have been consolidated and replaced with Mitigation Measures B-11 (pre-construction nesting bird survey) and B-18 (least Bell's vireo protocol survey).

~~B-11.2 **Coastal California gnatcatcher**. Focused surveys for coastal California gnatcatcher will be conducted by a permitted biologist to determine the presence or absence of this species within the proposed development project site. Focused surveys will be conducted according to USFWS survey guidelines (USFWS 1997b), which requires six surveys at least seven days apart during the breeding season (i.e. March 15 through June 30) or nine surveys at least fourteen days apart during the nonbreeding season (i.e. June 30 through March 15). Surveys will be conducted by walking meandering transects throughout and adjacent to areas of suitable coastal California gnatcatcher habitat and playing a vocalization tape to elicit a response from the birds.~~

~~B-11.3 **Least Bell's vireo.** Focused surveys for this species will be conducted to determine the presence or absence of this species within the proposed development project site. Focused surveys for the species should be conducted according to USFWS survey guidelines (USFWS 2001), which requires eight surveys at least 10 days apart between April 1 and July 31. Surveys should be conducted by walking meandering transects throughout and adjacent to areas of suitable least Bell's vireo habitat.~~

~~B-11.4 **Nesting Raptors**. To avoid potential impacts to nesting raptors, trees will be removed between September 1 and January 31, outside of the breeding season of local raptor species. If tree removal must be conducted during or within a few weeks of the breeding season (i.e. February 1 to August 30), a raptor nest survey should be conducted by a qualified biologist no~~

~~longer than a week prior to any tree removal to determine if any raptor nests are present. If an active raptor nest is discovered, a buffer of 500 feet will be established around the tree until the young are independent of the nest site. No construction activity may occur within this buffer area until a biologist determines that the fledglings are independent of the nest.~~

~~B-11.5 **White-tailed kite**. To avoid potential impacts to this raptor, trees will be removed between September 1 and January 31, outside of the breeding season of this species. If tree removal must be conducted during or within a few weeks of the breeding season (i.e. February 1 to August 31), a nest survey will be conducted by a qualified biologist no longer than one week prior to any tree removal to determine if any nests are present. If an active nest is discovered, a buffer of 500 feet will be established around the tree until the young are independent of the nest site. No construction activity may occur within this buffer area until a biologist determines that the fledglings are independent of the nest.~~

Mitigation Measure B-11.6 has been replaced with new Mitigation Measure B-12 (pre-construction burrowing owl surveys and avoidance).

~~B-11.6 **Western Burrowing owl.** Focused surveys for this species will be conducted to determine the presence or absence of this species within the proposed development project site. Focused surveys will follow the guidelines set forth in the Burrowing Owl Survey Protocol and Mitigation Guidelines (California Burrowing Owl Survey Consortium 1993). The methodology consists of three phases: Phase 1 (habitat assessment); Phase 2 (burrow survey); and Phase 3 (burrowing owl survey). The initial habitat assessment will be conducted within all suitable habitats within the proposed development project site and a 500 foot buffer surrounding the Specific Plan site. The burrow surveys will be conducted by walking pedestrian survey transects through the proposed development project site, and all burrows and burrow complexes should be mapped. The focused protocol-level surveys for burrowing owl will be conducted during the peak of the burrowing owl breeding season of April 14 to July 15. These focused protocol-level surveys consist of four separate site visits to examine each mapped rodent burrow or burrow complex for burrowing owl for burrowing owl signs (i.e., feathers, cast pellets, excrement, prey remains, eggshell fragments, etc.) and to observe each burrow at a fixed distance to assess the burrow for activity. These surveys will be conducted one hour before sunrise to two hours after sunrise and/or two hours before sunset to one hour after sunset. If no owls are observed or detected during these surveys, protocol-level surveys would be required for winter resident owls between December 1 and January 31.~~

Mitigation Measures B-11.7, B-11.8, B-12, and B-14 have been consolidated as new Mitigation Measure B-13 (pre-construction clearance surveys).

~~B-11.7 **Stephens' kangaroo rat**. Focused surveys will be conducted to determine the presence or absence of this species within the proposed development project site. Focused surveys for this species must be conducted by a permitted biologist. These surveys consist of a focused habitat assessment for the species as well as trapping surveys. The trapping should be conducted over~~

~~five consecutive nights between September 15 and February 15. Additional surveys may be necessary if more than one survey (i.e., more than 5 consecutive nights of trapping) are required to adequately determine presence/absence of these species and their distribution.~~

~~B-11.8 **San Bernardino Merriam's kangaroo rat**. Focused surveys will be conducted to determine the presence or absence of this species on the proposed development site. The focused protocol-level surveys can be conducted simultaneously with the surveys for Stephens' kangaroo rat as they follow the same protocol, which consists of a habitat assessment and five consecutive nighttime trapping surveys. Additional surveys may be necessary if more than one survey (i.e., more than 5 consecutive nights of trapping) are required to adequately determine presence/absence of these species and their distribution.~~

~~B-12 To reduce the potential for the indirect impacts from urban runoff, the project Applicant shall implement the Best Management Practices (BMPs) required by the National Pollutant Discharge Elimination System (NPDES, Environmental Protection Agency), administered by the RWQCB.~~

B-~~13~~5 **Fuel Management Zone.** A plan for the management of the fuel management zone shall be developed and submitted to the City of Yucaipa for review and approval prior to issuance of a grading permit. The management plan shall include access points, signage for trails and restricted uses, and appropriate fencing.

~~B-14 The applicant will ensure that the work limits will be staked, fenced, and/or marked with materials clearly visible to construction personnel to prevent encroachment upon sensitive vegetation communities; no construction access, parking, or storage of equipment or materials will be permitted outside of these marked areas; access roads and work areas shall be periodically sprayed with water to reduce the potential for dust accumulation on the leaves of adjacent sensitive vegetation communities not proposed for impacts; and erosion and sediment control BMP's (i.e. such as silt fence, straw wattles, sand bags, etc.) should be implemented and installed during the proposed Specific Plan to comply with all measures proposed in the Storm Water Pollution Prevention Plan (SWPPP).~~

5.4.7.2 NEW MITIGATION MEASURES

Impact 5.4-1

Specific Plan

Implementation of the following new Mitigation Measures:

B-6 **Focused Special-Status Plant Survey and Avoidance**. Outside the focused survey area (see Figure 5.4-1, *Biological Resources Study Area*), a focused special-status plant survey shall be conducted prior to ground-disturbing activities. The survey shall be conducted for Nevin's barberry, smooth tarplant, Parry's spineflower, slender-horned spineflower, Santa Ana River woollystar, California satintail, Hall's monardella, salt spring checkerbloom, and San

Bernardino aster or as otherwise required by an updated habitat assessment conducted by a qualified biologist. Surveys shall occur at the appropriate time of year to capture the characteristics necessary to identify the taxon. Surveys shall be conducted consistent with California Native Plant Society, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife protocols and by a qualified botanist knowledgeable of the local flora. The results of the survey shall be summarized in a report and would be valid for two years. If no special-status plants are found during the survey, no further mitigation would be required.

If special-status plants are observed, the full extent of the occurrence of a special-status plant species within the survey area shall be recorded using GPS. The location of each special-status plant occurrence shall be mapped and number of individuals for each occurrence documented. The outer extent of each occurrence shall be flagged for avoidance (to the extent feasible).

For direct impacts to special-status plant species, one or a combination of the following strategies shall be implemented:

- **Avoidance and Minimization.** Impacts to special-status plant occurrences shall be avoided to the greatest extent possible and minimized where avoidance is not feasible. Where project impacts to special-status plant species cannot be avoided, mitigation is required and is discussed further below.
- **Salvage.** If impacts to special-status plants cannot be avoided and it is feasible to effectively salvage the plants, a qualified ecologist shall develop a restoration and mitigation plan based on the life history of the species impacted, as necessary, to mitigate project impacts. The plan shall include, at minimum, (a) collection/salvage measures for plants and/or seed banks to retain intact soil conditions and maximize success likelihood; (b) details regarding storage of plants and/or seed banks; (c) location of the proposed recipient site and detailed site preparation and plant introduction technique details for topsoil storage, as applicable; (d) time of year that the salvage and replanting or seeding shall occur and the methodology of the replanting; (e) a description of the irrigation, if used; (f) success criteria; and (g) a detailed monitoring program, commensurate with the plan's goals.

B-7 **Construction-Related Indirect Impacts to Biological Resources.** Prior to issuance of a construction permit within 500 feet of proposed open space (conserved and nonconserved), suitable habitat for special-status species with potential to occur in the project site, aquatic resources, or sensitive vegetation communities, construction plans and conditions of approval shall include the following to address indirect impacts:

- **Biological Monitoring.** A qualified project biologist approved by the City of Yucaipa shall monitor ground-disturbing and vegetation-clearing activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat, species of concern, and other sensitive biological resources outside

the project footprint. Once ground-disturbing and vegetation-clearing activities are complete, the project biologist shall conduct weekly checks to inspect construction, staking, or flagging (see "Delineation of Property Boundaries," below) and ensure that all applicable requirements from the mitigation measures are being upheld.

- **Worker Environmental Awareness Training.** Prior to grading, a pre-construction meeting shall be required that includes a training session for project personnel by a qualified biologist. The training shall include (1) a description of the species of concern and its habitats; (2) the general provisions of the applicable regulations pertaining to biological resources, including the Endangered Species Act and the Clean Water Act; (3) the need to adhere to the provisions of the Endangered Species Act, the Clean Water Act, and other applicable regulations; (4) the penalties associated with violating the provisions of the Endangered Species Act, Clean Water Act, and other applicable regulations; (5) the general measures that are being implemented to conserve the species of concern as they relate to the project; and (6) the access routes to the project site and the boundaries within which the project activities must be accomplished. Additionally, the training shall include the measures and mitigation requirements for the applicable resources. Copies of the mitigation measures and any required permits from the resource agencies will be made available to construction personnel and maintained in the construction site trailer, and be made available in alternate languages if necessary.
- **Delineation of Property Boundaries.** Before beginning activities that would cause impacts, the contractor shall, in consultation with the biological monitor, clearly delineate the boundaries within which the impacts will take place with fencing, stakes, or flags, consistent with the grading plan. All impacts outside the fenced, staked, or flagged areas shall be avoided, and all fencing, stakes, and flags shall be maintained until the completion of impacts in that area. In addition, any avoided environmental resources will be clearly delineated.
- **Standard Dust Control Measures.** Standard dust control measures as per the South Coast Air Quality Management District shall be implemented to reduce impacts on nearby plants and wildlife. Measures include controlling speed to 15 mph or less on unpaved roads, replacing ground cover in disturbed areas as quickly as possible, frequently watering active work sites, installing shaker plates, and suspending excavation and grading operations during periods of high winds.
- **Stormwater Pollution Prevention Plan.** Prior to issuance of a grading permit for construction, the applicant shall submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Yucaipa that specifies best management practices to prevent all construction pollutants from contacting stormwater, with the intent of keeping sedimentation or any other pollutants from moving off-site and into receiving waters. The requirements of the SWPPP shall be incorporated into design specifications and construction contracts. Best management practices categories employed on-site would include erosion control,

sediment control, and nonstorm water (good housekeeping). Best management practices recommended for the construction phase shall include, but not be limited to:

- Limit grading to the minimum area necessary for construction, operation, and decommissioning of the project.
- Limit vegetation disturbance/removal to the maximum extent practicable.
- Implement fiber rolls and sandbags around drainage areas and the site perimeter.
- Stockpile and dispose of demolition debris, concrete, and soil properly.
- Install a stabilized construction entrance/exit, and stabilize disturbed areas.
- Ensure proper protections for fueling and maintenance of equipment and vehicles.
- Manage waste, aggressively controlling litter, and implementing sediment controls.
- Stabilize soil in disturbed areas by revegetation.

The following water quality measures will be included in the SWPPP:

- Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.
- Projects shall be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern, as feasible. Projects that cannot be constructed without placing equipment or personnel in sensitive habitats shall be timed to avoid the breeding season of riparian species.
- When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing or other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments off-site. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.
  - Water pollution and erosion control plans shall be developed and implemented in accordance with the Regional Water Quality Control Board.
- **Minimize Spills of Hazardous Materials.** All vehicles and equipment shall be maintained in proper condition to minimize the potential for fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials. Hazardous spills shall be immediately cleaned up, the contaminated soil shall be immediately cleaned up, and the contaminated soil shall be properly handled or disposed of at a licensed facility. Servicing of construction equipment shall take place only at a designated staging area.

- **Invasive Weeds.** To reduce the spread of invasive plant species, landscape plants shall not be on the most recent version of the California Invasive Plant Council's California Invasive Plant Inventory (http://www.cal-ipc.org/ip/inventory/index.php).
- **Night Work.** All construction activities will be conducted during the daytime, and lights will not be kept on overnight in the construction area, as practicable. If night lighting is required during construction activities, all exterior lighting along undeveloped land shall be fully shielded and directed downward in a manner that will prevent light spillage or glare into the adjacent open space.

B-8 **Long-Term Indirect Impacts to Biological Resources.** Prior to issuance of a construction permit within 500 feet of proposed open space (conserved and nonconserved), suitable habitat for special-status species with potential to occur in the project site, aquatic resources, or sensitive vegetation communities, construction plans and conditions of approval shall include the following to address indirect impacts to special-status species:

- **Runoff:** Future development within 500 feet of proposed open space (conserved and nonconserved), suitable habitat for special-status species with potential to occur in the project site, aquatic resources, or sensitive vegetation communities shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System requirements, to ensure that the quantity and quality of runoff discharged is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into proposed open space or suitable habitat for special-status species. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes. This can be accomplished using a variety of methods, including natural detention basins, grass swales, or mechanical trapping devices. Runoff control systems shall receive regular maintenance to ensure their effective operation.
- **Toxicants:** Land uses that use chemicals or generate bioproducts such as manure, fertilizer, or vineyard waste that are potentially toxic or may adversely affect plant species, wildlife species, habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharges. Measures such as those employed to address drainage issues shall be implemented.
- **Lighting:** Night lighting shall be directed away from proposed open space and/or suitable habitat for special-status species to protect species from direct night lighting. Shielding shall be incorporated in project designs to ensure ambient lighting is not increased. Any trails that intersect proposed open space will not include night lighting.
- **Noise:** Proposed noise-generating land uses affecting suitable habitat for special-status species shall incorporate setbacks, berms, or walls to minimize the effects of noise on resources pursuant to applicable rules, regulations, and guidelines related to land use noise

standards. For planning purposes, wildlife should not be subject to noise that would exceed residential noise standards.

- **Invasive Species:** When approving landscape plans for future development, emphasis will be placed on using native species that occur in the region. Invasive, nonnative plant species listed on the most recent California Invasive Plant Council inventory (https://www.cal-ipc.org/plants/inventory/) with a rating of moderate or high shall not be included in landscaping.
- **Barriers:** Future development shall incorporate barriers, where appropriate in individual project designs, to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in proposed open space and/or suitable habitat for special-status wildlife. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms. Any proposed trails through open space will have gates that close at nighttime as well as signage and appropriate barriers to keep people and domestic animals on the trail.
- **Restoration of Temporary Impacts:** Prior to issuance of a grading or construction permit within the project, grading and construction plans shall include the following note regarding any temporary impacts to uplands:
  - Site construction areas subjected to temporary ground disturbance in undeveloped areas shall be subjected to revegetation with an application of a native seed mix, if necessary, prior to or during seasonal rains to promote passive restoration of the area to pre-project conditions (except that no invasive plant species will be restored). An area subjected to "temporary" disturbance means any area that is disturbed but will not be subjected to further disturbance as part of the project. If any grading occurred in areas intended to remain undeveloped, the site will be recontoured to natural grade. This measure does not apply to situations in urban/developed areas that are temporarily impacted and will be returned to an urban/developed land use. Prior to seeding temporary ground disturbance areas, the project biologist will review the seeding palette to ensure no seeding of invasive plant species, as identified in the most recent version of the California Invasive Plant Inventory for the region.

B-9 **Pre-construction Pond Check for Western Spadefoot.** A pre-construction pond check by a qualified biologist shall occur within the construction area prior to the rainy season before start of construction activities. If no potential habitat for western spadefoot is found during the survey, no further mitigation would be required.

If potential habitat for western spadefoot is identified, construction fencing appropriate for amphibian exclusion will be installed around the construction area. A pre-construction pond check and focused survey for western spadefoot will be conducted the winter prior to grading activities in the construction area. The pond check will occur within 24 hours of the winter season's first three rain events and prioritize ponded features that hold water for 45 days or

greater. Ideally, these rain events would produce a minimum of 0.2 inch during a 24-hour period.

If western spadefoot are detected during surveys in the fenced construction footprint, then biologists shall collect western spadefoot adults from areas within 300 feet of known occupied pools. Adults shall be relocated outside of the construction footprint to portions of the conserved open space (see **Mitigation Measure B-10**, Wildlife Movement) that have suitable breeding habitat and few or no western spadefoot individuals. Relocation of western spadefoot will follow the latest amphibian handling guidelines provided by the U.S. Geological Survey.

B-10 **Wildlife Movement.** Future development of the project outside of the Pacific Oaks Commerce Center will prioritize the configuration of open space such that Yucaipa Creek (NWW-01), Oak Glen Creek (NWW-02), and Yucaipa Creek's tributary (NWW-03) are able to support move-through streambed and upland habitat for wildlife. Approximately 155 acres will be placed under long-term protection (i.e., conservation easement or other protective mechanism, such as the donation of land to the City for maintaining permanent open space), with configuration generally consistent with the Land Use Plan (Figure 3-7, *Proposed Land Use Plan,* of this SEIR).

The following conditions will be implemented among the land use categories outlined in Figure 3-7:

- **Agricultural Tourism (AT)**: The existing Live Oak Canyon Farm will not change from existing condition as a part of the Specific Plan. Existing condition includes full avoidance of Yucaipa Creek by farm operations. Live Oak Canyon Farm will continue to avoid Yucaipa Creek.
- **Planning Area C6:** Commercial development associated with C6 will avoid Yucaipa Creek's tributary (NWW-03) and be clustered to leave a sufficient buffer from the existing drainage to allow for wildlife movement.
- **Planning Area PA 11**: Residential development associated with PA 11 will avoid Yucaipa Creek's tributary (NWW-03) and be clustered to leave a sufficient buffer from the existing drainage to allow for wildlife movement.
- **Planning Area BP 4:** Business park development in BP 4 will avoid Yucaipa Creek (NWW-01) and be clustered to leave a sufficient buffer from the existing drainage to allow for wildlife movement.

Throughout the conserved open space, the following measures will be implemented:

- Lighting will be directed toward development and shielded away from the open space.
- Trails will not be in use from dusk to dawn, pets must be on leashes, and the trails will only be used for hiking.

- Trails may be temporarily closed to control unauthorized access.

Future development must be consistent with the City of Yucaipa General Plan Environmental Impact Report, which includes the following design standards for habitat connectivity:

- Adhere to low density zoning standards.
- Encourage clustering of development.
- Avoid known sensitive biological resources.
- Provide shielded lighting adjacent to sensitive habitat areas.
- Encourage development plans that maximize wildlife movement.
- Provide buffers between development and wetland/riparian areas.
- Protect wetland/riparian areas through regulatory agency permitting process.
- Encourage wildlife-passable fence designs (e.g., three-strand barbless wire fence) on property boundaries.
- Encourage preservation of native habitat on the undeveloped remainder of developed parcels.
- Minimize road/driveway development to help prevent loss of habitat due to roadkill and habitat loss.
- Use native, drought-resistant plant species in landscape design.
- Encourage participation in local/regional recreational trail design effort.

B-11 **Pre-construction Nesting Bird Survey.** Construction activities shall avoid the migratory bird nesting season (typically January 1 through September 30) to reduce any potential significant impact to birds that may be nesting within the construction area. If construction activities must occur during the migratory bird nesting season, an avian nesting survey of the project site and within 500 feet of all impact areas must be conducted to determine the presence/absence of fully protected species (including white-tailed kite), protected migratory birds, and active nests. The avian nesting survey shall be performed by a qualified wildlife biologist within 72 hours prior to the start of construction in accordance with the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 3513. If an active bird nest is found, the nest shall be flagged and mapped on the construction plans along with an appropriate buffer established around the nest, which will be determined by the biologist based on the species' sensitivity to disturbance (typically 300 feet for passerines and 500 feet for raptors and special-status species). The nest area shall be avoided until the nest is vacated and the juveniles have fledged. The nest area shall be demarcated in the field with flagging and stakes or construction fencing. On-site construction monitoring shall also be conducted when an active nest buffer is in place. No project activities may encroach into established buffers without the consent of a monitoring biologist. The buffer shall remain in

place until it is determined the nestlings have fledged and the nest is no longer considered active.

B-12 **Pre-construction Burrowing Owl Surveys and Avoidance.** One pre-construction burrowing owl survey shall be completed no more than 14 days before initiation of site preparation or grading activities, and a second survey shall be completed within 24 hours of the start of site preparation or grading activities. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction surveys, the project site shall be resurveyed. Surveys for burrowing owl shall be conducted in accordance with protocols established in the Staff Report on Burrowing Owl Mitigation, prepared by the California Department of Fish and Game (now California Department of Fish and Wildlife [CDFW]) in 2012 or current version.

- If burrowing owls are detected, a burrowing owl relocation plan shall be prepared and implemented in consultation with the City of Yucaipa. The relocation plan shall discuss the avoidance of disturbance to burrows during the nesting season for burrowing owls (February 1 through August 31) as well as the appropriate buffers to be established around occupied burrows, as determined by a qualified biologist. No project activities shall be allowed to encroach into established buffers without the consent of a monitoring biologist. The buffer shall remain in place until it is determined that occupied burrows have been vacated or the nesting season has completed.
- Outside of the nesting season, passive owl relocation techniques approved by CDFW shall be implemented. Owls shall be excluded from burrows in the immediate project area, and within a buffer zone if there is a threat to the surface or subterranean burrow structure, by installing one-way doors in burrow entrances. These doors will be placed at least 48 hours prior to ground-disturbing activities. The project area shall be monitored daily for one week to confirm owl departure from burrows prior to any ground-disturbing activities. Compensatory mitigation for permanent loss of owl habitat will be provided following the guidance in the CDFW 2012 Staff Report on Burrowing Owl Mitigation or current version.
- Where possible, burrows will be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible plastic pipe shall be inserted into the tunnels during excavation to maintain an escape route for any wildlife inside the burrow.

B-13 **Pre-construction Clearance Surveys.** Pre-construction clearance surveys for special-status wildlife shall be conducted by a qualified project biologist within 14 days of the initiation of ground disturbance or vegetation clearing within and adjacent to construction areas. Surveys shall be appropriate for detecting potentially occurring species, such as Dulzura pocket mouse, northwestern San Diego pocket mouse, Stephens' kangaroo rat, San Diego desert woodrat, Los Angeles pocket mouse, Southern California legless lizard, California glossy snake, coastal tiger whiptail, red diamondback rattlesnake, Blainville's horned lizard, and coast patch-nosed snake. Surveys need not be conducted in all areas simultaneously as long as they are conducted

within 14 days of the initiation of ground disturbance or vegetation clearing in each area individually. If special-status species are detected, appropriate buffers shall be established, as necessary and appropriate for the species, unless it is not feasible to avoid the species. If possible, nonlisted special-status wildlife species may be captured and relocated to suitable habitat nearby where they are safe from construction activities. Surveys and relocation of these species may only be conducted by the qualified project biologist.

- If nonlisted special-status reptiles or small mammals are detected, they will be moved out of harm's way.
- The project biologist shall remain available at all times after initiation of ground disturbance or vegetation clearing in case special-status wildlife species enter the construction area. If nonlisted special-status species are detected in the construction area after initiation of ground disturbance or vegetation clearing, the qualified project biologist shall take measures to move the species or encourage it to move to a safe place away from construction activities.

B-14 **Pre-construction Bat Survey and Avoidance.** The project contains potentially suitable roosting and/or foraging habitat to support western mastiff bat. Potential impacts to bats by the project may occur through direct removal of occupied roosts or indirectly through the removal of suitable foraging habitat. To determine if bats are currently roosting or foraging on the project site, and to determine the level of impact that may occur by the project, the following measures shall apply.

- **Pre-construction Survey.** A pre-construction clearance survey for bats will be conducted at a minimum of one month prior to the start of construction to determine if any bats are currently roosting within buildings on the project site. The pre-construction survey will consist of a daytime roost assessment by a qualified bat biologist to determine if any bats or signs of active roosting are present. An emergence survey at dusk will be conducted after the roost assessment is completed to observe if any bats are emerging from suitable roost locations on the project site. Additionally, active and passive acoustic monitoring will be concurrent with the emergence survey to determine if any bats are echolocating within the project site, identify the echolocating species, and determine the level of bat activity on-site. Passive acoustic detectors will be deployed for a minimum of three nights. Once retrieved, bat echolocation calls will be analyzed off-site using Sonobat software and manual vetting to identify calls to the species level. If no bats are observed during the pre-construction survey, the project may commence without potential impacts to bats. However, if bats are observed roosting in the project site, additional measures will be required as follows.
    - **Maternity Roosting Season Avoidance.** All project-related activities, including bat roost exclusion, shall occur outside the general bat maternity roosting season of March through August. Roost exclusion must only occur during the time when bats are most active (early spring or fall) to increase the potential to exclude all bats from

buildings and minimize the potential for a significant impact to occur by avoiding the maternity roosting season.

- **Replacement Roost Installation.** One month prior to the exclusion of bats from the buildings, the applicant will procure and install one or two bat boxes from a reputable vendor, such as Bat Conservation and Management, to allow bats sufficient time to acclimate to a new potential roost location. The bat boxes shall be installed within close proximity to the buildings and in an area that is within close proximity to suitable foraging habitat. The bat boxes will be oriented to the south or southwest, and the area chosen for the bat boxes must receive sufficient sunlight (at least six hours) to allow the bat boxes to reach an optimum internal temperature (approximately 90°F) to mimic the existing bat roost. The bat boxes will be suitable to house crevice-roosting bat species, including Mexican free-tailed bat, and large enough to contain a minimum of 50 bats (e.g., Four Chamber Premium Bat House). The bat boxes shall be installed on a 20-foot pole in an area that will be preserved by the project.
- **Roost Exclusion.** Approximately one month after bat boxes have been installed, exclusion of the existing roost within the buildings will occur. The primary exit points for roosting bats will be identified, and all secondary ingress/egress locations on the buildings will be covered with a suitable material (e.g., tarp or wood planks) to prevent bats from leaving from other locations. The primary exit point will remain uncovered to allow exclusion devices to be installed. Exclusion devices will consist of plastic sheeting or a screen (with mesh one-sixth of an inch or smaller) installed at the top and allowing bats to leave but not return. The exclusion devices will be installed at night to increase the potential that bats have already left the roost and are less likely to return. Exclusion devices will be left in place for one week to ensure any remaining bats in the buildings are excluded. A passive acoustic monitoring detector will also be deployed during the exclusion period to verify excluded species and monitor if bat activity has decreased during the exclusion period. Periodic monitoring during the exclusion period shall also be conducted to observe if any bats are still emerging from the buildings, and an active monitoring survey shall be conducted on the final night of exclusion to ensure no bats are emerging from the buildings and determine exclusion has been successful. Any continued presence of roosting bats will require an adjustment to the exclusion devices and schedule.

B-15 **Pre-construction American Badger Survey and Avoidance.** Impacts to American badger individuals and wintering and natal dens shall be avoided and minimized during construction activities through the following measures.

- **Pre-construction Surveys (Wintering).** During the colder months (generally between November 1 and February 15, when daily temperatures do not exceed 45°F), pre-construction surveys shall be conducted by the project biologist in suitable habitat no earlier than 14 days prior to construction activities to determine whether American badger

winter dens are present within the construction zone or within 100 feet of the construction zone boundary.

- **Avoidance Measures (Wintering).** If an American badger winter den is occupied within the construction zone or within 100 feet of the construction zone, the den location shall be clearly marked with fencing or flagging in a manner that does not isolate the badger from intact adjacent habitat or prevent the badger from accessing the den, to avoid inadvertent impacts on the den. If it is not practicable to avoid the wintering den during construction activities, an attempt will be made to trap or flush the individual and relocate it to suitable open space habitat. Additionally, badgers can be relocated by slowly excavating the burrow, either by hand or mechanized equipment under the direct supervision of the project biologist, removing no more than four inches at a time. After necessary trapping, flushing, or burrow excavation is completed, construction may proceed, and the vacated winter den may be collapsed. If trapping is required, trapping will be limited to November 16 through the last day of February in accordance with Section 461, Title 14 of the California Code of Regulations (14 CCR 461). A written report documenting the badger removal shall be provided to the California Department of Fish and Wildlife within 30 days of relocation.

- **Pre-construction Surveys (Natal Dens).** During the late winter and summer (generally from March 15 through July 31), when American badgers may use natal dens for birthing and pup rearing, pre-construction surveys shall be conducted by the project biologist no earlier than 14 days prior to ground-disturbing construction activities to determine whether American badger natal dens are present within the project construction zone or within 200 feet of the construction zone.

- **Avoidance Measures (Natal Dens).** If natal dens are detected during construction, construction activities shall be halted within 200 feet of the natal den. This buffer may be reduced based on the location of the den or type of construction activity and at the direction of the project biologist. Construction activities shall not preclude the ability of the documented badgers to disperse to on-site open space or off-site habitat when the natal den is vacated (i.e., habitat suitable for dispersal must be maintained until dispersal occurs). Construction will be postponed or halted in these areas until it is determined by the project biologist that the young are no longer dependent on the natal den. To avoid inadvertent impacts during construction and to ensure that construction activities are at least 200 feet from active natal dens, any active natal dens within the survey area shall be clearly marked with fencing or flagging in a manner that will not inhibit normal behavioral activities (e.g., foraging and dispersing from the site) by the mother and pups.

B-16 **Pre-construction Survey for Crotch Bumble Bee.** A pre-construction survey for Crotch bumble bee (*Bombus crotchii*) shall occur within the construction area during the primary flight period for workers and males (April 1 through August 31) and prior to the start of construction activities. The survey shall ensure that no nests for Crotch bumble bee are within the construction area. Crotch bumble bee is a habitat generalist, ground-nesting bee. Surveys

and other relevant recommendations will be in accordance with the most recent protocol available at the time of the surveys.

In the event an Incidental Take Permit is needed, mitigation for direct impacts to Crotch bumble bee will be fulfilled through compensatory mitigation at a minimum 1:1 nesting habitat replacement of equal or better function and value to those impacted by the project, or as otherwise determined through the Incidental Take Permit process. Mitigation will be accomplished either through off-site conservation or through a mitigation bank approved by the California Department of Fish and Wildlife. If mitigation is not purchased through a mitigation bank, and lands are conserved separately, a cost estimate will be prepared to estimate the initial start-up costs and ongoing annual costs of management activities for the management of the conservation easement area(s) in perpetuity. The funding source will be in the form of an endowment to help the qualified natural lands management entity that is ultimately selected to hold the conservation easement(s). The endowment amount will be established following the completion of a project-specific Property Analysis Record to calculate the costs of in-perpetuity land management. The Property Analysis Record will take into account all management activities required in the Incidental Take Permit to fulfill the requirements of the conservation easement(s), which are currently in review and development.

B-17 **Burrowing Owl Protocol Survey.** A protocol burrowing owl survey shall be conducted by a qualified biologist outside the focused survey area (see Figure 5.4-1, *Biological Resources Study Area*) prior to ground-disturbing activities. Surveys shall be conducted in accordance with the California Department of Fish and Game (now California Department of Fish and Wildlife) 2012 Staff Report on Burrowing Owl Mitigation or current version. The results of the survey shall be summarized in a report and will be valid for a maximum of two years. If no burrowing owl are found during the survey, no further mitigation would be required; however, the project must comply with **Mitigation Measure B-12**, Pre-construction Burrowing Owl Surveys and Avoidance.

If burrowing owl are detected, the full extent of the occurrence of occupied burrowing owl habitat in the survey area shall be recorded using GPS. The outer extent of each occurrence shall be flagged for avoidance (to the extent feasible).

Direct impacts to burrowing owl shall be avoided to the greatest extent possible and minimized where avoidance is not feasible. Where project impacts to burrowing owl cannot be avoided, a burrowing owl protection plan will be prepared and implemented, as summarized in **Mitigation Measure B-12**.

B-18 **Least Bell's Vireo Protocol Survey.** A focused habitat assessment shall be conducted for future development outside of the focused survey area (see Figure 5.4-1, *Biological Resources Study Area*). If suitable habitat is present, a protocol least Bell's vireo survey shall be conducted by a qualified biologist within suitable riparian habitat prior to ground-disturbing activities. Surveys shall be conducted in accordance with the U.S. Fish and Wildlife Service (USFWS)

2001 Least Bell's Vireo Survey Guidelines, or current version. The results of the survey shall be summarized in a report and valid for a maximum of two years. If no least Bell's vireo are found during the survey, no further mitigation would be required.

If least Bell's vireo are detected, the project shall receive authorization for take of least Bell's vireo from USFWS through the federal Endangered Species Act Incidental Take Permit process, including the preparation of a Biological Assessment. Any measures determined to be necessary through the Incidental Take Permit process to offset impacts to least Bell's vireo may supersede measures provided in this California Environmental Quality Act document and shall be incorporated into the habitat mitigation and monitoring plan.

Mitigation for direct impacts to least Bell's vireo will be fulfilled through compensatory mitigation at a 2:1 habitat replacement of equal or better function and value as the habitat impacted by the project, or as otherwise determined through the Incidental Take Permit process. Mitigation will be accomplished either through off-site conservation or through a mitigation bank approved by USFWS. If mitigation is not purchased through a mitigation bank and lands are conserved separately, a cost estimate will be prepared to estimate the initial start-up costs and ongoing annual costs of management activities for the management of the conservation easement area(s) in perpetuity. The funding source will be in the form of an endowment to help the qualified natural lands management entity that is ultimately selected to hold the conservation easement(s). The endowment amount will be established following the completion of a project-specific Property Analysis Record to calculate the costs of in-perpetuity land management. The Property Analysis Record will take into account all management activities required in the Incidental Take Permit to fulfill the requirements of the conservation easement(s), which are currently in review and development.

Pacific Oaks Commerce Center

Implementation of Mitigation Measures B-7 (construction-related indirect impacts to biological resources), B-8 (long-term indirect impacts to biological resources), B-9 (pre-construction pond check), B-11 (pre-construction nesting bird survey), B-12 (pre-construction burrowing owl surveys and avoidance), B-13 (pre-construction clearance surveys), B-14 (pre-construction bat survey and avoidance), B-15 (pre-construction American badger survey and avoidance), and B-16 (pre-construction survey for Crotch bumble bee) for direct and indirect impacts to sensitive species.

Mitigation Measures B-6 (focused special-status plant survey and avoidance), B-17 (burrowing owl protocol survey) and B-18 (least Bell's vireo protocol survey) have been completed as part of this EIR and are no longer applicable for the Pacific Oaks Commerce Center project. Mitigation Measure B-10 is applicable to future projects within the Plan Area that have been analyzed at the program-level in this SEIR, and not applicable to the Pacific Oaks Commerce Center project.

Impact 5.4-2

Specific Plan

Implementation of Mitigation Measures B-7 (construction-related indirect impacts to biological resources), B-8 (long-term indirect impacts to biological resources) and the following additional new mitigation measures:

B-19 **Aquatic Resource Avoidance, Permitting, and Protection.** The Specific Plan area supports aquatic resources that are considered jurisdictional under the U.S. Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Wildlife (CDFW). If aquatic resources are fully avoided, no further mitigation would be required. However, the project must comply with Mitigation Measure B-7 (construction-related indirect impacts to biological resources) and Mitigation Measure B-8 (long-term indirect impacts to biological resources).

If full avoidance is not possible, prior to construction activity, the applicant shall coordinate with USACE and the Santa Ana RWQCB (Region 8) to ensure conformance with the requirements of Section 404 and Section 401 of the Clean Water Act and the Porter-Cologne Water Quality Control Act. Prior to activity within CDFW-jurisdictional streambed or associated riparian habitat, the applicant shall coordinate with CDFW (Inland Deserts Region 6) about conformance to the Lake and Streambed Alteration permit requirements.

Future development shall mitigate to ensure no-net-loss of waters at a minimum of 1:1 with establishment or re-establishment credits for impacts on aquatic resources as a part of an overall strategy to ensure no net loss, or at a higher ratio if establishment or re-establishment credits are not available. Mitigation shall be completed through use of a mitigation bank or other applicant-sponsored mitigation. Final mitigation ratios and credits shall be determined in consultation with USACE, RWQCB, and/or CDFW based on agency evaluation of current resource functions and values and through each agency's respective permitting process.

Should applicant-sponsored mitigation be implemented, a habitat mitigation and monitoring plan shall be prepared in accordance with resource agency guidelines and approved by the agencies in accordance with the proposed program permits. The habitat mitigation and monitoring plan will include but is not limited to a conceptual planting plan including planting zones, grading, and irrigation, as applicable; a conceptual-planting plant palette; a long-term maintenance and monitoring plan; annual reporting requirements; and proposed success criteria. Any off-site applicant-sponsored mitigation shall be conserved and managed in perpetuity.

B-20 **Sensitive Upland Vegetation Avoidance and Mitigation.** The Specific Plan area supports sensitive vegetation communities, including Menzies's goldenbush scrub and Palmer's goldenbush scrub. Future development should avoid these communities. If sensitive upland vegetation communities are fully avoided, no further mitigation will be required.

If full avoidance is not possible, prior to construction activities, the applicant shall mitigate for direct impacts to sensitive vegetation communities at a 1:1 ratio through either a mitigation bank or applicant-responsible mitigation. If applicant-responsible mitigation is performed, a mitigation plan must be prepared. The mitigation plan shall include: (1) the mitigation type (e.g., preservation, creation); (2) location of mitigation; (3) evaluation of how the functions and values of the impacted vegetation communities will be mitigated; (4) an implementation plan; (5) maintenance requirements; (6) monitoring requirements; (7) reporting requirements; (8) contingency measures; (9) long-term management; and (10) funding assurances.

Pacific Oaks Commerce Center

No impacts were identified and no mitigation measures are required.

Impact 5.4-3

Specific Plan

Implementation of Mitigation Measure B-19 (aquatic resource avoidance, permitting, and protection) for direct impacts and Mitigation Measures B-7 (construction-related indirect impacts to biological resources) and B-8 (long-term indirect impacts to biological resources) for indirect impacts.

Pacific Oaks Commerce Center

No direct impacts were identified; however, the Pacific Oaks Commerce Center would require implementation of the following measures for indirect impacts: Mitigation Measures B-7 (construction-related indirect impacts to biological resources) and B-8 (long-term indirect impacts to biological resources).

Impact 5.4-4

Specific Plan

Implementation of Mitigation Measure B-5 (fuel management zone, former B-13); new Mitigation Measures B-7 (construction-related indirect impacts to biological resources), B-8 (long-term indirect impacts to biological resources), and B-10 (wildlife movement); and the following additional new Mitigation Measure:

B-21 **Culvert Undercrossing.** A wildlife undercrossing shall be constructed where proposed improvements to Live Oak Canyon Road and the future Wildwood Canyon Road interchange cross over Yucaipa Creek. The undercrossing will be designed sufficient to convey large, medium, and smaller-sized wildlife. The wildlife undercrossing shall utilize existing or manufactured topography. The crossing shall be designed to provide an openness ratio (calculated as width times height divided by length in meters) equal to or greater than 0.6, with direct line of sight at both ends. The crossing shall have a raised floor and/or side platform to allow dry passage for wildlife when water is flowing. The design should consider the use of berms to protect the undercrossing from light and noise.

Pacific Oaks Commerce Center

Implementation of Mitigation Measure B-5 (fuel management zone, formerly Mitigation Measure B-13) and new Mitigation Measures B-7 (construction-related indirect impacts to biological resources), and B-8 (long-term indirect impacts to biological resources). Mitigation Measure B-21 is not applicable to the Pacific Oaks Commerce Center project.

Impact 5.4-5

Specific Plan

Implementation of Mitigation Measures B-1 (oak tree survey, former B-7), B-2 (oak tree permit, former B-8), B-3 (oak tree design guidelines, former B-9), and B-4 (oak tree mitigation, former B-10) and the following new Mitigation Measure:

B-22 **Tree Removal Permit**. Prior to the issuance of grading permits, it will be the responsibility of the project applicant to obtain the necessary permits for removal of trees, including oak trees, as well as the removal of plants within 200 feet of a streambank. The project applicant will provide the appropriate plot plan or other documentation required by the City of Yucaipa.

Pacific Oaks Commerce Center

Implementation of Mitigation Measures B-1 (oak tree survey, former B-7), B-2 (oak tree permit, former B-8), B-3 (oak tree design guidelines, former B-9), and B-4 (oak tree mitigation, former B-10) and new Mitigation Measure B-22 (tree removal permit).

5.4.8 Level of Significance After Mitigation

Impact 5.4-1

Specific Plan

The Proposed Project could result in indirect and direct impacts to special-status plant and wildlife species. The following Mitigation Measures would reduce impacts to less-than-significant levels:

- Mitigation Measure B-6 (focused special-status plant survey and avoidance)
- Mitigation Measure B-7 (construction-related indirect impacts to biological resources)
- Mitigation Measure B-8 (long-term indirect impacts to biological resources
- Mitigation Measure B-9 (pre-construction pond check)
- Mitigation Measure B-10 (wildlife movement)
- Mitigation Measure B-11 (pre-construction nesting bird survey)
- Mitigation Measure B-12 (pre-construction burrowing owl surveys and avoidance)
- Mitigation Measure B-13 (pre-construction clearance surveys)
- Mitigation Measure B-14 (pre-construction bat survey and avoidance)
- Mitigation Measure B-15 (pre-construction American badger survey and avoidance)

- Mitigation Measure B-16 (pre-construction survey for Crotch bumble bee)
- Mitigation Measure B-17 (burrowing owl protocol survey)
- Mitigation Measure B-18 (least Bell's vireo protocol survey)

With implementation of the measures above, direct and indirect impacts associated with Impact 5.4-1 for the Proposed Project would be less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center could result in indirect impacts to special-status plant species, and direct and indirect impacts to wildlife species. The following Mitigation Measures would reduce impacts to less-than-significant levels:

- Mitigation Measure B-7 (construction-related indirect impacts to biological resources)
- Mitigation Measure B-8 (long-term indirect impacts to biological resources
- Mitigation Measure B-9 (pre-construction pond check)
- Mitigation Measure B-11 (pre-construction nesting bird survey)
- Mitigation Measure B-12 (pre-construction burrowing owl surveys and avoidance)
- Mitigation Measure B-13 (pre-construction clearance surveys)
- Mitigation Measure B-14 (pre-construction bat survey and avoidance)
- Mitigation Measure B-15 (pre-construction American badger survey and avoidance)
- Mitigation Measure B-16 (pre-construction survey for Crotch bumble bee)

With implementation of the measures above, direct and indirect impacts associated with Impact 5.4-1 for the Pacific Oaks Commerce Center project would be less than significant.

Impact 5.4-2

Specific Plan

The Proposed Project could result in the loss of sensitive natural communities, including riparian habitat. Implementation of Mitigation Measures B-7 (construction-related indirect impacts to biological resources), B-8 (long-term indirect impacts to biological resources), B-19 (aquatic resource avoidance, permitting, and protection), and B-20 (sensitive upland vegetation avoidance and mitigation) would reduce impacts to less than significant. With implementation of the measures above, direct and indirect impacts associated with Impact 5.4-2 for the Proposed Project would be less than significant.

Pacific Oaks Commerce Center

No impacts were identified, and no mitigation is required.

Impact 5.4-3

Specific Plan

Implementation of the Proposed Project would result in direct and indirect impacts to jurisdictional aquatic resources, including approximately 2.88 acres of nonwetland waters of the United States, 0.59 acre of nonwetland waters of the State, 1.88 acres of Jurisdictional Streambed, and 6.89 acres of Jurisdictional Riparian Habitats. Implementation of Mitigation Measures B-19 (aquatic resource avoidance, permitting, and protection) for direct impacts, and Mitigation Measures B-7 (construction-related indirect impacts to biological resources) and B-8 (long-term indirect impacts to biological resources) would reduce impacts to less-than-significant levels. With implementation of the measures above, direct and indirect impacts associated with Impact 5.4-3 for the Proposed Project would be less than significant.

Pacific Oaks Commerce Center

Implementation of the Pacific Oaks Commerce Center would result in indirect impacts to jurisdictional aquatic resources. Implementation of Mitigation Measures B-7 (construction-related indirect impacts to biological resources) and B-8 (long-term indirect impacts to biological resources) would reduce impacts to less-than-significant levels. With implementation of the measures above, indirect impacts associated with Impact 5.4-3 for the Pacific Oak Commerce Center would be less than significant.

Impact 5.4-4

Specific Plan

Future development in the plan area associated with the Proposed Project could directly or indirectly affect wildlife movement within the plan area and vicinity. Implementation of Mitigation Measures B-5 (fuel modification zone, former B-13), B-7 (construction-related indirect impacts to biological resources), B-8 (long-term indirect impacts to biological resources), B-9 (wildlife movement), and B-21 (culvert undercrossing) would reduce impacts to less-than-significant levels. With implementation of the measures above, direct and indirect impacts associated with Impact 5.4-4 for the Proposed Project would be less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project could directly or indirectly affect wildlife movement within the plan area and vicinity. Implementation of Mitigation Measures B-5 (fuel modification zone, former B-13), B-7 (construction-related indirect impacts to biological resources), and B-8 (long-term indirect impacts to biological resources) would reduce impacts to less-than-significant levels. With implementation of the measures above, direct and indirect impacts associated with Impact 5.4-4 for the Pacific Oaks Commerce Center project would be less than significant.

Impact 5.4-5

Specific Plan

Future development in the plan area associated with the Proposed Project could conflict with the City's tree ordinance. Implementation of Mitigation Measures B-1 (oak tree survey, former B-7), B-2 (oak tree permit, former B-8), B-3 (oak tree design guidelines, former B-9), and B-4 (oak tree mitigation, former B-10) and Mitigation Measure B-22 (tree removal permit) would reduce impacts to less than significant. With implementation of the measures above, Impact 5.4-5 for the Proposed Project would be less than significant.

Pacific Oaks Commerce Center

Future development in the plan area associated with the Pacific Oaks Commerce Center could conflict with the City's tree ordinance. Implementation of Mitigation Measures B-1 (oak tree survey, former B-7), B-2 (oak tree permit, former B-8), B-3 (oak tree design guidelines, former B-9), and B-4 (oak tree mitigation, former B-10) and Mitigation Measure B-22 (tree removal permit), would reduce impacts to less than significant. Mitigation Measures B-1 through B-4 (former measures B-7 to B-10) requires mitigation for relocation or replacement of oak trees removed. As part of this mitigation, the Pacific Oaks Commerce Center project will require an oak tree census to obtain a tree removal permit from the City, and oak trees are removed, then they need to be relocated or replaced. With implementation of the measures above, Impact 5.4-5 for the Pacific Oaks Commerce Center project would be less than significant.

5.4.9 References

Dudek. 2023, November. Freeway Corridor Specific Plan: Biological Resources Technical Report. SEIR Appendix E.

5.5 CULTURAL RESOURCES

This section of the Draft SEIR evaluates the potential for implementation of the Proposed Project to impact cultural resources in comparison to the impacts evaluated for the FCSP area in the 2008 Certified EIR. Potential changes to circumstances since the 2008 Certified EIR that could result in new significant or substantially more severe environmental impacts for the project area also reviewed. This section is focused on cultural resources in the FCSP area, including the prehistoric, ethnographic, and historical settings of the area. Cultural resources include prehistoric and historic sites, structures, districts, places, and landscapes, or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, religious, or any other reason. The analysis in this section is based in part on the results of the Native American consultation conducted by the City in compliance with Senate Bill 18 (SB 18), Assembly Bill 52 (AB 52), a Sacred Lands File (SLF) search, and California Historical Resources Information System (CHRIS) search (see Appendix F). Cumulative impacts related to cultural resources are also considered.

The analysis in this section is based in part on the following information:

- *Yucaipa General Plan*, Yucaipa, April 2016
- *Freeway Corridor Specific Plan*, 2008

Due to the sensitive and confidential nature of the CHRIS cultural resources records search, the maps and records are omitted from the Draft SEIR appendices. The SB 18 and AB 52 Tribal consultation correspondence is provided in Appendix G of this Draft SEIR.

5.5.1 Environmental Setting

5.5.1.1 REGULATORY BACKGROUND

Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture. The NRHP recognizes resources of local, state, and national significance which have been documented and evaluated according to uniform standards and criteria.

Authorized under the NHPA, the NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. The NHRP is administered by the National Park Service, which is part of the U.S. Department of the Interior.

To be eligible for listing in the NRHP, a resource must meet at least one of the following criteria:

A. Is associated with events that have made a significant contribution to the broad patterns of our history

B. Is associated with the lives of persons significant in our past

C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction

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

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands.

American Indian Religious Freedom Act and Native American Graves Protection and Repatriation Act

The American Indian Religious Freedom Act recognizes that Native American religious practices, sacred sites, and sacred objects have not been properly protected under other statutes. It establishes as national policy that traditional practices and beliefs, sites (including right of access), and the use of sacred objects shall be protected and preserved. The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

State Regulations

The California Office of Historic Preservation, a division of the California Department of Parks and Recreation, is responsible for carrying out the duties described in the Public Resources Code (PRC) and maintaining the California Historic Resources Inventory and the California Register of Historic Resources (CRHR). The state-level regulatory framework also includes CEQA, which required the identification and mitigation of substantial adverse impacts that may affect the significance of eligible historical and archaeological resources.

California Environmental Quality Act

CEQA requires a lead agency to analyze whether historic and/or archaeological resources may be adversely impacted by a proposed project. Under CEQA, a "project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment" (PRC Section 21084.1). Answering this question is a two-part process. First, the determination must be made as to whether the proposed project involves cultural resources. Second, if cultural resources are present, the proposed project must be analyzed for a potential "substantial adverse change in the significance" of the resource.

Historical Resources

According to CEQA Guidelines Section 15064.5, for the purposes of CEQA, historical resources are:

- A resource listed in, or formally determined eligible…for listing in the California Register of Historical Resources (PRC 5024.1; Title 14 California Code of Regulations [CCR], Section 4850 et seq.)

- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significance in a historic resources survey meeting the requirements of Section 5024.1(g) of the PRC.

- Any object, building, structure, site, area, place, record, or manuscript that the lead agency determines to be eligible for national, state, or local landmark listing; generally, a resource shall be considered by the lead agency to be historically significant (and therefore a historic resource under CEQA if the resource meets the criteria for listing on the California Register (as defined in PRC Section 5024.1; 14 CCR Section 4852).

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity (as defined above) does not meet NRHP criteria may still be eligible for listing in the CRHR.

According to CEQA, the fact that a resource is not listed in or determined eligible for listing in the CRHR or is not included in a local register or survey shall not preclude the lead agency from determining that the resource may be a historical resource (PRC Section 5024.1). Pursuant to CEQA, a project with an effect that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (State CEQA Guidelines, Section 15064.5[b]).

Substantial Adverse Change and Indirect Impacts to Historical Resources

CEQA Guidelines specify that a "substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (State CEQA Guidelines, Section 15064.5). Material impairment occurs when a project alters in an adverse manner or demolishes "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" or eligibility for inclusion in the NRHP, CRHR, or local register. In addition,

pursuant to State CEQA Guidelines Section 15126.2, the "direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects."

The following guides and requirements are of relevance to this study's analysis of indirect impacts to historic resources. Pursuant to CEQA Guidelines (Section 15378), study of a project under CEQA requires consideration of "the whole of an action, which has the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." State CEQA Guidelines (Section 15064(d)) further define direct and indirect impacts:

(1) A direct physical change in the environment is a physical change in the environment which is caused by and immediately related to the project

(2) An indirect physical change in the environment is a physical change in the environment which is not immediately related to the project, by which is caused indirectly by the project. If a direct physical change in the environment in turn causes another change in the environment, then the other change is an indirect physical change in the environment.

(3) An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project.

Archaeological Resources

In terms of archaeological resources, PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

(1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

(2) Has a special and particular quality such as being the oldest of its type of the best available example of its type.

(3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If it can be demonstrated that a proposed project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (PRC Sections 21083.2[a], [b], and [c]). CEQA notes that, if an archaeological resource is neither a unique archaeological resource nor a historical resource, the effects of the project on those resources shall not be considered to be a significant effect on the environment (State CEQA Guidelines Section 15064.5[c][4]).

California Public Resources Code

Archaeological, paleontological, and historical sites are protected under a wide variety of state policies and regulations in the PRC. In addition, cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.

PRC Sections 5020 to 5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources and is responsible for designating State Historical Landmarks and Historical Points of Interest.

PRC Sections 5079 to 5079.65 define the functions and duties of the Office of Historic Preservation, which administers federal- and state-mandated historic preservation programs in California as well as the California Heritage Fund.

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the Native American Heritage Commission (NAHC); require that descendants be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

Requirements for paleontological resource management are included in PRC Division 5, Chapter 1.7, Section 5097.5, which states:

> A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

These statutes prohibit the removal, without permission, of any paleontological site or feature from land under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, local agencies are required to comply with PRC Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (i.e., state, county, city, and district) land.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical

Interest program, identified as significant in historical resources surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR.

Resources eligible for listing include buildings, sites, structures, objects, or historic districts that retain historical integrity and are historically significant at the local, state, or national level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. It is associated with the lives of persons important in our past;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. It has yielded, or has the potential to yield, information important to the prehistory or history.

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

California Health and Safety Code

California Health and Safety Code Section 7052 states that it is a felony to disturb Native American cemeteries. Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the County Coroner can determine whether the remains are those of a Native American. Section 7050.5(b) outlines the procedures to follow should human remains be inadvertently discovered in any location other than a dedicated cemetery. The section also states that the County Coroner, upon recognizing the remains as being of Native American origin, is responsible to contact the NAHC within 24 hours. The NAHC has various powers and duties to provide for the ultimate disposition of any Native American remains, as does the assigned Most Likely Descendant (MLD).

State Laws Pertaining to Human Remains

Any human remains encountered during ground-disturbing activities are required to be treated in accordance with California Code of Regulations Section 15064.5(e) (CEQA), PRC Section 5097.98, and the California Health and Safety Code Section 7050.5. California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. Specifically, Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are determined to be of Native American origin, the county coroner must contact the California NAHC within 24 hours of this identification. An NAHC representative will then identify a Native American MLD to inspect the site and

provide recommendations for the proper treatment of the remains and associated grave goods. In addition, CEQA Guidelines Section 15064.5 specifies the procedures to be followed in case of the discovery of human remains on nonfederal land. The disposition of Native American burials falls within the jurisdiction of the NAHC.

California State Assembly Bill 52

AB 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3.

Consultation with Native Americans

AB 52 formalizes the lead agency-tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the project, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report.

Tribal Cultural Resources

Section 4 of AB 52 adds Sections 21074 (a) and (b) to the PRC, which address tribal cultural resources and cultural landscapes. Section 21074 (a) defines tribal cultural resources as one of the following:

1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

   A. Included or determined to be eligible for inclusion in the California Register of Historical Resources.

   B. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Section 1 (a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on tribal cultural resources should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to tribal cultural resources, the consultation shall include those topics (PRC Section 21080.3.2[a]). The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

Local Regulations

City of Yucaipa 2016 General Plan

Future development of all land in the City of Yucaipa is guided by the City's General Plan, which was adopted by the City Council on April 11, 2016. The Parks, Recreation, Trails, and Open Space Element includes policies pertaining to cultural resources.

5.5.1.2 EXISTING CONDITIONS

Natural Setting

The 1,238-acre FCSP area is in the City of Yucaipa in San Bernardino County. The plan area is bisected by Interstate 10 (I-10) and abuts the Riverside County boundary to the south. Regional access to the project is provided by I-10 from the east and west. Local access is provided by Live Oak Canyon Road, County Line Road, Oak Glen Road, Wildwood Canyon Road, and Calimesa Boulevard. FCSP area is situated along the northern reaches of the San Timoteo Badlands and south of the Crafton Hills, at the very eastern edge of Live Oak Canyon and the southern edge of wester San Bernardino County. Yucaipa Creek drains the FCSP area from northeast to southwest; numerous unnamed, intermittent creeks also drain the project area, eventually flowing into Yucaipa Creek.

Land uses within the FCSP consist primarily of agricultural land (ranching and farming), a limited number of residences, a wastewater treatment plant, and miscellaneous commercial uses such as an outdoor pottery store and storage. The Live Oak Canyon Pumpkin Farm is in the plan area along Live Oak Canyon Road. The Henry N. Wochholz Regional Water Recycling Facility is in the project area. This land use is isolated from the other areas in the FCSP and can only be accessed via a secondary road from County Line Road. The FCSP Update identifies these parcels as Not a Part (N.A.P.) because they are solely owned by the YVWD.

Vegetation in the project area includes representative species of the valley grassland community and, along the drainages between the mesa tops, oak and sycamore woodlands; isolated patches of the Riversidian sage scrub community are also present in some areas. Depending upon elevation and climate, various floral species from these communities are available from early spring until winter, and the leaves, stems, seeds, fruits, roots, and tubers from many of these plant species formed an important subsistence base for the Native American inhabitants in the project area and region.

5.5.1.3 CULTURAL SETTING

Prehistoric Setting

It is generally believed that human occupation of southern California dates to at least 12,000 years before present (B.P.). Five cultural periods of prehistoric occupation of California during the Terminal Pleistocene Epoch/Holocene Epoch (12,000 years B.P. to present) include: the Paleo-Indian Period, the Early Archaic Period, the Archaic or Milling Stone Period, the Intermediate Period, and the Late Prehistoric Period.

In prehistoric times, water was much more abundant locally, and a variety of vegetation communities including riparian, oak woodland, chaparral, and mixed chamise-chaparral-scrub would have been present. The inland peoples did not switch from manos/metates to pestles/mortars like coastal peoples (circa 5,000 years ago); this may reflect their closer relationship with desert groups who did not exploit acorns. The toolkit is dominated by manos and metates throughout a 7,500-year extent. Other typical characteristics were pinto dart points for atlatls or spears, charmstones, cogged stones, absence of shell artifacts, and flexed position burials. Later Elko dart points for atlatls or spears and core tools are observed along with increased indications of gathering. Stone tools including scraper planes, choppers, and hammerstones are added to the tool kit; yucca and seeds are staple foods; animals bones are heavily processed (broken and crushed to extract marrow); and burials have cairns above.

Early sites tend to be near sources of fresh water in valleys, some of which are now considered desert areas. Earlier pattern phases are marked by small points for arrows, appearance of bedrock mortars indicating use of acorns, pottery, increased shell ornaments, pit cremations, continued hunting and gathering of terrestrial resources, and exploitation of lake resources, including new technologies for decoys, traps, and/or nets. Later phases include new material traits including brownware pottery, ceramic pipes, ceramic figurines, and secondary burials in containers.

Ethnographic Context

Archival and published reports suggest that the project area is situated along the fringes of territories traditionally assigned to the Cahuilla, Serrano, and Gabrielino Native American cultural groups. The Cahuilla, Serrano, and Gabrielino belonged to cultural nationalities speaking languages belonging to the Takic branch of the Shoshonean family, a part of the larger Uto-Aztecan language.

The Serrano occupied an area in and around the San Bernardino Mountains between approximately 1,500 and 11,000 feet above mean sea level. Their territory extended west into the Cajon Pass, east as far as Twentynine Palms, north to Victorville, and south to the Yucaipa Valley. The Serrano were mainly hunters and gatherers who occasionally fished. Game that was hunted included mountain sheep, deer, antelope, rabbits, small rodents, and various birds, particularly quail. Vegetable staples consisted of acorns, piñon nuts, bulbs and tubers, shoots and roots, berries, mesquite, barrel cacti, and Joshua tree.

The FCSP area also overlaps with known areas of the Cahuilla Native American group. The Cahuilla territory was bounded by the San Bernardino Mountains to the north; Orocopia Mountains to the east; the Santa Ana River to the west; the San Jacinto Plain and the eastern slope of the Palomar Mountains, the Chocolate Mountains, and Borrego Springs to the south. The Cahuilla were mostly gatherers that hunted small animals and fished from Ancient Lake Cahuilla. A marginal agricultural existence provided corn, beans, squashes, and melons.

During the protohistoric period, most of the Los Angeles and Orange County areas were inhabited by the Gabrielino peoples; the Project study area is located near what appears to be the eastern boundary of Gabrielino territory. It is believed that the total Gabrielino territory covered more than 1,500 square miles and included the watersheds of the Los Angeles River, San Gabriel River, Santa Ana River, and Rio Hondo. The

Gabrielino also occupied the islands of Santa Catalina, San Clemente, and San Nicolas.

Historical Setting

In 1869, a cattleman from Texas named John W. Dunlap and his partner William Standefer purchased the Rancho Yucaipa (3,820 acres) and expanded agricultural operations. Dunlap and Standefer planted 1,500 acres in grain, 100 acres in alfalfa, and raised cattle and sheep. Dunlap also kept horses, oxen, and hogs. Around the same time (1869), John Dunlap may have been the first farmer to plant apple orchards in the Yucaipa area. By the 1890s, the Dunlap family was among the leading apple growers in the region. The western portion of Yucaipa Valley came to be known as "Dunlap," or "Dunlap Acres."

In August of 1874, W. W. Standefer conveyed a parcel to John Dunlap and William R. Standefer for $1,000.00. This land, adjoining their Rancho Yucaipa holdings, increased the size of their property and was to be the site of the ranch known in later years as Casa Blanca. John and Mary Ann Dunlap's oldest son, Franklin Pierce Dunlap, known to family and friends as "Pierce," began construction of a large, two-story farmhouse on a hill overlooking the road to Oak Glen, made of bricks formed and fired on the property. The home, long known as "Yucaipa Valley's showplace," also served as the local schoolhouse, church, post office, and stage stop during its early years. The Dunlap Ranch, as Casa Blanca Ranch was called in the late 19th and early 20th centuries, was the largest in Yucaipa Valley, and was headquarters for Pierce's ranching activities, which consisted mainly of raising cattle, goats, grain crops, and fruit trees. A small grape vineyard occupied the yard west of the house. The residence was also the center of social activities for neighbors for miles around, and receptions and parties were held there regularly. The historical ranch no longer operates any agricultural/ranching uses besides olive trees at the north edge of the lawn. The main Casa Blanca Ranch residence, built in 1882, was found to have historical and archeological significance. Although the Casa Blanca Ranch has six buildings, only the main Casa Blanca Residence possesses historical and architectural significance.

The Southern Pacific Railroad was built in the late 1870s and passed within a few miles of the Dunlap Ranch, allowing the ranch to profitably ship grain to Arizona. Yucaipa Valley agriculture changed from large-scale ranching to apple orchards, which soon became a staple of Yucaipa local economy. However, with the Great Depression, growers soon shifted production to peaches, citrus, walnuts, grain, and other fruit. As time went on, apple orchards were replaced with peach production and poultry operations. Also, in the early 20th century, land companies began to develop Yucaipa. Streets, homes, churches, and business began to populate Yucaipa. The latter half of the 20th century could be characterized as the development and urbanization of Yucaipa as former agricultural land was developed into housing tracts, a mobile home park, a hospital, fire services, schools, roads, and parks.

The part of Dunlap Ranch lands known as the Dairy Ranch, lying south of Highway 99 (I-10), were sold by the Yucaipa Land and Water Company to the Redlands and Yucaipa Land Company in 1909. All of these lands, except a 65-acre parcel, were retained by the latter until 1943, and were devoted to dairy and other cattle operations, along with the dry farming of hay and grain, barley particularly, in the canyons. In January of 1921, a large-capacity well yielding a tested 127 Miner's Inches[1] (approx. 1,143 gallons per minute) was

[1] A Miner's Inch is a unit of flow in terms of volume per unit time, usually in relation to the flow of water.

drilled on the Dairy Ranch, and a prototype Worthington high-capacity submerged pump was installed in the well as a test for the manufacturer. This well was intended to provide water only to the Dairy Ranch, rather than to the land company's mutual water companies in the Yucaipa Valley. This suggests that some irrigated production was planned for the Dairy Ranch (Appendix I of the 2008 Certified EIR).

On November 27, 1989, Yucaipa became an incorporated city.

5.5.1.4 CULTURAL RESOURCES WITHIN THE FCSP AREA

Based on Figure 5.5-2, Cultural Resources Sensitivity Map, of the Yucaipa General Plan EIR, the majority of the plan area has areas of prehistoric and cultural sensitivity.

Records Search

In June 2023, a records search of CHRIS was conducted at the South Central Coastal Information Center at the California State University, Fullerton. The purpose of the records search was to determine the extent and location of previous cultural resources studies, cultural resources surveys, previously identified prehistoric or historic archaeological site locations, architectural resources, historic properties, cultural landscapes, or tribal cultural resources within a half-mile radius of the FCSP area. Additional sources consulted included the NRHP, the Historic Property Data File, the listing of California Historical Landmarks, the CRHR, the California Inventory of Historic Resources, and the California Points of Historical Interest.

The results of the records search indicated that 25 cultural resources studies have been conducted within one-half mile of the FCSP area. Of these studies, 10 were in the FCSP area (SB-1008, SB-1679, SB-2996, SB-3610, SB-3821, SB-3860, SB-5183, SB-5790, SB-6756, and SB-7648). The studies conducted within one-half mile of the FCSP area are listed in Table 5.5-1, *Previous Cultural Resources Studies Within One-Half Mile of the FCSP Area.*

Table 5.5-1 Previous Cultural Resources Studies Within One-Half Mile of the FCSP Area

Report No. (LA)	Author(s)	Title	Year
SB-00027	Schuiling, Walter C.	Building the Museum, 1954-1955 Annual Report of the San Bernardino County Museum Association	1955
SB-00198	Smith, Gerald A.	The Historical Diego Sepulveda	1974
SB-00201	Archer, Morse C.	Sepulveda Adobe	1974
SB-00580	Hearn, Joseph E.	Archaeological – Historical Resources Assessment of Sec. 8, T2S, R2W	1977
*SB-01008	Hammond, Stephen R.	Archaeological Survey Report for the Proposed Project to Upgrade the Wildwood Safety Roadside Rest, San Bernardino County, California	1980
SB-01414	Smith, Gerald A. and Lerch, Michael K.	Culture Resources Assessment of the Proposed Yucaipa Valley County Water District, Effluent Outfall Pipeline, Live Oak Canyon Area, San Bernardino and Riverside Counties, California	1983
SB-01518	Green, Melvyn	An Historic Structures Report for the Sepulveda Adobe, Yucaipa, California	1985
*SB-01679	De Munck, Victor C.	Environmental Impact Evaluation: An Archaeological Assessment of the Hughes Concrete Products Project Located in the Yucaipa Project Located in the Yucaipa Area of San Bernardino County, California	1987

5. Environmental Analysis
CULTURAL RESOURCES

Table 5.5-1 Previous Cultural Resources Studies Within One-Half Mile of the FCSP Area

Report No. (LA)	Author(s)	Title	Year
SB-01836	Swanson, Mark T.	Archaeological Monitoring for the Sun Glen Project, Tract 10069, Yucaipa Area, San Bernardino County	1988
SB-01849	Bissell, Ronald	Cultural Resources Reconnaissance of the Frontrunner Homes Property Yucaipa, San Bernardino County, California	1989
*SB-02996	Singer, Patricia	Cultural Resources Survey for the Nebraska Street Extension, San Bernardino County, CA	2000
*SB-03610	Love, Bruce	Yucaipa Valley Water District Expansion. 15PP	2000
SB-03765	Smallwood, Josh	Wildwood Canyon Villas Project Parcel 2, TPM 15698, City of Yucaipa, San Bernardino, CA 19PP	2002
*SB-03821	Love, Bruce	Robinson Ranch North Project, City of Yucaipa, San Bernardino County, CA 19PP	1999
*SB-03860	Horne, Melinda and Halloran, Kevin	Construction of Eastbound Truck Climbing Lane from Ford Street to Live Oak Canyon Road, San Bernardino County, CA 173PP	2001
SB-04494	Hunt, Kevin	Cultural Resources Survey of the SWCA Proposed Sierra Pallet Cellular Tower Site (LSANCA 8119B), 32036 Live Oak Canyon Road, Redlands, San Bernardino County, CA 20PP	2004
SB-04923	Hoover, Anna; Gilean, William; and Dailey, Brian	An Archaeological Mitigation-Monitoring Report for Wildwood Canyon Estates 11 Tract 14625, City of Yucaipa, San Bernardino County, California	2005
*SB-05183	Goodwin, Riordan and Marvin, Judith	Historic Archaeological Survey Report for Live Oak Canyon Road/Interstate 10 Improvements Project, City of Yucaipa, San Bernardino County, California	2002
*SB-05790	Dice, Michael	Phase I Cultural Resources Assessment and Paleontological Records Review Oak Hills Marketplace Project, City of Yucaipa, California	2006
*SB-06756	Andrew, Sherri	Records Search and Survey Results for the Yucaipa Valley Water District Brineline	2009
SB-06925	Bonner, W and Williams, Sarah	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate IE2522-A	2011
*SB-07648	Tang, Bai "Tom"	Archaeological and Paleontological Monitoring Program: Yucaipa Valley Water District Non-Potable Water Project in the Cities of Calimesa and Yucaipa, California	2013
SB-07652	Puckett, Heather R	Caliwood, 32389 Dunlap Boulevard, Yucaipa, California 92399	2012
SB-08050	Hogan, Michael	Archaeological Survey Report Low Water Crossing Replacement Project	2016
SB-08077	Hogan, Michael and Jacquemain, Terri	Archaeological Survey Report Low Water Crossing Replacement Project	2016

Source: PlaceWorks 2023.
* Studies in the FCSP area.

Table 5.5-2, *Previously Recorded Cultural Resources Within a One-Half-Mile Radius of the Plan Area,* shows the recorded cultural resources within one-half mile of the plan area. Table 5.2-2 also includes previously recorded cultural resources as listed in the 2008 Certified EIR. The cultural survey for the 2008 Certified EIR surveyed the entire FCSP with the exception of the northwestern portion of the plan area that closely corresponds to the land designated Agricultural Tourism.

Of the 22 previously recorded cultural resources listed in Table 5.5-2, 15 are in the plan area.

Table 5.5-2 Previously Recorded Cultural Resources Within a One-Half-Mile Radius of the Plan Area

Site Number (CA-SBR)	Primary (P-36)	Recorder and Year	Age/Period	Site Description	Location in Relation to the Project Site	Eligibility for Listing on the California Register of Historic Resources
428	-	Applied Earthworks, 2006, P&D Consultants, 2007	Prehistoric	Scatter of broken metates and several manos and hammerstones (destroyed)	Outside (within 0.5 mile)	Unknown
429	-	Applied Earthworks, 2006, P&D Consultants, 2007	Prehistoric	Mineralized human skeleton, pottery, cooking rocks, manos, and chips (destroyed)	Inside	Unknown
908	-	Applied Earthworks, 2006, P&D Consultants, 2007	Prehistoric	Pottery, metates, burned stone, black paint stone, projectile points, manos, and hammerstones, metates	Inside	Unknown
909	-	Applied Earthworks, 2006, P&D Consultants, 2007	Prehistoric	Manos, metates, black paint stone, and a large discoidal game stone	Outside (within 0.5 mile)	Unknown
912	-	Applied Earthworks, 2006, P&D Consultants, 2007	Prehistoric	Skeleton and shell beads (site destroyed)	Inside	Unknown
913	000913	Michael Hogan, CRM Tech 1999	Prehistoric	Broken pottery along trail	Inside	No longer there. Not evaluated
915	000915	D. McDougall, B, Lichtenstein, B. Gothar, Applied EarthWorks, Inc. 2006	Prehistoric	Lithic Scatter	Inside	As much as 12 feet may have been graded off top of hill. Not evaluated.
1000	001000	Fulton, T. and Fulton, P. LSA Associates, Inc., 2015; P&D Consultants, 2007 ; Applied Earthworks, 2006,	Prehistoric and Historic	Yucaipa Rancheria, prehistoric habitation site	Outside (within 0.5 mile)	Much of the site has been impacted by construction. California Historic Landmark No. 620
2624	002624	N/A; 1986	Prehistoric	Metates	Outside (within 0.5 mile)	Not evaluated.
6118	006118	Lester, R, 1988	Historic	Standing adobe residence and archaeological deposits (the Yucaipa Adobe)	Outside (within 0.5 mile)	California Historic Landmark No. 528
10822	010822	Ballester, D, 2002	Historic	Drainage feature and headwall	Outside (within 0.5 mile)	Does not meet criteria for listing

Table 5.5-2 Previously Recorded Cultural Resources Within a One-Half-Mile Radius of the Plan Area

Site Number (CA-SBR)	Primary (P-36)	Recorder and Year	Age/Period	Site Description	Location in Relation to the Project Site	Eligibility for Listing on the California Register of Historic Resources
12327	012600	McDougall, D, and Gothar, B, 2005	Historic	Structure	Inside	Not eligible.
12328	012601	McDougall, D, and Gothar, B, 2005	Historic	Flood control dam	Inside	Not eligible.
12329	012602	McDougall, D, and Gothar, B, 2006	Prehistoric	Prehistoric habitation site containing a sparse- to moderate-density complex lithic scatter	Inside	Not evaluated.
12330	012603	Sheets, B and McLean K	Historic	Cattle ranch elements	Inside	Not eligible
12331	012604	McDougall, D, and Gothar, B, 2006	Prehistoric	Temporary camp site with lithic scatter	Inside	Not evaluated.
12332	012605	McDougall, D, and Gothar, B, 2006	Prehistoric	Prehistoric scatter	Inside	There appears to be little to no potential for subsurface cultural deposits/Not evaluated.
12333	012606	McDougall, D, Kile, M, and Gothar, B, 2006	Prehistoric	Lithic scatter	Inside	Not evaluated
12334	012607	Kile, M, and Gothar, B, 2006	Historic	Reservoir	Inside	Not evaluated
12335	012608	Kile, M, and Gothar, B, 2006	Historic	Pump house	Inside	Not evaluated
12836	012836	Marvin, J, 2002	Historic	Three separate Buildings constructed in 1946	Outside (within 0.5 mile)	Not considered eligible
60205	060205	Goodman, J and Swanson M, 1988	Prehistoric	Isolated Unifacial mano	Outside (within 0.5 mile)	Not evaluated

Source: PlaceWorks 2023; P&D Consultants 2007.

CA-SBR-429

Site CA-SBR-429 was originally recorded in 1935 as being a mineralized human skeleton that was discovered during the excavation of a catch basin. The skeleton was transferred to the University of Redlands but was destroyed when the university needed more curation space during World War II. In 1965, the site record was updated wherein "pottery, cooking rocks, manos, and chips" were noted as well as "several burials where the old reservoir is located" (Appendix I of the 2008 Certified EIR).

CA-SBR-908

CA-SBR-908 was originally recorded in 1947 as containing "pottery, metates, burned stone, black paint stone, points, manos and hammerstones; one metate was found at a depth of 18 inches during the construction of a residence and driveway." In 1999, the site area was inspected, at which time there was no evidence of prehistoric artifacts and the general site area had been developed with residences and paved roads (Appendix I of the 2008 Certified EIR).

CA-SBR-912

CA-SBR-912 was originally recorded in 1947 and the site record noted that "a man who cultivated this ridge reported plowing up a skeleton with shell beads about 350 feet northeast of the site." In 1976, it was reported that the site had been destroyed by farming, erosion, and road construction. In 1999, the site area was inspected at which time no evidence of prehistoric artifacts was observed (Appendix I of the 2008 Certified EIR).

P36-000913 (CA-SBR-913)

In 1947, the P36-000913 was recorded as a few pieces of broken pottery and a probable trail. Some grading occurred in 1976, and P36-000913 appears to have been destroyed. In 1999, an intensive survey of the site was conducted, and no artifacts were observed (Appendix I of the 2008 Certified EIR).

P36-000915 (CA-SBR-915)

In May 1976, the P36-000915 was described as a "very important site as discoidal and other artifacts (manos and metates) were uncovered during grading at a depth of 20 feet." In October 1976, the site record was updated and described as "hilltop bulldozed—owner has two metates and several manos in yard, three mano fragments, and one complete mano found at site. Freeway probably cut through part of the site, and as much as 12 feet have been graded off top of hill." In 1978, the site record was updated as "3–4 mortars unearthed during house construction." During the current survey, it was found that the northern half of the previously recorded site area on the knolltop has been truncated and destroyed by the construction of the southern I-10 frontage road and the I-10 freeway as well as by the grading of commercial lots. Four artifacts were observed on the remaining portions of the knolltop south of the I-10 frontage road. It appears that the site's integrity is severely impaired.

P36-0012600 (CA-SBR-12327)

A historical structure of undetermined age, but older than 45 years, was found on-site. A wooden tower constructed of a simple lattice may have supported a windmill for electricity generation. The structure's original function is unknown. The structure may have been a pumphouse, but the structure's interior appears to have been gutted. The structure is filled and surrounded by modern debris and appears to have been used as a modern dump site by local residents (Appendix I of the 2008 Certified EIR). The structure is not eligible for listing on the CRHR (see Table 5.2-2, above).

P36-0012601 (CA-SBR-12328)

Structural remains of a dam; no other features were observed. The dam once spanned Yucaipa Creek. The age of the dam could not be determined; the dam may have been breached during the flood of 1964 (Appendix I of the 2008 Certified EIR). This feature is not considered a significant historical resource based on previous studies (see Table 5.5-2, above).

P36-0012602 (CA-SBR-12329)

A prehistoric habitation site containing a sparse to moderate-density complex, lithic scatter, fire-altered rock, and burned faunal remains. Ground stone artifacts observed include several fragments of large deep basin metates, several bifacial manos and/or mano fragments, and miscellaneous ground stone fragments. Based on the 2006 site survey observations, the integrity of P36-0012602 appeared to be retained with minimal disturbance (see Table 5.2-2, above). Cultural materials were observed in rodent back-dirt piles and eroding out of the edges of the mesa; therefore, some depth of cultural materials is suspected at the site.

P36-0012603 (CA-SBR-12330)

A total of six features were found on-site. Feature 1 is a livestock corral constructed of wooden posts; Feature 2 is a poured-in-place concrete feed trough; Feature 3 is a poured-in-place concrete cistern with two compartments; Feature 4 is the remnants of a galvanized metal water tank that is displaced and partly destroyed; Feature 5 is a poured-in-place concrete retaining wall/cistern combination; and Feature 6 is a poured-in-place concrete cistern. Based on the analysis conducted in 2008, P36-0012603 is not considered a significant historical resource.

P36-0012604 (CA-SBR-12331)

There appears to be a small, prehistoric temporary campsite containing a sparse lithic scatter of flaked stone artifacts; burned bone; fire-altered rock; and at least one small, partially buried, discrete concentration of fire-altered rock associated with a thin, compacted lens of charcoal-laden, fire-altered sediments that appears to be a hearth feature. Additional cultural materials are undoubtedly present.

P36-0012605 (CA-SBR-12332)

Site P36-0012605 consists of a small, sparse, discrete scatter of prehistoric ceramics that all appear to be derived from the same vessel. Additionally, two fragments of highly burned medium to large mammal bones are present. No other cultural materials were observed on-site. There appears to be little to no potential for subsurface cultural deposits. The integrity of P36-0012605 ranges from retained to moderately impaired.

P36-0012606 (CA-SBR-12333)

Site P36-0012606 consists of a sparse lithic scatter of one basalt secondary flake, five metavolcanic secondary flakes, and one metavolcanic spent core. The site is on an open slope of a dissected alluvial plain. The site integrity has been disturbed by burrowing animals and grazing livestock.

P36-0012607 (CA-SBR-12334H)

Site P36-0012607 consists of elements of a reservoir and can be described as a spillway or ingress, a drain tunnel at the center of an earthen dam, a spillway at the southwest corner of the dam, and an earthen dam with an artificial berm. Site integrity appears to be moderately impaired due to erosion of the dry wash, and the reservoir itself is filled with alluvium; the related features are fairly intact. This reservoir appears to be the result of agricultural/ranch water development in the area. The reservoir facility may have been used prior to the sale of the property by the Redlands and Yucaipa Water Company. Water control was an ongoing activity of the Redlands and Yucaipa Land Company during its ownership of the "Dairy Ranch."

P36-0012608 (CA-SBR-12335H)

Site P36-0012608 consists of a pumphouse with mechanical accoutrements of a pump and 6-cylinder flathead motor. The pumphouse consists of a wood-frame structure with a concrete floor, covered with galvanized corrugated sheet metal. The building itself has been partially destroyed. No roof remains and the northern wall has fallen; there appears to be little alteration. The pumping facility noted at the site appears to date from the end of the 1920s or later. This facility may have been used prior to the sale of the property by the Redlands and Yucaipa Water Company to Powers. Well and pumping equipment development was an ongoing activity of the Redlands and Yucaipa Land Company during its ownership of the "Dairy Ranch."

2022 Addendum

The cultural resources analysis for the 2008 Certified EIR determined that three historic-age standing structures in the FCSP appear to be older than 50 years.

- **33842 County Line Lane:** single-story, stucco home with a detached garage.
- **33808.5 County Line Lane:** single-story, wood-frame-and-stucco home with associated outbuilding and very mature trees and landscaping.
- **32032 Live Oak Canyon Road:** single-story, wood-frame home associated with an older barn and ranch outbuilding complex.

These three historic-age structures were evaluated for significance in the 2022 Addendum for the Countyline Warehouse Project, and it was determined that they were not considered to be historically or architecturally significant (Yucaipa 2022). As a result, the 2022 Addendum excluded Mitigation Measure CR-11 because it had been completed as part of the analysis for the 2022 Addendum.

Tribal Consultation

Pursuant to SB 18, the City of Yucaipa contacted the NAHC for a consultation list of tribes and a Sacred Lands File search. Government Code Sections 65352.3 and 65352.4 require local governments to consult with California Native American tribes identified by the NAHC for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending General Plans, Specific Plans, and Community Plans. A tribe may be the only source of information regarding the existence of a tribal cultural

resource. An SLF search is another method of identifying the presence of Native American resources near or on the project area.

In accordance with PRC Section 21080.3.1(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 proposed project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation regarding potential impacts to tribal cultural resources.

On July 13, 2022, the NAHC responded with a negative SLF search to the City's AB 52 and SB 18 request, indicating no record for the presence of Native American resources in the vicinity of the FCSP area that could be affected by the FCSP. The NAHC also provided a list of 18 Native American tribes or individuals to contact for further information with traditional lands or cultural places within the boundaries of the county (see Appendix G).

The City of Yucaipa sent letters to the Native American contacts on August 1, 2022, requesting any information related to cultural resources or heritage sites within or adjacent to the plan area (see Appendix G).

The Agua Caliente Band of Cahuilla Indians responded on August 24, 2022, stating that the plan area is within the Tribe's Traditional Use Area and that the Tribe currently has no concerns regarding the Proposed Project. The Agua Caliente Band indicated that their letter concluded consultation.

The San Manuel Band of Mission Indians responded on September 6, 2022, stating that the Tribe is only concerned about the area in Bryn Mawr and how the Proposed Project would affect the area. Bryn Mawr is in the City of Loma Linda and not within the plan area. Therefore, the Proposed Project would not impact Bryn Mawr.

On October 3, 2022, the Morongo Band of Mission Indians stated that the plan area is of high importance to the tribe, and tribal participation is recommended during all ground-disturbing activities. The Tribe requested AB 52 consultation as well as project information (maps, record searches, etc.). The City provided the requested information to the Tribe in August 2023.

The Quechan Tribe of the Fort Yuma Reservation responded on November 15, 2022, and stated that they do not wish to comment on the Proposed Project and deferred to local tribes.

On November 3, 2022, the NAHC responded with a positive SLF search to PlaceWorks' request for SLF records search. The NAHC stated that the San Manuel Band of Mission Indians and Morongo Band of Mission Indians should be contacted for additional information. The NAHC also provided a list of 25 Native American tribes or individuals to contact for further information with traditional lands or cultural places located within the boundaries of the County (see Appendix G).

5.5.2 Thresholds of Significance

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

C-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

C-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

C-3 Disturb any human remains, including those interred outside of dedicated cemeteries.

5.5.3 Plans, Programs, and Policies

There are no policies pertaining to cultural resources in the Freeway Corridor Specific Plan.

5.5.4 Environmental Impacts

5.5.4.1 2008 CERTIFIED EIR

Potentially significant prehistoric and historical archaeological resources have been identified within the Specific Plan site, and ground disturbance could impact these resources. As stated in the 2008 Certified EIR, implementation of Mitigation Measures CR-1 through CR-11 would reduce impacts to cultural resources (archaeological and historic) to below a level of significance.

5.5.4.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.5-1: Development of the project could impact an identified historical resource. [Threshold C-1]

The 2008 Certified EIR indicated that potentially significant prehistoric and historical resources have been identified in the plan area. The 2008 Certified EIR stated that future projects would require ground disturbance that may cause destruction of known resources. Implementation of Mitigation Measures CR-1 through CR-11 were found to reduce impacts to less than significant.

FCSP Buildout

As identified in the 2008 Certified EIR, as well as the cultural records searches conducted for the Proposed Project, several historical resources and historic-age resources have been identified within the plan area and a 0.5-mile radius of the plan area. Future development in the plan area could have the potential to impact historic resources.

Differences in development and land designations between the Approved Project and Proposed Project include:

- Under the Proposed Project the planning area known as the Pumpkin Patch would remain Agricultural Tourism (AT), which would preserve the existing landforms and agricultural areas adjacent to Live Oak Canyon Road and I-10 compared to development of a retail area under the Approved Project

- The introduction of the Business Park designation in the interior of the site (i.e., Pacific Oaks Commerce Center) would require substantially more landform modification compared to the residential areas previously designated under the Approved Project

- The Proposed Project would result in a reduction in natural open space (Open Space Conservation [OS-C] and Open Space [OS]) compared to the Approved Project because the wastewater treatment plant is now considered not-a-part (previously included as open space land uses), and the OS designation allows for agricultural uses. Grading activities may be permitted under the Open Space designation, while the Open Space-Conservation designation would preserve ridgelines, hillsides, natural drainage courses, natural vegetation, and prominent views in perpetuity.

As described above, the cultural resources analysis for the 2008 Certified EIR concluded that resources P36-0012600, P36-0012601, P36-0012603, and P36-012836 are not considered significant historical resources. Therefore, direct and/or indirect impacts on these structures would not result in an impact to a historical resource.

The cultural resources analysis for the 2008 Certified EIR determined that resources P36-12607 and P36-12608 have not been evaluated for significance and could qualify as historical resources. These resources are in parts of the FCSP that would be designated OS-C, that is, areas of no grading or development. Nonetheless, Mitigation Measure CR-1 would be implemented as part of the project to mitigate potential impacts to less-than-significant, as discussed below.

While the Proposed Project would result in more development and substantially more landform modification than the Approved Project, future development under the Proposed Project would be required to implement mitigation measures that would reduce impacts to historic resources, as with the Approved Project. Additionally, some portions of the plan area that were designated for development (i.e., lands not designated Open Space) under the Approved Project would be designated OS-C under the Proposed Project, and cultural resources in land designated OS-C would not be impacted because these lands would be preserved in perpetuity. As with the 2008 Certified EIR, which found impacts to unknown historical resources were less than significant with the incorporation of mitigation measures, impacts under the Proposed Project would also result in less than significant impacts with the incorporation of Mitigation Measure CR-1.

Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.5-1 would be potentially significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project would not result in any impacts to historic resources as there are no historic resources in the Pacific Oaks Commerce Center project site. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.5-1 would be less than significant.

Impact 5.5-2: Development of the project could impact archaeological resources. [Threshold C-2]

The 2008 Certified EIR indicated that 19 potentially significant archaeological resources have been identified in the plan area. The 2008 Certified EIR stated that future projects would require ground disturbance that may cause destruction of known resources. Implementation of Mitigation Measures CR-1 through CR-11 were found to reduce impacts to less than significant.

FCSP Buildout

As identified in the 2008 Certified EIR, archaeological resources were identified in the FCSP. Future development in the plan area could have the potential to impact archaeological resources.

As identified in Table 5.5-2, seven prehistoric archaeological sites and one prehistoric isolated resource are known cultural resources sites identified within the FCSP area. It was noted in updated site records that sites CA-SBR-429, CA-SBR-908, CA-SBR-912, and CA-SBR-913 have been destroyed. Several of the remaining known cultural resources in the plan area have not been tested and evaluated for significance or it is unknown if they have been evaluated (see Table 5.5-2, *Previously Recorded Cultural Resources Within a One-Half Mile Radius of the Plan Area*). As described in Section 5.5.1.4, archaeological sites P36-000915, P36-0012602, P36-0012604, and P36-0012605 may contain subsurface deposits, retain substantial integrity, possess a range of materials types, and could address important questions regarding chronology, trade/exchange, subsistence, and settlement patterns of the region during prehistory. These resources could qualify as significant historical archaeological resources. Impacts to these archaeological sites could cause adverse changes in the significance of an archaeological resource. In addition to these known archaeological resources, and as documented above, the project area contains a high sensitivity for subsurface archaeological resources. Therefore, there is also the potential for ground-disturbing activities to impact previously unidentified archaeological resources. Mitigation Measures CR-2 and CR-3 would require a qualified archaeologist to carry out all mitigation measures related to archaeological and historical resources and a qualified archaeological monitor to monitor all ground-disturbing activities. Potential impacts to known and unknown archaeological resources that could qualify as significant archaeological resources would be mitigated to less than significant through the implementation of Mitigation Measures CR-2 and CR-3.

As indicated in Impact 5.5-1, above, the land currently designated Agricultural Tourism would remain, the introduction of the Business Park designation instead of residential uses would require more landform modification, and a reduction in open space land would occur under the Proposed Project. Though the Proposed Project would result in more development and substantially more landform modification compared to the Approved Project, future development in the FCSP would be required to implement mitigation

measures that would reduce impacts to archaeological resources, as with the Approved Project. Additionally, some portions of the plan area that were designated for development under the Approved Project would be designated OS-C under the Proposed Project, and cultural resources in land designated OS-C would not be impacted because this land would be preserved in perpetuity.

Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.5-2 would be potentially significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project would result in the same impacts to archaeological resources as identified for the Specific Plan. Therefore, impacts would be less than significant with mitigation measures incorporated.

Level of Significance Before Mitigation: Impact 5.5-2 would be potentially significant.

Impact 5.5-3: Grading activities could potentially disturb human remains. [Threshold C-3]

The 2008 Certified EIR identified three archaeological sites (CA-SBR-429, CA-SBR-912, and CA-SBR-913) in the plan area that have revealed the presence of Native American human remains. The 2008 Certified EIR indicated that implementation of the Approved Project would have the potential to destroy buried Native American human remains. However, compliance with state laws, such as Health and Safety Code Section 7050.5 and PRC Section 5097.98, would ensure impacts to human remains would be less than significant.

FCSP Buildout

As with the Approved Project, the Proposed Project would result in ground clearing, excavation, grading, and other construction activities. California Health and Safety Code Section 7050.5, CEQA Guidelines Section 15064.5, and PRC Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, California Health and Safety Code, Section 7050.5, requires that if human remains are discovered on a project area, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. In the event soil-disturbing activities associated with the Proposed Project would result in the discovery of human remains, compliance with existing law would ensure that significant impacts to human remains would not occur.

Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.5-3 would be less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project would result in the same impacts to human remains as identified for the Specific Plan. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.5-3 would be less than significant.

5.5.5 Cumulative Impacts

The cumulative setting for cultural resources impacts includes potential future development under the FCSP, combined with effects of development on lands proximate to the plan area. Cultural resource impacts are generally localized to a project site and its immediate surroundings. The FCSP combined with other development projects in the surrounding area would not result in significant and adverse impacts to cultural resources. All impacts will be mitigated to a less than significant. As with the 2008 Certified EIR, implementation of the Proposed Project would not result in significant and unavoidable impacts but would be mitigated to less than significant. Therefore, impacts of the Proposed Project would not be cumulatively considerable.

5.5.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.5-3.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.5-1** Development pursuant to the FCSP could cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.
- **Impact 5.5-2** Development pursuant to the FCSP could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

5.5.7 Mitigation Measures

5.5.7.1 MITIGATION MEASURES FROM THE 2008 CERTIFIED EIR

The following mitigation measures were taken directly from the 2008 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in ~~strikethrough~~ for deleted text and <u>underline</u> for new, inserted text. Measures related to paleontological resources have been removed from Section 5.5, *Cultural Resources,* and are included in Section 5.7, *Geology and Soils*.

Mitigation Measures CR-1 through CR-10 have been deleted as they have been consolidated into the new mitigation measures below (Mitigation Measure CR-1 through Mitigation Measure CR-3). Mitigation Measure

5. Environmental Analysis
CULTURAL RESOURCES

CR-11 has been deleted as it was completed during the preparation of the 2022 Addendum for the County Line Warehouse Project.

~~CR-1 If cultural resources avoidance is feasible, potentially significant archaeological resources and sites containing Native American human remains shall be placed within permanent project-specific conservation easements or dedicated open space areas.~~

~~CR-2 Where avoidance of archaeological resources and sites containing Native American human remains is not a feasible management option, capping these resources with sterile sediments and avoidance planting (e.g., planting of prickly pear cactus) shall be considered the next most favorable management option. In doing so, capping the resource(s) will ensure that indirect impacts from increased public availability to these sites are avoided.~~

~~CR-3 If avoidance and/or preservation-in-place of known prehistoric and historical archaeological resources and sites containing Native American human remains are not feasible management options, the applicant shall ensure that potentially significant archaeological resource(s) and site(s) shall be investigated pursuant to the standards, guidelines, and principles of the Advisory Council's Treatment of Archaeological Properties: A Handbook (ACHP 1980).~~

~~Prior to the issuance of a grading permit for a project, the applicant's consultant, who meets the Secretary of Interior's Standards and Guidelines, shall develop a Phase II (i.e., test-level) Research Design detailing how the archaeological resources investigation will be executed and providing specific research questions that will be addressed through the Phase II Testing Program. In general terms, the Phase II Testing Program shall be designed to further define site boundaries and to assess the structure, content, nature, and depth of subsurface cultural deposits and features. Emphasis shall also be placed on assessing site integrity and the site's potential to address regional archaeological research questions. These data shall then be used to address the National Register of Historic Places (NRHP)/ California Register of Historic Resources (CRHR) eligibility requirements for the archaeological resource, and make recommendations as to the suitability of the resource for listing on either Register. The Research Design shall be submitted to the City's Planning Commission for review and comment prior to the implementation of the Phase II Testing Program.~~

~~After Approval of the Research Design and prior to the issuance of a grading permit, the applicant's consultant shall complete the Phase II Testing Program as specified in the Research Design prior to the issuance of a grading permit. The results of this Program shall be presented in a technical report that follows the State of California Office of Historic Preservation Archaeological Resource Management Report Recommended Contents and Format Guidelines (California 1990). The Phase II Report shall be submitted to the City's Planning Department for review and comment prior to the issuance of a grading permit. If the resource is determined to be ineligible for listing on the NRHP or CRHR upon completion of the Phase II Testing Program, no further cultural resources management of~~

~~this resource would be required and the Phase II Program would suffice as mitigation of project impacts to the resource.~~

~~CR-4 A participant-observer from the appropriate Native American Band or Tribe shall be present during Phase II archaeological excavations involving sites of Native American concern.~~

~~CR-5 If the cultural resource is identified as being potentially eligible for listing on either the NRHP or CRHR, and project designs cannot be altered to avoid impacting the site, a Phase III Data Recovery Program to mitigate project effects shall be initiated. A Data Recovery Treatment Plan detailing the objectives of the Phase III Program shall be developed and contain specific testable hypotheses pertinent to the Research Design and relative to the site(s) under study. The Phase III Data Recovery Treatment Plan shall be submitted to the City's Planning Department, the appropriate Native American Band or Tribe, if applicable, and the State Historic Preservation Officer (SHPO) for review and comment prior to implementation of the Data Recovery Program. After Approval of the Treatment Plan, the Phase III Data Recovery Program for affected, eligible site(s) shall be completed. Typically a Phase III Data Recovery Program involves the excavation of a statistically representative sample of the site(s) to preserve those resource values that qualify the site(s) as being eligible for listing on the NRHP/CRHR. Again, a participant-observer from the appropriate Native American Band or Tribe shall be present during archaeological data-recovery excavations involving sites of Native American concern. At the conclusion of the Phase III Program, a Phase III Data Recovery Report shall be prepared, following the State of California Office of Historic Preservation Archaeological Resource Management Report Recommended Contents and Format Guidelines (California 1990). The Phase III Data Recovery Report shall be submitted to the City's Planning Department, the appropriate Native American Band or Tribe, if applicable, and the SHPO for review and comment prior to the issuance of a grading permit.~~

~~CR-6 All Archaeological materials recovered during implementation of the Phase II Testing or Phase III Data Recovery programs shall be processed, including cleaning and cataloging, detailed description, and analysis, as appropriate. Following completion of laboratory and analytical procedures, all project related collections shall be suitably packaged and transferred to a curation facility that meets the standards of 36 CFR 79 for long-term storage. Materials to be curated include archaeological specimens and samples, field notes, feature and burial records, maps, plans, profile drawings, photo logs, photographic negatives, consultants' reports of special studies, and copies of the final technical reports. It should be noted that provisions of the Native American Graves Protection Repatriation Act (NAGPRA) pertaining to Native American burials, sacred objects, and objects of cultural patrimony would come into effect when ownership of the collections transfer to a curation repository that receives federal funding.~~

~~CR-7 A registered professional archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, shall monitor all project-related ground-disturbing activities~~

~~that extend into natural sediments in areas determined to have high archaeological sensitivity for prehistoric resources.~~

~~Prior to City permitted future development projects, the applicant shall include in their mitigation plan provisions for the identification and evaluation of archaeological resources inadvertently discovered during construction. Thus, if buried archaeological resources are uncovered during construction, all work will be halted in the vicinity of the archaeological discovery until a registered professional archaeologist can visit the site of discovery and evaluate the significance of the archaeological resource.~~

~~CR-8 If the archaeological resource is determined to be a potentially significant cultural resource, the applicant shall also include in their mitigation plan provisions for the preparation and implementation of a Phase III Data Recovery Program, as well as disposition of recovered artifacts, in accordance with mitigation measures CR-4, CR5 and CR-6.~~

~~CR-9 In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, State CEQA Guidelines 15064.5(d), and Public Resources Code 5097.98 shall be implemented Specifically, in accordance with Public Resources Code (PRC) Section 5097.98, the San Bernardino County Coroner shall be notified within 24 hours of the discovery of potentially human remains. The Coroner shall then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) by phone within 24 hours, in accordance with PRC Section 5097.98. The NAHC shall then designate a Most Likely Descendant (MLD) with respect to the human remains within 48 hours of notification.~~

~~The MLD shall then have the opportunity to recommend to the property owner or the project proponent means for treating or disposing of, with appropriate dignity, the human remains and associated grave goods within 24 hours of notification. Whenever the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the MLD and the mediation provided for in subdivision (k) of PRC Section 5097.94 fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall reenter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance. In the event that Native American human remains are inadvertently discovered during project related or permitted construction activities, implementation of mitigation measures CR-3 through CR-8 would apply.~~

~~CR-10 The final technical reports detailing the results of the Phase II Testing or Phase III Data Recovery programs shall be submitted to the San Bernardino Archaeological Information Center of the California Historical Resource Inventory System for their information and~~

~~where they would be available to other researchers. As well, final Phase III Data Recovery Reports shall be submitted to local libraries, schools, and historical societies to enable the general public to learn about their local cultural heritage.~~

~~CR-11 Structures at 33842 County Line Lane, 33808.5 County Line Lane, and 32032 Live Oak Canyon Road will be formally evaluated by a certified architectural historian to determine the historical significance of the structures prior to modifications or demolition. If the structures are determined to be significant, mitigation measure CR-5 will apply.~~

~~CR-12 All excavation activities in any and all areas identified as likely to contain palaeontologic resources will be monitored by a qualified paleontologic monitor. Paleontologic monitors must be equipped to salvage fossils as they are unearthed and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors shall be empowered to temporarily halt all construction activity to allow removal of abundant or large specimens.~~

~~CR-13 All recovered paleontologic specimens will be prepared to a point of identification and permanent preservation, including washing of sediments to recover small specimens shall be conducted. Identification and full curation of all specimens into an established, accredited museum repository with permanent retrievable paleontogical storage is required.~~

5.5.7.2 NEW MITIGATION MEASURES

Impact 5.5-1

Specific Plan

CR-1 Prior to the issuance of and grading permits in planning areas BP4 and development within the OS, the project proponent shall retain a qualified architectural historian, defined as meeting Secretary of the Interior Standards, to carry out all mitigation measures related to historical resources. A historic resources technical evaluation for resources P36-12607 and P36-12608 shall be prepared by the qualified architectural historian. The study shall evaluate the significance and data potential of the resources in accordance with these standards. Resources present on the proposed project site shall be evaluated for eligibility for the California Register of Historical Resources (CRHR), including buildings and structures. If the resource meets the criteria for listing on the CRHR (Pub. Res. Code Section 5024.1; Title 14 CCR, Section 4852), a program detailing how such long-term avoidance or preservation is ensured shall be developed and approved prior to conditional approval.

Pacific Oaks Commerce Center

No new mitigation measures are required.

Impact 5.5-2

Specific Plan

CR-2 Prior to the issuance of any permits allowing ground-disturbing activities, the project proponent/operator shall retain a Qualified Archaeologist, defined as an archaeologist meeting the Secretary of the Interior's Standards for professional archaeology (U.S. Department of the Interior, 2011), to carry out all mitigation measures related to archaeological resources. The contact information for this Qualified Archaeologist shall be provided to the City of Yucaipa's Planning Department prior to the commencement of any construction activities on-site. Further, the Qualified Archaeologist shall be responsible for ensuring employee training provisions are implemented during implementation of the project:

- Prior to any ground disturbance, the Qualified Archaeologist or their qualified designee shall provide worker environmental awareness protection training to construction personnel for the protection of cultural (prehistoric and historic) resources. As part of this training, construction personnel shall be briefed on proper procedures to follow should unanticipated cultural resources be made during construction. New construction personnel shall also receive the worker environmental awareness protection training.
- In the event that unanticipated cultural resources are encountered during any phase of project construction, all construction work within 50 feet of the find shall cease and the Qualified Archaeologist, in coordination with the City's Planning Department, shall assess the find for importance. Construction activities may continue in other areas. If the discovery is determined to not be significant by the Qualified Archaeologist, work will be permitted to continue in the area.
- If a find is determined to be important by the Qualified Archaeologist, they shall immediately notify the City's Planning Department. The City's Planning Department shall determine whether the resource is eligible for inclusion in the California Register of Historical Resources (CRHR). If the City determines the resource is eligible for inclusion on the CRHR, project redesign and preservation in place shall be the preferred means to avoid impacts to significant historical resources.
- Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that known resources (P36-000915, P36-0012602, P36-0012604, and P36-0012605) and unanticipated finds cannot be avoided, the Lead Archaeologist shall develop additional treatment measures in consultation with the City, which may include placement within conservation easements, preservation-in-place (e.g. capping sites with sterile, chemically neutral soil, geofabric, and some form of shallow-rooted landscaping), Phase II testing, Phase III data recovery, or other appropriate measures. The City shall consult with appropriate Native American representatives in determining appropriate treatment for unearthed cultural resources if the resources are prehistoric or Native American in

nature. Diagnostic archaeological materials with research potential recovered during any investigation shall be curated at an accredited curation facility. The Lead Archaeologist shall prepare a report documenting evaluation and/or additional treatment of the resource. A copy of the report shall be provided to the City and to the South Central Coastal Information Center at California State University, Fullerton.

- If the cultural resource is identified as being potentially eligible for listing on either the NRHP or CRHR, and project designs cannot be altered to avoid impacting the site, a Phase III Data Recovery Program to mitigate project effects shall be initiated. A Data Recovery Treatment Plan shall detail the objectives of the Phase III Program and contain specific testable hypotheses pertinent to the Research Design and relative to the site(s) under study. The Phase III Data Recovery Treatment Plan shall be submitted to the City's Planning Department, the appropriate Native American Band or Tribe, if applicable for review and comment prior to implementation of the Data Recovery Program. After Approval of the Treatment Plan, the Phase III Data Recovery Program for affected, eligible site(s) shall be completed. Typically, a Phase III Data Recovery Program involves the excavation of a statistically representative sample of the site(s) to preserve those resource values that qualify the site(s) as being eligible for listing on the NRHP/CRHR. The Phase III Data Recovery Report shall be submitted to the City's Planning Department, the appropriate Native American Band or Tribe, if applicable, and the State Historic Preservation Officer for review and comment prior to the issuance of a grading permit.

CR-3 Prior to the issuance of a grading permit and before any brush clearance, grading, excavation and/or ground disturbing activities on the site take place, the project proponent shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in native soils in an effort to identify any unknown archaeological resources.

The project archaeologist, in consultation with interested tribes, the developer, and the City of Yucaipa, shall develop an Archaeological Monitoring Plan (AMP) to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the AMP shall include:

- Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling;
- The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the Native American

Heritage Commission shall designate the schedule for the on-site Native American Tribal Monitor for the proposed project);

- The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.
- Pursuant to the AMP, a tribal monitor from the consulting tribe (e.g., Morongo Band of Mission Indians, San Manuel Band of Mission Indians, and/or Soboba Band of Luiseño Indians) shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.
- During construction activities, the project proponent shall allow Native American monitors to access the project site on a volunteer basis to monitor grading and excavation activities.

Pacific Oaks Commerce Center

Implementation of Mitigation Measures CR-2 and CR-3.

5.5.8 Level of Significance After Mitigation

Impact 5.5-1

Specific Plan

Impact 5.5-1 indicated that ground-disturbing activities could impact historic resources. Implementation of Mitigation Measure CR-1, which provides procedures on identification, avoidance, and preservation of historic resources, would reduce impacts to less than significant.

Pacific Oaks Commerce Center

No mitigation is required.

Impact 5.5-2

Specific Plan

Impact 5.5-2 indicated that ground-disturbing activities could impact archaeological resources. Implementation of Mitigation Measures CR-2 and CR-3, which provide procedures on identification, avoidance, evaluation, and preservation of archaeological resources, would reduce impacts to less than significant.

Pacific Oaks Commerce Center

Impact 5.5-2 indicated that ground-disturbing activities could impact archaeological resources given the archaeological sensitivity in the area and the predominantly undeveloped nature of the plan area. Implementation of Mitigation Measures CR-2 and CR-3, which provide procedures on identification, avoidance, and preservation of archaeological resources, would reduce impacts to less than significant.

5.5.9 References

Yucaipa, City of. 2007, July. Draft Environmental Impact Report for the Yucaipa Freeway Corridor Specific Plan. Prepared by P&D Consultants.

———. 2022, May. Addendum to the Yucaipa Freeway Corridor Specific Plan Environmental Impact Report (SCH #2006041096). Yucaipa County Line Warehouse Project.

5. Environmental Analysis
CULTURAL RESOURCES

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5.6 ENERGY

This section of the Draft SEIR evaluates the energy implications of the Proposed Project in comparison to the Approved Project in a local and regional context. The energy model outputs sheets are included in Appendix C.

5.6.1 Environmental Setting

5.6.1.1 REGULATORY BACKGROUND

Federal, state, and local laws, regulations, plans, or guidelines related to energy that are potentially applicable to the modified project are summarized herein.

Federal

Federal Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 was established in response to the 1973 oil crisis. The act created the Strategic Petroleum Reserve, established vehicle fuel economy standards, and prohibited the export of U.S. crude oil (with a few limited exceptions). It also created Corporate Average Fuel Economy (CAFE) standards for passenger cars starting in model year 1978. The CAFE Standards are updated periodically to account for changes in vehicle technologies, driver behavior, and/or driving conditions.

The federal government issued new CAFE standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon (mpg) in 2025. On March 30, 2020, the US Environmental Protection Agency (EPA) finalized an updated CAFE and greenhouse gas (GHG) emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021 to 2026. On December 21, 2021, under direction of Executive Order 13990 issued by President Biden, the National Highway Traffic Safety Administration (NHTSA) repealed SAFE Vehicles Rule Part One, which had preempted State and local laws related to fuel economy standards. In addition, on March 31, 2022, the NHTSA finalized new fuel standards that will increase fuel efficiency 8 percent annually for model years 2024 to 2025 and 10 percent annually for model year 2026. Overall, the new CAFE standards require a fleet average of 49 mpg for passenger vehicles and light trucks for model year 2026, which will be a 10 mpg increase compared to model year 2021 (NHTSA 2022).

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (Public Law 110-140) seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels; improving vehicle fuel economy; and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of the federal government. The act sets increased corporate average fuel economy standards; the renewable fuel standard; appliance energy-efficiency standards; building energy-efficiency standards; and accelerated research and development tasks on renewable energy sources (e.g., solar

energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration (USEPA 2023).

Energy Policy Act of 2005

Passed by Congress in July 2005, the Energy Policy Act includes a comprehensive set of provisions to address energy issues. This act includes tax incentives for energy conservation improvements in commercial and residential buildings, fossil fuel production and clean coal facilities, and construction and operation of nuclear power plants, among other things. Subsidies are also included for geothermal, wind energy, and other alternative energy producers.

National Energy Policy

Established in 2001 by the National Energy Policy Development Group, the National Energy Policy is designed to help the private sector and state and local governments promote dependable, affordable, and environmentally sound production and distribution of energy for the future. Key issues addressed by the energy policy are energy conservation, repair and expansion of energy infrastructure, and ways of increasing energy supplies while protecting the environment.

Natural Gas Pipeline Safety Act of 1968

The Natural Gas Pipeline Safety Act of 1968 authorizes the United States Department of Transportation to regulate pipeline transportation of flammable, toxic, or corrosive natural gas and other gases as well as the transportation and storage of liquefied natural gas. The Pipeline and Hazardous Materials Safety Administration within the Department of Transportation develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation's 2.6-million-mile pipeline transportation system.

State

Warren-Alquist Act

Established in 1974, the Warren-Alquist Act created the California Energy Commission (CEC) in response to the energy crisis of the early 1970s and the state's unsustainable growing demand for energy resources. The CEC's core responsibilities include advancing State energy policy, encouraging energy efficiency, certifying thermal power plants, investing in energy innovation, developing renewable energy, transforming transportation, and preparing for energy emergencies. The Warren-Alquist Act is updated annually to address current energy needs and issues, and its latest edition was in January 2023.

California Public Utilities Commission

In September 2008, the California Public Utilities Commission adopted the Long-Term Energy Efficiency Strategic Plan, which provides a framework for energy efficiency in California through the year 2020 and beyond. It articulates a long-term vision, as well as goals for each economic sector, identifying specific near-term, mid-term, and long-term strategies to assist in achieving these goals. This plan sets forth the following

four goals, known as Big Bold Energy Efficiency Strategies, to achieve significant reductions in energy demand:

- All new residential construction in California will be zero net energy by 2020.[1]
- All new commercial construction in California will be zero net energy by 2030.
- Heating, ventilation and air conditioning, commonly referred to as "HVAC," will be transformed to ensure that its energy performance is optimal for California's climate.
- All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

With respect to the commercial sector, the Long-Term Energy Efficiency Strategic Plan notes that commercial buildings, which include schools, hospitals, and public buildings, consume more electricity than any other end-use sector in California. The commercial sector's five billion-plus square feet of space accounts for 38 percent of the state's power use and over 25 percent of natural gas consumption. Lighting, cooling, refrigeration, and ventilation account for 75 percent of all commercial electric use, while space heating, water heating, and cooking account for over 90 percent of gas use. In 2006, schools and colleges were in the top five facility types for electricity and gas consumption, accounting for approximately 10 percent of state's electricity and gas use (CPUC 2011).

The California Public Utilities Commission and CEC have adopted the following goals to achieve zero net energy levels by 2030 in the commercial sector:

- **Goal 1:** New construction will increasingly embrace zero net energy performance (including clean, distributed generation), reaching 100 percent penetration of new starts in 2030.
- **Goal 2:** 50 percent of existing buildings will be retrofit to zero net energy by 2030 through achievement of deep levels of energy efficiency and with the addition of clean distributed generation.
- **Goal 3:** Transform the commercial lighting market through technological advancement and innovative utility initiatives.

Energy Related Regulations

Table 5.6-1, *State Energy Regulations*, provides a summary list of energy regulations in California.

[1] Zero net energy buildings are buildings that the total amount of energy used by the building on an annual basis is equal to or less than the amount of renewable energy created on the site.

5. Environmental Analysis
ENERGY

Table 5.6-1 State Energy Regulations

Sector	Regulation	Description
Transportation	Assembly Bill 1493	AB 1493 (Pavley I) Reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016.
	Executive Order N-79-20	Establishes a time frame for the transition to zero-emission passenger vehicles and trucks in addition to off-road equipment. It directs CARB to develop the following: 1) Passenger vehicle and truck regulations requiring increasing volumes of new zero emission vehicles sold California toward the target of 100 percent of in-state sales buy 2035; 2) Medium- and heavy-duty vehicle regulations requiring increasing volumes of new ZE trucks and buses sold and operated in California toward the target of 100 percent of the fleet transitioning to ZEVs by 2045 everywhere feasible, and for all drayage trucks to be ZE by 2035; Strategies to achieve 100 percent zero emission from all off-road vehicles and equipment operations in California by 2035, in cooperation with other State agencies, the Environmental Protection Agency, and local air districts.
Renewable Energy	SB 107, SB X1-2, Executive Order S-14-08,	Renewables Portfolio Standard. Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order S-14-08, signed in November 2008, expanded the state's renewable energy standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2).
	SB 350	Established tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.
	SB 100	RPS for publicly owned facilities and retail sellers will consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. SB 100 also established a new RPS requirement of 50 percent by 2026. Furthermore, the bill establishes an overall 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 the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.
	Senate Bill 1020	SB 1020 was signed into law on September 16, 2022. It requires renewable energy and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent by 2040. Additionally, SB 1020 requires all state agencies to procure 100 percent of electricity from renewable energy and zero-carbon resources by 2035.
Energy Efficiency	Title 24, Part 6, Building Energy Efficiency Standards	Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 (Cal. Code of Regs. Title 24, Part 6). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Building Energy Efficiency Standards were approved by the California Building Standards Commission in December 2021. The 2022 standards became effective and replaced the existing 2019 standards on January 1, 2023. The 2022 standards require mixed-fuel single-family homes to be electric-ready to accommodate replacement of gas appliances with electric appliances. In addition, the new standards also include prescriptive photovoltaic system and battery requirements for high-rise, multifamily buildings (i.e., more than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers (CEC 2021).
	Title 24, Part 11, Green Building Standards Code (CALGreen)	On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Cal. Code of Regs. Title 24, Part 11), or "CALGreen," was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The mandatory

Table 5.6-1 State Energy Regulations

Sector	Regulation	Description
		provisions of CALGreen became effective January 1, 2011, and were last updated in 2022. The 2022 CALGreen standards became effective January 1, 2023.
	Title 20, Appliance Efficiency Regulations	The 2006 Appliance Efficiency Regulations (Cal. Code of Regs. Title 20, Sects. 1601–1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances. Though these regulations are now often viewed as "business as usual," they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

Local

City of Yucaipa Climate Action Plan

In September 2015, the City of Yucaipa adopted the City of Yucaipa Climate Action Plan (CAP), which is based on the San Bernardino County Transportation Authority's (SBCTA) (formerly the San Bernadino Association of Government's) 2014 San Bernardino County Regional Greenhouse Gas Reduction Plan (SBCTA 2014), a GHG reduction planning initiative between 21 partnership cities including the City of Yucaipa (Yucaipa 2015). The CAP includes the GHG reduction target developed for the city to achieve consistency with the statewide GHG reduction target for year 2020 under AB 32. Additionally, the CAP includes strategies and implementation actions to meet the reduction target. Overall, the CAP selected a reduction target of 15 percent below 2008 baseline levels by year 2020, which the City would meet through implementation of State, county, and local measures. Measures in the CAP to reduce GHG emissions cover various sectors ranging from energy, on-road mobile sources, off-road equipment, water and wastewater, and solid waste. CAP measures related to energy include solar installations for existing and new housing and non-residential uses, energy retrofits for existing buildings to increase energy efficiency, energy efficiency requirements for new buildings, reducing VMT, and use of recycled water.

5.6.1.2 EXISTING CONDITIONS

Electricity

The FCSP area is in Southern California Edison's (SCE) service area, which spans much of southern California—from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north (CEC 2023a). Total electricity consumption in SCE's service area was 103,045 gigawatt-hours in 2021 (CEC 2023b). Sources of electricity sold by SCE in 2021 were:

- 31.4 percent renewable, consisting mostly of solar and wind
- 2.3 percent large hydroelectric
- 22.3 percent natural gas
- 9.2 percent nuclear

- 0.2 percent other
- 34.6 percent unspecified sources—that is, not traceable to specific sources (SCE 2023)[2]

Natural Gas

The Southern California Gas Company (SoCalGas) provides natural gas to the City of Yucaipa. SoCalGas's service area spans much of the southern half of California, from Imperial County on the southeast to San Luis Obispo County on the northwest, to part of Fresno County on the north, to Riverside County and most of San Bernardino County on the east (CEC 2022). Total natural gas consumption in SoCalGas's service area was 5,100 million therms in 2021 (CEC 2023c).

Plan Area

Existing energy consumption in the FCSP plan area is from the agricultural uses dispersed throughout the area and the limited residences and commercial uses. The Pacific Oaks Commerce Center project site currently consists of undeveloped open space and does not contain any uses that consume energy.

5.6.2 Thresholds of Significance

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

E-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

E-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.6.3 Plans, Programs, and Policies

Specific Plan

Design Guidelines

The FCSP Update includes the following design guidelines:

- Site Planning: Single-Family
  - Climatic factors, such as prevailing winds, solar orientation, shade trees, window and door orientation, and the positioning of buildings on the site, should be coordinated to maximize energy conservation.
- Residential Outdoor Lighting
  - Outdoor light fixtures, including streetlights and lamps (light bulbs) that provide nighttime safety and security while conserving energy, protecting the night sky, and minimizing glare and light trespass within and beyond the project site, shall be chosen.

[2] The electricity sources listed reflect changes after the 2013 closure of the San Onofre Nuclear Generating Station, which is owned by SCE. Numbers are rounded up and may cause the total to not add up to exactly 100 percent.

- Non-residential Outdoor Lighting
  - Outdoor light fixtures that provide nighttime safety and security should be selected to conserve energy, protect the night sky, and minimize glare and light trespass within and beyond the project site.

5.6.4 Environmental Impacts

5.6.4.1 2008 CERTIFIED EIR

The 2008 Certified EIR identified that the Approved Project would result in an increased demand for electrical service but that the electrical load would be generated within the parameters of SCE's projected load growth. Therefore, SCE would be able to accommodate the demand and would provide and maintain service connections. Impacts would be less than significant.

Implementation of the Approved Project would result in increased demands for natural gas; SoCalGas did not identify any existing service or facility deficiencies in the vicinity of the plan area. No substantial expansion of the natural gas storage and distribution system would be required to serve the Approved Project. Therefore, impacts would be less than significant.

5.6.4.2 PROPOSED PROJECT

Methodology

Based on CEQA Guidelines Appendix F, Energy Conservation, to ensure energy implications are considered in project decisions, CEQA identifies that EIRs include a discussion of the potential impacts of proposed projects, with particular emphasis on avoiding or reducing wasteful, unnecessary, or inefficient use of energy resources as applicable. Environmental effects may include the proposed project's energy requirements and its energy use efficiencies by amount and fuel type during demolition, construction, and operation; the effects of the proposed project on local and regional energy supplies; the effects of the proposed project on peak and base period demands for electricity and other forms of energy; the degree to which the proposed project complies with existing energy standards; the effects of the proposed project on energy resources; and the proposed project's projected transportation energy use requirements and its overall use of efficient transportation alternatives, if applicable. The provided energy and fuel usage information for the Proposed Project are based on the following:

- **Building Energy.** Building energy consumption estimates utilize the California Emissions Estimator Model (CalEEMod version 2022.1.) default energy (i.e., electricity and natural gas) rates for nonresidential land uses, which are based on the CEC's 2018–2030 Uncalibrated Commercial Sector Forecast (commercial forecast) compiled by the CEC in 2019. Use of the CalEEMod default energy rates results in conservative estimates compared to the recently adopted 2022 Building Energy Efficiency Standards because the commercial forecast is based on the energy demand per square foot of building space, land use subtype, and end use for the year 2019. It is anticipated new buildings under the 2022 Standards will generally result in lower electricity use. For the Pacific Oaks Commerce Center warehouses, the buildings are modeled to be all-electric without natural gas connections. The additional electricity demand from fuel switching to all electric is based on the Sacramento Metropolitan Air Quality Management District

energy consumption data for an electric water and space heater (SMAQMD 2020). Furthermore, the Pacific Oaks Commerce Center warehouses would each include a photovoltaic system generating up to 150,000 kilowatt hours (kWh) per year.

- **On-Road Vehicle Fuel Usage.** Fuel usage associated with operation-related vehicle trips and construction-related vehicle trips (i.e., worker and vendor trips) is based on fuel usage data obtained from EMFAC2021, version 1.0.2, and on vehicle trip generation data provided in the traffic impact analysis (see Appendix P).

- **Off-Road Equipment Fuel Usage.** Fuel usage for construction-related off-road equipment are based on fuel usage data obtained from OFFROAD2021, version 1.0.5, and on the equipment mix and operations anticipated for the Proposed Project (see the methodology discussion under Section 5.3.5.2, *Proposed Project*, of Section 5.3, *Air Quality*, for details).

Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.6-1: Implementation of the Proposed Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. [Threshold E-1])

The following discusses potential impacts related to wasteful, inefficient, or unnecessary consumption of energy resources associated with construction and operation activities of the Proposed Project.

FCSP Buildout

Construction of the proposed project would create temporary increased demands for electricity and vehicle fuels and would result in short-term energy use from off-road mobile equipment and on-road vehicles.

Construction

For electricity use, demand would fluctuate according to the phase of construction. Additionally, it is anticipated that most electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities. Natural gas is not generally required to power construction equipment, and therefore is not anticipated during construction phases.

Transportation energy use during construction of the proposed project would come from delivery vehicles, haul trucks, and construction employee vehicles as well as off-road construction equipment. It is anticipated that the majority of off-road construction equipment, such as what is used during grading, would be gas or diesel powered. The use of energy resources by these vehicles would fluctuate according to the phase of construction. Fuel consumption during construction was calculated based on fuel consumption data for calendar years 2024 to 2029 from the EMFAC2021 (v. 1.0.2) and OFFROAD2021 (v. 1.0.5) databases. The results are shown in Table 5.6-2, *FCSP Construction-Related Fuel Usage*.

Table 5.6-2 FCSP Construction-Related Fuel Usage

	Gas		Diesel		Electricity	
Project Component	**VMT**	**Gallons**	**VMT**	**Gallons**	**VMT**	**kWh**
Construction Worker Commute						
Phase 1	5,279,363	202,407	6,445	179	120,902	43,762
Phase 2	13,449,799	499,909	16,033	434	379,292	137,566
Phase 3	578,715	22,382	710	20	12,369	4,473
Phase 4	4,472,788	168,692	5,397	148	114,949	41,658
Phase 5	13,484,898	503,361	16,129	439	370,457	134,331
Phase 6	2,242,513	85,962	2,739	76	51,544	18,659
Phase 7	2,845,456	108,701	3,467	96	66,979	24,252
Subtotal	***42,353,531***	***1,591,413***	***50,920***	***1,392***	***1,116,493***	***404,701***
Construction Vendor Trips						
Phase 1	51,731	9,818	895,083	123,209	0	0
Phase 2	76,019	14,205	1,346,969	181,933	0	0
Phase 3	2,469	470	42,738	5,914	0	0
Phase 4	51,933	9,772	907,924	123,680	0	0
Phase 5	57,838	10,830	1,021,312	138,292	0	0
Phase 6	26,482	5,022	460,498	63,386	0	0
Phase 7	74,292	14,062	1,290,917	177,191	0	0
Subtotal	***340,765***	***64,178***	***5,965,441***	***813,604***	***0***	***0***
Construction On-Site Trucks						
Phase 1	0	0	2,807	466	0	0
Phase 2	0	0	321	53	0	0
Phase 3	0	0	154	26	0	0
Phase 4	0	0	370	62	0	0
Phase 5	0	0	526	87	0	0
Phase 6	0	0	255	42	0	0
Phase 7	0	0	262	44	0	0
Subtotal	***0***	***0***	***4,695***	***780***	***0***	***0***
Construction Truck Haul Trips						
Phase 1	0	0	17,746	2,948	0	0
Phase 2	0	0	0	0	0	0
Phase 3	0	0	0	0	0	0
Phase 4	0	0	20	3	0	0
Phase 5	0	0	0	0	0	0
Phase 6	0	0	0	0	0	0
Phase 7	0	0	784	130	0	0
Subtotal	***0***	***0***	***18,550***	***3,082***	***0***	***0***

Table 5.6-2 FCSP Construction-Related Fuel Usage

Project Component	Gas		Diesel		Electricity	
	VMT	Gallons	VMT	Gallons	VMT	kWh
Construction Off-Road Equipment						
Phase 1	N/A	0	N/A	327,969	N/A	0
Phase 2	N/A	0	N/A	159,370	N/A	0
Phase 3	N/A	0	N/A	51,322	N/A	0
Phase 4	N/A	0	N/A	121,853	N/A	0
Phase 5	N/A	0	N/A	163,366	N/A	0
Phase 6	N/A	0	N/A	77,835	N/A	0
Phase 7	N/A	0	N/A	82,691	N/A	0
Subtotal	***N/A***	***0***	***N/A***	***984,407***	***N/A***	***0***
Total	***42,694,298***	***1,655,592***	***6,038,295***	***1,803,047***	***1,116,493***	***404,701***

Sources: EMFAC2021 v. 1.0.2; OFFROAD2021 v. 1.0.5.
Notes: VMT=vehicle miles traveled; kWh=kilowatt-hour

To limit wasteful and unnecessary energy consumption from transportation, the construction contractors would minimize nonessential idling of construction equipment during construction in accordance with the California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449, which limits nonessential idling of diesel-powered off-road equipment to five minutes. In addition, the project site is served by Interstate 10 and other freeways in the region (e.g., State Route 60) that would provide direct routes from various areas of the region. Moreover, all construction equipment would cease operating upon completion of project construction. Furthermore, both the Approved Project and Proposed Project would accommodate residential, retail, and commercial uses, which would be expected to require similar construction processes and result in similar energy consumption. The warehousing uses in the BP-designated areas introduced under the Proposed Project would be a new land use type compared to what was analyzed in the 2008 Certified EIR. However, it is anticipated that the construction processes needed for development of warehousing would be similar to other commercial uses. Therefore, in consideration of the factors discussed, the Proposed Project would not result in wasteful, inefficient, or unnecessary consumption of fuel use during construction and would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Operation

Operation of new development projects under the Proposed Project would result in demands for electricity and natural gas. Operational use of electricity and natural gas would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; use of on-site equipment and appliances; lighting; and charging electric vehicles. The electricity and natural gas consumption for the Proposed Project and the net change from the Approved Project are shown in Table 5.6-3, *FCSP Electricity and Natural Gas Demand.* As shown in the table, the Proposed Project would result in a decrease in electricity and natural gas demand compared to the Approved Project. The decrease is generally attributable to the decrease in the regional commercial space.

Table 5.6-3 FCSP Electricity and Natural Gas Use

Land Use	Electricity (kWh/year)	Natural Gas (kBTU/year)
Proposed Project		
Residential	13,264,399	49,589,079
Commercial/Retail	10,708,571	6,489,526
Warehousing[1]	36,021,705	39,347,982
Parking Lot	2,132,758	0
Water[2]	4,804,942	0
Total	**66,932,375**	**95,426,586**
Approved Project	77,639,929	120,351,432
Net Change	**(10,707,554)**	**(24,924,846)**

Source: CalEEMod version 2022.1.
Note: kWh = kilowatt per hour; kBTU = kilo British thermal units
[1] The Pacific Oaks Commerce Center warehouses would each include a photovoltaic system that provides up to 150,000 kWh of renewable electric per year.
[1] Electricity demand associated with the supply, treatment, and distribution of water and wastewater.

In addition to the Proposed Project resulting in a net decrease in energy demand, land uses accommodated under the FCSP would be subject to the Building Energy Efficiency Standards and CALGreen. Compliance with these standards would contribute to reducing building energy demands through energy efficiency and use of renewable energy. The 2022 Building Energy Efficiency Standards prescriptive approach includes photovoltaic and battery storage requirements for residential and nonresidential land uses, which would increase renewable energy use. For the Pacific Oaks Commerce Center, the two proposed warehouses would each have a photovoltaic system installed. Each system would generate up to 150,000 kWh per year of renewable electricity.

Under the Building Energy Efficiency Standards, buildings that are designed to meet the prescriptive approach are referred to as the "Standard Design Building." As an alternative, the Building Energy Efficiency Standards also allows projects to demonstrate under the performance approach that the building's energy efficiency would be equivalent to or greater than the Standard Design Building—that is, what the proposed project's energy efficiency performance would be if it were to include solar and battery storage. Thus, if a proposed project would not include solar or battery storage and seeks compliance under the performance approach, project compliance would ensure that the proposed building achieves a level of energy efficiency equivalent to or greater than the proposed project's Standard Design Building. In general, compliance with the Building Energy Efficiency Standards would also include installation of a higher efficiency heating, ventilation, and thermal envelope (e.g., insulation materials), which would contribute to reducing natural gas demands and decreasing overall reliance on fossil fuels. Furthermore, SCE is required to comply with the state's renewable portfolios standard (RPS), which mandates utilities to procure a certain proportion of electricity from eligible renewable and carbon-free sources and increasing the proportion through the coming years with an ultimate procurement requirement of 100 percent by 2045. The RPS requirements would support use of electricity by the Proposed Project that is generated from renewable or carbon-free sources.

Overall, the Proposed Project would generally be consistent with the goals outlined in Appendix F of the CEQA Guidelines regarding increasing energy efficiency, decreasing reliance on fossil fuels, and increasing renewable energy sources. Thus, the Proposed Project would not result in wasteful, inefficient, or unnecessary energy demands as it pertains to building energy and would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Transportation Fuels

The land uses accommodated under the FCSP would consume transportation energy (e.g., gasoline, diesel, compressed natural gas, and electricity) from the use of motor vehicles such as passenger vehicles, trucks, and off-road equipment used in daily business operations. Table 5.6-4, *FCSP Annual Operation-Related Fuel Usage*, shows the annual transportation-related fuel usage for the Proposed Project and the net change compared to the Approved Project under buildout year conditions.

As shown in the table, the FCSP would result in an increase in diesel fuel and compressed natural gas (CNG). The primary cause for the increase in diesel would be attributable to use of off-road cargo handling equipment, and to a lesser degree, an increase in heavy duty trucks that are associated with proposed warehousing uses. For CNG, the increase would be attributed to an increase in trucks generated by the proposed warehousing uses accommodated by the FCSP. Although there would be an increase in diesel and CNG demand, the Proposed Project would generally result in a decrease in VMT, which is consistent with the decrease in overall vehicle trips associated with the Proposed Project. Overall, the Proposed Project would generate 76,485 passenger car equivalent (PCE) average daily trips (ADT) (or 74,865 non-PCE ADTs), which would be a net decrease of 81,073 ADTs from the 157,558 ADTs of the Approved Project (Translutions 2023). Furthermore, as discussed under Impact 5.17-2 in Chapter 5.17, *Transportation*, of this Draft SEIR, the Proposed Project would result in a net decrease in VMT per service population compared to the Approved Project. The general decrease in vehicle trips and VMT would also result in a general decrease in gasoline and electricity demand.

In addition to the decrease in VMT per service population, fuel efficiency of vehicles during the next couple of decades to buildout year would, on average, improve compared to vehicle fuel efficiencies experienced under existing conditions, resulting in a lower per capita fuel consumption in later and buildout years assuming travel distances, travel modes, and trip rates remain the same. The improvement in fuel efficiency would be attributable to the statewide fuel reduction strategies and regulatory compliances (e.g., CAFE standards) that will make new cars more fuel efficient as well as the attrition of older, less fuel-efficient vehicles. The CAFE standards are not directly applicable to land use development projects, but to car manufacturers. However, compliance with the CAFE standards by car manufacturers would ensure that vehicles produced in future years have greater fuel efficiency and would generally result in an overall benefit of reducing fuel usage by providing the population of the project site's region with more fuel-efficient vehicle options.

Table 5.6-4 FCSP Annual Operation-Related Fuel Usage

	Gasoline		Diesel		CNG		Electricity	
	Annual VMT	Annual Gallons	Annual VMT	Annual Gallons	Annual VMT	Annual Gallons	Annual VMT	Annual kWh
Approved Project								
Vehicles[1]	778,737,009	24,571,966	39,365,917	3,919,905	1,454,226	150,932	103,529,292	54,514,369
Total	**778,737,009**	**24,571,966**	**39,365,917**	**3,919,905**	**1,454,226**	**150,932**	**103,529,292**	**54,514,369**
Proposed Project								
Passenger Vehicles[1]	348,322,051	10,978,075	16,533,141	1,623,887	595,807	61,838	45,748,950	12,826,021
Trucks[2]	460,638	76,181	20,067,322	2,438,121	897,898	107,100	10,163,985	12,826,021
Off-Road Equipment[3,4]	N/A	0	N/A	3,219,042	N/A	0	N/A	0
Total	**348,782,689**	**11,054,256**	**36,600,463**	**7,281,051**	**1,493,705**	**168,938**	**55,912,935**	**25,652,042**
Net Change								
Approved Project	778,737,009	24,571,966	39,365,917	3,919,905	1,454,226	150,932	103,529,292	54,514,369
Proposed Project	348,782,689	11,054,256	36,600,463	7,077,289	1,493,705	168,938	55,912,935	25,652,042
Net Change	(429,954,319)	(13,517,710)	(2,765,453)	3,361,146	39,479	18,006	(47,616,357)	(28,862,327)

Notes: VMT = vehicle miles traveled; CNG = compressed natural gas

[1] Based on calendar year 2045 EMFAC2021 v.1.0.2 fuel consumption data, CalEEMod default trip lengths, and trip generation data provided in the traffic impact analysis (Appendix P).

[2] Based on calendar year 2045 EMFAC2021 v.1.0.2 fuel consumption data and trip generation data provided in the traffic impact analysis (Appendix P). Utilizes an average trip length of 39.9 miles per trip, which is derived from the SCAG's Heavy-Duty Truck Regional Travel Demand model and represents the average class 8 truck trip distance within the SoCAB (South Coast AQMD 2021).

[3] Diesel consumption is based on operation of 479 diesel-powered forklifts and 15 diesel-powered yard trucks at 8 hours per units per day in addition to 640 trucks with TRUs per day and 90 mins of idling per TRU per day.

[4] Diesel-powered fuel consumption based on OFFROAD2021 v 1.0.5 fuel consumption data for a 175-horsepower forklift, 175-horsepower yard goat, 50-horsepower Instate Trailer transportation refrigeration units (TRUs) for heavy-heavy duty trucks (HHDT), and 23-horsepower Instate Truck TRUs for medium-heavy duty trucks (MHDT).

5. Environmental Analysis
ENERGY

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Overall, the Proposed Project would contribute to a reduction in VMT per capita and total VMT in general in addition to a decrease in gasoline and electricity demand. Combined with the improvement in fuel efficiency of vehicles with each passing year and the amount of electricity that would be used to power electric vehicles will be increasingly procured from renewable sources in future years, the Proposed Project would not result in wasteful or unnecessary fuel demands. Additionally, it would not result in less transportation fuel efficiency compared to the Approved Project for these same reasons. Therefore, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

Construction

Table 5.6-5, *Pacific Oaks Commerce Center Construction-Related Fuel Usage*, shows the transportation energy use during construction of Wildwood Canyon Road and the Pacific Oaks Commerce Center warehouse facilities and trailer parking lot. Overall, the FCSP discussion regarding potential construction-related energy impacts is also applicable to the Pacific Oaks Commerce Center Project. Therefore, the Pacific Oaks Commerce Center project would not result in new impacts or a substantial increase in magnitude of impacts compared to the Approved Project.

Table 5.6-5 Pacific Oaks Commerce Center Construction-Related Fuel Usage

	Gas		Diesel		Electricity	
Project Component	VMT	Gallons	VMT	Gallons	VMT	kWh
Construction Worker Commute	3,301,568	126,030	4,020	111	78,055	28,263
Construction Vendor Trips	34,750	6,578	602,417	82,656	0	0
Construction On-site Trucks	0	0	2,807	466	0	0
Construction Truck Haul Trips	0	0	17,746	2,948	0	0
Construction Off-Road Equipment	0	0	0	277,856	0	0
Total	**3,336,318**	**132,608**	**626,990**	**364,037**	**78,055**	**28,263**

Source: EMFAC2021 v1.0.2; OFFROAD2021 v1.0.5

Level of Significance Before Mitigation: Less than significant.

Operation

Table 5.6-6, *Pacific Oaks Commerce Center Operation-Related Fuel Usage*, shows the transportation energy use associated with operation of Pacific Oaks Commerce Center warehouse facilities and trailer parking lot. The Pacific Oaks Commerce Center project is within the overall FCSP and accounted for in Table 5.6-4. Thus, the FCSP discussion regarding potential operation-related energy impacts is also applicable to the Pacific Oaks Commerce Center Project. Therefore, the Pacific Oaks Commerce Center project would not result in new impacts or a substantial increase in magnitude of impacts compared to the Approved Project.

Table 5.6-6 Pacific Oaks Commerce Center Operation-Related Fuel Usage

	Gas		Diesel		Natural Gas		Electricity	
	VMT	Gallons	VMT	Gallons	VMT	Gallons	VMT	kWh
Passenger Vehicles[1]	16,730,636	627,421	2,750,067	2,750,067	0	0	830,348	304,833
Transport Trucks[1]	1,153,813	216,554	2,750,067	2,750,067	1,081,218	144,548	303,431	399,717
Operation Off-Road Equipment[2,3]	N/A	0	N/A	1,510,499	N/A	0	0	0
Total	**17,884,449**	**843,975**	**20,563,619**	**4,278,414**	**1,081,218**	**144,548**	**1,133,778**	**704,550**

Notes:
[1] Based on calendar year 2026 EMFAC2021 v1.0.2 fuel consumption data.
[2] Diesel consumption is based on operation of 246 diesel-powered forklifts and 8 diesel-powered yard trucks at 8 hours per units per day in addition to 193 trucks with TRUs per day and 90 mins of idling per TRU per day.
[3] Diesel-powered fuel consumption based on OFFROAD2021 v 1.0.5 fuel consumption data for a 175-horsepower forklift, 175-horsepower yard goat, 50-horsepower Instate Trailer TRU for HHDT, and 23-horsepower Instate Truck TRU for MHDT.

Level of Significance Before Mitigation: Less than significant.

Impact 5.6-2: The Proposed Project would not conflict with or obstruct implementation of plans for renewable energy or energy efficiency. [Threshold E-2])

Applicable plans relevant to the Proposed Project include the California RPS Program and City of Yucaipa CAP.

FCSP Buildout

California Renewables Portfolio Standard Program

The state's electricity grid is transitioning to renewable energy under California's RPS Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The RPS goals have been updated since adoption of SB 1078 in 2002. In general, California has RPS requirements of 33 percent renewable energy by 2020 (SB X1-2), 44 percent by 2024, 50 percent by 2026, 52 percent by 2027, 60 percent by 2030, 90 percent by 2035, 95 percent by 2040, and 100 percent by 2045. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS requirements would contribute to the state objective of transitioning to renewable energy. Similar to the Approved Project, the land uses accommodated by the Proposed Project would comply with the current and future iterations of the Building Energy Efficiency Standards, which have requirements for installation of photovoltaic systems and battery storage for residential and non-residential land use types. Therefore, implementation of the Proposed Project would not conflict or obstruct implementation of California's RPS Program and would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

City of Yucaipa Climate Action Plan

The City's CAP includes State and local energy-related measures. As discussed above for the Scoping Plan, the energy-related measures at the State level (e.g., Measure State-2: Title 24 Standards for Non-Residential and Residential Buildings) would provide downstream benefits at the local level. The local CAP energy-related

measures primarily cover solar installation for existing residential and commercial uses and would generally not be applicable to the Proposed Project. While not directly energy-related, the Proposed Project would utilize recycled water for its landscaping and general outdoor water needs, which would be consistent with the Wastewater-3: Recycled Water local CAP measure. Use of recycled water would contribute to reducing electricity consumption associated with the transport of water. Additionally, and overall, as discussed in Impact ENE-1, the Proposed Project would result in a net decrease in energy demand compared to the Approved Project. This net decrease in energy demand would generally be consistent with the CAP goal of reducing energy demand to reduce energy-sector emissions (see Table 5.8-4 in Chapter 5.8, *Greenhouse Gas Emissions*, of this Draft SEIR). Therefore, implementation of the Proposed Project would not conflict or obstruct implementation of the City of Yucaipa CAP and would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

California Renewables Portfolio Standard Program

The FCSP discussion regarding consistency with California's RPS program is also applicable to the Pacific Oaks Commerce Center Project. As stated, the Pacific Oaks Commerce Center warehouses would each install a photovoltaic system that would generate 150,000 kWh of renewable electricity per year per system. Therefore, the Pacific Oaks Commerce Center project would not conflict or obstruct implementation of California's RPS program and would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

City of Yucaipa Climate Action Plan

The Pacific Oaks Commerce Center project is encompassed within and part of the FCSP. Thus, the FCSP discussion regarding consistency with the City of Yucaipa CAP is also applicable to the Pacific Oaks Commerce Center Project. Therefore, the Pacific Oaks Commerce Center project would not conflict or obstruct implementation of the City's CAP and would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.6.5 Cumulative Impacts

The area considered for cumulative impacts to electricity and natural gas supplies are the service areas of SCE and SoCalGas, respectively. Other projects in the SCE and SoCalGas service areas would be required to comply with the Building Energy Efficiency Standards and CALGreen, which would contribute to minimizing wasteful energy consumption and promoting renewable energy sources. As discussed under Impact 5.6-1, construction- and operation-related energy impacts resulting from implementation of the Proposed Project would not be considered inefficient, wasteful, or unnecessary. The Proposed Project would

therefore not contribute to any cumulative energy impacts when considered together with cumulative development projects and would not be cumulatively considerable.

5.6.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, these impacts would be less than significant: 5.6-1 and 5.6-2.

5.6.7 Mitigation Measures

5.6.7.1 MITIGATION MEASURES FROM THE 2008 CERTIFIED EIR

The 2008 Certified EIR did not identify mitigation measures for energy.

5.6.7.2 NEW MITIGATION MEASURES

Specific Plan

No mitigation measures are required.

Pacific Oaks Commerce Center

No mitigation measures are required.

5.6.8 Level of Significance After Mitigation

Specific Plan

No significant impacts would occur.

Pacific Oaks Commerce Center

No significant impacts would occur.

5.6.9 References

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5. Environmental Analysis
ENERGY

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5.7 GEOLOGY AND SOILS

This section of the Draft Subsequent Environmental Impact Report (SEIR) evaluates the potential for implementation of the Freeway Corridor Specific Plan (FCSP) to impact geological and soil resources, paleontological resources, or unique geologic features in the City of Yucaipa. The analysis in this section is based in part on the following:

- *Geotechnical Feasibility Study Live Oak Logistics Center,* Southern California Geotechnical, June 11, 2021
- *Paleontological Resources for the Freeway Corridor Specific Plan Project COY-08*, Natural History Museum of Los Angeles County, September 25, 2022

A complete copy of these reports is in Appendix H and Appendix I of this Draft SEIR, respectively.

5.7.1 Environmental Setting

5.7.1.1 REGULATORY BACKGROUND

Federal Regulations

Paleontological Resources Preservation Act

The federal Paleontological Resources Preservation Act of 2002 limits the collection of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers who have obtained a permit from the appropriate state or federal agency. These researchers must agree to donate any materials recovered to recognized public institutions, where they will remain accessible to the public and other researchers. The act incorporates key findings of a report, "Fossils on Federal Land and Indian Lands," issued by the Secretary of the Interior in 2000, which establishes that most vertebrate fossils and some invertebrate and plant fossils are considered rare resources.

State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface fault rupture to structures used for human occupancy. The main purpose of this Act is to prevent the construction of buildings used for human occupancy on top of active faults. This Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards, such as earthquake-induced liquefaction or landslides.

This Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones or Alquist-Priolo Zones) around surface traces of active faults, and to issue appropriate maps. The maps, which are developed using existing United States Geological Survey's 7.5-minute quadrangle map bases, are then distributed to all affected cities, counties, and State agencies for their use in planning and controlling new or

renewed construction. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was adopted by the state in 1990 to protect the public from the effects of earthquake hazards other than surface fault rupture, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The act requires responsible agencies to only approve projects within seismic hazard zones following a site-specific investigation to determine if the hazard is present, and if so, the inclusion of appropriate mitigation(s). In addition, the act requires real estate sellers and agents at the time of sale to disclose whether a property is within one of the designated seismic hazard zones. To date, the CGS has not established any seismic hazard zones for the Yucaipa Quadrangle other than Alquist-Priolo Earthquake Fault Zones.

California Building Code

The state of California provided a minimum standard for building design through the 2022 California Building Code (CBC), which is in Part 2 of Title 24 of the CCR. The 2022 CBC is based on the 2021 International Building Code, modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by city and county building officials for compliance with the CBC.

California Public Resources Code

Archaeological, paleontological, and historical sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.

Requirements for paleontological resource management are in California PRC Division 5, Chapter 1.7, Section 5097.5, which states:

> A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

These statutes prohibit the removal, without permission, of any paleontological site or feature from land under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, local agencies are required to comply with PRC Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a

misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (i.e., state, county, city, and district) land.

Local Regulations

City of Yucaipa Municipal Code

The City of Yucaipa Municipal Code includes ordinances pertaining to grading. Chapter 15.12 of the Yucaipa Municipal Code is the Grading and Excavation Code for the City and includes specific requirements for grading permits and grading plans. The City Engineer is mandated to formulate the City of Yucaipa Grading Manual as specified within Chapter 15.12.020 within the Grading and Excavation Code. In addition, the Grading and Excavation Code includes erosion control requirements and establishes penalties for violations within the code.

City of Yucaipa Grading Manual

The City of Yucaipa requires any development project to use grading techniques consistent with the recommendations in the required geotechnical reports, City of Yucaipa Grading Manual, and required grading permits. Grading applied to the plan area achieves a 2:1 ratio (horizontal-to-vertical). Even though the development code generally prohibits development on slopes of 41 percent or greater, this is primarily meant to concentrate or intensify development on less environmentally sensitive terrain, not to prohibit development or reduce permitted density. The Yucaipa Development Code Section 87.1165 and the Yucaipa Grading Manual require basic grading standards, such as:

- Finished slopes shall not be greater than a 2:1 ratio (horizontal-to-vertical), except as approved by soil engineering and the engineering geology report and per the requirements of the Grading Manual.
- Structures shall be placed as far from slopes as practicable to prevent structural damage due to water runoff, erosion, or slope instability.
- Phase grading to allow revegetation of slopes and to prevent soil erosion.
- Limit grading to areas designated for building, resurface, and landscape.
- Provide subsurface drainage at cut-and-fill slopes to ensure stability and prevent groundwater seepage.
- Allow 2 percent slopes from structures to drainage facilities and 4 percent at earth swales.
- At driveways, abide by minimum grade requirements in the Grading Manual.

5.7.1.2 EXISTING CONDITIONS

Geologic Hazards

California is divided into several "geomorphic provinces" according to landform, and the city is on the southern margin of the Transverse Ranges geomorphic province—an east-west-trending series of steep

mountain ranges and valleys that extend from Santa Barbara County in the west to central Riverside County in the east. The boundary between the Peninsular Ranges and Transverse Ranges geomorphic provinces is the concealed Banning segment of the San Andreas Fault that crosses the southern portion of the plan area in an east-west direction. The Chicken Hill Fault traverses the western portion of the plan area in a north-south direction, and insects with the Banning Fault segment. A trench excavation to a depth of approximately 30 feet was conducted to determine the activities of the Chicken Hill Fault; the results indicated no evidence of active faulting (SoCalGeo 2021).

The FCSP area is on a moderately sloping plain underlain with sediments from alluvial deposits resting on a basement composed of metamorphic and plutonic rocks. Figure 5.7-1, *Geologic Map*, shows the surface geology in the plan area. It has been estimated that alluvial deposits in the plan area range from 1,600 to 4,000 feet thick (USGS 2016).

Regional Seismicity

The Earth's crust includes tectonic plates that locally collide with or slide past one another along plate boundaries. California is particularly susceptible to such plate movements, notably the largely horizontal or "strike-slip" movements of the Pacific Plate as it impinges on the North American Plate. In general, earthquakes occur when the accumulated stress along a plate boundary or fault is suddenly released, resulting in seismic slippage. This slippage can vary widely in magnitude, ranging in scale from a few millimeters or centimeters to tens of feet.

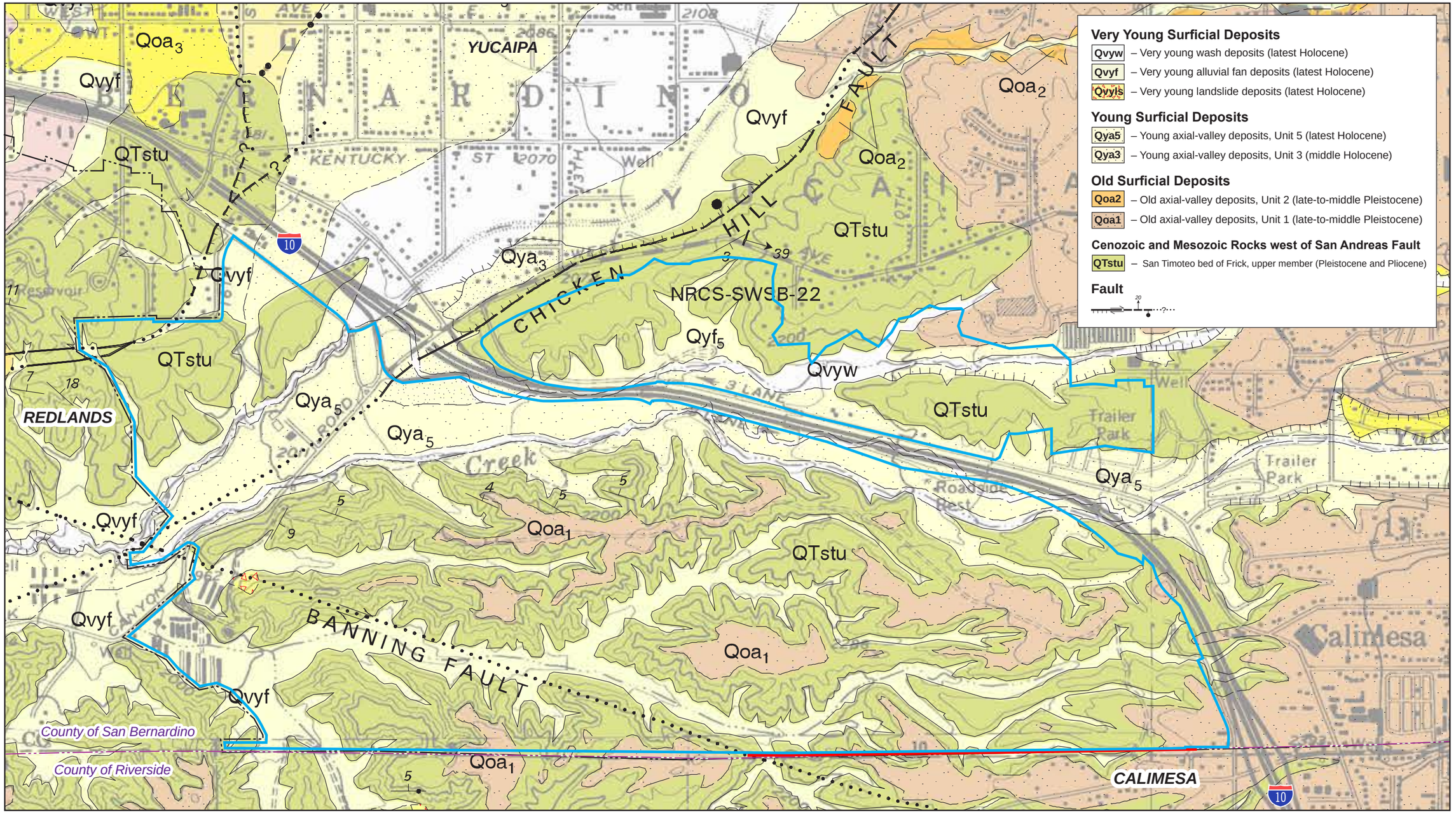
The effects on human-made structures during a major seismic event vary widely due to a number of factors, including:

- Location, with respect to active fault traces or areas prone to liquefaction or seismically-induced landslides.
- Type of building construction (i.e., wood frame, unreinforced masonry, nonductile concrete frame).
- Proximity, magnitude, depth, and intensity of the seismic event itself as well as many other factors.

In general, evidence from past earthquakes shows that wood frame structures tend to perform well during a seismic event, especially when their foundations are properly designed and anchored. Conversely, older, unreinforced masonry structures and nonductile reinforced concrete buildings (especially those built in the 1960s and early 1970s) do not perform well, especially if they have not undergone appropriate seismic retrofitting. Applicable building code requirements, such as those in the California Building Code, include seismic requirements that are designed to ensure the satisfactory performance of building materials under prescribed seismic conditions.

The Richter Scale is used to describe the magnitude of an earthquake. Each one-point increase in magnitude (M) represents a 10-fold increase in earthquake wave size and a 30-fold increase in energy release (strength). For example, an M8 earthquake produces 10 times the ground motion amplitude of an M7 earthquake, 100 times that of an M6 quake, and 1,000 times the motion of a magnitude 5. However, the M8 earthquake is 27,000 times stronger than an M5 quake. Typically, earthquakes of M5 or greater are considered strong earthquakes capable of producing damage.

Figure 5.7-1 - Geologic Map



Source: Matti et al. 2003.

5. Environmental Analysis
GEOLOGY AND SOILS

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Seismic activity in the region is generally associated with active faults of the San Andreas system, which includes major active faults. Locations of fault traces in the plan area are shown on Figure 5.7-2, *Geologic Hazards*. As shown in Figure 5.7-2, the northwestern portion of the plan area is within an Alquist-Priolo Fault Zone. Table 5.7-1, *Distances and Directions to Active Faults*, summarizes the key faults that could produce significant earthquakes (exceeding M5) that could impact the plan area. The Table also includes the maximum estimated magnitudes of earthquakes along each fault. Due to the proximity of active fault lines, Yucaipa is susceptible to earthquake-related hazards that include fault rupture and ground shaking.

Table 5.7-1 Distances and Directions to Active Faults

Fault Name	Earthquake Magnitude (M_w)	Approximate Distance and Direction from Plan Area
Crafton Hills	6.4	In plan area
San Andreas–San Bernardino/Southern Segment	7.5	5 miles northeast
San Jacinto–San Jacinto Valley	6.9	5 miles southwest
San Jacinto–San Bernardino	6.7	5 miles west-southwest
Pinto Mountain	7.2	20 miles east
Cleghorn	6.5	20 miles northwest
San Jacinto–Anza	7.2	21 miles south-southeast
North Frontal Fault Zone (West)	7.2	23 miles northwest
Cucamonga	6.9	22 miles west-northwest
Helendale–S. Lockhardt	7.3	25 miles northeast
Elsinore–Glen Ivy	6.8	26 miles southwest
Elsinore–Temecula	6.8	27 miles southwest
San Andreas–Coachella	7.2	27 miles east-southeast
North Frontal Fault Zone (East)	6.7	29 miles northeast
San Andreas–Mojave	7.4	30 miles northwest
Chino–Central Ave	6.7	33 miles west-southwest
Lenwood–Lockhart–Old Woman Springs	7.5	34 miles northeast
Whittier–Elsinore	6.8	35 miles west-southwest
Sierra Madre	7.2	35 miles west-northwest
San Jose	6.4	36 miles west
Landers	7.3	38 miles east-northeast
Burnt Mountain	6.5	38 miles east
Eureka Peak	6.4	41 miles east
Johnson Valley (Northern)	6.7	41 miles northeast

USGS 2023.

Liquefaction and Related Ground Failure

Liquefaction is a process whereby strong earthquake shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. This subsurface process can lead to near-surface or surface failure that can damage structures. If surface failure does occur, it is usually expressed as lateral

spreading, flow failures, ground oscillation, and/or general loss of bearing strength. Sand boils (injections of fluidized sediment) can commonly accompany these different types of failure.

In order to determine a region's susceptibility to liquefaction, three major factors must be analyzed:

- The intensity and duration of ground shaking.
- The age and textural characteristic of the alluvial sediments. Generally, the younger, less compacted sediments have a higher susceptibility to liquefaction. Textural characteristics also play a dominant role in determining liquefaction susceptibility. Sand and silty sands deposited in river channels and floodplains tend to be more susceptible to liquefaction, and floodplains tend to be more susceptible to liquefaction than coarser or finer grained alluvial materials.
- The depth to the groundwater. Groundwater saturation of sediments is required for earthquake induced liquefaction. In general, groundwater depths shallower than 10 feet to the surface can cause the highest liquefaction susceptibility.

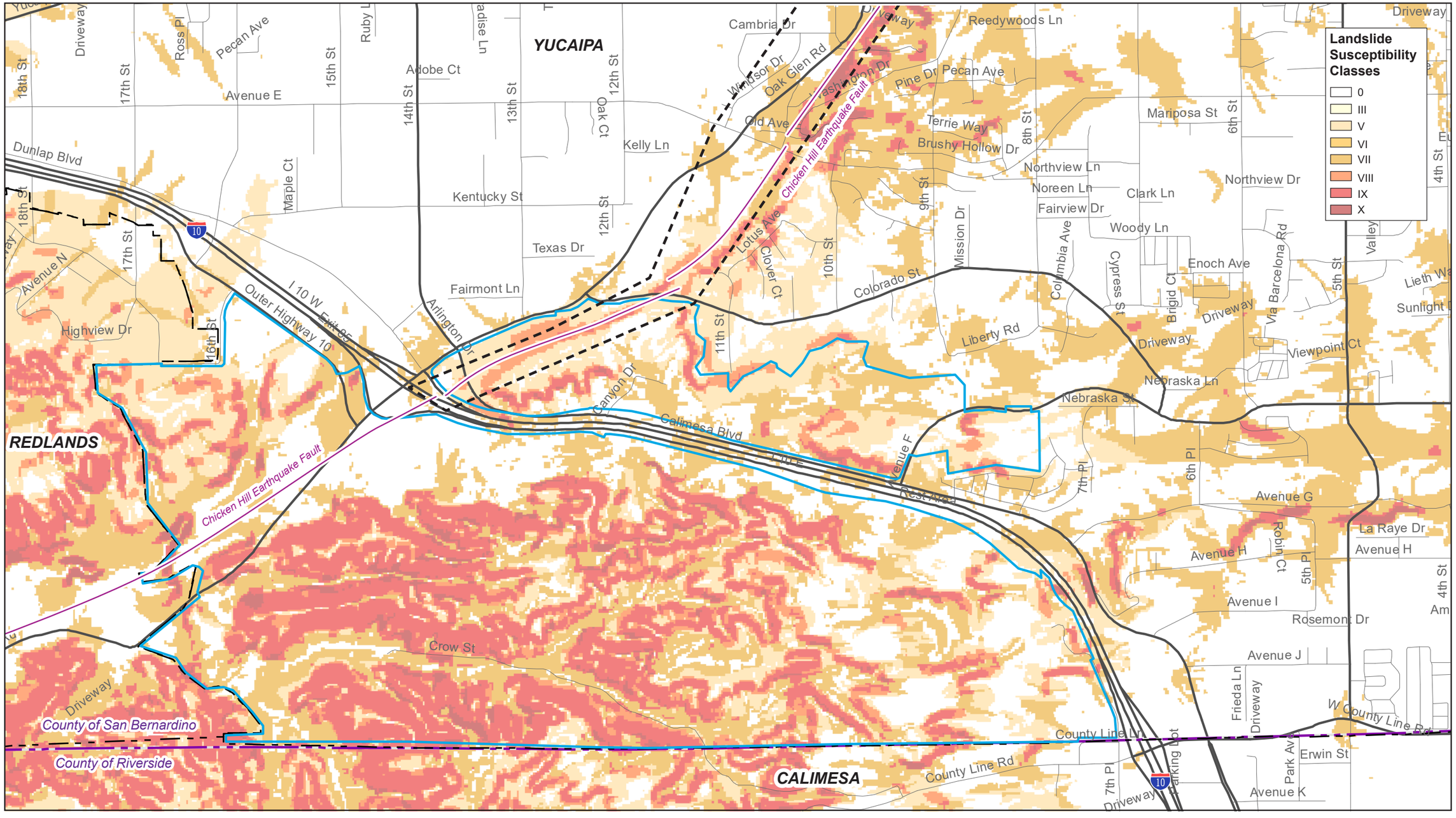
Strong earthquakes can be expected in the Yucaipa area on any of the faults in the region listed in Table 5.7-1. Young, loose, unconsolidated sediments, the second factor in liquefaction, are present throughout the plan area on valley and canyon floors. Fine sand and silty sand, the types of sediments most often associated with liquefaction, occur mainly in the valley and canyon portions of the plan area. The third factor, water-saturated sediments within about 50 feet of the surface, are only intermittently found during wet times of the year in close proximity to streams in the plan area.

Landslides

Landslides are gravity-driven movements of earth materials that can include rock, soil, unconsolidated sediment, or combinations of such materials. The rate of landslide movement can vary; some move rapidly, as in a soil or rock avalanche, and other landslides "creep" or move slowly for long periods of time. The susceptibility of a given area to landslides depends on many variables, although the general characteristics that influence landslide hazards are:

- Slope Material. Loose, unconsolidated soils and soft, weak rocks are more hazardous than firm, consolidated soils or hard bedrock.
- Slope Steepness. Most landslides occur on moderate to steep slopes.
- Structure and Physical Properties of Materials. This includes the orientation of layering and zones of weakness relative to slope direction.
- Water Content. Water content increases landslide hazard by decreasing friction and adding weight to the materials on a slope.
- Vegetation Coverage. Abundant vegetation with deep roots promotes slope stability.

Figure 5.7-2 - Geologic Hazards



Source: P&D Consultants July 2007.

5. Environmental Analysis
GEOLOGY AND SOILS

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- Proximity to Areas of Erosion or Human-Made Cuts. Undercutting slopes can greatly increase landslide potential.
- Earthquake Ground Motions. Strong seismic ground motions can trigger landslides in marginally stable slopes or loosen slope materials and increase the risk of future landslides.

The plan area is gently to moderately sloping and contains areas susceptible to landslides. The Yucaipa General Plan identifies the plan area with a low to medium potential for landslide development. The southern portion of the plan area is most susceptible to landslides, but most of the plan area is marginally susceptible. Figure 5.7-2 shows the susceptibility to landslides in the plan area.

Erosion

Erosion occurs when the upper layers of soil are displaced by erosive agents such as water, ice, snow, air, plants, animals, or anthropogenic forces. Sandy soils on moderate slopes or clayey soils on steep slopes are susceptible to erosion when exposed to these forces. Erosion can become more frequent when established vegetation is disturbed or removed due to grading, wildfires, or other factors. In the plan area, water flow in streams can erode the banks of waterways and cause the stream to meander. Erosion can cause the soil underneath buildings and structures to become compromised or fail, but this is typically limited to localized areas.

The risk of erosion is greatly increased during grading and construction activities when soils are loosened and bare of vegetation. Erosion-control measures prevent downstream sedimentation and surface water degradation.

Subsidence

Subsidence is the gradual sinking of the ground, with little or no horizontal motion, that results from loss of volume due to compaction. It is often accompanied by large-scale ground cracking.

Ground cracking from subsidence in the future would be expected along the boundaries of groundwater basins, such as a contact between alluvium and bedrock, or over prominent geologic structures, i.e., faults.

Subsidence of the ground surface has been reported in alluvial basins where significant amounts of groundwater or petroleum are withdrawn over long periods. The primary cause of nontectonic subsidence has been alluvial compaction due to removal of large quantities of groundwater or petroleum and a significant lowering of the groundwater levels. Shifts in the water table or loss of groundwater are major causes.

Subsidence may occur over a small or large area depending on the amount of subsurface movement. Subsidence can also be caused by excavation work, hydrocompaction, or oxidation of organic soils. On rare occasions, subsidence may occur due to earthquake-induced ground movement.

Expansive/Shrink-Swell Soils

Expansive soils can change dramatically in volume depending on moisture content. These soils can expand when wet and contract or shrink when they dry out. Sources of moisture that trigger this include seasonal rainfall, landscape irrigation, utility leakage, and/or perched groundwater. Expansive soil can exhibit wide cracks in the dry season, and changes in soil volume have the potential to damage concrete slabs, foundations, and pavement. Special building/structure design or soil treatment are often needed in areas with expansive soils.

Expansive soils are typically very fine grained with a high to very high percentage of clay. Linear extensibility refers to the change in length of an unconfined soil clod as moisture content is decreased from a moist to a dry state. Linear extensibility soil tests can identify expansive soils when a soil sample's volume/length changes in response to less moisture content (USACE 1985). A linear extensibility of three percent or greater denotes moderate to high shrink-swell potential. This soil behavior has the potential to cause damage to buildings, roads, and other structures.

The soils within the study area generally consist of various types of sandy loam and loamy sand, as depicted on Figure 5.7-3, *Soils Map*. The most common soil types in the plan area are San Timoteo, Saugus, San Emigdio, and Hanford associations. All of these soil types have a low potential for expansive properties (USDA 2023).

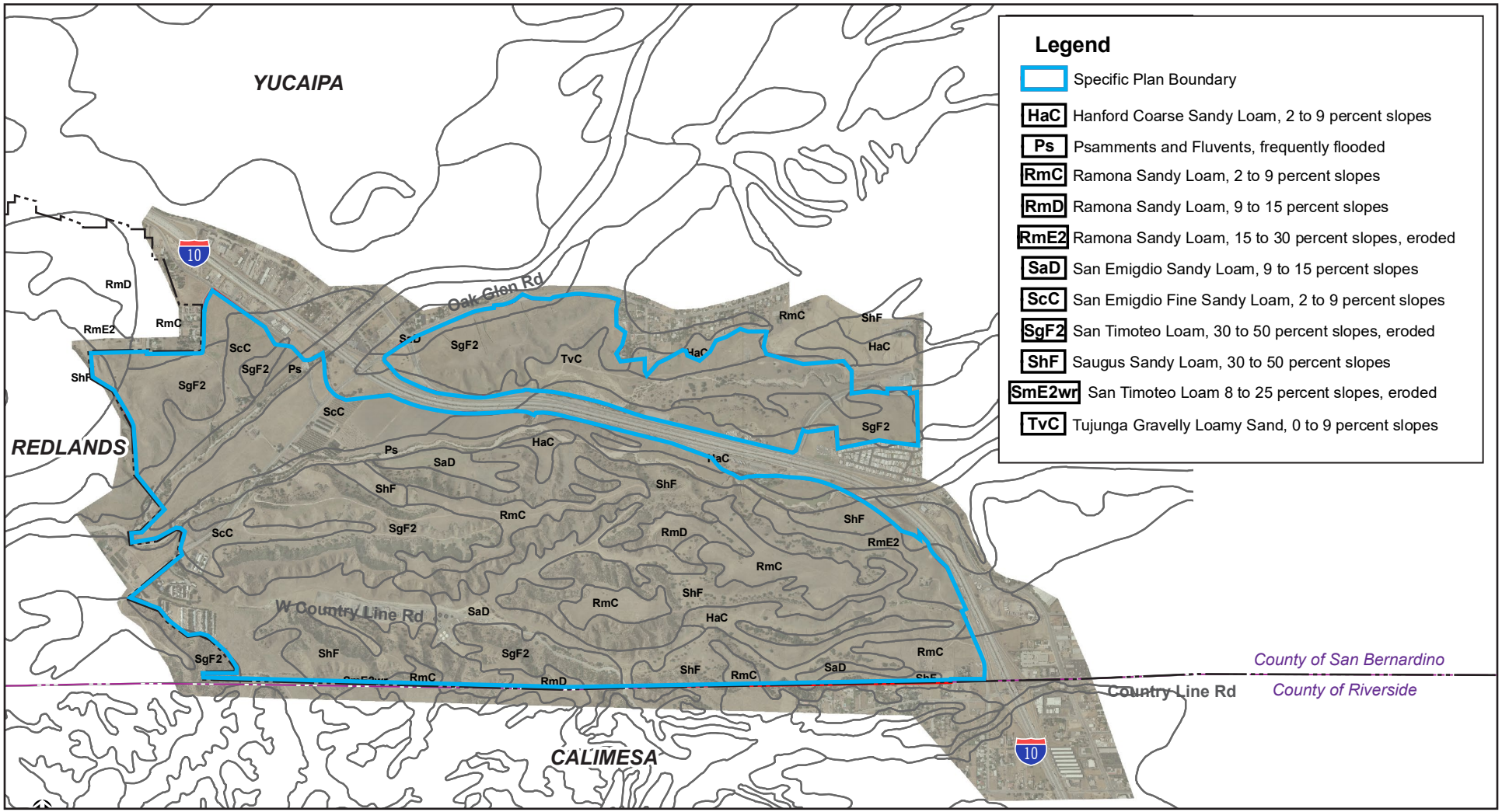
Unique Geologic Features

Each rock unit tells a story of the natural processes operating at the time it was formed. The rocks and geologic formations exposed at the earth's surface or revealed by drilling and excavation are our only record of that geologic history. What makes a geologic unit or feature unique can vary considerably. For example, a geologic feature may be considered unique if it is the best example of its kind and has distinctive characteristics of a geologic principle that is exclusive locally or regionally; is a key piece of geologic information important to geologic history; contains a mineral that is not known to occur elsewhere in the area; or is used as a teaching tool. Unique geological features are not common in Yucaipa or the plan area. The geologic processes are generally the same as those in other parts of the state, country, and even the world. The geology and soils in the plan area, as described above, are common throughout the city and region and not considered unique.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These are valued for the information they yield about the earth and its past ecological settings. There are two types of resources: vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are areas that show evidence of prehuman activity. Often, they are simply small outcroppings visible on the surface or sites encountered during grading. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation.

Figure 5.7-3 - Soils Map



Source: P&D Consultants July 2007.

5. Environmental Analysis
GEOLOGY AND SOILS

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A paleontological records search was received from the Natural History Museum of Los Angeles County (NHMLA) on September 25, 2022, and included results for paleontological localities within the vicinity of the plan area. A copy of the NHMLA records search is in Appendix I. Based on the search, the NHMLA does not have any records of fossil localities in the plan area. However, there are several fossil localities nearby from the same sedimentary deposits that occur in the plan area, either at the surface or at depth. Table 5.7-2, *Fossil Localities Near the FCSP Area*, shows the closest fossil locations to the plan area, which include fossils from horse family and camel family.

Table 5.7-2 Fossil Localities Near the FCSP Area

Locality Number	Location	Formation	Taxa	Depth
LACM VP 7618-7622; CIT 132, CIT 133	San Timoteo Badlands; E of Moreno & NW of Eden Hot Springs (3.3 miles SW)	San Timoteo Formation	Horse family (Equidae); Camel family (Camelidae)	Unknown
LACM VP 4540	Junction of Jackrabbit Trail and Gilman Springs Road; San Jacinto Valley (5.0 miles SW)	Unnamed formation (Pleistocene, gravel pit)	Horse family (Equidae)	Unknown
LACM VP 1653, LACM IP 437	Soboba Indian Reservation; 5 miles east of San Jacinto (16.6 miles SE)	Unknow formation (Pleistocene)	Monkfish (*Squatina*), Stickleback (*Gasterosteus*), Invertebrates—insect (Sobobapteron kirkbaye), brachiopod (Terebratalia hemphili)	Unknown
LACM VP 5168, 6059, CIT571-CIT572	Lake Elsinore (20.9 miles SW)	Unknown formation (Pleistocene; clay)	Horse (*Equus*), peccary (Platygonus); camel (Camelops)	Unknown
LACM VP 1207	Hill on east side of sewage disposal plant; 1 mile NNW of Corona (28.0 miles SW)	Unknown formation (Pleistocene)	Bovidae	Unknown
LACM VP 4619	Wineville Avenue, Eastvale, CA (25.2 miles W)	Unknown formation (Pleistocene)	Mammoth (*Mammuthus*)	100 feet below ground surface

Source: NHMLA 2022 (Appendix I).
Notes: VP = Vertebrate Paleontology; IP = Invertebrate Paleontology

5.7.2 Thresholds of Significance

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

G-1 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.

G-2 Result in substantial soil erosion or the loss of topsoil.

G-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

G-4 Be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial direct or indirect risks to life or property.

G-5 Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

G-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

5.7.3 Plans, Programs, and Policies

Specific Plan

The Specific Plan includes a variety of provisions, including Section 3.6 and Section 4.8 which describe the required use of contour grading with undulating slopes and native plantings to provide for a transition between open space and future development that is intended to ensure that site grading efforts maintain a more naturalistic appearance.

5.7.4 Environmental Impacts

5.7.4.1 2008 CERTIFIED EIR

Geologic Hazards

The 2008 Certified EIR stated that the 2008 Specific Plan includes a development standard that requires compliance with the Uniform Building Code and City of Yucaipa subdivision regulations. Compliance with this development standard, the City of Yucaipa conditions of approval, and implementation of Mitigation Measures GS-1 and GS-2 reduced impacts related to geology and soils to below a level of significance.

The 2008 Certified EIR indicated that the Specific Plan would not include septic tanks or alternative disposal systems. Therefore, no impacts would occur.

Paleontological Resources

The 2008 Certified EIR indicated that implementation of Mitigation Measures CR-11 and CR-12 (renumbered as Mitigation Measures GS-3 and GS-4) would reduce potential impacts related to paleontological resources to below a level of significance.

5.7.4.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.7-1: Project residents or occupants, and visitors would be subject to potential seismic-related hazards resulting in risks to life or property. [Thresholds G-1i through G-1iv, and G-4])

The 2008 Certified EIR indicated that implementation of Mitigation Measures GS-1 and GS-2 would reduce seismic-related hazards to less than significant.

FCSP Buildout

Earthquakes and Ground-Rupture

A small part of the northwest part of the plan area is within the defined limits of an Alquist-Priolo Earthquake Fault Zone, as shown on Figure 5.7-2. The Chicken Hill Fault, which is part of the larger Crafton Hills Fault Zone, is the fault included within this Alquist-Priolo Earthquake Fault Zone. Planned use of this area is as open space, which would not entail any construction in the Alquist-Priolo Earthquake Fault Zone. However, the entire plan area is subject to seismic events (ground shaking) due to its proximity to the San Andreas Fault Zone and its location in seismically active Southern California. Like the Approved Project, implementation of the Proposed Project would result in potentially significant impacts related to earthquakes and ground rupture. However, these impacts would be mitigated to less than significant upon implementation of Mitigation Measure GS-1, which requires the preparation of a geotechnical report, and Mitigation Measure GS-2, which requires the preparation of geotechnical and hydrology reports that specifically address erosion and runoff. As such, the Proposed Project would not result in new or substantially more severe significant impacts in this regard that were analyzed in the 2008 Certified EIR.

Landslides and Liquefaction

As noted previously, the plan area has not been zoned by the California Geological Survey for seismic hazards such as earthquake-induced landslides or liquefaction. The potential for landslide development has been evaluated as low to medium according to the City of Yucaipa General Plan. Landslide deposits are mapped on a relatively small slope on the southwest portion of the plan area, as shown on Figure 5.7-1. Liquefaction is unlikely to develop due to the relatively deep groundwater which is considered to exist in a depth in excess of 50 feet below ground surface, and therefore, liquefaction impacts are not considered to be substantial. However, the potential for liquefaction exists along the stream channels during rainy periods if strong seismic ground shaking occurs. Like the Approved Project, implementation of the Proposed Project would result in potentially significant impacts related to landslides and liquefaction. However, these impacts would be mitigated to less than significant upon implementation of Mitigation Measure GS-1, which requires the

preparation of a geotechnical report, and Mitigation Measure GS-2, which requires the preparation of geotechnical and hydrology reports that specifically address erosion and runoff. As such, the Proposed Project would not result in new or substantially more severe significant impacts in this regard, when compared to the impacts in the 2008 Certified EIR.

Level of Significance Before Mitigation: Impact 5.7-1 would be potentially significant.

Pacific Oaks Commerce Center

In accordance with Mitigation Measure GS-1 and GS-2 site specific geotechnical (see Appendix H) and hydrology studies (see Appendix L) have been performed for the Pacific Oaks Commerce Center project.

Earthquakes and Ground-Rupture

The Pacific Oaks Commerce Center project site is not located within an Alquist-Priolo Earthquake Fault Zone or a designated fault zone. As indicated in the geotechnical report prepared for the Pacific Oaks Commerce Center project, the possibility of significant fault rupture on the site is considered to be low (SoCalGeo 2021). The Pacific Oaks Commerce Center project would be required to adhere to the latest version of the California Building Code (CBC) which provides procedures for earthquake resistant structural design. The Community Development Department would verify that the Pacific Oaks Commerce Center project will adhere to the recommendations of the geotechnical report. Therefore, impacts would be less than significant. Therefore, the Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard, when compared to the impacts in the 2008 Certified EIR.

Landslides and Liquefaction

According to the geotechnical report, the Pacific Oaks Commerce Center project is not located within an area of liquefaction, and based on historic high groundwater research, which is considered to exist in a depth in excess of 50 feet, liquefaction is not considered to be a design concern for the Pacific Oaks Commerce Center site. Evidence of large-scale landslides or slope instability at the Pacific Oaks Commerce Center site was not observed; however, some of the slopes descending from the terraced older alluvium to the drainages below are relatively steep and it is expected that some near-surface slide material is likely present within some of these slope areas (SoCalGeo 2021). The San Bernardino County Geologic Hazard Map indicates a low to moderate landslide susceptibility. The Community Development Department would verify that the Pacific Oaks Commerce Center project will adhere to the recommendations of the geotechnical report. Therefore, impacts would be less than significant. Therefore, the Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard, when compared to the impacts in the 2008 Certified EIR.

Level of Significance Before Mitigation: Impact 5.7-1 would be less than significant.

Impact 5.7-2: Unstable geologic unit or soils conditions, including soil erosion, could result from development of the project resulting in risks to life or property. [Thresholds G-2, G-3, and G-4]

The 2008 Certified EIR identified potentially significant soils-related hazards in the plan area. Implementation of Mitigation Measures GS-1 and GS-2 were found to reduce impacts to less than significant levels.

FCSP Buildout

Soil Erosion

The Ramona and Saugus soils in the southern part of the plan area are characterized by slow to rapid runoff, and the dendritic drainage pattern in this area indicates erosion of relatively soft, flat-lying sediments and soils by the stream channels. Soils in the northern part of the site are characterized by rapid permeability, but may be subject to erosion by oversteepening of slopes during construction. Like the Approved Project, implementation of the Proposed Project would result in potentially significant impacts related to soil erosion. However, these impacts would be mitigated to less than significant upon implementation of Mitigation Measure GS-1, which requires the preparation of a geotechnical report, and Mitigation Measure GS-2, which requires the preparation of geotechnical and hydrology reports that specifically address erosion and runoff. As such, the Proposed Project would not result in new or substantially more severe significant impacts in this regard than were analyzed in the 2008 Certified EIR.

Expansive Soils

The soils in the study area generally consist of various types of sandy loam and loamy sand, as depicted on Figure 5.7-3. These relatively coarse materials are classified as having a low potential for expansion. However, previously unidentified areas of expansive soils could exist and could expose people and structures to hazards. Like the Approved Project, implementation of the Proposed Project would result in potentially significant impacts related to expansive soils. However, these impacts would be mitigated to less than significant upon implementation of Mitigation Measure GS-1, which requires the preparation of a geotechnical report, and Mitigation Measure GS-2, which requires the preparation of geotechnical and hydrology reports that specifically address erosion and runoff. As such, the Proposed Project would not result in new or substantially more severe significant impacts in this regard than were analyzed in the 2008 Certified EIR.

Lateral Spreading

The soils within the plan area are generally sandy loam and loamy sand. When saturated and subjected to strong groundshaking, there could be a moderate potential for lateral spreading due to the predominance of free-face topography, i.e., cliffs along stream beds. Like the Approved Project, implementation of the Proposed Project would result in potentially significant impacts related to lateral spreading. However, these impacts would be mitigated to less than significant upon implementation of Mitigation Measure GS-1, which requires the preparation of a geotechnical report, and Mitigation Measure GS-2, which requires the preparation of geotechnical and hydrology reports that specifically address erosion and runoff. As such, the

Proposed Project would not result in new or substantially more severe significant impacts in this regard than were analyzed in the 2008 Certified EIR.

Subsidence

Subsidence may occur in cases of substantial groundwater extraction. Based on a review of USGS (2018), the plan area is in a recognized area of subsidence. However, a review of the actual land subsidence in the plan area in the last eight years, up to April 2023, shows that there has not been any significant land subsidence over the period (CDWR 2023). Groundwater storage by local water companies and statutory commitments to sustainable groundwater management practices reduce the potential for future land subsidence, and ongoing surveying of groundwater by local water companies provides a way to verify that their efforts in preventing subsidence are effective (YSGMA 2021). In addition, a review of local well records has shown that prominent potentially compressible clay layers that could contribute to significant subsidence in dry years have not been noted in the plan area (YSGMA 2021). Like the Approved Project, implementation of the proposed Specific Plan is unlikely to result in significant impacts related to subsidence. However, the Proposed Project would not result in new or substantially more severe significant impacts in this regard than were analyzed in the 2008 Certified EIR.

Level of Significance Before Mitigation: Impact 5.7-2 would be potentially significant.

Pacific Oaks Commerce Center

In accordance with Mitigation Measure GS-1 and GS-2 site specific geotechnical (see Appendix H) and hydrology studies (see Appendix L) have been performed for the Pacific Oaks Commerce Center project.

Soil Erosion

According to the geotechnical report, artificial fill consisting of loose/medium stiff clayey fine to medium sand to fine to medium sandy clay, younger alluvium consisting of loose to medium dense silty fine sand and silty fine to coarse sand, older alluvium consisting primarily of loose to dense silty fine to medium sand and silty fine to coarse sand, and San Timoteo Formation bedrock consisting primarily of dense to very dense fine- to coarse-grained sandstone with variable silt content were encountered on the Pacific Oaks Commerce Center site. Implementation of the CBC, as well as best management practices in the hydrology report would ensure that erosion would be minimized. The Community Development Department would verify that the Pacific Oaks Commerce Center project will adhere to the recommendations of the hydrology report.

According to the geotechnical report, preliminary site grading recommendations include remedial grading within the proposed building areas in order to remove all undocumented fill soils, which would generally be at a depth of approximately 10 feet. Soils classified as younger alluvium are expected to require overexcavation to a depth of at least 10 feet below the existing grade (SoCalGeo 2021). The geotechnical report indicated that recommendations should be confirmed as part of the design-level geotechnical investigation.

Therefore, impacts would be less than significant and the Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard than were analyzed in the 2008 Certified EIR.

Expansive Soils

The geotechnical report indicated that the expansion potential of soils in the Pacific Oaks Commerce Center project site ranged from non-expansive to medium expansion. However, mass grading of the site is expected to blend onsite soils, resulting in a very low to low expansive potential (SoCalGeo 2021). The geotechnical report indicates that additional expansion testing should be performed at the time of the design-level geotechnical investigation. The Community Development Department would verify that the Pacific Oaks Commerce Center project will adhere to the recommendations of the geotechnical report. Therefore, impacts would be less than significant and the Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard than were analyzed in the 2008 Certified EIR.

Lateral Spreading

According to the geotechnical report, the static groundwater table is considered to exist at a depth greater than 50 feet below existing grades. As the Pacific Oaks Commerce Center site is not mapped within an area susceptible to liquefaction, impacts would be less than significant. The Community Development Department would verify that the Pacific Oaks Commerce Center project will adhere to the recommendations of the geotechnical report. As such, the Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard than were analyzed in the 2008 Certified EIR.

Subsidence

According to the geotechnical report, removal and recompaction of the near-surface fill and alluvial soils is estimated to result in an average shrinkage of 5 to 15 percent. The groundwater table is considered to exist at a depth greater than 50 feet, and sustainable groundwater management practices by local water companies reduce the potential for future land subsidence. The geotechnical report indicates that no significant subsidence is expected to occur in excavations that are underlain by bedrock. The Community Development Department would verify that the Pacific Oaks Commerce Center project will adhere to the recommendations of the geotechnical report. Therefore, impacts would be less than significant and the Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard than were analyzed in the 2008 Certified EIR.

Level of Significance Before Mitigation: Impact 5.7-2 would be less than significant.

Impact 5.7-3: Soil conditions may not adequately support proposed septic tanks. [Threshold G-5]

The 2008 Certified EIR identified soil conditions in the plan area that may not adequately support septic tanks. However, septic tanks are not proposed for the development allowed by the Specific Plan, and no impact would occur.

FCSP Buildout

The FCSP Buildout would not include the installation of new septic tanks, and there would be no impact.

Level of Significance Before Mitigation: Impact 5.7-3 would have no impact.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project would not include the installation of new septic tanks, and there would be no impact.

Level of Significance Before Mitigation: Impact 5.7-3 would have no impact.

Impact 5.7-4: The Proposed Project could directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature. [Threshold G-6]

The 2008 Certified EIR indicated that implementation of Mitigation Measures CR-11 and CR-12 (renumbered as Mitigation Measures GS-3 and GS-4) would reduce potential impacts related to paleontological resources to below a level of significance.

FCSP Buildout

While there are no known paleontological resources in the FCSP area, according to Figure PR-6, Cultural and Paleontological Resource Sensitive Overlay Districts from the General Plan, the FCSP is in an area where paleontological resources are known or likely to be present (Yucaipa 2016). According to the 2008 Certified EIR, the rock units that underlie the plan area include Holocene active wash sediments (Qvyw) and Holocene axial-valley deposits (Qya), which are considered to have a low paleontological sensitivity if they are not underlain by San Timoteo Formation and/or older Pleistocene alluvium, and are considered to have a high paleontological sensitivity if they are underlain by San Timoteo Formation and/or older Pleistocene alluvium; Pleistocene older axial valley deposits (Qoa_1) and Pliocene/Pleistocene sediments of the San Timoteo Formation (Qtstu) are considered to have a high paleontological sensitivity.

If significant vertebrate fossils are encountered during project implementation, disturbance of such resources would result in a potentially significant impact to paleontological resources. Therefore, as with the Approved Project, impacts of the Proposed Project would be less than significant with the incorporation of mitigation upon implementation of Mitigation Measure GS-3 and Mitigation Measure GS-4 which require paleontological monitoring and curation of resources.

Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard than in the 2008 Certified EIR.

Level of Significance Before Mitigation: Impact 5.7-4 would be potentially significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project would result in the same impacts to paleontological resources as identified for the Specific Plan. Therefore, impacts would be less than significant with implementation of Mitigation Measure GS-3 and Mitigation Measures GS-4 which require paleontological monitoring and curation of resources.

Level of Significance Before Mitigation: Impact 5.7-4 would be potentially significant.

5.7.5 Cumulative Impacts

Geology and soils impacts related to implementing the FCSP would be specific to the plan area and its users and would not be common or contribute to the impacts on other sites. Compliance with applicable state and local building regulations would be required of all development in the city. Individual projects would be designed and built in accordance with applicable standards in the California Building Code and the individual building regulations of local jurisdictions, including pertinent seismic design criteria. Site-specific geologic hazards would be addressed by the engineering geologic report and/or geotechnical report required for each building. These geologic investigations would identify the specific geologic and seismic characteristics on a site and provide guidelines for engineering design and construction to maintain the structural integrity of proposed structures and infrastructure. Therefore, compliance with applicable state and local building regulations and standard engineering practices related to seismic and geologic hazard reduction would prevent significant cumulative adverse impacts associated with geologic and seismic hazards. Additionally, the Proposed Project and all projects within the region would be required to comply with the California Public Resources Code, which protects paleontological resources, and therefore, significant cumulative impacts to paleontological resources would be minimized.

5.7.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, one impact would be less than significant: Impact 5.7-3.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.7-1** Development allowed by the FCSP could result in significant impacts from seismic hazards including ground rupture, earthquakes, landslides, and liquefaction.
- **Impact 5.7-2** The development of the FCSP could result in significant impacts from soil-related hazards, including soil erosion, expansive soils, and lateral spreading.
- **Impact 5.7-4** Ground-disturbing activities during the development of the FCSP could uncover paleontological resources.

5.7.7 Mitigation Measures

5.7.7.1 MITIGATION MEASURES FROM THE 2008 CERTIFIED EIR

The following mitigation measures were taken directly from the 2008 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in ~~strikethrough~~ for deleted text and <u>underline</u> for new, inserted text.

GS-1 Prior to issuance of a building permit, as per existing City policies, geotechnical studies shall be prepared at the time specific development projects are proposed to address site specific

geotechnical considerations. The scope of each geotechnical study is based on the underlying geotechnical conditions of the individual site.

Prior to design and construction of any future developments within the project area, a comprehensive geotechnical evaluation, including development-specific subsurface exploration and laboratory testing, shall be conducted. The purpose of the subsurface evaluation is to:

1. Further evaluate the subsurface conditions in the area of proposed structures.
2. Provide specific data on potential geologic and geotechnical hazards.
3. Provide information pertaining to the engineering characteristics of earth materials in the project area.

From this data, recommendations for grading/earthwork, surface, and subsurface drainage, temporary and/or permanent dewatering, foundations, pavement structural sections, and other pertinent geotechnical design considerations will be formulated and shall be included in the grading and building plans for individual developments. General recommendations are as follows.

1. Seismic Ground Shaking – Measures to prevent risk of loss, injury or death involving seismic ground shaking include constructing new development to the latest adopted building codes. In addition, new development should not be located near active earthquake faults.
2. Erosion or Loss of Topsoil – Erosion and sediment control measures shall be implemented as required by the City's Grading and Water Quality ordinances.
3. Where Expansive Soils Exist – Measures for the design of foundations, slabs, flatwork, and other improvements subject to damage from expansive soils.
4. For Potential Areas of Soil Subsidence or Lateral Spreading – measures to prevent subsidence due to dewatering or other groundwater withdrawals, and measures to prevent lateral spreading by appropriate load distribution, foundation construction, pilings, retaining walls or other engineering controls.

Compliance with this measure shall be verified by the Community Development Department.

GS-2 Detailed geotechnical and hydrology reports shall be prepared prior to any development approval or grading activities. These reports shall specifically address erosion control and surface runoff for both construction and long-term operations on the site. Recommendations contained in these reports to prevent soil erosion, siltation, and debris

influx into the drainage system shall be implemented. Compliance with this measure shall be verified with the Community Development Department.

Paleontological Resources

~~CR-12~~GS-3 All excavation activities in any and all areas identified as likely to contain paleontological resources will be monitored by a qualified paleontological monitor. Paleontological monitors must be equipped to salvage fossils as they are unearthed and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors shall be empowered to temporarily halt all construction activity to allow removal of abundant or large specimens.

~~CR-13~~GS-4 All recovered paleontological specimens will be prepared to a point of identification and permanent preservation, including washing of sediments to recover small specimens shall be conducted. Identification and full curation of all specimens into an established, accredited museum repository with permanent retrievable paleontological storage is required.

5.7.7.2 NEW MITIGATION MEASURES

Impact 5.7-1

Specific Plan

Implementation of Mitigation Measures GS-1 and GS-2. No new mitigation measures are required.

Pacific Oaks Commerce Center

No mitigation measures are required.

Impact 5.7-2

Specific Plan

Implementation of Mitigation Measures GS-1 and GS-2. No new mitigation measures are required.

Pacific Oaks Commerce Center

No mitigation measures are required.

Impact 5.7-4

Specific Plan

Implementation of Mitigation Measure GS-3 and GS-4. No new mitigation measures are required.

Pacific Oaks Commerce Center

Implementation of Mitigation Measures GS-3 and GS-4. No new mitigation measures are required.

5.7.8 Level of Significance After Mitigation

Impact 5.7-1

Specific Plan

Impact 5.7-1 indicated that development allowed by the FCSP could result in significant impacts from seismic hazards, including ground rupture, earthquakes, landslides, and liquefaction. Implementation of Mitigation Measure GS-1 requires the preparation of geotechnical studies that will form the basis of recommendations to construction, which shall be followed by developers and would reduce impacts to less than significant.

Pacific Oaks Commerce Center

No impacts would occur.

Impact 5.7-2

Specific Plan

Impact 5.7-2 indicated that development allowed by the FCSP could result in significant impacts from soil-related hazards, including soil erosion, expansive soils, and lateral spreading. Implementation of Mitigation Measure GS-1 requires the preparation of geotechnical studies that will form the basis of recommendations to construction, which shall be followed by developers, and Mitigation Measure GS-2 requires that detailed geotechnical and hydrology reports specifically address erosion control and surface runoff for both construction and long-term operations on the site and shall be prepared prior to any development approval or grading activities. These mitigation measures would reduce impacts to less than significant.

Pacific Oaks Commerce Center

No impacts would occur.

Impact 5.7-4

Specific Plan

Impact 5.7-4 indicated that ground-disturbing activities during the development of the FCSP could uncover paleontological resources. Implementation of Mitigation Measure GS-3 requires all excavation activities in any and all areas identified as likely to contain paleontological resources to be monitored by a qualified paleontological monitor. Mitigation Measure GS-4 requires mandatory staffing of paleontologically sensitive construction sites with paleontological monitors equipped to salvage fossils as they are unearthed and with the power to temporarily halt all construction activity to allow removal of abundant or large specimens, along with the required identification and full curation of all specimens into an established, accredited museum repository with permanent retrievable paleontological storage would reduce impacts to less than significant.

Pacific Oaks Commerce Center

Impact 5.7-4 indicated that ground-disturbing activities during the development of the Pacific Oaks Commerce Center could uncover paleontological resources. Implementation of Mitigation Measure GS-3 requires all excavation activities in any and all areas identified as likely to contain paleontological resources to be monitored by a qualified paleontological monitor. Mitigation Measure GS-4 requires mandatory staffing of paleontologically sensitive construction sites with paleontological monitors equipped to salvage fossils as they are unearthed and with the power to temporarily halt all construction activity to allow removal of abundant or large specimens, along with the required identification and full curation of all specimens into an established, accredited museum repository with permanent retrievable paleontological storage would reduce impacts to less than significant.

5.7.9 References

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5. Environmental Analysis
GEOLOGY AND SOILS

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5.8 GREENHOUSE GAS EMISSIONS

This section of the Draft SEIR evaluates the potential for implementation of the Proposed Project to cumulatively contribute to greenhouse gas (GHG) emissions impacts compared to that of the Approved Project. Because no single project is large enough to result in a measurable increase in global concentrations of GHGs, climate change impacts of a project are considered on a cumulative basis. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (South Coast AQMD) Working Group and the California Air Resources Board (CARB). GHG emissions modeling was conducted using the California Emissions Estimator Model (CalEEMod), version 2022.1, and model outputs are in Appendix C of this Draft SEIR. Cumulative impacts related to GHG emissions are evaluated statewide.

Terminology

The following are definitions for terms used throughout this chapter.

- **Greenhouse gases (GHG).** Gases in the atmosphere that absorb infrared light, thereby retaining heat in the atmosphere and contributing to a greenhouse effect.
- **Global warming potential (GWP).** Metric used to describe how much heat a molecule of a GHG absorbs relative to a molecule of carbon dioxide (CO_2) over a given period of time (20, 100, and 500 years). CO_2 has a GWP of 1.
- **Carbon dioxide-equivalent (CO_2e).** The standard unit to measure the amount of GHGs in terms of the amount of CO_2 that would cause the same amount of warming. CO_2e is based on the GWP ratios between the various GHGs relative to CO_2.
- **$MTCO_2e$.** Metric ton of CO_2e.
- **$MMTCO_2e$.** Million metric tons of CO_2e.

5.8.1 Environmental Setting

5.8.1.1 GREENHOUSE GASES AND CLIMATE CHANGE

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed in the 20th and 21st centuries. Other GHGs identified by the IPCC that contributes to global warming to a lesser extent are nitrous oxide (N_2O), sulfur hexafluoride (SF_6),

hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).[1,2] The major GHGs applicable to the proposed project are briefly described.

- **Carbon dioxide (CO_2)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.

- **Methane (CH_4)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in landfills and water treatment facilities.

- **Nitrous oxide (N_2O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have stronger greenhouse effects than others. These are referred to as high GWP gases. The GWP of GHG emissions are shown in Table 5.8-1, *GHG Emissions and Their Relative Global Warming Potential Compared to CO_2*. The GWP is used to convert GHGs to CO_2-equivalence (CO_2e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under the IPCC Fourth Assessment Report (AR4), GWP values for CH_4, 10 MT of CH_4 would be equivalent to 250 MT of CO_2.

Table 5.8-1 GHG Emissions and Their Relative Global Warming Potential Compared to CO_2

GHGs	Fourth Assessment Report Global Warming Potential Relative to CO_2[1]	Fifth Assessment Report Global Warming Potential Relative to CO_2[1]	Sixth Assessment Report Global Warming Potential Relative to CO_2[1]
Carbon Dioxide (CO_2)	1	1	1
Methane (CH_4)[2]	25	28	30
Nitrous Oxide (N_2O)	298	265	273

Source: IPCC 2007, 2013, and 2022.
Notes: The IPCC published updated GWP values in its Sixth Assessment Report (AR6) that reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO_2. However, GWP values identified in AR4 are used in CalEEMod. Therefore, this analysis utilizes AR4 GWP values.
1 Based on 100-year time horizon of the GWP of the air pollutant compared to CO_2.
2 The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO_2 is not included.

1 Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals); however, water vapor is not considered a pollutant because it is considered part of the feedback loop rather than a primary cause of change.

2 Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. The share of black carbon emissions from transportation is dropping rapidly and is expected to continue to do so between now and 2030 as a result of California's air quality programs. The remaining black carbon emissions will come largely from woodstoves/fireplaces, off-road applications, and industrial/commercial combustion (CARB 2022b). However, state and national GHG inventories do not include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century, scientists observed a rapid change in the climate and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities.

The recent Sixth Assessment Report (AR6) of the IPCC summarizes the latest scientific consensus on climate change. It finds that atmospheric concentrations of CO_2 have increased by 50 percent since the industrial revolution and continue to increase at a rate of two parts per million each year. By the 2030s, and no later than 2040, the world will exceed 1.5°C warming (CARB 2022b). These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006). In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. Human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime (IPCC 2007).

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are hard to predict. Projections of climate change depend heavily upon future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by varying degrees of uncertainty. For example, there are varying degrees of certainty on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas.
- Warmer and more frequent hot days and nights over most land areas.
- An increase in the frequency of warm spells and heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas.
- Larger areas affected by drought.
- Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea level (excluding tsunamis).

Potential Climate Change Impacts for California

There is at least a greater than 50 percent likelihood that global warming will reach or exceed 1.5°C in the near-term, even for the very low GHG emissions scenario (IPCC 2022). Climate change is already impacting California and will continue to affect it for the foreseeable future. For example, the average temperature in most

areas of California is already 1°F higher than historical levels, and some areas have seen average increases in excess of 2°F (CalOES 2020). The California Fourth Climate Change Assessment identifies the following climate change impacts under a business-as-usual scenario:

- Annual average daily high temperatures in California are expected to rise by 2.7°F by 2040, 5.8°F by 2070, and 8.8°F by 2100 compared to observed and modeled historical conditions. These changes are statewide averages. Heat waves are projected to become longer, more intense, and more frequent.
- Warming temperatures are expected to increase soil moisture loss and lead to drier seasonal conditions. Summer dryness may become prolonged, with soil drying beginning earlier in the spring and lasting longer into the fall and winter rainy season.
- High heat increases the risk of death from cardiovascular, respiratory, cerebrovascular, and other diseases.
- Droughts are likely to become more frequent and persistent through 2100[3].
- Climate change is projected to increase the strength of the most intense precipitation and storm events affecting California.
- Mountain ranges in California are already seeing a reduction in the percentage of precipitation falling as snow. Snowpack levels are projected to decline significantly by 2100 due to reduced snowfall and faster snowmelt. California's water storage system is designed with the expectation that snow will stay frozen for many months, and that as it melts, it will be stored in a series of reservoirs and dams, many of which are used to generate electricity. Changing waterfall patterns therefore impact both water supply and electricity supply.
- Marine layer clouds are projected to decrease, though more research is needed to better understand their sensitivity to climate change.
- Extreme wildfires (i.e., fires larger than 10,000 hectares or 24,710 acres) would occur 50 percent more frequently. The maximum area burned statewide may increase 178 percent by the end of the century. Drought and reduced water supplies can increase wildfire risk.
- Exposure to wildfire smoke is linked to increased incidence of respiratory illness.
- Sea level rise is expected to continue to increase erosion of beaches, cliffs, and bluffs (CalOES 2020).

Global climate change risks to California are shown in Table 5.8-2, *Summary of GHG Emissions Risks to California*, and include impacts to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy.

[3] Overall, California has become drier over time, with five of the eight years of severe to extreme drought occurring between 2007 and 2016, and with unprecedented dry years in 2014 and 2015 (OEHHA 2018). Statewide precipitation has become increasingly variable from year to year, with the driest consecutive four years occurring from 2012 to 2015 (OEHHA 2018).

Table 5.8-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Public Health Impacts	Heat waves will be more frequent, hotter, and longer Fewer extremely cold nights Poor air quality made worse Higher temperatures increase ground-level ozone levels Deaths due to extreme heat
Water Resources Impacts	Decreasing Sierra Nevada snowpack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level Impacts	Accelerated sea-level rise Increasing coastal floods Shrinking beaches Worsened impacts on infrastructure
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pests and pathogens Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand

Sources: CEC 2006, 2009; CCCC 2012; CNRA 2014; CalOES 2020.

5.8.1.2 REGULATORY BACKGROUND

Federal Regulations

The US Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not impose any emission reduction requirements but allow the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009).

To regulate GHGs from passenger vehicles, the EPA was required to issue an endangerment finding (USEPA 2023). The finding identified emissions of six key GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first three are applicable to the project's GHG emissions inventory because they constitute the majority of GHG emissions and, according to guidance by the South Coast AQMD, are the GHG emissions that should be evaluated as part of a project's GHG emissions inventory.

US Mandatory Report Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 MT or more of CO_2e per year are required to submit an annual report.

Update to Corporate Average Fuel Economy Standards (2017 to 2026)

The federal government issued new Corporate Average Fuel Economy (CAFE) standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon (MPG) in 2025. However, on March 30, 2020, the EPA finalized an updated CAFE and GHG emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021 to 2026. Under SAFE, the fuel economy standards will increase 1.5 percent per year compared to the 5 percent per year under the CAFE standards established in 2012. Overall, SAFE requires a fleet average of 40.4 miles per gallon (mpg) for model year 2026 vehicles (85 Federal Register 24174 (April 30, 2020)).

On December 21, 2021, under the direction of Executive Order (EO) 13990 issued by President Biden, the National Highway Traffic Safety Administration (NHTSA) repealed SAFE Vehicles Rule Part One, which had preempted state and local laws related to fuel economy standards. In addition, the NHTSA announced new proposed fuel standards on March 31, 2022. Fuel efficiency under the new standards proposed will increase 8 percent annually for model years 2024 to 2025 and 10 percent annual for model year 2026. Overall, the new CAFE standards require a fleet average of 49 mpg for passenger vehicles and light trucks for model year 2026, which would be a 10 mpg increase over model year 2021 (NHTSA 2022).

State Regulations

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in EO S-03-05, EO B-30-15, EO B-55-18, Assembly Bill 32 (AB 32), AB 1279, Senate Bill 32 (SB 32), and SB 375.

Executive Order S-03-05

EO S-03-05 was signed June 1, 2005, and set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

Assembly Bill 32, the Global Warming Solutions Act (2006)

AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in EO S-03-05. CARB prepared the 2008 Scoping Plan to outline a plan to achieve the GHG emissions reduction targets of AB 32.

Executive Order B-30-15

EO B-30-15, signed April 29, 2015, set a goal of reducing GHG emissions in the state to 40 percent of 1990 levels by year 2030. Executive Order B-30-15 also directed CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires state agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for 2050 in EO S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaptation strategy, *Safeguarding California*, in order to ensure climate change is accounted for in state planning and investment decisions.

Senate Bill 32 and Assembly Bill 197

In September 2016, Governor Brown signed SB 32 and AB 197 into law, making the executive order goal for year 2030 into a statewide mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires the CARB to prioritize direct emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

Executive Order B-55-18

Executive Order B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." Executive Order B-55-18 directs CARB to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Assembly Bill 1279

Assembly Bill 1279, signed by Governor Newsom in September 2022, codifies the carbon neutrality targets of EO B-55-18 for year 2045 and sets a new legislative target for year 2045 of 85 percent below 1990 levels for anthropogenic GHG emissions. CARB will be required to update the scoping plan to identify and recommend measures to achieve the net-zero and GHG emissions-reduction goals.

2022 Climate Change Scoping Plan

CARB adopted the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on December 15, 2022, which lays out a path to achieve carbon neutrality by 2045 or earlier and to reduce the State's anthropogenic GHG emissions (CARB 2022b). The Scoping Plan was updated to address the carbon neutrality goals of EO B-55-18 (discussed below) and the ambitious GHG reduction target as directed by AB 1279. Previous Scoping

5. Environmental Analysis
GREENHOUSE GAS EMISSIONS

Plans focused on specific GHG reduction targets for our industrial, energy, and transportation sectors—to meet 1990 levels by 2020, and then the more aggressive 40 percent below that for the 2030 target. This plan expands upon earlier Scoping Plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. Carbon neutrality takes it one step further by expanding actions to capture and store carbon including through natural and working lands and mechanical technologies, while drastically reducing anthropogenic sources of carbon pollution at the same time.

The path forward was informed by the recent AR6 of the IPCC, and the measures would achieve 85 percent below 1990 levels by 2045 in accordance with AB 1279. CARB's 2022 Scoping Plan identifies strategies as shown in Table 5.8-3, *Priority Strategies for Local Government Climate Action Plans*, that would be most impactful at the local level for ensuring substantial progress toward the State's carbon neutrality goals.

Table 5.8-3 Priority Strategies for Local Government Climate Action Plans

Priority Area	Priority Strategies
Transportation Electrification	Convert local government fleets to zero-emission vehicles (ZEV) and provide electric vehicle (EV) charging at public sites.
	Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).
VMT Reduction	Reduce or eliminate minimum parking standards.
	Implement Complete Streets policies and investments, consistent with general plan circulation element requirements.
	Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.
	Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking.
	Implement parking pricing or transportation demand management pricing strategies.
	Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing allowable density of the neighborhood).
	Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements)
Building Decarbonization	Adopt all-electric new construction reach codes for residential and commercial uses.
	Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers).
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances
	Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing)
	Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings).

Source: CARB 2022b.

For residential and mixed-use development projects, CARB recommends this first approach to demonstrate that these land use development projects are aligned with State climate goals based on the attributes of land use development that reduce operational GHG emissions while simultaneously advancing fair housing. Attributes that accommodate growth in a manner consistent with the GHG and equity goals of SB 32 have all the following attributes:

- Transportation Electrification
  - Provide EV charging infrastructure that, at a minimum, meets the most ambitious voluntary standards in the California Green Building Standards Code at the time of project approval.

- Vehicle Miles Traveled (VMT) Reduction
  - Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).
  - Does not result in the loss or conversion of the state's natural and working lands.
  - Consists of transit-supportive densities (minimum of 20 residential dwelling units/acre), or is in proximity to existing transit stops (within a half mile), or satisfies more detailed and stringent criteria specified in the region's Sustainable Communities Strategy (SCS).
  - Reduces parking requirements by:
    - Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or
    - Providing residential parking supply at a ratio of <1 parking space per dwelling unit; or
    - For multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.
  - At least 20 percent of the units are affordable to lower-income residents;
  - Result in no net loss of existing affordable units.

- Building Decarbonization
  - Use all electric appliances without any natural gas connections and do not use propane or other fossil fuels for space heating, water heating, or indoor cooking.

The second approach to project-level alignment with State climate goals is net zero GHG emissions, especially for new residential development. The third approach is to align with GHG thresholds of significance, which many local air quality management and air pollution control districts have developed or adopted (CARB 2022b).

Senate Bill 375

SB 375, the Sustainable Communities and Climate Protection Act, was adopted in 2008 to connect the GHG emissions reduction targets established in the 2008 Scoping Plan for the transportation sector to local land use

decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPO). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target.

2017 Update to the SB 375 Targets

CARB is required to update the targets for the MPOs every eight years. CARB adopted revised SB 375 targets for the MPOs in March 2018. The updated targets became effective in October 2018. All SCSs adopted after October 1, 2018, are subject to these new targets. CARB's updated SB 375 targets for the SCAG region were an 8 percent per capita GHG reduction in 2020 from 2005 levels (unchanged from the 2010 target) and a 19 percent per capita GHG reduction in 2035 from 2005 levels (compared to the 2010 target of 13 percent) (CARB 2018).

The targets consider the need to further reduce VMT, as identified in the 2017 Scoping Plan Update (for SB 32), while balancing the need for additional and more-flexible revenue sources to incentivize positive planning and action toward sustainable communities. Like the 2010 targets, the updated SB 375 targets are in units of "percent per capita" reductions in GHG emissions from automobiles and light trucks relative to 2005; this excludes reductions anticipated from implementation of state technology and fuels strategies and any potential future state strategies, such as statewide road user pricing. The proposed targets call for greater per-capita GHG emission reductions from SB 375 than are currently in place, which for 2035 translate into proposed targets that either match or exceed the emission reduction levels in the MPOs' currently adopted SCSs to achieve the SB 375 targets. CARB foresees that the additional GHG emissions reductions in 2035 may be achieved from land use changes, transportation investment, and technology strategies (CARB 2018).

Transportation Sector Specific Regulations

Advanced Clean Fleets and Advanced Clean Trucks

CARB adopted the Advanced Clean Fleets (ACF) regulation in 2023 to accelerate the transition to zero-emission medium- and heavy-duty vehicles. In conjunction with the Advanced Clean Trucks (ACT) regulation, the ACF regulations helps to ensure that medium- and heavy-duty ZEVs are brought to the market by requiring certain fleets to purchase them. The ACF ZEV phase-in approach, which provides initial focus where the best fleet electrification opportunities exist, sets clear targets for regulated fleets to make a full conversion to ZEVs and creates a catalyst to accelerate development of a heavy-duty public charging infrastructure network.

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles)

from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 light-duty vehicles. (See also the previous discussion in federal regulations under "Update to Corporate Average Fuel Economy Standards [2017 to 2026].")

In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of ZEVs into a single package of standards. Under California's Advanced Clean Car program, by 2025 new automobiles will emit 34 percent less GHG emissions and 75 percent less smog-forming emissions.

Executive Order S-01-07

On January 18, 2007, the state set a new low-carbon fuel standard for transportation fuels sold in the state. EO S-01-07 set a declining standard for GHG emissions measured in CO_2e gram per unit of fuel energy sold in California. The low-carbon fuel standard required a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applied to refiners, blenders, producers, and importers of transportation fuels, and used market-based mechanisms to allow these providers to choose the most economically feasible methods for reducing emissions during the "fuel cycle."

Executive Order B-16-2012

On March 23, 2012, the state identified that CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate ZEVs in major metropolitan areas, including infrastructure to support them (e.g., electric vehicle charging stations). EO B-16-2012 also directed the number of ZEVs in California's state vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are ZE by 2015 and at least 25 percent by 2020. The executive order also established a target for the transportation sector of reducing GHG emissions to 80 percent below 1990 levels.

Executive Order N-79-20

On September 23, 2020, Governor Newsom signed EO N-79-20, whose goal is that 100 percent of in-state sales of new passenger cars and trucks will be ZE by 2035. Additionally, the fleet goals for trucks are that 100 percent of drayage trucks are ZE by 2035, and 100 percent of medium- and heavy-duty vehicles in the state are ZE by 2045, where feasible. The EO's goal for the state is to transition to 100 percent ZE off-road vehicles and equipment by 2035, where feasible.

Renewables Portfolio: Carbon Neutrality Regulations

Senate Bills 1078, 107, and X1-2 and Executive Order S-14-08

A major component of California's Renewable Energy Program is the renewables portfolio standard established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. EO S-14-08, signed in November 2008, expanded the state's renewable energy standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production decreases indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

Senate Bill 350

Senate Bill 350 (de Leon) was signed into law in September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100. Under SB 100, the RPS for public-owned facilities and retail sellers consists of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. SB 100 also established a new RPS requirement of 50 percent by 2026. Furthermore, the bill establishes an overall 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 the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Senate Bill 1020

SB 1020 was signed into law on September 16, 2022. SB 1020 provides interim RPS targets (90 percent renewable energy by 2035 and 95 percent renewable energy by 2040) and requires renewable energy and zero-carbon resources to reach 100 percent clean electricity by 2045.

Energy Efficiency Regulations

California Building Code: Building Energy Efficiency Standards

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for the consideration and possible incorporation of new energy efficiency technologies and methods.

CEC adopted the 2022 Building Energy Efficiency Standards on August 11, 2021, and they went into effect on January 1, 2023. The 2022 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more. The 2022 standards require mixed-fuel single-family homes to be electric-ready to accommodate replacement of gas appliances with electric appliances. In addition, the new standards also include prescriptive photovoltaic system and battery requirements for high-rise, multifamily buildings (i.e., more than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers (CEC 2021).

California Building Code: CALGreen

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.[4] The mandatory provisions of CALGreen became effective January 1, 2011, and were last updated in 2022. The 2022 CALGreen standards became effective on January 1, 2023.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations (20 CCR Sections 1601–1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances. Though these regulations are now often viewed as "business as usual," they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

Solid Waste Diversion Regulations

AB 939: Integrated Waste Management Act of 1989

California's Integrated Waste Management Act of 1989 (AB 939, Public Resources Code Section 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the Act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

AB 341

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses. Section 5.408 of CALGreen also requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

[4] The green building standards became mandatory in the 2010 edition of the code.

AB 1327

The California Solid Waste Reuse and Recycling Access Act (AB 1327, Public Resources Code Section 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

AB 1826

In October of 2014, Governor Brown signed AB 1826 requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses and multifamily residential dwellings with five or more units. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed with food waste.

Water Efficiency Regulations

SBX7-7

The 20x2020 Water Conservation Plan was issued by the Department of Water Resources (DWR) in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed "SBX7-7." SBX7-7 mandated urban water conservation and authorized the DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 required urban water providers to adopt a water conservation target of a 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use.

AB 1881: Water Conservation in Landscaping Act

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated DWR model ordinance or an equivalent. AB 1881 also requires the CEC to consult with the DWR to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves, to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

Short-Lived Climate Pollutant Reduction Strategy

On September 19, 2016, the Governor signed SB 1383 to supplement the GHG reduction strategies in the Scoping Plan to consider short-lived climate pollutants, including black carbon and methane. Black carbon is the light-absorbing component of fine particulate matter produced during the incomplete combustion of fuels. SB 1383 required the state board, no later than January 1, 2018, to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below

2013 levels by 2030. The bill also established targets for reducing organic waste in landfills. On March 14, 2017, CARB adopted the Short-Lived Climate Pollutant Reduction Strategy, which identifies the state's approach to reducing anthropogenic and biogenic sources of short-lived climate pollutants. Anthropogenic sources of black carbon include on- and off-road transportation, residential wood burning, fuel combustion (charbroiling), and industrial processes. According to CARB, ambient levels of black carbon in California are 90 percent lower than in the early 1960s, despite the tripling of diesel fuel use (CARB 2017). In-use on-road rules were expected to reduce black carbon emissions from on-road sources by 80 percent between 2000 and 2020. South Coast AQMD is one of the air districts that requires air pollution control technologies for chain-driven broilers, which reduces particulate emissions from these char broilers by over 80 percent (CARB 2017). Additionally, South Coast AQMD Rule 445 limits installation of new fireplaces in the South Coast Air Basin.

Regional

SCAG's 20206-2045 RTP/SCS

SB 375 requires each MPO to prepare a sustainable communities strategy (SCS) in its regional transportation plan (RTP). For the SCAG region, the 2020-2045 RTP/SCS, Connect SoCal, was adopted on September 3, 2020, and is an update to the 2016-2040 RTP/SCS (SCAG 2020). In general, the RTP/SCS outlines a development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, would reduce VMT from automobiles and light duty trucks and thereby reduce GHG emissions from these sources.

Connect SoCal focuses on the continued efforts of the previous RTP/SCSs to integrate transportation and land use strategies in development of the SCAG region through the horizon year 2045 (SCAG 2020). Connect SoCal forecasts that the SCAG region will meet its GHG per capita reduction targets of 8 percent by 2020 and 19 percent by 2035. It also forecasts that implementation of the plan will reduce VMT per capita in year 2045 by 4.1 percent compared to baseline conditions for that year. Connect SoCal includes a "Core Vision" that centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investments in transit and complete streets (SCAG 2020).

Local

City of Yucaipa Climate Action Plan

In September 2015, the City of Yucaipa adopted the CAP, which is based on the San Bernardino County Transportation Authority's (SBCTA) (formerly the San Bernardino Association of Governments) 2014 San Bernardino County Regional Greenhouse Gas Reduction Plan (SBCTA 2014), a GHG reduction planning initiative between 21 partnership cities including the City of Yucaipa (Yucaipa 2015). The CAP includes the GHG reduction target developed for the City to achieve consistency with the statewide GHG reduction target for year 2020 under AB 32. Additionally, the CAP includes strategies and implementation actions to meet the reduction target. Overall, the CAP selected a reduction target of 15 percent below 2008 baseline levels by year 2020, which the City would meet through implementation of State, county, and local measures. Measures

included in the CAP to reduce GHG emissions cover various sectors ranging from energy, on-road mobile sources, off-road equipment, water and wastewater, and solid waste.

5.8.1.3 EXISTING CONDITIONS

California's GHG Sources and Relative Contribution

In 2022, the statewide GHG emissions inventory was updated for 2000 to 2020 emissions using the GWPs in IPCC's AR4, and California produced 369.2 $MMTCO_2e$ GHG emissions—35.3 $MMTCO_2e$ lower than 2019 levels and 61.8 $MMTCO_2e$ below the 2020 GHG Limit of 431 $MMTCO_2e$ (CARB 2022a). The 2019 to 2020 decrease in emissions is likely due in large part to the impacts of the COVID-19 pandemic. Since the peak level in 2004, California's GHG emissions have generally followed a decreasing trend. In 2014, statewide GHG emissions dropped below the 2020 GHG limit and have remained below the limit since that time. Per capita GHG emissions in California have dropped from a 2001 peak of 13.8 metric tons per person to 9.3 metric tons per person in 2020, a 33 percent decrease (CARB 2022a).

California's transportation sector remains the largest generator of GHG emissions, producing 37 percent of the state's total emissions in 2020. Industrial sector emissions made up 20 percent and electric power generation made up 16 percent of the state's emissions inventory. Other major sectors of GHG emissions include commercial and residential (4 percent), agriculture and forestry (8.6 percent), high-GWP gases (5.8 percent), and recycling and waste (2 percent) (CARB 2022a).

Transportation emissions continued to decline for the past three consecutive years with the rise of fuel efficiency for passenger vehicle fleet and increases in battery electric vehicles. The deployment of renewable/less carbon-intensive resources and higher energy efficiency standards have facilitated the continuing decline in fossil fuel electricity generation. The industrial sector trend has been relatively flat in recent years but saw a decrease of 7.1 $MMTCO_2e$ in 2020. Commercial and residential emissions saw a decrease of 1.7 $MMTCO_2e$. Emissions from high-GWP gases have continued to increase as they replace ozone-depleting substance that are being phased out under the 1987 Montreal Protocol. Emissions from other sectors have remained generally constant in recent years. Overall trends in the inventory also continue to demonstrate that the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic product (GDP)) is declining. From 2000 to 2020, the carbon intensity of California's economy decreased by 49 percent while the GDP increased by 56 percent (CARB 2022a).

Plan Area

The plan area currently includes agriculture uses associated with the Live Oak Canyon Pumpkin Patch and Christmas Tree Farm, retail, and residential uses that generate nominal GHG emissions.

5.8.2 Thresholds of Significance

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

GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

5.8.2.1 2022 SCOPING PLAN

This Draft SEIR analyzes the potential for the Proposed Project to conflict with statewide GHG reduction goals identified in the CARB Scoping Plan that are applicable to local governments. These include SB 32, which requires a 40 percent reduction below 1990 levels by 2030, as well as substantial progress toward the State's carbon neutrality goals under AB 1279.[5] To provide a conservative evaluation of the Proposed Project's GHG emissions impacts, a no net increase threshold of zero (0 $MTCO_2e$) is used in this EIR, which is consistent with the State's carbon neutrality goals under AB 1279. Appendix D of the CARB 2022 Draft Scoping Plan recognizes that achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, may be an appropriate overall objective for new residential developments (CARB 2022b).

5.8.2.2 MASS EMISSIONS AND HEALTH EFFECTS

On December 24, 2018, in *Sierra Club et al. v. County of Fresno et al.* (Friant Ranch), the California Supreme Court determined that the EIR for the proposed Friant Ranch project failed to adequately analyze the project's air quality impacts on human health. The EIR prepared for the project, which involved a master planned retirement community in Fresno County, showed that project-related mass emissions would exceed the San Joaquin Valley Air Pollution Control District's regional significance thresholds. In its findings, the California Supreme Court affirmed the holding of the Court of Appeal that EIRs for projects must not only identify impacts to human health, but also provide an "analysis of the correlation between the project's emissions and human health impacts" related to each criterion air pollutant that exceeds the regional significance thresholds or explain why it could not make such a connection. In general, the ruling focuses on the correlation of emissions of toxic air contaminants and criteria air pollutants and their impact to human health.

In 2009, the EPA issued an endangerment finding for six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) in order to regulate GHG emissions from passenger vehicles. The endangerment finding is based on evidence that shows an increase in mortality and morbidity associated with increases in average temperatures, which increase the likelihood of heatwaves and ozone levels. The effects of climate change are identified in Table 5.8-2. Though identified effects such as sea level rise and increased extreme weather can indirectly impact human health, neither the EPA nor CARB has established ambient air quality standards for GHG emissions. The state's GHG reduction strategy outlines a path to avoid the most catastrophic effects of climate change.

[5] The 2022 Scoping Plan update includes statewide measures to achieve the state's carbon neutrality goals under AB 1279 such as carbon dioxide removal (CDR) that are not applicable to local governments. Carbon neutrality goals are a "no impact" level and not a "less than significant" impact level for climate change effects. There are presently no reliable means of forecasting how future technological developments related to carbon dioxide removal may affect future emissions in a planning jurisdiction. Therefore, carbon neutrality targets are not directly applicable to local governments and CEQA projects to mitigate GHG emissions impacts of a proposed project.

The state's GHG reduction goals and strategies are based on the state's path toward reducing statewide cumulative GHGs as outlined in AB 32, SB 32, and EO S-03-05.

The two significance thresholds that the City uses to analyze GHG impacts are based on achieving the statewide GHG reduction goals based on a no net increase in GHG emissions (GHG-1) and consistency with policies or plans adopted to reduce GHG emissions (GHG-2). Further, because no single project is large enough to result in a measurable increase in global concentration of GHG emissions, climate change impacts of a project are considered on a cumulative basis. Without federal ambient air quality standards for GHG emissions, and given the cumulative nature of GHG emissions and the City's significance thresholds, which are tied to reducing the state's cumulative GHG emissions, it is not feasible at this time to connect the project's specific GHG emissions to the potential health impacts of climate change.

5.8.3 Plans, Programs, and Policies

Specific Plan

Design Guidelines

The FCSP Update includes the following design guidelines:

- Site Planning: Single-Family
  - Climatic factors, such as prevailing winds, solar orientation, shade trees, window and door orientation, and the positioning of buildings on the site, should be coordinated to maximize energy conservation.

- Residential Outdoor Lighting
  - Outdoor light fixtures, including street lights and lamps (light bulbs) that provide nighttime safety and security while conserving energy, protecting the night sky, and minimizing glare and light trespass within and beyond the project site, shall be chosen.

- Non-residential Outdoor Lighting
  - Outdoor light fixtures that provide nighttime safety and security should be selected to conserve energy, protect the night sky, and minimize glare and light trespass within and beyond the project site.

5.8.4 Environmental Impacts

5.8.4.1 2008 CERTIFIED EIR

The 2008 Certified EIR identified that the Approved Project would not cumulatively contribute to climate change impacts and that project design features in the Specific Plan would minimize climate change impacts. However, Mitigation Measures AQ-2 through AQ-7 were provided to further reduce impacts related to global climate change.

5.8.4.2 PROPOSED PROJECT

Methodology

This GHG evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG impacts are likely in conjunction with the Proposed Project compared to those associated with the Approved Project. South Coast AQMD has published guidelines for analyzing and mitigating environmental impacts, and they were used in this analysis. The analysis in this section is modeled using CalEEMod, version 2022.1.

Pacific Oaks Commerce Center Construction

The Pacific Oaks Commerce Center project is proposed to be constructed in three subphases starting in summer 2024. Phase 1 would include the mass grading of the entire area and the construction of Building 1. Phase 2 would include the construction and paving of the road for access. Phase 3 would be the construction of Building 2. Overall development is proposed to take a minimum of two years with initial occupancy assumed as early as fall 2026. See Table 5.3-10 in Chapter 5.3, *Air Quality*, of this Draft SEIR for further details on the anticipated construction activities, phasing, and equipment mix.

To provide a conservative analysis of the overall impacts of the Proposed Project, modeling is based on a conservative scenario. Construction of the Pacific Oaks Commerce Center project is the most intensive phase of development. Therefore, construction associated with the Pacific Oaks Commerce Center project represents the maximum daily emissions associated with the project.

Specific Plan Construction

Overall buildout of the FCSP could occur over 15 to 20 years or longer depending on market conditions and demand. The development phases may be concurrent or successive. However, for purposes of this analysis, construction for each of Phases 2 through 7 are modeled to start in June 2024, similar to Phase 1. Construction activities and equipment mix are based on CalEEMod defaults. Overall duration and construction schedule for each development phase are based on CalEEMod defaults adjusted to a 20-year buildout. The general schedule and duration for each phase are as follows:

- **Phase 2:** June 2024 to June 2029 (5 years)
- **Phase 3:** June 2024 to December 2025 (1.5 years)
- **Phase 4:** June 2024 to December 2027 (3.6 years)
- **Phase 5:** June 2024 to March 2029 (4.8 years)
- **Phase 6:** June 2024 to September 2026 (2.3 years)
- **Phase 7:** June 2024 to November 2026 (2.4 years)

In general, a start year of 2024 results in a conservative estimate of construction emissions for Phases 2 through 7 because no specific developments are or have been proposed for these phases.

Per South Coast AQMD recommended guidance, total annual construction emissions were amortized over 30 years and included in the emissions inventory to account for one-time GHG emissions from the construction phase of the Proposed Project (South Coast AQMD 2009).

Operational Phase

- **Transportation.** Trip generated is based on the trip generation provided by Translutions in the Traffic Impact Analysis without passenger car equivalents (PCE) (see Appendix C). Modeling of truck trip lengths are based on an average trip length of 39.9 miles per trip, which is derived from the SCAG's Heavy-Duty Truck Regional Travel Demand model and represents the average Class 8 truck trip distance within the South Coast Air Basin (South Coast AQMD 2021). For nontruck vehicles (e.g., passenger vehicles), default CalEEMod trip lengths were utilized.

- **Area Sources.** Area sources generated from use of consumer products and cleaning supplies are based on CalEEMod default emission rates and on the assumed building and land use square footages. For fireplaces, it is assumed that single-family detached homes are equipped with electric fireplaces per Mitigation Measure AQ-3 of the 2008 Certified EIR that has been amended for this SEIR.

- **Off-Road Equipment.** Up to 246 diesel-powered forklifts and 8 yard trucks for the Pacific Oaks Commerce Center Project and 479 diesel-powered forklifts and 15 yard trucks for the Proposed Project at buildout. The yard trucks would consist of diesel-powered units that would operate for 8 hours per day and 365 days per year. For opening year 2026, diesel-powered forklift and yard truck emissions are based on calendar year 2026 OFFROAD2021, Version 1.0.5, emission factors for a 175-horsepower industrial forklift and 175-horsepower industrial yard goat, respectively. Buildout year emissions are based on calendar year 2045 emissions data.

- **Transport Refrigeration Units.** Emissions from transport refrigeration units (TRU) assume that 25 percent of the business park square footage for BP 1 to 5 may accommodate warehouses with cold storage. Based on the trip generation without PCEs (see Appendix C), buildout of the Pacific Oaks Commerce Center would generate 385 trucks with TRUs, and buildout of the Specific Plan would generate a total of 640 trucks with TRUs per day. TRUs are assumed to idle 90 minutes per unit (CARB 2020). Emission rates are based on Instate Truck TRU and Instate Trailer TRU emission rates obtained from OFFROAD2021, Version 1.0.5 for years 2026 and 2045.

- **Energy.** The CalEEMod (v. 2022.1) default energy (i.e., electricity and natural gas) rates for nonresidential land uses are based on the CEC's 2018-2030 Uncalibrated Commercial Sector Forecast (commercial forecast), which was compiled by the CEC in 2019. Use of the CalEEMod default energy rates results in conservative estimates compared to the recently adopted 2022 Building Energy Efficiency Standards because the commercial forecast is based on the energy demand per square foot of building space, land use subtype, and end use for the year 2019. It is anticipated new buildings under the 2022 Standards would generally result in lower electricity use. For the Pacific Oaks Commerce Center warehouses, the buildings are modeled to be all-electric without natural gas connections per the Applicant. Furthermore, the Pacific Oaks Commerce Center warehouses would each include a photovoltaic system generating up to 150,000

kilowatt hours (kWh) per year. For the overall project modeling, the carbon intensity factor is based on the CO_2e intensity factor of 444 pounds per megawatt hour (lbs/MWh) as reported in Southern California Edison's 2022 Sustainability Report (SCE 2023). Overall, using the AR4 GWPs and the default CalEEMod intensity factors of 0.033 lb/MWh for CH_4 and 0.004 lb/MWh for N_2O, the adjusted intensity factor for CO_2 is 441.98 lbs/MWh.

- **Solid Waste Disposal.** Indirect emissions from waste generation are based on a total daily solid waste generation of 1.42 pounds per thousand square feet per day (see Section 5.19, *Utilities and Service Systems*, for further details).

- **Water/Wastewater.** Water use and wastewater generation is based on Water Supply and Demand Analysis and may be seen in Section 5.19, *Utilities and Service Systems*.

- **Refrigerants.** GHG emissions from operation of building air conditioning and refrigeration equipment are based on CalEEMod default values based on land use type.

Life cycle emissions are not included in the GHG analysis, consistent with California Resources Agency directives.[6] Black carbon emissions are not included in the GHG analysis because CARB does not include this short-lived climate pollutant in the state's SB 32/AB 1279 inventory but treats it separately.[7] Additionally, though not anticipated, industrial sources of emissions that require a permit from South Coast AQMD (permitted sources) are not included in the proposed project community inventory since they have separate emission reduction requirements. GHG modeling is included in Appendix C of this Draft SEIR.

Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.8-1: The Proposed Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment but would be less than that of the Approved Project. [Threshold GHG-1])

The 2008 Certified EIR identified that the Approved Project would not cumulatively contribute to climate change impacts and that project design features in the Specific Plan would minimize climate change impacts. However, Mitigation Measures AQ-2 through AQ-7 were provided to further reduce impacts related to global

[6] Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses were not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

[7] Particulate matter emissions, which include black carbon, are analyzed in Section 5.3, *Air Quality*. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The State's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017).

climate change. Since the EIR was certified, the science surrounding GHG emissions impacts has changed, and the State has identified new GHG reduction targets for carbon neutrality.

FCSP Buildout

Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

Implementation of the Proposed Project would generate GHG emissions from vehicle trips, TRUs, off-road equipment, water demand, wastewater and solid waste generation, area sources (e.g., consumer cleaning products), and energy usage (i.e., natural gas and electricity). The Proposed Project would be required to comply with the applicable Building Energy Efficiency Standards and CALGreen. The Proposed Project would also include project design features that address water conservation and water efficient landscaping that would comply with CALGreen. These features include low-flow fixtures, native landscaping, rainwater catchment system, and dedicated separate landscaping water meters. These features would all help to reduce GHG emissions.

The Proposed Project emissions are shown in Table 5.8-4, *GHG Emissions of the Proposed Project Compared to the Approved Project*. Compared to the Approved Project, the Proposed Project would increase residential units by 25 dwelling units and nonresidential uses by 507,486 square feet. Construction-related emissions of the Approved Project and Proposed Project would be similar. As shown in the table, GHG emissions from the Proposed Project would not exceed GHG emissions generated by the Approved Project. However, both the Approved Project and Proposed Project would exceed the conservative, no net increase in GHG emissions thresholds. Consequently, GHG emissions associated with the Proposed Project are considered significant. However, the Proposed Project would not result in a new or a substantial increase in GHG emissions impacts compared to the Approved Project.

Table 5.8-4 GHG Emissions of the Proposed Project Compared to the Approved Project

Source	Approved Project $MTCO_2e$	Percent of Total	Proposed Project $MTCO_2e$	Percent of Total	Net Change $MTCO_2e$
Mobile[1]	264,646	88%	143,315	73%	(121,331)
Area	269	<1%	281	<1%	12
Energy	21,196	7%	17,655	9%	(3,541)
Water	1,216	<1%	1,430	1%	214
Solid Waste	11,234	4%	7,538	4%	(3,696)
Refrigerants	8	<1%	3,772	2%	3,764
Off-Road Equipment[2,3]	n/a	n/a	19,657	10%	19,657
Transport Refrigeration Units[1,4]	n/a	n/a	795	<1%	795
Amortized Construction[5]	1,269	<1%	1,269	1%	0
Total Emissions	**299,838**	**100%**	**195,712**	**100%**	(104,127)
Exceeds No Net Increase Threshold?	**Yes**	**—**	**Yes**	**—**	**No**

Source: CalEEMod v. 2022.1. (See Appendix C)
Note: NA = not applicable; () = negative value
[1] Based on calendar year 2045 CalEEMod default vehicle emissions data. Vehicle fleet mix for the Proposed Project based on default CalEEMod vehicle fleet mix adjusted to vehicle fleet mix provided by Translutions for the proposed warehousing.
[2] Based on calendar year 2045 emission rates for a 175-horsepower industrial forklift and 175-horsepower industrial yard goat from OFFROAD2021, Version 1.0.4.
[3] Based on 479 diesel-powered forklifts and 15 diesel-powered yard trucks operating for eight hours per day.
[4] Based on 640 trucks with TRUs per day and 90 mins of idling per TRU per day and on calendar year 2045 emission rates for a 50-horsepower Instate Trailer TRU for HHDT and 23-horsepower Instate Truck TRU for MHDT obtained from OFFROAD2021, Version 1.0.5.
[5] Construction emissions are amortized over a 30-year project lifetime per recommended South Coast AQMD methodology (South Coast AQMD 2009).

Level of Significance Before Mitigation: Potentially significant.

Pacific Oaks Commerce Center

GHG emissions associated with the Pacific Oak Commerce Center emissions are shown in Table 5.8-5, *Pacific Oaks Commerce Center GHG Emissions Inventory*. As identified in this table, the Pacific Oaks Commerce Center Project would exceed the no net increase threshold for GHG emissions that is conservatively used for the impact analysis. However, as identified in Table 5.8-4, overall emissions of the Proposed Project would be less than that of the Approved Project. Therefore, the Pacific Oaks Commerce Center would not result in a new or substantial increase in GHG emissions impacts compared to the Approved Project.

Table 5.8-5 Pacific Oaks Commerce Center GHG Emissions Inventory

Source	Building 1 (BP 2) $MTCO_2e$	Building 2 & Trailer Parking (BP 3) $MTCO_2e$	Total $MTCO_2e$	Percent of Total
Mobile[1]	2,610	3,047	5,657	10%
Mobile - Trucks	7,685	23,445	31,130	52%
Area	21	20	42	<1%
Energy	2,286	2,239	4,525	8%
Water	82	97	179	<1%
Solid Waste	2,127	2,514	4,641	8%
Refrigerants	1,161	1,105	2,266	4%
Off-Road Equipment[2,3]	5,164	4,936	10,099	17%
Transport Refrigeration Units[1,4]	268	254	522	1%
Amortized Construction[5]	n/a	n/a	377	1%
Total Emissions	**21,405**	**37,657**	**59,439**	**100%**
Exceeds No Net Increase Threshold?	**Yes**	**Yes**	**Yes**	—

Source: CalEEMod v. 2022.1. (See Appendix C)
Note: NA = not applicable; () = negative value
1 Based on calendar year 2026 CalEEMod default vehicle emissions data. Vehicle fleet mix for the Proposed Project based on default CalEEMod vehicle fleet mix adjusted to vehicle fleet mix provided by Translutions for the proposed warehousing.
2 Based on calendar year 2026 emission rates for a 175-horsepower industrial forklift and 175-horsepower industrial yard goat from OFFROAD2021, Version 1.0.4.
3 Based on 246 diesel-powered forklifts and 8 diesel-powered yard trucks operating for eight hours per day.
4 Based on 184 trucks with TRUs per day and 90 mins of idling per TRU per day and on calendar year 2026 emission rates for a 50-horsepower Instate Trailer TRU for HHDT and 23-horsepower Instate Truck TRU for MHDT obtained from OFFROAD2021, Version 1.0.5.
5 Construction emissions are amortized over a 30-year project lifetime per recommended South Coast AQMD methodology (South Coast AQMD 2009).

Level of Significance Before Mitigation: Potentially significant.

Impact 5.8-2: The Proposed Project could conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. [Threshold GHG-2])

The 2008 Certified EIR did not identify any potential impacts associated with conflicts with plans adopted for the purpose of reducing GHG emissions. Since the EIR was certified, CARB, SCAG, and the City of Yucaipa have adopted GHG reduction plans. Applicable plans adopted for the purpose of reducing GHG emissions include CARB's 2022 Scoping Plan, SCAG's RTP/SCS, and the City's Climate Action Plan. A consistency analysis with these plans is presented below.

FCSP Buildout

CARB Scoping Plan

The adopted 2022 CARB Scoping Plan is applicable to state agencies but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require the City to adopt policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the state agencies outlined in the Scoping Plan result in GHG emissions reductions at the local level. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that affect a local jurisdiction's emissions inventory from the top

down. Statewide strategies to reduce GHG emissions include the low-carbon fuel standard and changes in the corporate average fuel economy standards (e.g., Pavley I and Pavley California Advanced Clean Cars program). The Proposed Project would adhere to the programs and regulations identified by the Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of SB 32 and AB 1279. For example, new buildings under the Proposed Project would meet the current CALGreen and Building Energy Efficiency standards at the time they are constructed. Proposed Project GHG emissions shown above in Table 5.8-4 include reductions associated with statewide strategies that have been adopted since SB 32 and AB 1279.

While statewide efforts could provide downstream reductions at the local level, the 2022 Scoping Plan identifies three priority areas for local actions that would support and amplify the overall state efforts to reduce GHG emissions and achieve the long-term climate goals: 1) transportation electrification, 2) VMT reduction, and 3) building decarbonization. Table 5.8-6, *FCSP Consistency to the Scoping Plan Priority Areas*, evaluates consistency of the FCSP to these three Scoping Plan local action priorities and their attributes.

Table 5.8-6 FCSP Consistency with Scoping Plan Priority Areas

Priority Area	Priority Area Attributes	Project Consistency
Transportation Electrification	• Provide EV charging infrastructure that, at a minimum, meets the most ambitious voluntary standards in the California Green Building Standards Code at the time of project approval.	**Inconsistent:** The FCSP does not include provisions in the Design Standards or Design Guidelines that are either comparable to, or require compliance with the CALGreen residential and nonresidential voluntary Tier 2 EV parking standards.
VMT Reduction	• Meets local jurisdiction adopted SB 743 threshold for VMT.	**Consistent:** Overall, implementation of the Proposed Project would generally result in a decrease in VMT compared to the Approved Project, which is consistent with the decrease in overall vehicle trips associated with the Proposed Project. The Proposed Project would generate 76,485 PCE ADTs (or 74,865 non-PCE ADTs), which would represent a net decrease of 81,073 ADTs from the 157,558 ADTs of the Approved Project (Translutions 2023). Furthermore, as discussed under Impact 5.17-2 in Chapter 5.17, *Transportation*, the Proposed Project would result in a net decrease in VMT per service population compared to the Approved Project, would be less than the City of Yucaipa adopted SB 743 threshold, and would not result in a significant VMT impact.
Building Decarbonization	• Use all electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.	**Inconsistent:** While the proposed Pacific Oaks Commerce Center warehousing buildings would be designed and built to be all electric with no natural gas connects, the FCSP does not include requirements for buildings to be all electric.

Source: CARB 2022b; BAAQMD 2023.

As discussed in the table, the FCSP would generally be inconsistent with the priority areas pertaining to transportation electrification and building decarbonization. Thus, although the FCSP would adhere either directly or indirectly to statewide strategies, because it would not meet two of the three local action priority areas, it is considered inconsistent with the Scoping Plan. Therefore, the Proposed Project would result in new significant impacts or a substantial increase in significant impacts compared to impacts identified in the 2008 Certified EIR.

Level of Significance Before Mitigation: Potentially significant.

SCAG's Regional Transportation Plan / Sustainable Communities Strategy

SCAG adopted the 2020-2045 RTP/SCS (Connect SoCal) in September 2020. Connect SoCal finds that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal is to plan for the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands (SCAG 2020). Connect SoCal's transportation projects help more efficiently distribute population, housing, and employment growth, and forecast development is generally consistent with regional-level general plan data to promote active transportation and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network in Connect SoCal, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per capita targets for the SCAG region.

Connect SoCal does not require that local general plans, proposed projects, or zoning be consistent with the SCS, but provides incentives for consistency to governments and developers. It is anticipated that long-term and short-term (i.e., construction) jobs would be absorbed by the local and regional labor force. Jobs absorbed by the local and regional labor force would contribute to minimizing passenger vehicle VMT. Moreover, VMT associated with heavy duty trucks involved in goods movement is outside the realm of the RTP/SCS, which primarily focuses on VMT associated with passenger vehicles. Under Connect SoCal, the focus remains on improving freight mobility in the region and transitioning to near-zero and zero-emissions technology. The following is the list of Connect SoCal goods-movement strategies that are applicable to the proposed project that could provide benefits from a regional and macro-level scale:

- **Clean Freight Corridor System/East-West Freight Corridor.** Establishing a freight corridor system to connect the San Pedro Ports and industrial cluster areas in Los Angeles and the Inland Empire.
- **Truck Bottleneck Relief Strategy.** Working to relieve the top 57 truck bottlenecks. Examples of bottleneck relief strategies include ramp metering, extension of merging lanes, ramp and interchange improvements, capacity improvements and auxiliary lane additions.

- **Truck Climbing Lanes.** Installing dedicated truck climbing lanes along key corridors, such as Interstate 5 (I-5), I-10, I-15, State Route 57 (SR-57) and SR-60, to enable other vehicles to move at a faster pace, thereby reducing congestion.

- **Goods Movement Environmental Strategy and Technology Advancement Plan.** Reducing environmental impacts by supporting the deployment of commercially available low-emission trucks and advancing technologies to implement a zero- and near zero-emission freight system.

The uses proposed under the project would be consistent with the overall Connect SoCal Goods Movement strategy, which identifies the large demand for warehouse space in the SCAG region.

Furthermore, Connect SoCal does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency to governments and developers. As described in Section 5.17, *Transportation*, the Proposed Project VMT would not exceed the City's SB 743 VMT thresholds. Therefore, the Proposed Project, like the Approved Project, would be generally consistent with much of Connect SoCal. Therefore, the Proposed Project would not result in new impacts or a substantial increase in magnitude of impacts compared to the Approved Project. Impacts related to consistency with SCAG's Connect SoCal would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Yucaipa Climate Action Plan

The City CAP includes State and local measures to reduce GHG emissions. As discussed above for the Scoping Plan, measures at the State level (e.g., Measure State-2: Title 24 Standards for Non-Residential and Residential Buildings) would result in downstream effects at the local level. The CAP local actions generally cover renewable energy, on-road transportation, wastewater, and water conveyance.

- **Renewable Energy.** The energy-related measures primarily cover solar installation for existing residential and commercial uses and would generally not be applicable to the Proposed Project.

- **On-Road Transportation.** The on-road transportation local action focuses on implementing smart bus technology that would increase efficiency in bus operations. This measure is implemented at the City administration level and is not applicable to the Proposed Project. However, under the FCSP, bus stops would be permitted in all planning areas.

- **Wastewater/Water Conveyance.** For water and wastewater, the Proposed Project would utilize recycled water for its landscaping and general outdoor water needs, which would be consistent with the Wastewater-3: Recycled Water local CAP measure. Residential lots within the FCSP would be required to have a dual-plumbing system to allow for use of potable water for indoor uses and recycled water for outdoor purposes. Use of recycled water would contribute to reducing electricity consumption associated with the transport of water.

Although the CAP also includes local action measure PS-1: GHG Performance Standard for New Development, which establishes a performance standard of 29 percent below business as usual by 2020, this measure is no longer applicable as it is beyond 2020. However, discussed under Impact 5.8-1, the Proposed Project would result in a net reduction in GHG emissions compared to the Approved Project. Therefore, overall, implementation of the Proposed Project would not conflict or obstruct implementation of the City of Yucaipa CAP and would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

CARB Scoping Plan

Impacts associated with the Pacific Oaks Commerce Center Project related to consistency with the CARB Scoping Plan are the same as that identified for the FCSP. The Pacific Oaks Commerce Center, like the Approved Project, would have less than significant impacts under the City's SB 743 thresholds (see Section 5.17, *Transportation*). However, while the proposed warehouses would be built to operate as all-electric buildings with no natural gas connections, the Pacific Oaks Commerce Center project would not comply with the CALGreen voluntary nonresidential Tier 2 EV parking standards. Thus, as identified above, compared to impacts identified in the Certified EIR, the Pacific Oaks Commerce Center project would result in a new impact or substantial increase in magnitude of impacts related to consistency with the Scoping Plan. Therefore, impacts would be potentially significant.

Level of Significance Before Mitigation: Potentially significant.

SCAG's Regional Transportation Plan / Sustainable Communities Strategy

Impacts associated with the Pacific Oaks Commerce Center Project related to consistency with SCAG's RTP/SCS are the same as that identified for the FCSP. As identified above, compared to the Approved Project, the Pacific Oaks Commerce Center project would not result in a new impact or substantial increase in magnitude of impacts related to consistency with GHG reduction plans. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

City of Yucaipa Climate Action Plan

Impacts associated with the Pacific Oaks Commerce Center Project related to consistency with the CAP are the same as that identified for the FCSP. As identified above, compared to the Approved Project, the Pacific Oaks Commerce Center project would not result in a new impact or substantial increase in magnitude of impacts related to consistency with GHG reduction plans. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

5.8.5 Cumulative Impacts

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts identified under Impact 5.8-1 and Impact 5.8-2 are not project-specific impacts to global warming, but the Proposed Project's contribution to this cumulative impact. As discussed above, the Proposed Project would generate a substantial increase in GHG emissions from existing conditions. Consequently, the Proposed Project's cumulative contribution to global climate change impacts are cumulatively considerable. However, the Proposed Project would not result in a new impact or substantial increase in magnitude of impacts compared to that of the Approved Project as GHG emissions of the Proposed Project are less than that of the Approved Project.

5.8.6 Level of Significance Before Mitigation

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.8-1** The Proposed Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment but would be less than that of the Approved Project.
- **Impact 5.8-2** Development pursuant to the FCSP could potentially conflict with the state goals for carbon neutrality identified in the 2022 Scoping Plan.

5.8.7 Mitigation Measures

5.8.7.1 MITIGATION MEASURES FROM THE 2008 CERTIFIED EIR

The following mitigation measures were taken directly from the 2008 Certified EIR and are thus applicable to the Proposed Project. Any modifications to the mitigation measures from the certified EIR are shown in ~~strikethrough~~ for deleted text and <u>underline</u> for new, inserted text.

AQ-2 All appliances installed as part of future development projects shall be energy efficient appliances (i.e., washers/dryers, refrigerators, stoves, etc.).

AQ-3 Future residential development projects on the Specific Plan site shall utilize ~~natural gas or~~ electric fireplaces ~~and stoves~~ in lieu of traditional fireplaces and wood burning stoves.

AQ-4 Future development projects on the Specific Plan site shall install Energy Star labeled roof materials.

AQ-5 Future residential development projects on the Specific Plan site shall install energy-reducing ceiling/whole-house fans.

Mitigation Measures AQ-6 and AQ-7 have been deleted because these became regulations in 2010 when the State adopted CALGreen and are thus mandatory for all new development.

~~AQ-6 Future development projects on the Specific Plan site shall install energy-reducing programmable thermostats that automatically adjust temperature settings.~~

~~AQ-7 Future development projects on the Specific Plan site shall require the installation of low-water use appliances.~~

5.8.7.2 NEW MITIGATION MEASURES

Impact 5.8-1

Specific Plan

Implementation of Mitigation Measures AQ-2 through and AQ-5 would be required.

GHG-1 The City of Yucaipa shall require applicants of development projects to install electric vehicle (EV) spaces in compliance with the Tier 2 standards under Section A5.106.5.3.2 of the Non-Residential Voluntary Measures or Section A4.106.8.2.1 of the Residential Voluntary Measures, whichever is applicable, in the 2022 California Green Building Standards Code (CALGreen). All site plans submitted to the City of Yucaipa Building and Safety Division shall illustrate compliance to either Section A5.106.5.3.2 or A4.106.8.2.1, whichever is applicable.

Prior to issuance of the certificate of occupancy, the project applicant shall provide documentation to the City of Yucaipa Planning Division that verifies compliance with this measure.

GHG-2 The City of Yucaipa shall require applicants to design and construct all buildings to be all electric with electricity to be the only permanent source of energy for water-heating, mechanical and heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling), cooking, and clothes-drying. All major appliances (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) provided/installed are electric powered Energy Star certified or of equivalent energy efficiency where applicable. Prior to issuance of building permits, applicants shall provide plans that show the aforementioned requirements to the City of Yucaipa Planning Division. Prior to issuance of the certificate of occupancy, the City of Yucaipa Building & Safety Division shall verify installation of the electric-powered Energy Star or equivalent appliances.

Subject to approval of the Yucaipa Planning Division, an exception may be made for restaurants that require natural gas for cooking. If restaurant land uses within the Regional Commercial designation require stoves that utilize natural gas, such appliances may be permitted so long as the annual GHG emissions generated by natural gas use are offset through reduction in electricity use (e.g., solar panels, battery storage), transportation demand management measures, or other means onsite or offsite. Calculations that demonstrate the equivalent reduction of GHG emissions offset for natural gas consumed onsite shall be submitted to the Yucaipa Planning Division prior to issuance of a Certificate of Occupancy.

Pacific Oaks Commerce Center

Implementation of Mitigation Measures AQ-2 and AQ-4, and Mitigation Measures GHG-1 and GHG-2 would be required.

Impact 5.8-2

Specific Plan

Implementation of Mitigation Measures AQ-2 through and AQ-5 and Mitigation Measures GHG-1 and GHG-2 would be required.

Pacific Oaks Commerce Center

Implementation of Mitigation Measures AQ-2 and AQ-4, and Mitigation Measures GHG-1 and GHG-2 would be required.

5.8.8 Level of Significance After Mitigation

Impact 5.8-1

Specific Plan

The Proposed Project, like the Approved Project, would generate GHG emissions that exceed the conservative no net increase threshold. Implementation of Mitigation Measures AQ-2 through AQ-5 and Mitigation Measures GHG-1 and GHG-2 would reduce emissions to the extent feasible, as shown in Table 5.8-7, *GHG Emissions of the Proposed Project Compared to the Approved Project, With Mitigation*. However, the Proposed Project emissions would still exceed the no net increase GHG emissions threshold. Therefore, Impact 5.8-1 would be ***significant and unavoidable***.

Table 5.8-7 GHG Emissions of the Proposed Project Compared to the Approved Project, With Mitigation

Source	Approved Project $MTCO_2e$	Percent of Total	Proposed Project $MTCO_2e$	Percent of Total	Net Change $MTCO_2e$
Mobile[1]	264,646	88%	143,315	84%	(121,331)
Area[2]	269	<1%	135	<1%	(134)
Energy[3]	21,196	7%	13,411	8%	(7,785)
Water	1,216	<1%	1,430	1%	214
Solid Waste	11,234	4%	7,538	4%	(3,696)
Refrigerants	8	<1%	3,772	2%	3,764
Off-Road Equipment[4]	n/a	n/a	0	0%	0
Transport Refrigeration Units[5]	n/a	n/a	0	0%	0
Amortized Construction[6]	1,269	<1%	1,269	1%	0
Total Emissions	**299,838**	**100%**	**170,870**	**100%**	(128,968)
Exceeds No Net Increase Threshold?	**Yes**	**—**	**Yes**	**—**	**No**

Source: CalEEMod v. 2022.1. (See Appendix C)
Note: NA = not applicable; () = negative value
[1] Based on calendar year 2045 CalEEMod default vehicle emissions data. Vehicle fleet mix for the Proposed Project based on default CalEEMod vehicle fleet mix adjusted to vehicle fleet mix provided by Translutions for the proposed warehousing.
[2] Implementation of Mitigation Measure AQ-11 would require use of electric-powered landscaping equipment only.
[3] Implementation of Mitigation Measure GHG-2 would require all-electric buildings.
[4] Implementation of Mitigation Measure AQ-7 would require use of only electric-powered off-road equipment.
[5] Implementation of Mitigation Measure AQ-8 would require use of E/S TRUs.

Pacific Oaks Commerce Center

The Proposed Project, like the Approved Project, would generate GHG emissions that exceed the conservative no net increase threshold. Implementation of Mitigation Measures AQ-2 and AQ-4 and Mitigation Measures GHG-1 and GHG-2 would reduce emissions to the extent feasible as shown in Table 5.8-8, *Pacific Oaks Commerce Center GHG Emissions Inventory, With Mitigation*. However, as shown in the table, the Pacific Oaks Commerce Center Project would still exceed the no net increase threshold for GHG emissions. Therefore, Impact 5.8-1 as it pertains to the Pacific Oaks Commerce Center project would be ***significant and unavoidable***.

Table 5.8-8 Pacific Oaks Commerce Center GHG Emissions Inventory, With Mitigation

Source	Building 1 (BP 2) $MTCO_2e$	Building 2 & Trailer Parking (BP 3) $MTCO_2e$	Total $MTCO_2e$	Percent of Total
Mobile[1]	2,610	3,047	5,657	12%
Mobile - Trucks[1]	7,685	23,445	31,130	64%
Area[2]	0	0	0	0%
Energy	2,286	2,239	4,525	9%
Water	82	97	179	<1%
Solid Waste	2,127	2,514	4,641	10%
Refrigerants	1,161	1,105	2,266	5%
Off-Road Equipment[3]	0	0	0	0%
Transport Refrigeration Units[4]	0	0	0	0%
Amortized Construction[5]	n/a	n/a	377	1%
Total Emissions	**15,952**	**32,446**	**48,775**	**100%**
Exceeds No Net Increase Threshold?	**Yes**	**Yes**	**Yes**	—

Source: CalEEMod v. 2022.1. (See Appendix C)
Note: NA = not applicable; () = negative value
[1] Based on calendar year 2026 CalEEMod default vehicle emissions data. Vehicle fleet mix for the Proposed Project based on default CalEEMod vehicle fleet mix adjusted to vehicle fleet mix provided by Translutions for the proposed warehousing.
[2] Implementation of Mitigation Measure AQ-11 would require use of electric-powered landscaping equipment only.
[3] Implementation of Mitigation Measure AQ-7 would require use of only electric-powered off-road equipment.
[4] Implementation of Mitigation Measure AQ-8 would require use of E/S TRUs.
[5] Construction emissions are amortized over a 30-year project lifetime per recommended South Coast AQMD methodology (South Coast AQMD 2009).

Impact 5.8-2

Specific Plan

The Proposed Project would be potentially inconsistent with CARB's 2022 Scoping Plan unless it achieves the three priority areas for ensuring carbon neutrality. Implementation of Mitigation Measures GHG-1 and GHG-2 would ensure that development projects accommodated under the FCSP comply with the CALGreen voluntary Tier 2 EV parking standards in addition to buildings designed to be all electric. Thus, with mitigation, the Proposed Project would be consistent with the transportation electrification and building decarbonization priority areas of the Scoping Plan. Therefore, Impact 5.8-2 would be reduced to less than significant.

Pacific Oaks Commerce Center

Implementation of Mitigation Measures GHG-1 would ensure that development projects accommodated under the FCSP comply with the CALGreen voluntary Tier 2 EV parking standards. Thus, with mitigation, the Proposed Project would be consistent with the transportation electrification priority area of the Scoping Plan. In addition, the Pacific Oaks Commerce Center project would be designed as an electric-only building. Therefore, Impact 5.8-2 as it pertains to the Pacific Oaks Commerce Center project would be reduced to less than significant.

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5. Environmental Analysis
GREENHOUSE GAS EMISSIONS

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5.9 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft SEIR evaluates the potential impacts of the Proposed Project on human health and the environment due to exposure to hazardous materials or conditions associated with the project site, project construction, and project operations in comparison to the impacts evaluated for the Freeway Corridor Specific Plan (Approved Project) in the 2008 Certified EIR. Potential project impacts and appropriate mitigation measures or standard conditions are included as necessary.

5.9.1 Environmental Setting

5.9.1.1 REGULATORY BACKGROUND AND PLANNING FRAMEWORK

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous materials can occur from a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

The General Plan EIR includes a comprehensive review of federal, state, and local regulations and agencies that govern hazards, hazardous materials, and hazardous wastes (Yucaipa 2016). This information is still applicable to the City of Yucaipa and the plan area. The following is a brief summary of key agencies/regulations, including updates since the General Plan EIR. Section 5.9.1.2 provides updated existing conditions information, particularly for the plan area.

Fire Hazards

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. The Office of the State Fire Marshal supports the CAL FIRE mission to protect life and property through fire prevention engineering programs, law and code enforcement, and education. The Office of the State Fire Marshal provides for fire prevention by enforcing fire-related laws in State-owned or -operated buildings, investigating arson fires in California, licensing those who inspect and service fire protection systems, approving fireworks for use in California, regulating the use of chemical flame retardants, evaluating building materials against fire safety standards, regulating hazardous liquid pipelines, and tracking incident statistics for local and state government emergency response agencies. The State Fire Marshal is also responsible for mapping fire hazard severity zones throughout the state, as shown on Figure 5.20-1, *Fire Hazard Severity Zones*, for the plan area and surrounding area.

California Fire Code (2022)

The California Fire Code (California Code of Regulations [CCR] Title 24 Part 9) sets forth requirements for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency access to buildings, and handling and storage of hazardous materials. The City adopts the update to the California Fire Code every three years, and includes additional provisions that address the climactic needs of the community. The Yucaipa Fire Department provides fire protection services for the City, and implements and enforces the California Fire Code in Yucaipa.

California Building Code

The State provided a minimum standard for building design through the 2022 California Building Code (CBC) (24 CCR Part 2). The 2022 CBC is based on the 2021 International Building Code and modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan checked by city and county building officials for compliance with the CBC. The City adopts the update to the CBC every three years, and includes additional provisions that address the climactic needs of the community.

Emergency Preparedness

Senate Bill 379

Senate Bill 379 requires that upon the next revision of a local hazard mitigation plan on or after January 1, 2017, or, if the local jurisdiction has not adopted a local hazard mitigation plan, beginning on or before January 1, 2022, the Safety Element must be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to that city or county.

San Bernardino County Office of Emergency Services

The Office of Emergency Services (OES) is a division of the San Bernardino County Fire Protection District and is responsible for disaster planning and emergency services coordination throughout the county, including Yucaipa. The goal of the OES is to improve public and private sector readiness and to mitigate local impacts resulting from natural or man-made emergencies through disaster preparedness planning and appropriate response efforts with city departments and local and state agencies.

In the event of a disaster or an incident requiring complex coordination, preselected and trained responders report to the San Bernardino County Operational Area's emergency operations center. The 100-plus responders have been trained to perform specific functions designated under the Standardized Emergency Management System to coordinate emergency management of disasters. These responders are available 24 hours a day 7 days a week. OES conducts annual exercises in the emergency operations center to test the readiness of various types of disasters and large-scale emergencies.

The OES is also responsible for the countywide Emergency Management Plan, which was revised in January/February 2018. The plan identifies hazards and response, roles and responsibilities, and other key activities of government during a disaster.

Evacuation Routes

Government Code Section 65302 requires the safety element of a general plan to address evacuation routes. The CAL FIRE Safety Element checklist also requires cities to address evacuation routes. In addition, Senate Bill 99 (2018) requires that, upon the next revision of the housing element on or after January 1, 2020, a safety element must include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes.

City of Yucaipa Emergency Operations Plan

The City of Yucaipa Emergency Operations Plan is an all-hazard plan describing how the City will organize and respond to various emergency incidents. The EOP identifies hazards and responses; organizational structures, roles, and responsibilities; and other key activities of government during a disaster (Yucaipa 2012).

City of Yucaipa Hazard Mitigation Plan

In response to the Disaster Mitigation Act of 2000, the City of Yucaipa maintains and implements a hazard mitigation plan (HMP). The 2016 HMP identifies mitigation goals and objectives, prioritizes specific mitigation actions, and presents an overall strategy for implementing those objectives. Mitigation outlined in the HMP is tailored to the unique natural setting of Yucaipa, which requires special attention to flood, wildland fire, and earthquake-related hazards (Yucaipa 2016). An update to the HMP was adopted in March, 2023, following the publication of the NOP.

5.9.1.2 EXISTING CONDITIONS

Hazardous Materials

Hazardous Waste Generators

An inventory of hazardous waste handlers is kept by a national program called Resource Conservation and Recovery Act Info. All generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. The 2008 Certified EIR did not identify any hazardous waste generators in the plan area. As of August 2023, there are no hazardous waste generators identified in the plan area.

Hazardous Materials Sites

A database search for the plan area included review of the US Environmental Protection Agency's Superfund Enterprise Management System and Brownfields databases, the Department of Toxic Substances Control's EnviroStor database, and the State Water Resources Control Board's GeoTracker database, and no listings were identified within the plan area.

Superfund Sites

According to the Environmental Protection Agency's Superfund National Priorities List Map, there are no Superfund sites in the plan area or in Yucaipa (USEPA 2023). Also, no Superfund sites were identified in the 2008 Certified EIR.

Permitted Underground Storage Tanks

The 2008 Certified EIR identified one permitted underground storage tank (UST) in the plan area which is tied to the sewage treatment plant. Based on a review of the GeoTracker database, no USTs are currently permitted within the plan area.

Leaking Underground Storage Tanks

The State Water Resources Control Board, in cooperation with the State Office of Emergency Services, maintains an inventory of leaking USTs (LUST). According to the LUST database, there are 23 reported LUST cases in Yucaipa. However, none of these cases are in the plan area. The nearest LUST cases to the plan area are Redlands-Yucaipa Rentals, across Outer Highway 10 South, and Calimesa SOCO at 33928 County Line Road on the opposite side of Interstate 10 from the plan area. The cleanup statuses of the two cases are both listed as "completed – case closed."

Land Disposal Sites

There are no disposal sites in the plan area, but approximately 2.4 miles north of the plan area is the Yucaipa Disposal Site. This is a municipal solid waste disposal facility at Oak Glen Road and 5th Street and is owned and managed by the County of San Bernardino Solid Waste Management Division. The Yucaipa Disposal Site is listed on the State Water Resources Control Board's GeoTracker database as an "open-inactive" land disposal site. The Regional Water Quality Control Board defines an open-inactive site as a land disposal site that has ceased accepting waste but has not been formally closed or is still in the postclosure monitoring period. According to GeoTracker, there are no specified potential contaminants of concern; however, the case has been open since January 1, 1965, and undergoes quarterly sampling of groundwater, surface water, landfill gas condensate, and soil-pore gas. The latest remediation status report of the Yucaipa Disposal Site, dated May 14, 2021, notes that the remediation efforts have been successful at the site as evidenced by the reduction in concentrations of volatile organic compounds (Geo-Logic 2014).

Fire Hazards

Historical Fires

According to available data from CAL FIRE, 142 fires have burned within five miles of the plan area since the beginning of the historical fire data record. Four fires have burned in the plan area; the most recent fire was the 2019 Sandalwood Fire. Based on the fire history, wildfire risk for the plan area is associated primarily with Santa Ana winds, which drive wildfire from the north or east; however, a fire approaching from the south during more typical on-shore weather patterns is also possible.

Appendix S of this Draft SEIR, *Fire Protection Plan, Freeway Corridor Specific Plan*, provides a Fire History Map of fires within five miles of the plan area with the number the individual areas that have burned. Table 5.9-1 summarizes the seven wildfires in Yucaipa since 2013.

Table 5.9-1 Fires in the City of Yucaipa

Event Name	Date
El Dorado Fire	9/5/2020
Bruder Fire	10/15/2020
Valley Fire	7/6/2018
Bryant Fire	7/7/2017
Bryant Fire	8/3/2017
Oak Fire	11/29/2017
Mill 2 Fire	7/21/2015

Source: CAL FIRE 2023b.

Areas of Fire Hazard

CAL FIRE designates the plan area as being within a local responsibility area, that is, where local jurisdictions have responsibility for fire response, and part of the plan area is in a very high fire hazard severity zone (CAL FIRE 2023a).

California Public Utilities Commission Fire Threat Map

The California Public Utilities Commission's (CPUC) High Fire-Threat District Map includes three fire-threat areas:

- **Tier 3** consists of areas on the CPUC Fire-Threat Map where there is an extreme risk from wildfires associated with overhead power lines or overhead power-line facilities that also support communication facilities.
- **Tier 2** consists of areas on the CPUC Fire-Threat Map where there is an elevated risk from wildfires associated with overhead power lines or overhead power-line facilities that also support communication facilities.
- **Zone 1** consists of Tier 1 High-Hazard Zones from the US Forest Service's and CAL FIRE's joint map of tree mortality high-hazard zones. Tier 1 high-hazard zones are adjacent to communities, roads, and utility lines and are a direct threat to public safety.

Together, Tier 3, Tier 2, and Zone 1 constitute the high fire-threat district. When the three fire-threat areas overlap, Tier 3 supersedes Tier 2, which supersedes Zone 1. The CPUC map shows that the plan area is in a mix of Tier 3 and Tier 2 fire-threat areas.

Other Hazards

According to the National Pipeline Mapping System, there are no high-pressure gas or high-pressure hazardous liquid pipelines within or adjacent to the plan area (NPMS 2023). SoCalGas's Natural Gas Pipeline Map also shows that there are no pipelines in the plan area or immediately adjacent to it (SoCalGas 2023). Additionally, the nearest airport to the plan area is the Redlands Municipal Airport approximately 5.3 miles northwest of the plan area.

5.9.2 Thresholds of Significance

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

H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

H-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.

H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

H-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would result in a safety hazard or excessive noise for people residing or working in the project area.

H-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

H-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

5.9.3 Plans, Programs, and Policies

Specific Plan

Development Standards

Development is required to adhere to the requirements identified in the Specific Plan. The fire protection features, including fuel modification requirements, are described in Section 5.20, *Wildfire*.

Design Guidelines

There are no design guidelines specifically related to hazards and hazardous materials beyond the Fire Protection Plan measures described in Section 5.20, *Wildfire*.

Conditions of Approval

Specific Plan

- Prior to approval of recording any final map or issuance of a Building Permit, a Community Facilities District (CFD) or Fire Service Agreement (FSA) shall be approved and implemented to support the needs of the Yucaipa Fire Department to serve the FCSP. In particular, the CFD or FSA shall address the equipment requirements related to an identified need for an aerial ladder and/or Type 6 Medic Patrol or Medic Squad to adequately ensure availability of needed resources. The CFD or FSA shall be approved in cooperation with the Yucaipa Fire Department, City of Yucaipa Planning Department, and property owners (or residents if a CFD is approved requiring voter approval [greater than 12 property owners]). The parties may agree to an alternate funding mechanism from the options described in the Specific Plan as desired.

- Projects with square footages over 400,000 square feet, or those that are three or more stories tall, or higher than 45 tall will participate in a fair-share funding agreement for an aerial ladder truck. The funding amounts are to be determined by the City and respective Applicant.

Pacific Oaks Commerce Center

- This project is protected by the Yucaipa Fire Department / CalFire. Prior to any construction occurring on any parcel, the applicant shall contact the Fire Marshall for verification of current fire protection development requirements. All new construction shall comply with the adopted Uniform Fire Code and all applicable statutes, codes, ordinances, standards and policies of the Yucaipa Fire Department/CalFire.

- This project is in Fire Safety Review Area 2. This is a high fire hazard brush area. This project shall comply with the construction and development standards for a FR-2 Area. Contact the City Building & Safety Division for FR-2 Area construction and development standards.

- Fire Department access roads and/or public/private streets shall meet the Fire Department minimum width standard of 24 feet. Within FR-1 zone minimum width shall be 26 feet. Access roads shall be paved (asphalt/concrete) and in place prior to placement of combustible material on site. Fire Department minimum paving thickness shall be no less than 4 inches. This standard shall not lessen other agency requirements.

- Fire Department access roads and/or public/private streets and residential driveways shall have a minimum vertical clearance of 13 feet and 6 inches.

- Fire Department access roadways and/or public/private streets and driveways shall not exceed 12 percent grade.

- Cul-de-sac and dead-end streets shall not exceed 350 feet in FR-1 areas. In all other areas, cul-de-sacs shall not exceed 600 feet in total length, unless otherwise approved by the Fire Department.

- Required fire flow for this project, as determined by I.S.O. Formula, is as follows: GPM = 8,000, at 20 psi residual; for 4 hour duration A reduction in the required fire flow rate may be allowed per the exceptions specified in the California Fire Code. System shall be looped with minimum 8 inch mains; 6 inch laterals; 6 inch risers; 6 inch diameter hydrants with one 2 ½" outlet and one 4" outlet.

- Approved fire hydrants capable of supplying required fire flow shall be provided to all premises upon which facilities, buildings or portions of buildings are constructed or moved within the jurisdiction. When any portion of the facility or building protected is in excess of 400 feet from a fire hydrant on a public street, as measured by an approved route around the exterior of the facility or building, additional fire hydrants meeting the required fire flow shall be provided.

- Fire hydrants shall be installed at locations to be determined by the California Fire Code (2022) Appendix "C". Required fire flow to be determined by the California Fire Code (2022) Appendix "B". Minimum fire flow shall not be less than 8,000 gpm (exceptions not applied).

- A greenbelt or fuel modification zone plan shall be required and bonded for this project. Fuel modification plan requirements shall be site specific to this project. The applicant shall submit a fuel modification plan to the Fire Department for review and comments or approval. Maintenance provisions of the fuel modification zone shall be approved by the Fire Department. Maintenance of the fuel modification zone, located in designated open space, and enforcement of the fuel modification zone, within the property of individual property owners, shall be the responsibility of a homeowners' association or other approved maintenance authority that is acceptable to the Fire Department.

- Three sets of water delivery system plans, designed to meet the required fire flow for this project and/or development shall be submitted to the Fire Department for approval.

- Applicant-developer shall provide the Fire Department with a letter from the water company serving the project-development, verifying that financial arrangements have been made and bonds posted for the required Fire Department approved water improvements.

- Prior to any construction, the entire fuel modification zone required and approved by the Fire Department shall be completed. Any phased implementation of the fuel modification zone shall be done only with prior approval of the Fire Department.

- A fuel break of 100 feet (brush and weed clearance) is required prior to construction. The clearance shall be maintained on a year-round basis.

- An additional fuel modification zone of 100 feet shall be provided on all side(s) of the proposed structure(s). Fuels in this zone are to be thinned and/or removed or otherwise modified to provide a reasonable level of fire defense protection to the proposed structure(s).

- Fire hydrants shall be installed and operational as per approved water system delivery plans prior to any framing, construction, or delivery of combustible materials to project site.

- An alternative type of construction providing a higher level of fire resistance is required. Contact the Fire Department or City Building Official for more information.

- Fire Department access roadways and/or public/private streets exceeding 150 feet in length shall have a Fire Department approved turn-around at the terminus (cul-de-sac). Minimum radius shall be not less than 48 feet.

- Fire Department access roadways and/or public/private streets and driveways shall extend to within one hundred fifty (150) feet of and shall give reasonable access to all portions of the exterior walls of the first story of any building. An access road, approved by the Fire Department, shall be provided to within fifty (50) feet of all structures when the natural grade between access road and structure is in excess of 30 percent. Where an approved access road cannot be provided, a fire protection system shall be required and approved by the Fire Department.

- The development and/or project, and each phase thereof, shall have a minimum of two (2) remote points of access, including a secondary access, for fire and other emergency equipment and for routes of escape which will safely handle evacuations.

- Manual operated gates across Fire Department access roadways, public and/or private streets and driveways, shall be equipped with approved emergency key-operated ("Knox" type) locks. For automatic gates, a "Knox" keyed emergency access switch shall be installed at location determined by Fire Department, and shall over-ride all command functions and open gate automatically upon activation. All automatic gates shall have a manual over-ride for use during loss of electric power. "Knox box" request forms are available from the Fire Department.

- "No Parking - Fire Lane" signs shall be posted at locations designated by Fire Marshall. Fire lane curbs shall be painted red with white letters stating "No Parking – Fire Lane".

- On site fire hydrants capable of supplying required fire flow shall be installed at locations identified by the Fire Marshall. System shall be looped with minimum 8 inch mains; 6 inch laterals; 6 inch risers; 6 inch diameter hydrants with one 2 ½" outlet and one 4" outlet.

- Approved fire hydrant pavement markers shall be installed.

- Automatic fire sprinklers shall be installed according to NFPA 13 and Fire Department requirements. Submit 3 sets of shop plans with material cut sheets and hydraulic calculations, indicating the type of occupancy, type of materials to be stored (if any), for Fire Department review and approval prior to any installation. Submit copy of California C-16 license.

- Automatic fire sprinkler control devices (P.I.V. & O.S.&Y.) shall be visible from Fire Department access roadway, and identify system being controlled and address of structure. Fire Department Connection

(FDC) shall be located no closer than 50 feet and not to exceed 150 feet from structure. Required fire hydrant shall have a maximum distance from FDC of 30 feet. FDC shall identify address and system of structure being protected.

- A minimum of one 2A-10BC fire extinguisher shall be installed for each 3,000 sq. ft. of floor area. Travel distance to any one fire extinguisher shall not exceed 75 feet. Additional fire extinguishers, size and class to be determined by Fire Department, may be required. Fire extinguishers shall be serviced annually and shall have a current sfm service tag attached.

- An automatic fire detection and alarm system meeting the requirements of UFC Article 10, CBC and NFPA 72 shall be installed. Three sets of shop plans with material cut sheets and calculations shall be submitted to the Fire Department for review and approval prior to installation.

- Dependent on occupancy type and load, an automatic smoke removal system shall be installed. The system shall comply with the UFC and CBC requirements. Three sets of shop plans with material cut sheets and calculations shall be submitted to the Fire Department for review and approval prior to installation.

- Dependent on occupancy type and load, an automatic smoke ventilation system – fusible link type, shall be installed. Roof vent, venting ratios and draft curtains shall be provided. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the Fire Department for review and approval prior to installation.

- High Fire Hazard Areas FR-1 & FR-2: one-hour fire resistive construction is required for exterior walls. Contact Fire Marshall or City Building Official for more information.

- The main electrical panel and all sub-panels shall be labeled on inside cover for all circuits.

- Water heater (fuel fired) shall be properly vented to exterior of structure. Water heater shall be seismic strapped to wall and be located 18" above a garage floor.

- Commercial and industrial structures/occupancies and gated complexes shall have a "knox box" system installed on the exterior of the buildings or complex. Location of device to be determined by the Fire Department. The box shall contain keys necessary to gain access and may contain pre-plans and msds information as required by the Fire Department.

- Commercial exit requirements:
  A. Required exit doors shall be maintained in an operable condition at all times.
  B. Required exit doors shall swing outward and away in the direction of exit travel.
  C. Obstructions shall not be placed in the required width of an exit. Exits shall not be blocked or locked shut or obstructed in any manner during business hours.
  D. Exit paths shall be illuminated when structure is occupied.

E. Exit path illumination shall be supplied from 2 sources of power when occupant load is one 100 persons or more.

F. When exit way/exit pathway and/or exit doorway is not easily identified, additional exit signs shall be installed.

G. Exit signs shall be internally or externally illuminated by two lamps or shall be of the self-luminous type.

- All flammable and combustible liquid storage and dispensing shall be in accordance with applicable sections of the UFC Article 79 and City codes and ordinances. Plan review and annual permit to operate from the Fire Department is required.

- Address numbers shall be provided along the roofs of the warehouse structures to aid aerial police and fire support personnel the ability to locate each site.

- Commercial and industrial buildings in excess of 20,000 square feet and with an interior area more than 150 feet from exterior exit, shall be equipped with a Class I standpipe system. Standpipe connections shall be configured to reach any portion of interior space within 150 feet in any direction of travel. This system shall be calculated to provide 500 gpm from an adjacent automatic fire sprinkler riser at 100 psi nozzle pressure for two hand lines flowing.

- To ensure that the construction of the proposed structures does not impact the Yucaipa Fire Department's Insurance Services Office (ISO) rating, applicant shall pay to the City approximately half of the cost of a ladder truck fire apparatus (with associated equipment) in the amount of $490,000 to be used by the City to assist with the purchase of the ladder truck.

5.9.4 Environmental Impacts

5.9.4.1 2008 CERTIFIED EIR

The 2008 Certified EIR indicated that compliance with mandatory federal, state, and local regulations for hazardous materials handling and hazardous waste generation, compliance with the City of Yucaipa conditions of approval (COA), and implementation of Mitigation Measures HM-1 and HM-2 would reduce hazards and hazardous materials impacts associated with the Approved Project to below a level of significance.

The 2008 Certified EIR stated that the Approved Project is designated as having moderate fire threat north of I-10 and very high fire threat south of I-10. The plan area includes mixed urban and open space land uses that would be characteristics of a Wildland Urban Interface (WUI) area. WUI areas are subject to certain regulations of the Office of State Fire Marshal; these regulations are in the CBC, California Fire Code, and California Referenced Standards Code. Implementation of the City's COAs would reduce impacts to less than significant.

The 2008 Certified EIR indicated that Redlands Municipal Airport is approximately three miles from the Specific Plan, and that the site is not within the Redlands Airport Influence Area. Additionally, there are no private airstrips in the vicinity of the plan area. Therefore, no impacts would occur.

5.9.4.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.9.1: Project construction and/or operations would involve the transport, use, and/or disposal of hazardous materials but would comply with existing regulations to minimize risk. [Thresholds H-1, H-2, and H-3]

The 2008 Certified EIR identified that construction and/or operations involving the transport, use, and/or disposal of hazardous materials would be less than significant with implementation of Mitigation Measures HM-1 and HM-2, which are existing regulations.

FCSP Buildout

In comparison to the land uses for the plan area designated in the 2008 Certified EIR, the Proposed Project would designate 48.8 acres for agricultural tourism. Similar to the 2008 Certified EIR, the residential regional commercial and business park uses, the residential areas, and the regional commercial and business park areas of the Proposed Project would result in the routine transport, use, or disposal of hazardous materials. The agricultural tourism portion of the Proposed Project is not introducing new areas of agriculture because this area is already being used that way. The nearest school to the plan area is the Mesa View Middle School approximately 0.27-mile south of the plan area in the City of Calimesa, and therefore, would not handle hazardous materials within a quarter mile of a school site. Hazardous materials use in the plan area was anticipated and addressed in the 2008 Certified EIR. Overall, existing regulations with respect to hazardous materials transportation, management, and disposal are designed to be protective of human health. The Resource Conservation and Recovery Act, Emergency Planning and Community Right-to-Know Act, and state regulations all minimize potential hazardous material impacts. Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project would result in the same impacts to hazards and hazardous materials as identified for the Specific Plan. As identified above, the nearest school to the plan area is the Mesa View Middle School approximately 0.27-mile south of the plan area in the City of Calimesa, and therefore, would not handle hazardous materials within a quarter mile of a school site. Therefore, impacts would be less than significant. The Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.9-2: The plan area is not on a list of hazardous materials sites. [Threshold H-4]

FCSP Buildout

According to a review of online databases that identify hazardous materials sites (EnviroMapper, GeoTracker, and EnviroStor), there are no hazardous materials cleanup sites or hazardous waste facility sites on or immediately adjacent to the plan area (USEPA 2023; EnviroMapper 2023; SWRCB 2023; DTSC 2023). Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard, when compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center site, like the plan area, does not contain any hazardous materials cleanup sites or hazardous waste facility sites. The Pacific Oaks Commerce Center project would result in the same impacts to hazards and hazardous materials as identified for the Specific Plan. Therefore, impacts would be less than significant. The Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.9-3: The project site is not located in the vicinity of an airport or within the jurisdiction of an airport land use plan. [Threshold H-5]

FCSP Buildout

The closest airport to the project site is the Redlands Municipal Airport, 5.3 miles northwest of the plan area. The plan area does not lie within two miles of a public airport or public use airport, or within an airport land use plan. Additionally, the Proposed Project would not construct new development that would interfere with airport operations. There has been no change in conditions since the 2008 Certified EIR. Therefore, the Proposed Project would not result in new or substantially more severe significant impacts related to airports when compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project would result in the same impacts to hazards and hazardous materials as identified for the Specific Plan. Therefore, impacts would be less than significant. The Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.9-4: Project development would not affect the implementation of an emergency responder or evacuation plan. [Threshold H-6]

Since the certification of the 2008 EIR, the EOP has been updated and the City has updated the General Plan Safety Element to include evacuation routes (Yucaipa 2016).

The adopted City of Yucaipa EOP is the primary emergency response plan for Yucaipa and is described under Section 5.9.1.1, *Regulatory Framework*. The City of Yucaipa's EOP provides a framework for the prevention, protection, response, and recovery of the City from emergencies. In the event of an emergency, the City would activate personnel and mobilize response assets to support the incident response. During a wildfire, the Yucaipa Fire Department would perform firefighting activities and urban search-and-rescue activities, and the San Bernardino County Sheriff's Department would be responsible for conducting evacuations.

In the adopted General Plan Safety Element, Figure S-5 shows citywide evacuation routes. The routes that would be used in the event of an emergency in the plan area are described in Section 5.20.1.2, *Existing Conditions*.

FCSP Buildout

Major emergencies and disasters can occur anytime and could significantly impact day-to-day activities for some or all residents. The City of Yucaipa EOP provides guidance and procedures for the City to prepare for and respond to extraordinary emergency situations requiring coordinated response.

Development of the plan area in accordance with the Proposed Project would include construction that may temporarily impact traffic in the plan area. Temporary traffic diversion, truck haul routes, and impacts to the roadway would be coordinated with the City and applicable emergency response agencies to ensure adequate access during any construction activities. The City's Building and Safety Department, along with the Yucaipa Fire Department/Fire Marshall and Sheriff's Department, would review building plans during plan check to ensure that adequate site access is maintained and that roadway improvements and project driveways would not interfere with circulation on adjacent streets.

The Proposed Project would include the following features to ensure fire access and evacuation on the plan area roadways (Dudek 2023):

- All roads comply with access road standards of no less than 20 feet, unobstructed width and are capable of supporting an imposed load of at least 75,000 pounds.
- Typical, interior plan area roads, including collector and local roads, will be constructed to minimum 20-foot, unobstructed widths and shall be improved with aggregate cement or asphalt paving materials.
- The gradient for a fire apparatus access road grade shall not exceed the maximum 12 percent unless approved by the Yucaipa Fire Chief.

- Private and public streets for each phase shall meet all plan area approved fire code requirements, paving, and fuel management prior to combustible materials being brought to the Project site.
- Vertical clearance of vegetation (lowest-hanging tree limbs), along roadways will be maintained at clearances of 13 feet, 6 inches to allow fire apparatus passage.
- Cul-de-sacs and fire apparatus turnarounds will meet requirements and Yucaipa Fire Department Standards.
- Any roads that have traffic lights shall have approved traffic pre-emption devices (Opticom) compatible with devices on the Fire Apparatus.
- Roadways and/or driveways will provide fire department access to within 150 feet of all portions of the exterior walls of the first floor of each structure.
- Roadway design features (e.g., speed bumps, humps, speed control dips, planters, and fountains) that could interfere with emergency apparatus response speeds and required unobstructed access road widths will not be installed or allowed to remain on roadways.
- Access roads shall be usable by a fire apparatus, subject to the approval of the Yucaipa Fire Department, prior to lumber drop onsite. Developer will provide information illustrating the new roads, in a format acceptable to the Yucaipa Fire Department, for updating of Fire Department response maps.

However, as discussed in Chapter 5.14, *Populations and Housing*, of this Draft SEIR, the Proposed Project would increase the residential units and total residents by 25 dwelling units and 69 residents, respectively, compared to the Approved Project. Additionally, the Proposed Project would decrease the number of jobs by 317 jobs compared to the Approved Project, and the employment centers would include more logistics and warehousing than the Approved Project, which would reduce the number of visitors to the plan area due to fewer retail and commercial uses. This change to the number of residents and jobs would reduce daily weekday trips under the Proposed Project by 81,073 trips when compared to the Approved Project, as discussed in Chapter 5.17, *Transportation*, of this Draft SEIR. Therefore, if the entire plan area were to evacuate at the same time, the number of vehicles needing to evacuate would be reduced under the Proposed Project.

Effective emergency response depends on the Fire Department response times throughout the plan area. As discussed in Chapter 5.15, *Public Services,* and the *Fire Protection Plan*, Yucaipa Fire Station 3 would provide initial response to the plan area with an average response time of 8 minutes and 36 seconds. Although this response time is beyond the five-minute response standard, given the Project's fire safety features and the flexibility allowed by the response time 90 percent achievement rate, the response time is considered to substantially conform with the Fire Department's internal standards, subject to Fire Department review (Dudek 2023). Therefore, the Proposed Project would not impair the EOP more substantially than the Approved Project.

Additionally, like the Approved Project, including the approved COAs, the Proposed Project would include fire safety features that would ensure adequate emergency fire access and resident or employee evacuation. As discussed in Section 5.20.3, *Plans, Programs, and Policies*, these include ignition-resistant landscaping, fuel modification zones around roads and buildings, code-compliant access roads, and adequate water for fire suppression, which would assist the Yucaipa Fire Department and other emergency response agencies in responding to emergencies within the plan area (Dudek 2023). Additionally, the Proposed Project would be required to comply with the State and local regulations and requirements to ensure adequate road widths and clearances for emergency vehicles and access. Therefore, the Proposed Project would not substantially impair implementation of the EOP or Evacuation Routes when compared to the Approved Project.

Emergency response and evacuation could be hindered by construction activities. However, all construction staging would be within the plan area and would not block access to and from the plan area. The construction would be phased over 15 to 20 years and would have similar construction activities to that of the Approved Project. Therefore, the Proposed Project would not impede emergency access to or evacuation from the surrounding community compared to the Approved Project.

The Proposed Project would not result in new impacts or a substantial increase in magnitude of impacts to adopted emergency response and evacuation plans compared to the Approved Project. Impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project would result in the same impacts to hazards and hazardous materials as identified for the Specific Plan. The Pacific Oaks Commerce Center project would include fire safety features that would ensure adequate emergency fire access and resident or employee evacuation. As discussed in Section 5.20.3, *Plans, Programs, and Policies*, these include ignition-resistant landscaping, fuel modification zones around roads and buildings, code-compliant access roads, and adequate water for fire suppression, which would assist the Yucaipa Fire Department and other emergency response agencies in responding to emergencies within the plan area (Dudek 2023). Additionally, the Proposed Project would be required to comply with the State and local regulations and requirements to ensure adequate road widths and clearances for emergency vehicles and access. Therefore, impacts would be less than significant. The Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.9-5: The project site is in a designated very high fire hazard severity zone and could expose structures and/or residences to fire danger. [Threshold H-7]

The 2008 Certified EIR identified that implementation of the FCSP, specifically in the WUI areas, would have less than significant impacts related to wildland fires with the implementation of COAs.

FCSP Buildout

The Proposed Project would result in an increase of 25 dwelling units and 69 people, a reduction of approximately 2.28 million square feet of Regional Commercial (RC), an increase of approximately 2.79 million square feet of Business Park (BP), and a reduction of 317 employees in comparison to the Approved Project.

The Approved Project contains several COAs to reduce exposure to wildfire or pollutants from wildfire. Several of these conditions are now requirements in the California Building Code, California Fire Code, Fire Safe Regulations, and/or the Yucaipa Municipal Code. The COAs include the following:

- A 100-foot fuel break prior to construction and maintained year-round.
- Fire hydrants installed and operational per approved water system delivery plans prior to any framing, construction, or delivery of combustible materials to the project site.
- A water storage and delivery system for temporary use during construction and meeting Fire Department fire flow requirements shall be installed prior to framing, construction, or delivery of combustible materials to project site.
- All new construction shall comply with the adopted International Fire Code and all applicable statutes, codes, ordinances, standards and policies of the Yucaipa Fire Department / CAL FIRE.
- Fire Department access roads and/or public/private streets shall meet the Fire Department minimum width standard of 24 feet. Within FR-1 zone, minimum width shall be 26 feet. Access roads shall be paved (asphalt/concrete) and in place prior to placement of combustible material on site. Fire Department minimum paving thickness shall be no less than four inches. This standard shall not lessen other agency requirements.
- Cul-de-sac and dead-end streets shall not exceed 350 feet in FR-1 areas. In all other areas, cul-de-sacs shall not exceed 600 feet in total length, unless otherwise approved by the Fire Department.
- When any portion of the facility or building protected is in excess of 150 feet from a fire hydrant on a public street, as measured by an approved route around the exterior of the facility or building, additional fire hydrants meeting the required fire flow shall be provided.
- Fire hydrants shall be installed at locations to be determined by Fire Department. Required fire flow to be determined by Fire Department. Minimum fire flow shall not be less than 1500 gallons per minute.
- In areas without water-serving utilities, a water storage and delivery system for permanent use shall be based on NFPA-1231 and the International Fire Code. The system shall have a minimum storage capacity of 5,000 gallons or an approved NFPA-13, 13D or 13R automatic fire sprinkler system with 10-minute storage. Fire suppression system shall be installed prior to construction and shall be maintained as a condition of occupancy.

- A greenbelt or fuel modification zone plan shall be required and bonded for this project. Fuel modification plan requirements shall be site specific to this project. The applicant shall submit a fuel modification plan to the Fire Department for review and comments or approval. Maintenance provisions of the fuel modification zone shall be approved by the Fire Department. Maintenance of the fuel modification zone in designated open space and enforcement of the fuel modification zone on the property of individual property owners shall be the responsibility of a homeowners' association or other approved maintenance authority that is acceptable to the Fire Department.

As described in Section 5.20.3, *Plans, Programs, and Policies*, the Proposed Project would include similar vegetation management, water, street design, and fuel break features throughout the plan area. Additionally, the California Building Code, California Fire Code, and Fire Safe Regulations have been updated since the certification of the 2008 EIR, and therefore the Proposed Project would be required to go beyond the requirements of the Approved Project for vegetation and fuel management in the plan area to reduce wildfire impacts. Furthermore, the Proposed Project would go beyond the code requirements to include a fuel management zone (FMZ) with an added noncombustible zone, advanced protection measures where a 100-foot FMZ is not possible, FMZ inspections, and a Homeowners Association education and outreach program (Dudek 2023).

A Fire Protection Plan (FPP) has been prepared for the Proposed Project (see Appendix S), and development would comply with this plan (see Section 5.9.3.1, *Development Standards*). The FPP also describes applicable State of California, County of San Bernardino, and the City of Yucaipa building code and fire prevention/protection measures. With implementation of the FPP and applicable regulatory requirements, the Proposed Project would not result in new or substantially more severe significant impacts related to wildfire impacts than land development for the plan area as permitted under the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project would result in the same impacts to hazards and hazardous materials as identified for the Specific Plan. Therefore, impacts would be less than significant. Therefore, the Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.9.5 Cumulative Impacts

The area considered for cumulative impacts related to hazards and hazardous materials expands beyond the City of Yucaipa's boundaries to the surrounding national forest and fire-prone areas. Implementation of the Proposed Project would improve project site infrastructure, including circulation/roadway improvements and water storage/delivery systems. It would also introduce landscaping that could serve as a buffer to wildfire. Implementation of the FPP would include fuel modification throughout the plan area that would reduce potential wildfire hazards and benefit the plan area as well as surrounding properties to which an on-site fire

could spread. Overall, it is anticipated that implementation of the Proposed Project would result in cumulatively beneficial impacts related to hazards and hazardous materials. The project would not combine with cumulative project impacts to result in cumulatively considerable impacts.

5.9.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, these impacts would be less than significant: Impacts 5.9-1, 5.9-2, 5.9-3, 5.9-4, and 5.9-5.

5.9.7 Mitigation Measures

5.9.7.1 MITIGATION MEASURES FROM THE 2008 CERTIFIED EIR

The following mitigation measures were taken directly from the 2008 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in ~~strikethrough~~ for deleted text and <u>underline</u> for new, inserted text. Mitigation Measures HM-1 and HM-2 have been deleted because they are existing regulations and are thus mandatory for all new development.

~~HM-1 Consistent with existing federal and state regulations, all construction contractors shall consult with Underground Service Alert and the operators or owners of all underground utility lines in the area prior to and during ground penetration activities to avoid damage to underground utility lines during excavation.~~

~~HM-2 Construction specifications for future development projects shall include requirements that all accidental spills, leaks, fires, explosions, or pressure releases involving hazardous materials shall be handled by the construction contractor in accordance with all existing regulatory requirements.~~

5.9.7.2 NEW MITIGATION MEASURES

Specific Plan

No significant impacts were identified; therefore, no mitigation measures are needed.

Pacific Oaks Commerce Center

No significant impacts were identified; therefore, no mitigation measures are needed.

5.9.8 Level of Significance After Mitigation

Specific Plan

The impacts of implementation of the Proposed Project in comparison to the Approved Project would be less than significant, and no mitigation would be required.

Pacific Oaks Commerce Center

The impacts of implementation of Pacific Oaks Commerce Center project would be less than significant, and no mitigation would be required.

5.9.9 References

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5.10 HYDROLOGY AND WATER QUALITY

This section of the Draft SEIR evaluates the potential impacts of the Freeway Corridor Specific Plan (Proposed Project) to hydrology and water quality conditions in the City of Yucaipa compared to that of the Approved Project. Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface and groundwater. Surface water includes lakes, rivers, streams, and creeks; groundwater is under the earth's surface. A complete copy of the following studies are included as appendices to this Draft SEIR.

- *Freeway Corridor Specific Plan Infrastructure Report for Hydrology, Sewer, Water, and Water Quality*, Fuscoe, January 26, 2024. (Appendix K)
- *Preliminary Hydrology Report for the Pacific Oaks Commerce Center*, Kimley-Horn and Associates, December 2022. (Appendix L)
- *Preliminary Water Quality Management Plan for the Pacific Oaks Commerce Center*, Kimley-Horn and Associates, December 23, 2022. (Appendix M)
- *Biological Resources Technical Report Freeway Corridor Specific Plan,* Dudek, August 2023. (Appendix E)

5.10.1 Environmental Setting

5.10.1.1 REGULATORY BACKGROUND

Federal, state, and local laws, regulations, plans, or guidelines related to hydrology and water quality that are applicable to the Proposed Project are summarized below.

Federal Regulations

Clean Water Act

The United States Environmental Protection Agency (EPA) is the lead federal agency responsible for water quality management. The Clean Water Act (CWA) (codified at 33 US Code Sections 1251 to 1376) of 1972 is the primary federal law that governs and authorizes water quality control activities by the EPA and the states.

Under federal law, the EPA has published water quality regulations under Volume 40 of the Code of Federal Regulations. Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. As defined by the CWA, water quality standards consist of two elements: (1) designated beneficial uses of the water body in question and (2) criteria that protect the designated uses. Section 304(a) requires the EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use.

When water quality does not meet CWA standards and compromises designated beneficial uses of a receiving water body, Section 303(d) of the CWA requires that the water body be identified and listed as "impaired."

Once a water body has been designated as impaired, a total maximum daily load (TMDL) must be developed for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards, with a factor of safety included. Once established, the TMDL allocates the loads among current and future pollutant sources to the water body.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established by the CWA to regulate municipal and industrial discharges to surface waters of the United States, including discharges from municipal separate storm sewer systems (MS4). Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities.

The MS4 permit requires dischargers to develop and implement a stormwater management program with the goal of reducing the discharge of pollutants to the maximum extent practicable. The program areas include education and outreach, involvement of the public in volunteer efforts and community activism, illicit discharge detection and elimination, construction storm water runoff control, post-construction stormwater management, pollution prevention and good housekeeping, and water quality monitoring.

In California, the NPDES permit program is administered by the State Water Resources Control Board (SWRCB) through the nine Regional Water Quality Control Boards (RWQCB). The City of Yucaipa is under the jurisdiction of the San Ana RWQCB (Region 8) and is subject to the requirements of the San Bernardino County MS4 permit (Order No. R8-2010-0036, NPDES Permit No. CAS618036). In January 2022, the Santa Ana RWQCB released a staff working proposal for a regionwide NPDES permit for regulating discharges of pollutants in urban runoff from MS4s in Orange, Riverside, and San Bernardino Counties (Order No. R8-2022-0008, NPDES Permit No. CAS618000).

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) is responsible for determining flood elevations and floodplain boundaries based on the U.S. Army Corps of Engineers (USACE) studies and approved agency studies. FEMA is also responsible for distributing the Flood Insurance Rate Maps, which are used in the National Flood Insurance Program. These maps identify the locations of special flood hazard areas (SFHA), including the 100-year flood zone. FEMA allows nonresidential development in SFHAs; however, construction activities are restricted depending upon the potential for flooding within each area. Federal regulations governing development in an SFHA are in Title 44, Part 60 of the Code of Federal Regulations, which enables FEMA to require municipalities that participate in the National Flood Insurance Program to adopt certain flood hazard reduction standards for construction and development in 100-year floodplains. In addition, the Flood Disaster Protection Act of 1973 and the National Flood Insurance Reform Act of 1994 mandate the

purchase of flood insurance as a condition of federal or federally related financial assistance for acquisition and/or construction of buildings in SFHAs of any community.

Clean Water Act, Section 404

USACE regulates discharge of dredged or fill material into "waters of the United States."[1] Any filling or dredging within waters of the United States requires a permit, which entails assessment of potential adverse impacts to USACE wetlands and jurisdictional waters and any mitigation measures that the USACE requires. Section 7 consultation with the U.S. Fish and Wildlife Service may be required for impacts to a federally listed species. When a Section 404 permit is required, a Section 401 Water Quality Certification is also required from the RWQCB.

Clean Water Act, Section 401 and 402

Section 401(a)(1) of the CWA specifies that any applicant for a federal license or permit to conduct any activity that may result in any discharge into navigable waters shall provide the federal permitting agency with a certification, issued by the state in which the discharge originates, that any such discharge will comply with the applicable provisions of the CWA. In California, the applicable RWQCB must certify that the project will comply with water quality standards. Permits requiring Section 401 certification include USACE Section 404 permits and NPDES permits issued by the EPA under Section 402 of the CWA. NPDES permits are issued by the applicable RWQCB.

State Regulations

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. Under this Act, SWRCB has ultimate control over state water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the SWRCB. The SWRCB, through its nine RWQCBs, carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan (or basin plan) that designates beneficial uses and water quality objectives for the region's surface water and groundwater basins.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) of 2014 passed in September 2014 and is a comprehensive three-bill package that provides a framework for the sustainable management of groundwater supplies by local authorities. The SGMA requires the formation of local groundwater sustainability agencies (GSA) to assess local water basin conditions and adopt locally based management plans. The SGMA gives

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

GSAs 20 years to implement plans, achieve long-term groundwater sustainability, and protect existing surface water and groundwater rights. The SGMA also provides local GSAs with the authority to require registration of groundwater wells, measure and manage extractions, require reports and assess fees, and request revisions of basin boundaries, including establishing new subbasins. Furthermore, under the SGMA, GSAs responsible for high- and medium-priority basins must adopt groundwater sustainability plans (GSP) within five to seven years, depending on whether the basin is in critical overdraft.

In response to SGMA, the Yucaipa Sustainable Groundwater Management Agency was formed in 2017 by a memorandum of agreement between the following local water purveyors, municipalities, and regional water agencies—City of Redlands, City of Yucaipa, San Bernardino Valley Municipal Water District, San Gorgonio Pass Water Agency, South Mesa Water Company (SMWC), South Mountain Water Company, Western Heights Water Company, and Yucaipa Valley Water District (YVWD). The California Department of Water Resources (DWR) identified the Yucaipa Basin as a high-priority basin, but the basin is not in a state of critical overdraft. The GSP for the Yucaipa Basin was adopted in January of 2022 to manage groundwater resources for sustainable, long-term use in the Yucaipa Basin. Long-term sustainable management includes:

- Maintaining sufficient groundwater in storage to allow for ongoing groundwater production that meets the operational demands of the South Mesa, South Mountain, and Western Heights water companies and YVWD and private well users, and meets the regulatory commitments established in the Yucaipa Basin.

- Ensuring that groundwater production does not result in significant and unreasonable loss of groundwater-dependent ecosystems.

The San Timoteo Basin was reprioritized as a low-priority basin by the DWR in 2019. In 2017, the San Timoteo GSA was formed by a memorandum of agreement between four forming parties—the City of Redlands, San Gorgonio Pass Water Agency, Beaumont Cherry Valley Water District, and YVWD—to manage part of the unadjudicated portion of the San Timoteo Basin. Each agency overlies a portion of the groundwater basin and exercises water management, water supply and/or land use authority. Each party agrees to work in good faith and coordinate all activities to carry out the purposes of the memorandum of agreement in implementing the policy, purposes, and requirements of SGMA within the boundaries of the San Timoteo Basin (YVWD 2021).

SWRCB Construction General Permit

Construction activities that disturb one or more acres of land must comply with the requirements of the SWRCB Construction General Permit (CGP), Order 2022-0057-DWQ. Under the terms of the permit, applicants must file Permit Registration Documents with the SWRCB prior to the start of construction. These documents include a Notice of Intent, risk assessment, site map, Stormwater Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The documents are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System website.

Applicants must also demonstrate conformance with applicable best management practices (BMP) and prepare a SWPPP containing a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the plan area. The SWPPP must list BMPs that would be

implemented to prevent soil erosion and discharge of construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program for all risk levels and a stormwater sampling and analysis program for risk levels 2 and 3.

SWRCB Trash Amendments

On April 7, 2015, the SWRCB adopted an amendment to the Water Quality Control Plan for Ocean Waters of California to control trash and Part 1, Trash Provisions, of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California. They are collectively referred to as "the Trash Amendments." The Trash Amendments apply to all surface waters of California and include a land-use-based compliance approach to focus trash controls on areas with high trash-generation rates. Areas such as high density residential, industrial, commercial, mixed urban, and public transportation stations are considered priority land uses. There are two compliance tracks:

- **Track 1.** Permittees install, operate, and maintain a network of certified full-capture systems in storm drains that capture runoff from priority land uses.
- **Track 2.** Permittees must implement a plan with a combination of full-capture systems, multibenefit projects, institutional controls, and/or other treatment methods that have the same effectiveness as Track 1 methods.

The Trash Amendments provide a framework for permittees to implement its provisions. Full compliance must occur within 10 years of the permit, and permittees must also meet interim milestones, such as average load reductions of 10 percent per year.

The City is currently undergoing the process to comply with the Trash Amendments under the Track 1 status, which would apply to FCSP. All projects in the plan area would be subject to requirements to implement full-capture trash devices as part of the compliance with the State Trash Amendments.

Regional Regulations

Santa Ana RWQCB Permit for the San Bernardino County

In January 2010, the Santa Ana RWQCB re-issued the San Bernardino County MS4 Storm Water Permit as WDR Order R8-2010-003615 (NPDES Permit No. CAS618036) to the County of San Bernardino, the incorporated cities of San Bernardino County, and the San Bernardino County Flood Control District within the Santa Ana Region. The municipal discharges of stormwater and nonstorm water by the City of Yucaipa are subject to waste discharge requirements in this MS4 permit.

San Bernardino County Technical Guidance Document

Land development policies pertaining to hydromodification and low impact development (LID) are regulated for new developments and significant redevelopment projects. The use of LID BMPs in project planning and design is to preserve a site's predevelopment hydrology by minimizing the loss of natural hydrologic processes such as infiltration, evapotranspiration, and runoff detention. These land development requirements are

detailed in the San Bernardino County Technical Guidance Document (TGD), effective September 2013, that cities have incorporated into their discretionary approval processes for new development and redevelopment projects. Projects are required to comply with the LID requirements in accordance with the LID hierarchy.

The LID hierarchy requires new projects to first infiltrate, then harvest and reuse, then biofilter stormwater runoff from their project site. In areas where infiltration is determined to be infeasible, either through infiltration testing or groundwater concerns, harvest and reuse BMPs may prove feasible for projects that incorporate ample landscaping and/or have high indoor toilet flushing demands (e.g., hotels). For areas that cannot infiltrate or utilize harvest and reuse systems, projects will be able to biofilter stormwater through biofiltration BMPs such as vegetated swales and bioretention basins.

Groundwater Sustainability Plan for Yucaipa Groundwater Subbasin

The GSP for the Yucaipa Groundwater Subbasin provides the quantitative methods (sustainable management criteria) used for evaluating the health (sustainability) of the subbasin, the monitoring networks, the projects and management actions to achieve sustainability, and the implementation plan for the GSP. The intent of the GSP is to manage the subbasin in a manner that ensures adequacy of groundwater supplies through wet and dry hydrologic cycles. The plan is also intended to manage groundwater in such a way that it will be a reliable long-term component of overall water supply through dry periods without being overdrafted (Dudek 2022).

Local Regulations

City of Yucaipa Municipal Code

- **Division 10, Chapter 2, *Erosion and Sediment Control*,** includes provisions to eliminate and prevent conditions of accelerated erosion that lead to the degradation of water quality, loss of fish habitat, damage of property, loss of topsoil and vegetation cover, disruption of water supply, increased danger from flooding, and the deposit of sediments and associated nutrients.

- **Division 10, Chapter 4, Section 810.0480, *Stormwater Management*,** encourages landscape and grading design plans to minimize runoff and increase onsite retention and infiltration that recharge groundwater and improve water quality.

- **Title 13, Chapter 13.04, *Storm Drain System*,** promotes and ensures the future health, safety, and general welfare of inhabitants of the city by controlling discharges into the city storm drain system. It requires protecting and enhancing the water quality of local, state, and federal watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with federal, state, and local laws and regulations.

- **Title 15, Chapter 15.12.340, *Erosion Control*,** includes erosion control requirements for the construction phase including the preparation of grading plans, the design of erosion control devices, ongoing inspection and maintenance, and slope protection.

- **Division 5, Chapter 3, Article 7, *Hillside (H) Overlay District*,** implements General Plan policies regarding the protection of hillside resources to protect features that help define the city's character in areas

designated for protection by the General Plan. Properties in all areas of special flood hazards are required to comply with the Hillside Overlay's development standards, as outlined in Section 85.010215.

- **Division 7, Chapter 11, Section 87.1175, *Drainage*,** this chapter includes standards that complement the City's grading manual and are specific to hillside and/or ridgeline developments. Requirements include BMPs that reduce erosion, reduce grading, mandate approved locations for the disposal of runoff, and the goal of preserving and enhancing natural drainage courses to the extent possible.

City's Standard Design Guidelines for Public Works Construction and Grading

The City's Standard Design Guidelines for Public Works Construction and Grading is a compilation of design guidelines, specifications, and standard drawings necessary for use in construction of public works improvements and site grading in the city. Storm drainage criteria for flow velocities in reinforced concrete pipe, standard drawings for a variety of storm drain system components, and interim erosion control general notes and details are provided by the Design Guidelines.

For the County of San Bernardino, all standard plans and specifications apply except for any standards modified or superseded by specific City of Yucaipa Standard drawings. In addition, flood control and storm drain standards from the American Public Works Association and San Bernardino County Department of Public Works can be referenced on construction plans as necessary for their implementation.

City of Yucaipa's Master Plan of Drainage

In 1993, the City of Yucaipa adopted a Master Plan of Drainage (MPD) that identified drainage improvements throughout the City limits to contain 100-year flood flows within the channel banks while planning for future development. The improvements consisted of channel improvements, regional stormwater detention basins, and debris basins to mitigate flooding and minimize erosion and scour.

In 2008 and 2012, the City updated the MPD to reflect the most current conditions, changes in hydrology, and future development scenarios. A major focus of the reports includes updated basin sizing for all interim and future detention basins. The Phase I MPD update in July 2008 included updating the hydrology for the implementation of 14 constructed and proposed detention basins within the City's watershed boundary. The updated hydrology and hydraulics were approved by San Bernardino County Flood Control District in September 2008.

The Phase II MPD update in 2012 incorporated and revised the hydrology from the Phase I Update and provided new hydraulic calculations for the impacted drainage facilities in the City of Yucaipa watersheds. The updated calculations were also used to support updating the Yucaipa Drainage Impact Fees.

5.10.1.2 EXISTING CONDITIONS

Regional and Site Hydrology

Under existing conditions, the site is primarily undeveloped and there are limited drainage facilities and improvements. Based on the 2012 MPD, there are approximately 12 subdrainage basins that cover the plan

area, including on-site and off-site runoff (see Figure 5.10-1, *Existing Drainage Boundaries and Primary Flow Lines)*. Flows originate off-site to the east and drain in a southwesterly direction through the city and lead to the project site. A portion of flows are tributary to Wilson Creek, which converges with Oak Glen Creek northeast of the plan area. Oak Glen Creek then converges with Yucaipa Creek, south of the I-10 freeway and west of the plan area. Within the plan area, Yucaipa Creek converges with Wildwood Creek south of I-10. Yucaipa Creek and Oak Glen Creek are intermittent creeks.

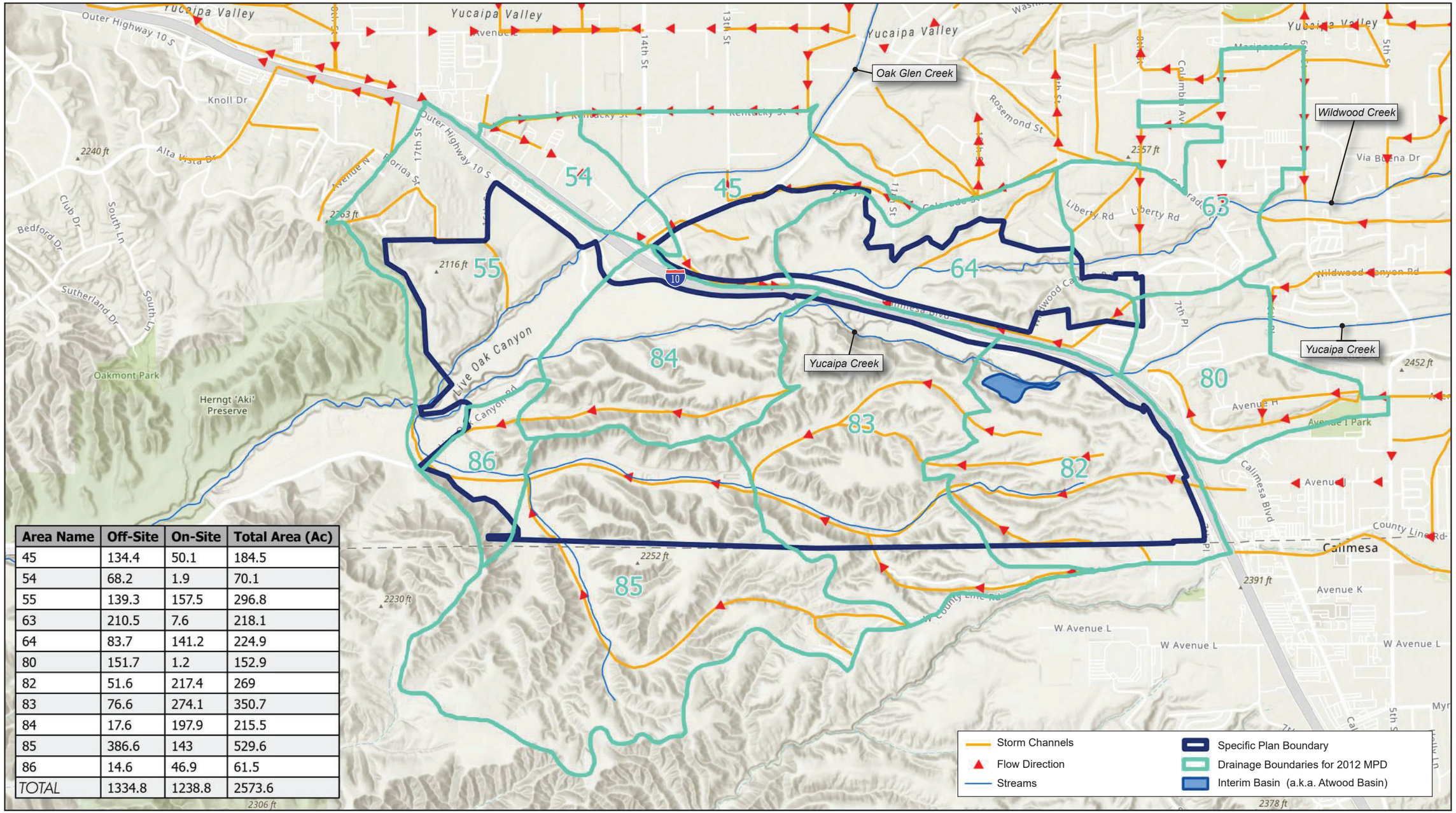
Along the western boundary, there is an additional channel that is completely within the plan area and runs along Live Oak Canyon Road. There is also a channel that runs south to north in the southwest portion of the site. An ephemeral stream channel (NWW-05) is near the southeasternmost corner of the site west of I-10. NWW-05 originates at a culvert along 7th Place and drains east to west before terminating on-site. There is a small aquatic feature (NWW-06) near the southeasternmost corner of the review area west of I-10. NWW-06 drains northeast to southwest for approximately 525 feet before converging with NWW-05. Additionally, there is an aquatic feature (NWW-04) in the northwesternmost portion of the planning area southwest of I-10 (see Figure 5.4-3, *Aquatic Resources Jurisdictional Delineation*). The FCSP project is in both the Wilson Creek and Wildwood Creek watersheds, with the majority of the plan area located in the Wildwood Creek watershed.

Approximately 1,335 acres of drainage area is upstream or downstream of the plan area. Most of the runoff is upstream and conveyed through naturally eroding channels directed to the confluence point of Oak Glen Creek and Yucaipa Creek. Prior to entering the plan area, runoff is directed to a series of existing flood control basins owned and operated by San Bernardino County Flood Control District. There are four basins located in the northeastern portion of the city—collectively called the Wilson Basins—and a fifth component downstream called the Wilson Creek Spreading Grounds to further promote groundwater infiltration. Additionally, an existing basin is in the southeastern portion of the city along Wildwood Creek, Wildwood Creek Basin 3, and multiple basins are in the northwestern portion of the City, Dunlap Basins 2 and 3 and 13th Street Sports Complex Basin 17. The basins attenuate flood flows and recharge stormwater runoff to the groundwater basin. The County Flood Control District identifies an interim flood control basin south of I-10 and adjacent to Yucaipa Creek in the FCSP plan area. The basin is called the Atwood Basin and is privately owned. Future Upper Wildwood Creek Basin 4 located east of Wildwood Creek Basin 3 to begin construction 2024. In order to accommodate the MPD flows in Wildwood Creek as identified, the replacement of the existing low water crossing has been identified at the Wildwood Creek Crossing at Live Oak Canyon Road. The City has obtained funding from the California Department of Transportation Highway Bridge Program for the design and construction of this project.

Surface Water Quality

Section 303(d) of the 1972 CWA requires states to identify water bodies that do not meet water quality objectives and do not support their beneficial uses. Every two years each state must submit to the EPA an updated list, called the 303(d) list. In addition to identifying the water bodies that are not supporting beneficial uses, the list identifies the pollutant or stressor causing impairment and establishes a priority for developing a control plan to address the impairment. The list identifies water bodies where 1) a TMDL has been approved by the EPA and implementation is available, but water quality standards are not yet met, and 2) water bodies where the water quality problem is being addressed by an action other than a TMDL but water quality standards are not yet met.

Figure 5.10.1 - Existing Drainage Boundaries and Primary Flow Lines



Area Name	Off-Site	On-Site	Total Area (Ac)
45	134.4	50.1	184.5
54	68.2	1.9	70.1
55	139.3	157.5	296.8
63	210.5	7.6	218.1
64	83.7	141.2	224.9
80	151.7	1.2	152.9
82	51.6	217.4	269
83	76.6	274.1	350.7
84	17.6	197.9	215.5
85	386.6	143	529.6
86	14.6	46.9	61.5
TOTAL	1334.8	1238.8	2573.6

0 1,500
Scale (Feet)

Source: Fuscoe 2023.

5. Environmental Analysis
HYDROLOGY AND WATER QUALITY

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None of the creeks within the project site are listed on the 303(d) list. Off-site, Yucaipa Creek converges into the San Timoteo Creek (Reach 2). The constituent of concern listed for the San Timoteo Creek (Reach 2) is indicator bacteria[2] (SWRCB 2022).

Jurisdictional Waters

Approximately 15.47 acres of nonwetland waters potentially regulated by USACE and 16.03 acres of nonwetland waters potentially regulated by the RWQCB are present in the review area (see Figure 5.4-3).

Nonwetland water (NWW)-01 is south of I-10 and represents the portion of Yucaipa Creek in the plan area. NWW-01 enters the plan area approximately 0.6 mile north of West County Line Road at an I-10 culvert crossing and generally flows east to west across the site. NWW-01 flows west across the plan area for 14,279 feet, through a culvert crossing at Live Oak Canyon Road, and west beyond the project boundary.

NWW-02 is southwest of I-10 and represents the portion of Oak Glen Creek in the plan area. NWW-02 enters the project site approximately 0.1 mile north of Live Oak Canyon Road and generally flows northeast to southwest across the northwesternmost portion of site. NWW-02 converges with NWW-01 (Yucaipa Creek) near the western boundary of the project site.

NWW-03 (a portion of Wildwood Creek) is primarily located north of I-10 and enters the review area at a box culvert crossing under John Wayne Way. NWW-03 then continues northwest, parallel to I-10, before traveling south across an I-10 culvert crossing to converge with NWW-01 (Yucaipa Creek).

NWW-04 is in the northwesternmost portion of the review area southwest of I-10. NWW-04 enters the planning area via a culvert along I-10 approximately 0.3-mile northwest of Live Oak Canyon Road and drains northeast to southwest. An artificially constructed berm is near NWW-04's terminus. NWW-04 continues across the berm through a culvert crossing and terminates just south of the culvert; however, based on field observations and a review of current and historical aerials, it may sheet flow south approximately 175 feet to converge with NWW-02 (Oak Glen Creek).

NWW-05 is near the southeasternmost corner of the planning area west of I-10. NWW-05 is primarily an ephemeral stream channel; however, it also includes a human-made basin and an engineered trapezoidal channel. Based on a review of current and historical aerials, various human-made berms were constructed along the feature path between 1953 and 1959. The basin mapped as part of NWW-05 appears to be a result of one of these human-made berms.

NWW-06 is a small aquatic feature near the southeasternmost corner of the review area west of I-10. NWW-06 drains northeast to southwest for approximately 525 feet before converging with NWW-05. The physical extent and condition of the feature is based on review of historical imagery and site photographs. On-site disturbances unrelated to the proposed have affected NWW-06.

[2] Indicator bacteria are surrogates used to measure the potential presence of fecal material and associated fecal pathogens.

NWW-01.0 through NWW-04 are potentially regulated by USACE and are subject to Section 404 of the CWA. All of these features, including NWW-05.0 and NWW-06 are potentially regulated by the RWQCB and are subject to Section 401 of the CWA.

Groundwater

The plan area's potable and recycled water systems are managed by the YVWD. YVWD operates 17 groundwater wells, 27 reservoirs, booster pump stations, and lift stations. Approximately 62.7 percent of YVWD's water supply is from local groundwater. The district currently extracts groundwater from three basins: the Yucaipa Basin, the Beaumont Adjudicated Basin, and the Bunker Hill Subbasin. Projected groundwater demands would be supplied by an additional fourth groundwater basin, the San Timoteo Basin (YVWD 2021).

The Yucaipa Basin underlies an area of approximately 25,300 acres under portions of the cities of Calimesa, Redlands, and Yucaipa as well as unincorporated San Bernardino and Riverside Counties. The Yucaipa Basin is an eastern portion of the Upper Santa Ana Valley Groundwater Basin. The basin is bounded to the north and northeast by the San Andreas fault zone and the San Bernardino Mountains, to the east by the Yucaipa Hills, to the south by San Timoteo Wash and the San Timoteo Badlands, and to the west by the Crafton Hills and the San Bernardino Basin area. The observed storage increase over the last 10 years in the basin indicates that the Yucaipa GSA member agencies have been managing the groundwater resource sustainably (Dudek 2022).

The San Timoteo Basin underlies Cherry Valley and the City of Beaumont in southwestern San Bernardino and northwestern Riverside Counties. The basin is bounded to the north and northeast by the Banning fault and impermeable rocks of the San Bernardino Mountains, Crafton Hills, and Yucaipa Hills; on the south by the San Jacinto fault; on the west by the San Jacinto Mountains; and on the east by a topographic drainage divide with the Colorado River Hydrologic Region. The surface is drained by Little San Gorgonio Creek and San Timoteo Canyon to the Santa Ana River (DWR 2004a).

The Beaumont Adjudicated Basin is in the San Gorgonio Pass, a low-relief highland that is bordered on the north by the San Bernardino Mountains, on the southeast by the San Jacinto Mountains, and on the west by the San Timoteo Badlands. In February 2004 the San Timoteo Watershed Management Authority filed a judgment adjudicating the groundwater rights in the Beaumont Basin and assigned the Beaumont Basin Watermaster the authority to manage the basin. The Beaumont Basin Watermaster consists of managers from the Beaumont Cherry Valley Water District, City of Banning, City of Beaumont, South Mesa Mutual Water Company, and YVWD. The adjudication of the Beaumont Basin has defined overlying and appropriator pumping rights and allows for supplemental water to be stored and recovered from the basin (YVWD 2021).

The Bunker Hill Subbasin consists of the alluvial materials that underlie the San Bernardino Valley. This subbasin is bounded by contact with consolidated rocks of the San Gabriel Mountains and Crafton Hills and by several faults (DWR 2004b). The Bunker Hill Basin is a subbasin of the San Bernardino Basin, which is categorized by the DWR as a very low priority basin and is an adjudicated basin. The San Bernardino Basin is managed by the San Bernardino Basin Groundwater Council, which was formed in 2018 under the support of the San Bernardino Valley Water Conservation District. YVWD has one well in the easternmost part of the Bunker Hill Subbasin adjacent to the Yucaipa Basin (YVWD 2021).

Storm Drain Master Planning

The Yucaipa MPD accounts for the city limits and off-site tributary areas beyond the city boundaries, which total approximately 26,000 acres or 40.5 square miles. The drainage area is divided into two main creeks: Wilson Creek in the northern region and Wildwood Creek in the southern region.

As part of the 2012 Phase II MPD, hydraulic calculations were based on the 2008 MPD Update. This update incorporated both existing and proposed detention basins to attenuate peak flow downstream. A total of 14 detention basins were evaluated, ranging in size and function. Six basins in the 2012 MPD would intercept runoff that drains into the FCSP area—Wildwood Creek Basins 1 through 4, and Yucaipa Basin 3. Wildwood Creek Basin 2 is divided into 2A and 2B. Of these 6 basins, 5 are proposed. Wildwood Creek Basin 3 was completed in March 2011 and contains three flow-through basins with an interior levee. Wildwood Creek Basin 1 is proposed within the FSCP plan area.

A summary of the 2012 MPD shows the effectiveness of the basins at reducing peak flows within the Wildwood Creek watershed. The basins in the Wildwood Creek watershed drain to the confluence point of Wildwood Creek and Yucaipa Creek. The basins result in a 38 percent reduction in 100-year peak flows from 7,970 cubic feet per second (cfs) to 4,943 cfs at the confluence point. Implementation of the Wildwood Creek 1 Basin is projected to reduce peak flows of 6,660 cfs to 3,350 cfs when combined with the upstream basins.

Within the project limits, there are several natural channels identified in the MPD to be improved. Yucaipa Creek has been identified for improvement and originates east of John Wayne Way. This creek drains directly west across I-10 and converges with Wildwood Creek, then continues through the plan area. The segment is approximately 10,873 linear feet, with 5,071 linear feet in the FCSP plan area. This segment was identified due to evidence of erosion and instability. A majority of Wildwood Creek has also been identified for improvements and runs in the plan area. This channel originates on the opposite side of the city and runs parallel to Wildwood Canyon Road before entering the plan area and converging with the previously mentioned natural channel. The total improvement to Wildwood Creek is approximately 37,770 linear feet, with 10,833 linear feet in the plan area. Between these two large channels is a smaller segment that has been identified for improvements. This segment runs parallel to I-10 and is approximately 3,141 linear feet. Similar to Wildwood Creek, a majority of Oak Glen Creek has been identified for improvements and runs within the plan area. The channel originates north of the plan area and converges with Yucaipa Creek just outside of the western boundary of the plan area. The total segment is approximately 30,451 linear feet, with 3,497 linear feet within the plan area. Along the western boundary is an additional channel that was noted for improvements. This segment is completely within the plan area and runs along Live Oak Canyon Road. The total length of the segment is 794 linear feet. The City of Yucaipa's Public Works/Engineering Division is responsible for the implementation of the most current version of the MPD and ensuring development projects implement their required improvements.

The City of Yucaipa develops its Five-Year Capital Improvement Program to prioritize the most important infrastructure improvements. Major capital improvements can often be complex projects requiring several years of strategic planning, design, and funding before construction begins. New developments are required to pay a development impact fee based upon the size and scale of their project. This fund is used for capital improvement projects in the Storm Drain category of the capital improvement project list.

In addition to City storm drain infrastructure, the County of San Bernardino Flood Control District maintains the regional storm drain conveyance systems, including an extensive system of facilities, dams, conservation basins, channels, and storm drains. The purpose of these facilities is to intercept and convey flood flows through and away from the major developed areas of the county. The primary functions of this infrastructure are flood protection on major streams, water conservation, and storm drain construction.

Flooding Hazards

Designated Flood Zones

According to the FEMA map (see Figure 5.10-2, *FEMA Zones*), the FCSP area consists of several different Flood Hazard Zones due to the multiple creeks that run through the plan area—Zone AE, Zone AO, Zone X, and Zone D. These designations are described in Table 5.10-1, *FEMA Zone Designations*.

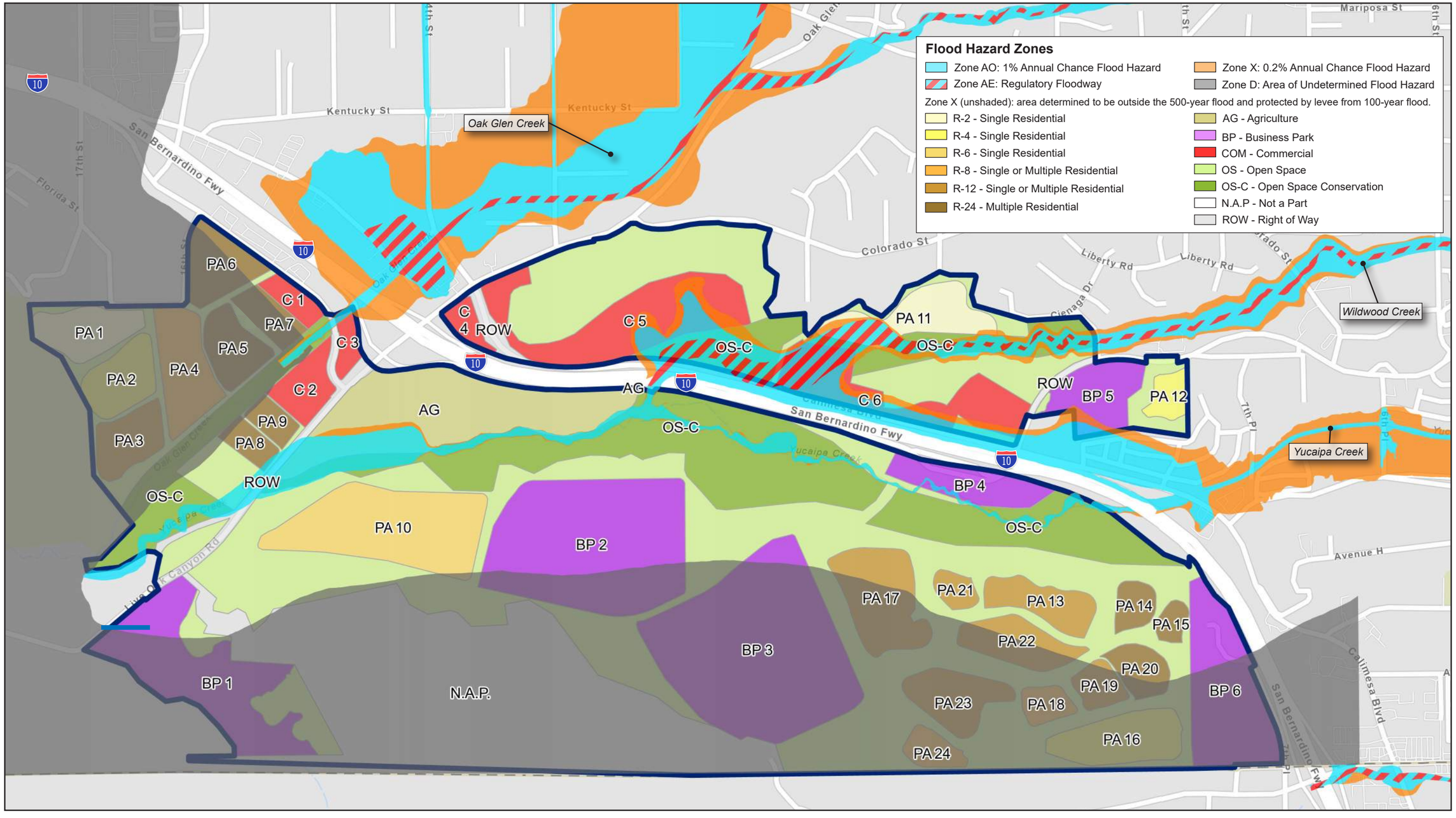
Table 5.10-1 Flood Zone Designations

Zone Designation	Zone	Zone Description
Special Flood Hazard Area – With Base Flow Elevation or Depth	Zone AE	The base floodplain where base flood elevations are provided.
	Zone AO	River or stream flood hazard areas, and areas with a 1 percent or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1 to 3 feet.
Other Areas of Flood Hazard	Zone X	**If shaded:** Area of 500-year flood; area subject to the 100-year flood with average depths of less than 1 foot or with contributing drainage area less than one square mile; and areas protected by levees from the base flood. **If unshaded:** Area determined to be outside the 500-year floodplain
	Zone D	Areas with possible but undetermined flood hazards. No flood hazard analysis has been conducted.

Source: Fuscoe 2024.

The southern and eastern portion of the plan area is identified as Zone D, that is, areas with possible but undetermined flood hazards and FEMA has not conducted a flood hazard analysis for this area. Zone A is considered a special flood hazard area and may be subject to infrequent flood hazard until adequate channel and debris-retention facilities are implemented to intercept and conduct flows through and away from the site.

Figure 5.10.2 - FEMA Zones



Specific Plan Boundary

0 1,000
Scale (Feet)

Source: Fuscoe 2023.

5. Environmental Analysis
HYDROLOGY AND WATER QUALITY

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Dam Inundation

Yucaipa has four open reservoirs. Three reservoirs were built in 1978 in Yucaipa Regional Park and serve recreational purposes. The dams on these reservoirs are owned and operated by the San Bernardino Valley Municipal Water District. The fourth reservoir is in Crafton Hills above Yucaipa Regional Park. Originally built in 2001, the Crafton Hills Dam was improved in 2013, and the reservoir tripled in size in 2014. The City of Yucaipa has additional closed reservoirs (either above or below grade) that are owned, operated, and maintained by the YVWD, Western Heights Water Company, and SMWC. The plan area is not within the inundation zone of any dams (DWR 2022; Yucaipa 2022).

Seiches

A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. No surface water bodies pose a flood hazard to the plan area due to a seiche.

Tsunamis

A tsunami is an ocean wave caused by a sudden displacement of the ocean floor, most often due to earthquakes. The plan area is not at risk of flooding from tsunami because it is more than 50 miles from the Pacific Ocean.

5.10.2 Thresholds of Significance

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

HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i) Result in a 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.
- iv) Impede or redirect flood flows.

HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.10.3 Plans, Programs, and Policies

There are no specific FCSP development standards or design guidelines pertaining to hydrology and water quality. The FCSP development standards and design guidelines for hydrology and water quality will defer to the existing policies the City has in place.

5.10.4 Environmental Impacts

5.10.4.1 2008 CERTIFIED EIR

The 2008 Certified EIR identified that implementation of the Approved Project would result in modification of the existing drainage pattern, which could increase the potential for erosion, siltation, and flooding. However, the proposed drainage improvements would contain surface runoff in a manner that would reduce the potential for flooding, erosion, and siltation. The drainage improvements would also ensure that the Approved Project would not exceed the capacity of the storm drain system. Impacts associated with water quality were found to be less than significant with the implementation of federal, state, and local regulations. Impacts to groundwater were found to be less than significant because the 2008 Certified EIR determined that YVWD has ample water supply sources and the capability to meet the future demands triggered by the Approved Project and other growth in demands in YVWD's service area over the next 20 years. The 2008 Certified EIR also found that impacts associated with flood hazards areas, seiches, and tsunamis were less than significant. The 2008 Certified EIR indicated that implementation of Mitigation Measures HWQ-1 through HWQ-10 would be required to reduce impacts associated with mudflows to less than significant. The mitigation measures were also incorporated to further reduce impacts related to drainage pattern alterations, flood hazards, and water quality.

5.10.4.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.10-1: The Proposed Project may violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality without implementation of best management practices. [Threshold HYD-1].

The 2008 Certified EIR identified less than significant impacts associated with hydrology and water quality with implementation of mitigation measures.

FCSP Buildout

Potential Water Pollution Impacts from the Construction Phase

The Proposed Project would result in an increase in residential units and nonresidential square footage in the plan area compared to the Approved Project. Construction of the Proposed Project would involve grading and construction equipment that could result in pollution of stormwater with oil and greases, fuels, and metals.

Disturbance of soil during grading and construction could leave soil vulnerable to erosion. Project construction could also generate water pollution from paving and grinding operations, concrete work, and use of paints and other coatings.

Construction projects of one acre or more are required to prepare and implement a SWPPP to obtain coverage under the CGP. A project SWPPP estimates sediment risk from construction activities to receiving waters and specifies BMPs that would be used to minimize pollution of stormwater.

Categories of BMPs that are included in SWPPPs include:

- **Erosion controls and wind erosion controls.** Cover and/or bind soil surface to prevent soil particles from being detached and transported by water or wind. Erosion control BMPs include mulch, soil binders, and mats.
- **Sediment controls.** Filter out soil particles that have been detached and transported in water. Sediment control BMPs include barriers, and cleaning measures such as street sweeping.
- **Tracking controls.** Tracking control BMPs minimize the tracking of soil off-site by vehicles—for instance, by stabilizing construction roadways and entrances/exits.
- **Nonstorm water management.** Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Nonstorm water management BMPs also prescribe conducting various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize nonstorm water discharges and contamination of any such discharges.
- **Waste and materials management.** Management of materials and wastes to avoid contamination of stormwater. Waste and materials management BMPs include spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes.

Future development would also implement the requirements of Chapters 2, 4 and 15 of the Yucaipa Municipal Code. However, grading activities could result in erosion impacts. With the implementation of mitigation measure HWQ-1 (formerly HWQ-4 in the 2008 Certified EIR), which requires prompt revegetation and the reduction of disturbed areas, grading impacts associated with the Proposed Project would be reduced to less than significant. Therefore, the Proposed Project would not result in new or substantially more severe significant construction impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Potentially significant.

Potential Water Pollution Impacts from the Operational Phase

The City is subject to the Phase I MS4 NPDES Permit, Order No. R8-2010-0036, issued by the Santa Ana RWQCB. New development applications must include a Water Quality Management Plan (WQMP) specifying operation and maintenance requirements for all source and treatment control BMPs required to reduce pollutants in post-development runoff to the maximum extent practicable. Stormwater quality management

plans (SWQMP) would also address increased instability and erosion due to increased runoff volumes, flow durations, and higher stream velocities, known as hydromodification impacts. These impacts would need to be addressed through compliance with hydromodification requirements within the MS4 Permit. Individual projects within the FCSP area would be responsible for mitigating hydromodification impacts within their project limits in accordance with the TGD. Based on the type of development anticipated in the FCSP, detention basins with infiltration of the design capture volume are anticipated to be the primary BMP. This is consistent with other developments throughout the city and also part of the MPD. All drainage measures necessary to mitigate stormwater flows must be provided to the satisfaction of the City Engineer. Implementation of on-site basins would further serve to enhance the effectiveness of the existing and proposed Wildwood Creek and Yucaipa Creek series of basins.

The plan area overlays the Yucaipa Subbasin which has several groundwater subareas within the jurisdiction of YVWD and San Bernardino Valley Municipal Water District (SBVMWD) including the Calimesa Subarea, Western Heights Subarea, and Live Oak Subarea. To determine if these subareas are capable of infiltrating State Water Project Water and stormwater runoff, SBVMWD partnered with YVWD and SMWC to conduct infiltration tests throughout the region. Within the Calimesa Subarea of the Yucaipa Groundwater Basin, three infiltration tests were conducted at various locations and two of the three test sites were found to be suitable for groundwater recharge. Within the Western Heights subarea, two infiltration tests were conducted, and neither were found to be suitable for groundwater recharge. Since there are varying infiltration results within these subareas, it is recommended that each project conduct site-specific infiltration testing to determine suitability for groundwater recharge. Sites that are favorable for recharge will support the FCSP's stormwater capture and infiltration plans while strengthening the resiliency of groundwater supply throughout the region.

Additionally, the San Bernardino County TGM provides groundwater quality requirements, such as a minimum of 100 feet of separation between infiltration BMPs and potable wells, nonpotable wells, drain fields, and springs. The Yucaipa groundwater basin groundwater quality would also be protected by the requirements of the GSP.

Properties in the plan area would also be required to comply with the City's municipal code—including Chapter 2, Erosion and Sediment Control; Chapter 4, Section 810.0480, Stormwater Management; Chapter 15.12.340, Erosion Control; Division 5, Chapter 2, Article 2, Hillside (H) Overlay District; and Division 7, Chapter 11, Section 87.1175, Drainage. However, stored hazardous materials and wastes pursuant to nonresidential development could result in spillage or leakage that could potentially impact surface and groundwater. However, the Proposed Project would not result in new or substantially more severe significant operational phase impacts in this regard when compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Potentially significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center covers a significant portion of the FCSP area and includes the development of planning areas BP 2 and BP 3 as well as grading associated with planning area PA10 in the central portion of the plan area (see Figure 3-7, *Proposed Land Use Plan)*. The Pacific Oaks Commerce Center

would include two large industrial buildings, parking areas, loading docks, drive aisles, detention basins, and landscaped areas.

As described above, with the implementation of the requirements of the CGP, Chapters 2, 4, and 15 of the Yucaipa Municipal Code, and mitigation measure HWQ-1 (formerly HWQ-4 in the 2008 Certified EIR), impacts during the construction phase of the Pacific Oaks Commerce Center would be less than significant.

A Preliminary Water Quality Management Plan (WQMP) was prepared for the Pacific Oaks Commerce Center project to meet the requirements of the MS4 permit for the operational phase of the project (see Appendix M). Three detention basins are proposed for the project site. Each detention basin would include a hydrodynamic separator and modular wetland system for runoff treatment. Stormwater runoff would sheet flow into nearby catch basins, which would route runoff to the underground detention basins and modular wetland systems. For analysis purposes, the proposed development was subdivided into seven drainage management areas (see Figure 5.10-3, *Pacific Oaks Commerce Center Post-development WQMP and Hydrology Exhibit*). Drainage management areas A4, B, C, and D are self-treating and do not require treatment BMPs.

Table 5.10-2*, Pacific Oaks Commerce Center Basin Volume Summary,* shows the required runoff volumes that need to be treated on-site according to the MS4 permit, and the treatment capacity provided by the proposed on-site BMPs. The proposed BMPs are shown on Figure 5.10-3. As shown in Table 5.10-2, the total treatment capacity provided by the on-site BMPs surpasses the runoff volume that needs to be treated on-site. Preventive LID site design practices and structural and nonstructural source control BMPs would also be implemented on the project site per the WQMP.

Table 5.10-2 Pacific Oaks Commerce Center Basin Volume Summary

Drainage Management Area	Required On-Site Treatment (CF)	Total Treatment Capacity (CF)
A1	176,693	450,183
A2	47,782	137,857
A3	190,063	538,370
A4	—	—
B	—	—
C	-	—
D	—	—
Total	**414,538**	**1,126,410**

Source: Fuscoe 2024. (Appendix K)
CF = Cubic feet

Future development would also be required to comply with the City's municipal code. However, hazardous materials and wastes stored on-site could result in spillage or leakage that could potentially impact surface and groundwater quality. However, the Pacific Oaks Commerce Center would not result in new or substantially more severe significant impacts in this regard when compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.10-2: The Proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Proposed Project could impede sustainable groundwater management of the basin. [Threshold HYD-2]

The 2008 Certified EIR identified less than significant impacts associated groundwater supplies and recharge.

FCSP Buildout

YVWD supplies potable water to the city from groundwater resources, imported water resources, and local surface water resources. All outdoor water demand for the Proposed Project would be recycled water.

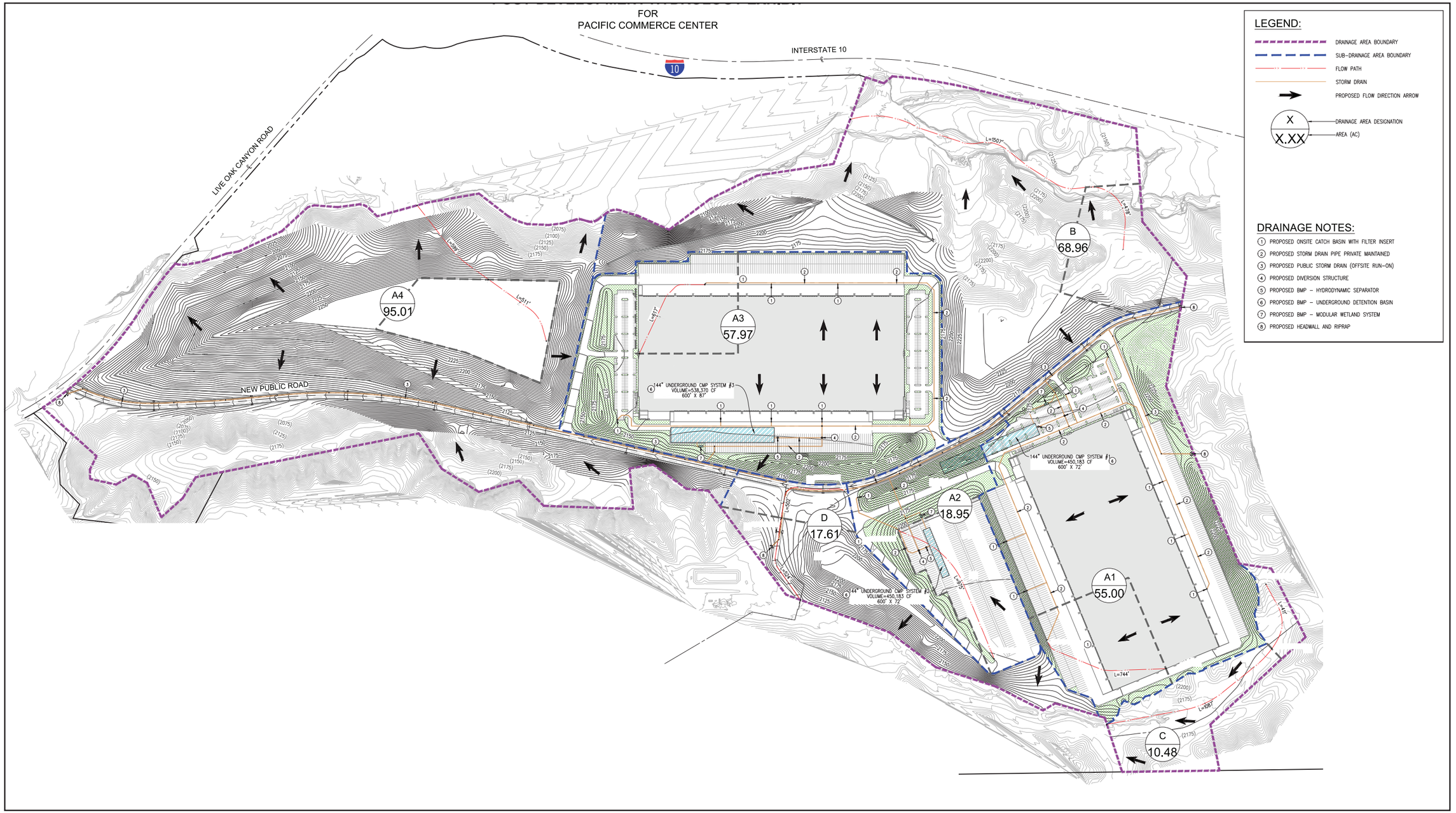
The district currently extracts groundwater from three basins: the Yucaipa Basin, the Beaumont Adjudicated Basin, and the Bunker Hill Subbasin. Future groundwater demands would be supplied by an additional fourth groundwater basin, the San Timoteo Basin (YVWD 2021).

The observed storage increase over the last 10 years in the Yucaipa basin indicates that the Yucaipa GSA member agencies have been managing the groundwater resource sustainably (Dudek 2022). The Yucaipa GSA adopted a GSP for the Yucaipa Basin in January of 2022 to manage groundwater resources for sustainable, long-term use of the Yucaipa Basin. Additionally, the adjudication of the Beaumont Basin defines overlying and appropriated pumping rights and ensures sustainable management of the basin. The Bunker Hill Basin is a subbasin of the San Bernardino Basin, which is categorized by the DWR as a very low priority basin and is an adjudicated basin. The San Bernardino Basin is managed by the San Bernardino Basin Groundwater Council, which was formed in 2018. The San Timoteo Basin is also a low priority basin. The San Timoteo GSA manages part of the unadjudicated portion of the San Timoteo Basin and coordinates activities to carry out the purposes of the memorandum of agreement in implementing the policy, purposes, and requirements of SGMA within the boundaries of the San Timoteo Basin (YVWD 2021).

Additionally, the Proposed Project would not involve direct withdrawals from the groundwater basin and would not be in areas that are actively used for groundwater recharge. Development projects within the FCSP would be required to infiltrate, where feasible, to recharge groundwater and meet water quality standards. To protect the groundwater basin, infiltration may not be allowable in areas with a history of contamination or within 100 feet of potable wells, nonpotable wells, drain fields, and springs. YVWD also imposes specific conditions on new development through the parcel development process and requires that applicants for a new development project fund the purchase of seven acre-feet of imported supplemental water per equivalent dwelling unit prior to issuance of grading or building permits. Therefore, the Proposed Project would not substantially decrease groundwater supplies or interfere with groundwater recharge, and impacts would be less than significant. Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Figure 5.10.3 - Pacific Oaks Commerce Center Post-Development WQMP and Hydrology Exhibit



Source: Kimley Horn 2022.

5. Environmental Analysis
HYDROLOGY AND WATER QUALITY

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Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center is within the FCSP and would be served by the same groundwater source as the rest of the proposed development within the plan area, would not involve direct withdrawal of groundwater, and would not be in an area that is actively used for groundwater recharge. Therefore, the Pacific Oaks Commerce Center would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.10-3: The Proposed Project would not substantially alter the existing drainage pattern of the site in a manner that would result in substantial erosion, siltation, cause flooding, or result in substantial water pollution with implementation of best management practices. [Threshold HYD-3(i), (ii) and (iii)]

The 2008 Certified EIR identified less than significant impacts associated drainage, flooding, and water quality with mitigation.

FCSP Buildout

Jurisdictional features within the plan area include Wildwood Creek, Yucaipa Creek, Oak Glen Creek, and drainage features in the southeastern portion (NWW-05 and NWW-06) and northeaster portion (NWW-04) of the project site (see Section 5.4, *Biological Resources*). Wildwood Creek and Yucaipa Creek are the primary floodways in the plan area and would be protected by a large buffer where no construction would occur (see Figure 5.4-3). Where appropriate, detention basins would be integrated to manage flood flows and overflow areas while protecting development farther from the creek. Property owners or project contractors would also obtain the applicable CWA Section 401 and 404 permits from USACE and the California Department of Fish and Wildlife as required.

Potential runoff is directly related to the percentage of impervious cover for various land uses; therefore, changes between peak runoff were evaluated for the Approved Project and Proposed Project. In accordance with the MPD, the impervious ratio ranges from 20 percent to 65 percent for residential uses. For nonresidential uses, which include commercial and industrial land uses, the impervious ratio per the MPD is 90 percent. The Proposed Project would result in an increase of 25 dwelling units and an additional 97.6 acres of nonresidential area compared to the Approved Project.

Table 5.10-3, *Impervious Conditions Analysis*, breaks down housing densities and nonresidential areas for both the Approved Project and the Proposed Project as well as the relative impervious ratios. The updated FCSP has an open space component as well as an agricultural tourism component. These land uses are assumed to be primarily pervious cover and are not included in this analysis. Commercial/Industrial land uses include both Business Park and Regional Commercial land uses. The impervious condition analysis shows the potential for an overall decrease in impervious conditions by approximately 12 acres or 3 percent.

Table 5.10-3 Impervious Condition Analysis

Land Use	Area (ac)	Impervious Ratio	Total Impervious Area (ac)
Approved Project			
R-1	15.7	0.2	~3
R-2	104.0	0.3	~31
R-4	215.1	0.4	~86
R-8	49.9	0.5	~25
R-24	40.0	0.65	~26
Commercial/Industrial[1]	242.5	0.9	~218
Right-of-Way	25.3	1	~25
		Total	**~415**
Proposed Project			
R-2	25.7	0.3	~8
R-4	28.5	0.4	~11
R-6	35.2	0.5	~18
R-8	22.7	0.5	~11
R-12	67.2	0.65	~44
R-24	46.5	0.65	~30
Commercial/Industrial	295.3	0.9	~266
Right-of-Way	15.1	1	~15.1
		Total	**~403**
		Net Change	**~-12**

Source: Fuscoe 2024.
ac = acres
[1] Includes RC, BP, and Public Facilities land uses.

Proposed developments in the plan area would be required to implement project-scale stormwater basins for LID compliance per project-level SWQMPs. Additionally, hydromodification impacts would be addressed on a project-by-project basis in accordance with the TGD. Projects would be required to evaluate project-specific impervious surface calculations to ensure proper mitigation of runoff is met. All proposed projects would be subject to the provisions in the 2012 MPD, which requires projects to match or reduce peak flows of predevelopment conditions.

Implementation of the Proposed Project would also trigger the need for implementation of the Wildwood Creek Basin 1 in the plan area. This includes the design and construction of the proposed Wildwood Creek Basin 1 just upstream of the confluence of Wildwood Canyon Creek and Yucaipa Creek in the north central part of the plan area. The implementation of this basin, as identified in the 2012 MPD, would occur as development projects are initiated upstream and downstream of the basin location. The basin is identified as

having the capacity of up to 50 acre-feet and reducing flow rates from 6,660 cfs to 3,350 cfs assuming all upstream basins are also implemented. The implementation of this basin would be driven by developers under the direction of the City of Yucaipa, and both upstream and downstream development that benefit from this basin would be required to provide fair share funding for the basin and its long-term maintenance. Additionally, the Atwood Basin and the surrounding area would remain open space in the proposed condition land uses to allow it to be used for flood control purposes in the future if needed.

Based on the types of development anticipated in the plan area, the use of storm drain collection systems with detention basins and infiltration, or subsurface detention facilities with orifice control to regulate peak flow discharges, are anticipated. The detention basins would serve to control on-site and off-site flooding and debris. Projects would be responsible for the design of storm drain facilities in accordance with San Bernardino County Flood Control District requirements and the City's Standard Design Guidelines for Public Works Construction and Grading to ensure sufficient pipe sizes to convey the ultimate flow condition while protecting improvements from flooding. In most cases, the new storm drain systems will be designed to convey flows to on-site basins, which will manage increases in flows associated with the projects and infiltrate or attenuate runoff to reduce substantial sources of polluted runoff. These design criteria will prevent runoff that would exceed the capacity of stormwater drainage systems or sources that exceed pollutant limits. Most of the underground storm drain facilities are anticipated to generally follow the proposed roadway alignment. Projects that have off-site runoff would be responsible for implementing proper debris basins to manage off-site flows and route them through the plan area.

Additionally, all construction activities that disturb more than one acre would be required to prepare a SWPPP to minimize the risk of erosion or sedimentation during construction. Properties in the FCSP area would be required to comply with Division 10, Chapters 2 and 4; Title 13, Chapter 13.04; Title 15 Chapter 15.12.340; Division 5, Chapter 3; and Division 7, Chapter 11 of the City's municipal code. Therefore, the City and County have policies in place to ensure that runoff volumes, flow durations, and velocities are at a rate that would not result in flooding, erosion, and siltation. However, grading activities could result in erosion impacts.

Therefore, the FCSP would not substantially alter the existing drainage pattern of the site or area—including through the alteration of the course of a stream or river or through the addition of impervious surfaces—in a way that would result in substantial erosion or siltation on- or off-site, result in flooding on- or off-site, or create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The Proposed Project would not result in new or substantially more severe significant impacts in this regard when compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Potentially significant.

Pacific Oaks Commerce Center

A preliminary hydrology report for the Pacific Oaks Commerce Center was prepared (see Appendix L). Existing peak flow rates were determined for the 100-year, 24-hour storm event and compared to peak flows for the proposed development for the same storm events. Table 5.10-4, *Pacific Oaks Commerce Center Hydrology Analysis*, summarizes the hydrology analysis and shows that the total post-development peak flow rate is below the total

existing peak flow rate with the implementation of the on-site detention basins. Figure 5.10-3 shows the location of the drainage management areas (A1 through A4, B, C, and D) analyzed in the hydrology report under post-development conditions. Per the Preliminary WQMP for the project, to mitigate hydromodification impacts, the post-development 2-year peak flow needs to be reduced to 97.50 cfs. As shown in Table 5.10-4, the on-site detention basins would reduce the post-development 2-year peak flow rate to 59.14 cfs.

Table 5.10-4 Pacific Oaks Commerce Center Hydrology Analysis

Drainage Management Area	2-Year Existing Flow Rate (CFS)	2-Year Post-Development Flow Rate (CFS)	100-Year Existing Flow Rate (CFS)	100-Year Post-Development Flow Rate (CFS)
A1	8.59	3.66	37.40	40.55
A2	5.30	1.22	49.06	11.22
A3	17.45	3.53	92.52	38.84
A4	20.28	17.76	136.81	182.33
B	1.79	22.64	146.21	179.72
C	13.06	3.21	198.73	26.46
D	20.46	7.12	125.45	45.51
Total	**86.93**	**59.14**	**786.18**	**524.63**

Source: Fuscoe 2024.
CFS = Cubic feet per second

There are no jurisdictional waters within the Pacific Oaks Commerce Center area (see Figure 5.4-3). Proposed storm drain facilities would be designed and constructed in accordance with San Bernardino County Flood Control District requirements and the City's Standard Design Guidelines for Public Works Construction and Grading. For construction activities, a SWPPP would be required to minimize the risk of erosion or sedimentation during construction. Proposed development would also be required to comply with Division 10, Chapters 2 and 4; Title 13, Chapter 13.04; Title 15 Chapter 15.12.340; Division 5, Chapter 3; and Division 7, Chapter 11; Division 5, Chapter 2; and Division 7, Chapter 11 of the City's municipal code. However, grading activities could result in erosion impacts. With the implementation of mitigation measure HWQ-1 (formerly HWQ-4), grading impacts would be reduced to less than significant. Therefore, the Pacific Oaks Commerce Center would not result in new or substantially more severe significant impacts in this regard compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.10-4: The Proposed Project would not substantially alter the existing drainage pattern of the site in a manner which would impede or redirect flood flows, and would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. [Threshold HYD-3 (iv) and HYD-4]

The 2008 Certified EIR identified less than significant impacts associated with hydrology and water quality.

FCSP Buildout

As shown on Figure 5.10-2, most of the areas within Flood Zone A are zoned as open space and agricultural areas by the Proposed Project. However, portions of planning areas PA-8, PA-11, C-5, C-6, BP-4, and BP-5 are within Zones AE and AO regulatory floodways. Although development in the 100-year flood hazard zone is not anticipated, any such development would require submittal of a letter of map revision application to FEMA for review and approval. New development would be required to meet federal floodplain regulations, including that the lowest floor of the structure is raised above the 100-year base flood elevation. Development would also comply with County and local approval agency regulations on floodplain and floodway management, which includes conformance with FEMA regulations for Special Flood Hazard Areas. Wildwood Creek and Yucaipa Creek (Zone A) are the primary floodways in the plan area and would be largely protected through buffers where no construction would occur, and where appropriate, detention basins would be integrated to manage flood flows and overflow areas while protecting development farther from the creek. Furthermore, the City has Developmental Standards that ensure floodplain regulations are taken to provide safety, promote public health, and minimize public and private economic losses in flood prone areas.

The plan area is not in the inundation zone of any dams, and no surface water bodies pose a flood hazard to the plan area due to a seiche. The plan area is also not at risk of flooding from tsunami. Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard when compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project is in Zone D, with a portion outside the 500-year floodplain and a portion within an area of undetermined flood hazard. The development would be required to meet federal floodplain regulations and local approval agency regulations on floodplain and floodway management. Furthermore, the City's development standards would ensure floodplain regulations are followed to provide safety, promote public health, and minimize public and private economic losses within flood-prone areas.

The plan area is not within the inundation zone of any dams, and no surface water bodies pose a flood hazard to the plan area due to a seiche. The plan area is also not at risk of flooding from tsunami. Therefore, impacts would be less than significant. The Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.10-5: The Proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. [Threshold HYD-5].

The 2008 Certified EIR identified less than significant impacts associated with water supply.

FCSP Buildout

The proposed new residential and nonresidential uses would adhere to the state CGP, implement SWPPPs, and adhere to the City's requirements, as described in detail in Impact 5.10-1. This would ensure that surface and groundwater quality are not adversely impacted during construction. In addition, development of the Proposed Project would comply with the San Bernardino County TGD and the MS4 requirements. As a result, the FCSP would not obstruct or conflict with the implementation of the Basin Plan.

The plan area would be connected to YVWD's public water supply, and groundwater withdrawals from the Yucaipa groundwater basin are subject to requirements in the GSP. The San Timoteo GSA manages part of the unadjudicated portion of the San Timoteo Basin and coordinates activities to carry out the policy, purposes, and requirements of SGMA in the San Timoteo Basin. Therefore, impacts would be less than significant, and the Proposed Project would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project is within the overall plan area for the FCSP and affects the same surface and groundwater resources. Future development would comply with the same requirements as other development within the plan area. Therefore, the Pacific Oaks Commerce Center would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.10.5 Cumulative Impacts

The area considered for cumulative impacts is the Wilson and Wildwood Creek watersheds. The Proposed Project would result in a less than 10 percent increase in impervious areas from what was assumed for the Approved Project. All development would implement all local, State, and federal requirements related to water quality. Therefore, the Proposed Project would not incrementally increase the 2008 Certified EIR impacts. As with the Approved Project, implementation of the Proposed Project would not have the potential to result in cumulatively considerable impacts.

5.10.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.10-2, 5.10-4, and 5.10-5.

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

- **Impact 5.10-1** The Proposed Project may violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality without implementation of best management practices.

- **Impact 5.10-3** The Proposed Project would not substantially alter the existing drainage pattern of the site in a manner that would result in substantial erosion, siltation, cause flooding, or result in substantial water pollution with implementation of best management practices.

5.10.7 Mitigation Measures

5.10.7.1 MITIGATION MEASURES FROM THE 2008 CERTIFIED EIR

The following mitigation measures were taken directly from the 2008 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in ~~strikethrough~~ for deleted text and <u>underline</u> for new, inserted text.

Mitigation Measures HWQ-1 and HWQ-2 have been deleted because they are existing regulations and mandatory for all new development.

~~HWQ-1 During construction, future development within the Specific Plan site shall comply with the drainage standards stated in Section 87.1175 of the City of Yucaipa Development Code.~~

~~HWQ-2 As stated in Section 15.12 et. al. Grading and Excavation Code of the City of Yucaipa, prior to grading, the developer must obtain a grading permit for grading, paving, clearing, brushing, grubbing natural or existing grade prior to permit issuance as required by the City's Grading Code, and for adherence to the City of Yucaipa Grading Manual.~~

Mitigation Measures HWQ-3 has been deleted because the revised Specific Plan includes an updated grading plan.

~~HWQ-3 No finished slopes greater than 2:1 may be created except beneath a structure where the maximum created slope is limited to 1-1/2:1 or less.~~

HWQ-<u>1</u>~~4~~ Grading shall be phased so that prompt revegetation or construction will control erosion. Where possible, only those areas which will be built on, resurfaced, or landscaped shall be disturbed.

Mitigation Measures HWQ-5 and HWQ-6 have been deleted because they are existing regulations and mandatory for all new development.

~~HWQ-5 Grading shall be consistent with the City of Yucaipa Grading Manual and required grading permits.~~

~~HWQ-6 Prior to the issuance of any grading or building permit, all qualifying land development/redevelopment projects shall submit and have approved a stormwater quality management plan (SWQMP) to the City Engineer on a form provided by the City. The SWQMP shall identify all BMPs that will be incorporated into the project to control~~

~~stormwater and non-stormwater pollutants during and after construction and shall be revised as necessary during the life of the project.~~

Mitigation Measures HWQ-7 has been deleted because it is an existing regulation and mandatory for all new development.

~~HWQ-7 All construction projects shall install and/or implement appropriate construction and post construction BMPs, as listed in their SWQMP or the California Stormwater Best Management Practice Handbook, to reduce pollutants to the maximum extent practicable or to the extent required by law.~~

HWQ-2~~8~~ Spill containment systems shall consist of a system of dikes, walls, barriers, berms and/or other devices designed to contain the spillage of the liquid contents of the containers stored in them and to minimize the buildup of stormwater from precipitation, and run-on from roof drainage and outside areas. If the spill containment system does not have a roof which covers the entire contained area, the spill containment system shall have the capacity to contain precipitation from at least a twenty-four (24), twenty-five (25) year rainfall event plus ten percent of the total volume of the material stored there or the volume of the largest container, whichever is greater. Spill containment systems shall also be constructed of impermeable and non-reactive materials to the liquids and/or wastes being contained.

HWQ-3~~9~~ Spilled and/or leaked materials and/or wastes and any accumulated precipitation shall be removed from the spill containment system in as timely a manner as is necessary to prevent the overflow of the spill containment system. Unless otherwise approved in writing by the City Engineer, all chemicals or wastes discharged within the spill containment system shall be disposed of in accordance with all applicable federal, state, and local rules, regulations, and laws, and shall not be discharged into the public sanitary sewer system, stormwater drainage system or onto the ground.

Mitigation Measures HWQ-10 has been deleted because it is an existing regulations and mandatory for all new development.

~~HWQ-10 The first 0.75 of an inch of runoff from the Specific Plan site shall be filtered according to RWQCB standards before being released from the Specific Plan site.~~

5.10.7.2 NEW MITIGATION MEASURES

Impact 5.10-1

Specific Plan

Implementation of Mitigation Measures HWQ-1 through HWQ-3. No new mitigation measures are required.

Pacific Oaks Commerce Center

Implementation of Mitigation Measures HWQ-1 through HWQ-3. No new mitigation measures are required.

Impact 5.10-3

Specific Plan

Implementation of Mitigation Measures HWQ-1. No new mitigation measures are required.

Pacific Oaks Commerce Center

Implementation of Mitigation Measures HWQ-1. No new mitigation measures are required.

5.10.8 Level of Significance After Mitigation

Impact 5.10-1

Specific Plan

Hazardous materials and wastes stored at proposed non-residential development could result in spillage or leakage that could potentially impact surface and groundwater quality. Mitigation measures HWQ-2 and HWQ-3 include requirements pertaining to containment systems that would reduce this impact to less than significant. Grading activities could also result in erosion impacts. Mitigation measure HWQ-1 requires that grading be phased so that prompt revegetation or construction will control erosion, and that only those areas which will be built on, resurfaced, or landscaped shall be disturbed if possible. These measures, along with regulatory requirements and standard conditions of approvals, would reduce impacts to less than significant. With the implementation of mitigation measures HWQ-1 through HWQ-3, Impact 5.10-1 would be less than significant.

Pacific Oaks Commerce Center

Hazards materials and wastes stored at proposed nonresidential development could result in spillage or leakage that could potentially impact surface and groundwater quality. Mitigation measures HWQ-2 and HWQ-3 include requirements pertaining to containment systems that would reduce this impact to less than significant. Grading activities could also result in erosion impacts. Mitigation measure HWQ-1 requires the grading be phased so that prompt revegetation or construction will control erosion, and that only those areas which will be built on, resurfaced, or landscaped shall be disturbed if possible. These measures, along with regulatory requirements and standard conditions of approvals, would reduce impacts to less than significant. With the implementation of mitigation measures HWQ-1 through HWQ-3, Impact 5.10-1 would be less than significant.

Impact 5.10-3

Specific Plan

Grading activities could result in erosion or siltation impacts on- or off-site. Mitigation measure HWQ-1 requires the grading be phased so that prompt revegetation or construction will control erosion, and that only those areas which will be built on, resurfaced, or landscaped shall be disturbed if possible. This measure along with regulatory requirements and standard conditions of approvals would reduce impacts to less than significant. With the implementation of mitigation measures HWQ-1, Impact 5.10-3 would be less than significant.

Pacific Oaks Commerce Center

Grading activities could result in erosion or siltation impacts on- or off-site. Mitigation measure HWQ-1 requires the grading be phased so that prompt revegetation or construction will control erosion, and that only those areas which will be built on, resurfaced, or landscaped shall be disturbed if possible. This measure, along with regulatory requirements and standard conditions of approvals would reduce impacts to less than significant. With the implementation of mitigation measure HWQ-1, Impact 5.10-1 would be less than significant.

5.10.9 References

California Department of Water Resources (DWR). 2004a, February 27. Upper Santa Ana Valley Groundwater Basin, San Timoteo Subbasin. California's Groundwater Bulletin 118. https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/8_002_08_SanTimoteoSubbasin.pdf.

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Dudek. 2022, January. Final Groundwater Sustainability Plan for the Yucaipa Groundwater Subbasin. https://img1.wsimg.com/blobby/go/9c1aad59-d323-40bc-906e-c946e332de89/downloads/Final%20Yucaipa%20Subbasin%20GSP%20-%20Part%201.pdf?ver=1674563441591.

State Water Resources Control Board (SWRCB). 2022, March 23. Final Revised Appendix A: Recommended 2020-2022 303(d) List of Impaired Waters. https://www.waterboards.ca.gov/water_issues/programs/tmdl/2020_2022state_ir_reports_revised_final/apx-a-303d-list.xlsx.

Yucaipa Valley Water District (YVWD). 2021, June 30. 2020 Integrated Regional Urban Water Management Plan (IRUWMP): Yucaipa Valley Water District. Prepared by Upper Santa Ana Water Resources Association. https://www.yvwd.us/services/urban_water_management_plan.php.

5.11 LAND USE AND PLANNING

This section of the Draft SEIR evaluates the potential impacts to land use in the City of Yucaipa from implementation of the Proposed Project compared to those of the Approved Project. This land use section is based on the proposed land use plan described in detail in Chapter 3, *Project Description*, and shown on Figure 3-7, *Proposed Land Use Plan*. Compatibility of the proposed land uses with the existing land uses in the surrounding area is also discussed in this section. The Proposed Project is evaluated for consistency with the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan and Guide and the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal.

Land use impacts can be either direct or indirect. Direct impacts are land use incompatibilities; division of neighborhoods or communities; or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this Draft SEIR.

5.11.1 Environmental Setting

5.11.1.1 REGULATORY BACKGROUND

Regional Regulations

Southern California Association of Governments

SCAG is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 38,000 square miles. It is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's metropolitan planning organization, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives. The plans most applicable to the Proposed Project are discussed below.

The Proposed Project is considered a project of regionwide significance pursuant to the criteria in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the California Environmental Quality Act (CEQA) Guidelines because more than 500 residential dwelling units are proposed. Therefore, this section addresses the Proposed Project's consistency with the applicable regional planning guidelines and policies.

San Bernardino Council of Governments

The San Bernardino Council of Governments represents 24 cities and towns, including Yucaipa. It fosters intergovernmental communication and coordination, undertakes comprehensive regional planning with an emphasis on transportation, provides for citizen involvement in the planning process, and supplies technical services to its member governments.

Regional Transportation Plan/Sustainable Communities Strategy

On May 7, 2020, SCAG adopted the 2020-2045 RTP/SCS, also known as Connect SoCal, a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Connect SoCal includes over 4,000 transportation projects—highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices. In addition, Connect SoCal is supported by a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support vital goods movement industry, and utilize resources more efficiently (SCAG 2020). The Proposed Project's consistency with the applicable RTP/SCS goals is analyzed in detail in Table 5.11-1, *2020-2045 RTP/SCS Consistency Analysis.*

Local Regulations

City of Yucaipa General Plan

Future development of land in the City of Yucaipa is guided by the City's General Plan, which was adopted on April 11, 2016. The Community Design and Land Use Element contains policies pertaining to land use and planning.

5.11.1.2 EXISTING CONDITIONS

Figure 3-3, *Aerial Photograph,* shows the existing land uses in the 1,242-acre plan area, which consist primarily of agricultural land (ranching and farming), a limited number of residences, a wastewater treatment plant, and miscellaneous commercial uses such as an outdoor pottery store and storage. The plan area is bisected by I-10 and abuts the Riverside County boundary to the south. The plan area is surrounded by open space, residential, and commercial uses. Figure 4-1a through Figure 4-1d, *Site Photographs,* show the existing land uses within and surrounding the plan area.

5.11.2 Thresholds of Significance

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

LU-1 Physically divide an established community.

LU-2 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.

5.11.3 Plans, Programs, and Policies

Specific Plan

Development Standards

The Specific Plan regulates the planning and development of properties in the plan area under Chapter 4, Development Standards. The development standards for land uses in the Specific Plan include general provisions; permitted land uses; development standards; landscape standards; sign regulations; common open space, parks, trails, and hillside preservation; and infrastructure for residential and nonresidential uses.

Design Guidelines

The Specific Plan includes design guidelines in Chapter 5, Design Guidelines, for site planning, landscaping, building design, and site design standards for proposed residential and nonresidential uses to maintain the rural character of Yucaipa.

5.11.4 Environmental Impacts

5.11.4.1 2008 CERTIFIED EIR

The 2008 Certified EIR stated that the Approved Project would be inconsistent with the City of Yucaipa General Plan related to agricultural resources, noise, natural resources and (SCAG's RTP, related to agricultural resources). No mitigation is available to reduce these inconsistencies, and impacts were identified as significant and unavoidable.

The 2008 Certified EIR indicated that there are no established communities in the plan area, and development consistent with the Approved Project would not result in the division of an established community. No impact would occur.

5.11.4.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.11-1: Project implementation would not divide an established community. [Threshold LU-1]

The 2008 Certified EIR indicated that development consistent with the Approved Project would not result in the division of an established community, and no impact would occur.

FCSP Buildout

Division of an established community commonly occurs because of construction and development of physical features that constitute a barrier to easy and frequent travel between two or more constituent parts of a community. For example, a large freeway structure with few crossings could effectively split a community. The plan area currently consists of primarily agricultural land, a limited number of residences, a wastewater treatment plant, and miscellaneous commercial uses. The closest established residential communities to the plan area are the residential communities to the north, northeast, northwest, and southeast of the plan area in the cities of Yucaipa, Redlands, and Calimesa.

Chapter 4 of the FCSP, *Development Standards*, requires that uses in the Business Park designation be sited per the setback standards shown in Table 4-4 of the FCSP, Nonresidential Development Standards, which are a minimum of 15 feet for the front and streetside setbacks, and a minimum of 10 feet for the side and rear setbacks. Additionally, the landscaping standards state that landscaping must be used to provide screening for unattractive and/or unsightly service areas and serve as a buffer between neighboring uses. Chapter 5 of the FCSP Update, Design Guidelines, states that where commercial uses are adjacent to noncommercial uses, appropriate buffering techniques should be provided to mitigate any negative effects of the commercial operations, and that noise-generating uses should be located away from adjacent residential uses.

Section 3.5 of the FCSP, Circulation Plan, states that routes and access locations would be designed to minimize traffic impacts to surrounding areas, and FCSP Figure 3-8, Conceptual Circulation Plan, shows the commercial and residential collector streets in the FCSP. Truck traffic on the western side of the plan area, south of I-10 in planning areas BP 1, BP 2, BP 3, and BP 5, would primarily access I-10 via Live Oak Canyon Road/Oak Glen Road until the Wildwood Canyon Interchange project is constructed, when both regional access points would be available (see Appendix P, *Traffic Impact Assessment*, Figures 6 and 11). The access point to I-10 at Outer Highway 10 in Redlands would not be the primary truck route for project-related traffic. Truck traffic in planning area BP 6 would access I-10 via Countyline Road, which is in the City of Calimesa. Truck traffic would not utilize other local roadways because local roads do not provide direct regional access. Truck traffic would not divide an established community.

Proposed development in the plan area would be required to comply with the development standards and design guidelines of the FCSP, and residential and nonresidential uses within and surrounding the plan area would be separated by open space, roadways, and appropriate buffering techniques. Future development would be within the boundaries of the plan area, and the circulation pattern is generally similar to the Approved Project; therefore, the Proposed Project would have similar impacts as the Approved Project. Overall, the Proposed Project would not divide any established communities. As with the 2008 Certified EIR, the Proposed Project would not divide an established community in the plan area, and development consistent with the FCSP would not result in the division of an established community.

Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard, when compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project site is surrounded by open space and separated by a future commercial collector road. Development under the Pacific Oaks Commerce Center project would be required to comply with the development standards and design guidelines of the FCSP. As with the 2008 Certified EIR, the Pacific Oaks Commerce Center project would not divide an established community in the plan area, and development consistent with the FCSP would not result in the division of an established community.

Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard when compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

Impact 5.11-2: Project Implementation would conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

FCSP Buildout

City of Yucaipa General Plan Consistency

The 2008 Certified EIR identified that the Approved Project would be inconsistent with the City of Yucaipa General Plan Goals for agricultural resources, noise, and natural resources. No mitigation was available to reduce these inconsistencies, and impacts were identified as significant and unavoidable in the 2008 Certified EIR.

Since the EIR was certified, the City has updated its General Plan (2016), which now includes the land uses in the Approved Project. As a result, the Approved Project and Proposed Project would be consistent with the land uses in the 2016 General Plan and its policies pertaining to land use and planning for residential and nonresidential uses.

Agricultural Resources

The 2008 Certified EIR identified that the Approved Project was inconsistent with the General Plan policies on agriculture preservation because the Approved Project would convert a total of 129.07 acres of Important Farmland to nonagricultural use. The City's General Plan (updated in 2016) no longer identifies the plan area for agricultural use. As a result, the Proposed Project is no longer inconsistent with the General Plan's policies on agricultural preservation. Furthermore, the Proposed Project preserves the Live Oak Pumpkin Patch and Christmas Tree Farm and allows continued agricultural use in the areas designated Open Space. As with the Approved Project, the Proposed Project would be consistent with the policies in the General Plan regarding agriculture, and the Proposed Project would not result in a substantial increase in severity of impacts or new impacts related to agricultural preservation policies in the General Plan. Impacts would be less than significant.

Noise

The 2008 Certified EIR identified that the Approved Project was inconsistent with the General Plan because the Approved Project would result in a substantial increase in the ambient noise environment. Section 5.13, *Noise*, identifies noise impacts of the Proposed Project compared to the Approved Project. Like the Approved Project, the Proposed Project would result in an increase in ambient noise levels in the plan area. However, the growth associated with the Approved Project and Proposed Project is planned for in the 2016 General Plan, and policies regarding noise would be applicable to the future land uses in the plan area. As a result, the Proposed Project would not result in a substantial increase in severity of impacts or new impacts related to noise policies in the General Plan, and impacts would be less than significant.

Natural Resources

The 2008 Certified EIR identified that there would be significant impacts to air quality and biological resources that could result in potential conflicts with the City's policies on natural resources. Since the 2008 EIR was certified, the City has updated the General Plan and has integrated the Approved Project into the General Plan's land use plan. In the 2016 General Plan, Policy CDL-7.7 calls for comprehensive planning to maintain the rural community character of Yucaipa. The FCSP's vision is to recognize and retain the rural character of Yucaipa through the preservation of existing scenic views, hilltop ridgelines, and natural habitat. Chapter 5 of the FCSP Update, Design Guidelines, includes guidelines for architecture and site design that reflect the scale and design of rural towns.

Policy CDL-10.4 encourages identifiable architectural designs, design variations, and well-planned projects that are visually interested and well integrated with the surrounding uses, and Policy CDL-11.3 strives to ensure appropriate transitions in scale, density, and intensity between residential and nonresidential uses. Chapter 4, Development Standards, and Chapter 5 of the FCSP provide standards and guidelines for development and design in the plan area. Though the 2008 Certified EIR found impacts to General Plan consistency to be significant and unavoidable, the Approved Project and Proposed Project are consistent with the City's updated policies on natural resources. Therefore, the Proposed Project would not result in a substantial increase in severity of impacts or new impacts related to natural resources policies in the General Plan compared to the Approved Project, and impacts would be less than significant.

Hillside Grading

As identified in the 2016 General Plan, the Approved Project does not include protections for key ridgelines identified in Figure CDL-4 of the General Plan, Hillside Overlay District. Policy CDL-2.3 and Policy CDL-2.7 call for concentrating hillside development in areas with the least environmental impacts and promoting land use patterns that are consistent with the slopes, landform, vegetation, and scenic quality of hillsides.

For this SEIR, the Approved Project represents the CEQA baseline. As a result, the impact analysis does not compare the Proposed Project to existing conditions but to the built-out Approved Project (i.e., the developed condition). The elevation change over the entire plan area is approximately 450 feet. Approximately 19 percent of the plan area has slopes over 40 percent (steep terrain). Development on slopes that are 15 percent and above is subject to Hillside Development Review. Grading applied to the plan area

achieves a 2:1 ratio (height over distance), which would increase with the slope. The objectives of the FCSP include complying with applicable development standards to preserve key ridgelines and regulating hillside and ridgeline development to maintain a rural atmosphere consistent with the City's identity. The FCSP is designed to vary the slope ratio from 2:1 to 5:1 (horizontal to vertical). Where proposed grades meet existing topography, the grades would be rounded to blend and provide a natural effect.

The Grading Plan is based on the following main principles:

- Preserve land designated as Open Space in the Land Use Plan. This open space includes the major ridgelines in the plan area as shown in Figure 5.1-1, *Prominent Ridgelines*.
- Preserve as much open space as possible in the Land Use Plan. This open space includes the major significant ridgelines as shown in Figure 3-9, *Pedestrian Circulation / Trails Plan*.
- Situate the finished elevation of building pads so that they complement the character of the existing adjacent natural topography.
- New roads should be designed to follow the existing topography to minimize grading to the extent possible while still meeting the City's design guidelines.
- Contour grade all new roads to minimize grading to the extent possible.
- Use grading techniques consistent with the recommendations in the required geotechnical reports, City of Yucaipa Grading Manual, and required grading permits.

Even though the development code generally prohibits development on slopes of 41 percent or greater, this is primarily meant to concentrate or intensify development on less environmentally sensitive terrain, not to prohibit development or reduce permitted density. Enforcement of ridgeline preservation is based on the significance of individual projects at the discretion of the Planning Commission.

The grading plan of the FCSP situates building pads so that they complement the character of the adjacent natural topography and designs new roads to follow the existing topography to minimize grading. The Approved Project designated the Pacific Oaks Commerce Center project area as residential uses, which would have been contoured around the ridgelines; the Proposed Project would construct business park uses in this area, resulting in the need to create flat pads. As a result, the Proposed Project requires more landform modification than the Approved Project. The FCSP Update would conform to standards that would preserve key ridgelines and viewsheds.

As with the Approved Project, the Proposed Project would result in substantial changes in the visual character of the plan area. Because the Proposed Project would preserve key ridgelines, the Proposed Project would not conflict with goals or policies on hillside preservation. Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard, when compared to the 2008 Certified EIR. Therefore, impacts of the Proposed Project are less than significant.

5. Environmental Analysis
LAND USE AND PLANNING

SCAG Connect SoCal Consistency

As identified above, the 2008 Certified EIR identified that the Approved Project would be inconsistent with SCAG's RTP as a result of loss of agricultural resources. No mitigation was available to reduce this inconsistency, and impacts were identified as significant and unavoidable. Since the 2008 EIR was certified, SCAG has adopted a new RTP/SCS. In addition, agricultural uses in the plan area have changed (see Section 5.2, *Agricultural and Forestry Resources*).

The Proposed Project is considered a project of regionwide significance under the criteria in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the CEQA Guidelines because it would result in more than 500 dwelling units, more than 500,000 square feet of commercial space, and more than 650,000 square feet of industrial/manufacturing space. This warrants a consistency analysis with SCAG's Connect SoCal goals. As described in Table 5.11-1, *2020-2045 RTP/SCS Consistency Analysis,* the Proposed Project is generally consistent with the overarching goals of the RTP/SCS. And unlike the Approved Project, the Proposed Project preserves the Live Oak Pumpkin Patch and Christmas Tree Farm and allows continued agricultural use in the areas designated Open Space.

Table 5.11-1 2020-2045 RTP/SCS Consistency Analysis

Goals	Consistency Analysis
RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.	**Consistent**. The Proposed Project would add a mix of uses on-site, including Regional Commercial and Business Park uses that would result in additional employment opportunities in San Bernardino County. While the Proposed Project would result in fewer employees than the Approved Project, the FCSP Update would better align job opportunities with the current and forecast market conditions, and therefore be consistent with the RTP/SCS goal of improving regional economic development and competitiveness.
RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** The Proposed Project would include a mix of uses in the plan area, which is surrounded by I-10, Wildwood Canyon Road, Live Oak Canyon Road, and Oak Glen Road. Furthermore, the plan area would be connected by collector and local streets as well as equestrian and multiuse trails. These features would provide safe and reliable accessibility and mobility for people and goods to and within the plan area.
RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.	**Not Applicable.** This goal is not directly applicable to the Proposed Project; the Proposed Project is not a transportation project and would not have a direct impact on the preservation and resiliency of the regional transportation system. The plan area is surrounded by I-10, Wildwood Canyon Road, Live Oak Canyon Road, and Oak Glen Road, allowing easy regional access for people, goods, and services. However, Caltrans identified that the Wildwood Canyon Interchange project, which the plan area would connect to and accommodate for, would result in regional transportation benefits to vehicle miles traveled. Traffic modeling in Section 5.17, *Transportation*, is consistent with this finding because the "With Interchange" scenarios result in lower VMT and VMT per service population.
RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.	**Consistent.** See response to RTP/SCS G-2.
RTP/SCS G5*:* Reduce greenhouse gas emissions and improve air quality.	**Consistent.** See response to RTP/SCS G-3. The Proposed Project would generate less GHG emissions and criteria air pollutant emissions compared to the Approved Project. The Proposed Project would include a mix of uses in the plan area, which could reduce commuting out of the plan area for services, employment, or living.
RTP/SCS G6: Support healthy and equitable communities.	**Consistent.** See response to RTP/SCS G-5.

Table 5.11-1 2020-2045 RTP/SCS Consistency Analysis

Goals	Consistency Analysis
RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent.** See response to G-5. The Proposed Project would be required to comply with the California Green Building Code, as adopted and amended by the City of Yucaipa, and the Building Energy Efficiency Standards. Compliance with these standards would ensure that the Proposed Project provides an energy efficient development. Additionally, the Proposed Project includes multiuse and equestrian trails that encourage active mobility.
RTP/SCS G8: Leveraging new transportation technologies and data-driven solutions that result in more efficient travel.	**Not Applicable**. This goal is not directly applicable to the Proposed Project. However, the mix of uses in the plan area would encourage fewer vehicle trips outside of the plan area, and the proposed multiuse and equestrian trails would encourage active mobility. Roadways in the plan area include, I-10, Wildwood Canyon Road, Live Oak Canyon Road, and Oak Glen Road, which allow for easy regional access for people, goods, and services.
RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent.** The Proposed Project would result in development of single-family and multifamily residential uses in the plan area, consistent with the recent 2021-2029 Housing Element, that would be supported by internal collector and local streets as well as I-10, Wildwood Canyon Road, Live Oak Canyon Road, and Oak Glen Road. The Proposed Project would also include multiuse and equestrian trails throughout the plan area.
RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats.	**Consistent.** The Proposed Project includes land designated for Agricultural Tourism, and agricultural uses would be allowed in land designated Open Space. Land designated Open Space-Conservation would preserve open space in the plan area.

Source: SCAG 2020.

The analysis concludes that the Proposed Project would be consistent with the applicable RTP/SCS goals. Therefore, implementation of the Proposed Project would not result in significant land use impacts related to relevant RTP/SCS goals. Though the 2008 Certified EIR found that impacts of the Approved Project to RTP/SCS consistency were significant and unavoidable, the Proposed Project would not result in new or substantially more severe significant impacts in this regard. Therefore, impacts of the Proposed Project are less than significant.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project would result in the same impacts to land use and planning as identified for the Specific Plan. Specifically, the Pacific Oaks Commerce Center would result in preservation of key ridgelines. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

5.11.5 Cumulative Impacts

Implementation of the Proposed Project in conjunction with other cumulative development in accordance with the City's General Plan could cause citywide land use and general planning impacts. As described above, the Proposed Project would generally be consistent with citywide and regional land use plans that have been adopted to reduce physical environmental impacts. Cumulative development projects in accordance with the General Plan would be subject to compliance with regional and local plans reviewed in this section. Other

cumulative developments would be reviewed by the City to ensure general consistency with local land use plans. Therefore, the Proposed Project combined with related projects would not result in cumulatively considerable impacts to land use and planning.

5.11.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.11-1 and 5.11-2.

5.11.7 Mitigation Measures

5.11.7.1 MITIGATION MEASURES FROM THE 2008 CERTIFIED EIR

The following mitigation measures were taken directly from the 2008 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in ~~strikethrough~~ for deleted text and <u>underline</u> for new, inserted text. Mitigation Measures LU-1 and LU-2 have been deleted because these actions have occurred, and these mitigation measures are no longer warranted.

~~LU-1 Concurrent with approval of the proposed Specific Plan, an Amendment to the General Plan shall be approved by the City Council. This Amendment will not require any changes to the Development Code, as the Specific Plan will become the Zoning (Development) Code for the Specific Plan site.~~

~~LU-2 Prior to approval of any proposed Specific Plan projects, an Amendment to the General Plan and Zoning Change shall be approved by the City Council.~~

5.11.7.2 NEW MITIGATION MEASURES

Specific Plan

No mitigation measures are required.

Pacific Oaks Commerce Center

No mitigation measures are required.

5.11.8 Level of Significance After Mitigation

Specific Plan

No significant impacts were identified for land use and planning.

Pacific Oaks Commerce Center

No significant impacts were identified for land use and planning.

5.11.9 References

Southern California Association of Governments (SCAG). 2020, September 3. The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176.

5. Environmental Analysis
LAND USE AND PLANNING

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5.12 MINERAL RESOURCES

Minerals are defined as any naturally occurring chemical elements or compounds formed from inorganic processes and organic substances. Minable minerals or an "ore deposit" is defined as a deposit of ore or mineral having a value materially in excess of the cost of developing, mining, and processing the mineral and reclaiming the mined area.

5.12.1 Environmental Setting

5.12.1.1 REGULATORY BACKGROUND

Surface Mining and Reclamation Act

California's Surface Mining and Reclamation Act of 1975, or SMARA, was enacted to address the need for a continuing supply of mineral resources and to prevent or minimize the negative impacts of surface mining on public health, property, and the environment. Requirements for SMARA are codified under Public Resources Code Section 2710 et. seq. Under State law, all mining operations are required to obtain permits prior to commencing operations and abide by local and State operating requirements. Mining operations are also required to have appropriate reclamation plans in place, provide financial assurances, and abide by state and local environmental laws.

Classification

The California Geological Survey Mineral Resources Project provides information about California's nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the State that contain regionally significant mineral resources per SMARA. Nonfuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt, and dimension stone; and construction aggregate including sand, gravel, and crushed stone. Development generally results in a demand for minerals, especially construction aggregate. Urban preemption of prime deposits and conflicts between mining and other uses throughout California led to passage of SMARA, which requires all cities and counties to incorporate in their general plans the mapped designations approved by the State Mining and Geology Board.

The classification process involves the determination of Production-Consumption (P-C) Region boundaries, based on identification of active aggregate operations (Production) and the market area served (Consumption). The P-C regional boundaries are modified to include only those portions of the region that are urbanized or urbanizing and are classified for their aggregate content. An aggregate appraisal further evaluates the presence or absence of significant sand, gravel, or stone deposits that are suitable sources of aggregate. The classification of these mineral resources is a joint effort of the state and local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources as one of four Mineral Resource Zones (MRZ).

- **MRZ-1.** A Mineral Resource Zone where adequate information indicates that no significant mineral deposits are present or likely to be present.

- **MRZ-2.** A Mineral Resource Zone where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled.
- **MRZ-3.** A Mineral Resource Zone where the significance of mineral deposits cannot be determined from the available data.
- **MRZ-4.** A Mineral Resource Zone where there is insufficient data to assign any other MRZ designation.

As part of the classification process, an analysis of site-specific conditions is utilized to calculate the total volume of aggregates within individually identified Resource Sectors. Resource Sectors are MRZ-2 areas identified as having regional or statewide significance. Anticipated aggregate demand in the P-C Regions for the next 50 years is then estimated and compared to the total volume of aggregate reserves identified within the P-C Region.

Designation

Once a classification report has been completed, the State Mining and Geology Board may choose, based on recommendations from the State Geologist, to proceed with the second step in SMARA's mineral land identification process, designation of mineral deposits that are of regional or statewide significance. In contrast to classifications, which inventories mineral deposits without regard to land use or land ownership, the purpose of a designation is to identify deposits that are potentially available from a land-use perspective, and are of importance in meeting future needs of the region or state.

City of Yucaipa Municipal Code

Division 5 Overlay Districts

Article 4, Mineral Resources (MR) Overlay District, Section 85.030405, Objectives, states:

- Adverse environmental effects shall be prevented or minimized.
- Mined lands shall be reclaimed to a usable condition which is readily adaptable for alternative land uses.
- The production and conservation of minerals is encouraged, but the mining industry shall also preserve areas relating to environmental and recreational amenities if such amenities are located within the mining locale.
- Residual hazards to the public health and safety shall be eliminated.

Division 10 Soil and Water Conservation

Chapter 1, Surface Mining and Land Reclamation, Section 810.0101, Intent, states that it is the intent of the City Council to create and maintain an effective and comprehensive surface mining and reclamation policy with regulation of surface mining operations so as to assure that the following goals are accomplished:

- Adverse environmental effects are prevented or minimized, and mined lands are reclaimed to a usable condition which is readily adaptable for alternative land use.
- The production and conservation of minerals are encouraged, while giving consideration to values relating to recreation, watershed, wildlife, range, and forage and aesthetic enjoyment.
- Residual hazards to the public health and safety are eliminated.
- The extraction of minerals is essential to the continued economic well-being of the City and to the needs of society, and reclamation of mined lands is necessary to prevent or minimize adverse effects on the environment and to protect the public health and safety.
- The reclamation of mined lands as provided in this Chapter will permit the continued mining of minerals and will provide for the protection and subsequent beneficial use of the mined and reclaimed land.
- Surface mining takes place in diverse areas where the geologic, topographic, climatic, biological, and social conditions are significantly different, and reclamation operations and the specification therefore may vary accordingly.

5.12.1.2 EXISTING CONDITIONS

The City of Yucaipa does not contain any nonfuel mineral resources of statewide or regional importance, nor are there any mines in the city (CDC 2016). The MRZ classification areas in Yucaipa are shown in the California Geological Survey resources map, "Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption Region, San Bernardino and Riverside Counties, California," which shows that the City falls within MRZ-3 (CDC 2022).

In MRZ-3 the significance of mineral deposits cannot be determined from the available data. No areas in the city are designated MRZ-2, which are areas where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled.

5.12.2 Thresholds of Significance

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

M-1 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.

M-2 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.

5.12.3 Plans, Programs, and Policies

There are no policies pertaining to mineral resources in the Freeway Corridor Specific Plan.

5.12.4 Environmental Impacts

5.12.4.1 2008 CERTIFIED EIR

The 2008 Certified EIR for the Approved Project indicated that there is no classified or designated mineral deposits of statewide or regional significance within the City, including the Specific Plan site. The entire City of Yucaipa is designated MRZ-3. Therefore, impacts to mineral resources would be less than significant.

5.12.4.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.12-1: As with the Approved Project, implementation of the Proposed Project would not result in the loss of availability of a known mineral resource. [Thresholds M-1 and M-2]

The 2008 Certified EIR indicated that there are no classified or designated mineral deposits of statewide or regional significance in the City, and there are no mineral resources within the Plan Area that are considered locally or regionally important. The 2008 Certified EIR states that the entire City is designated MRZ-3, and therefore, impacts to mineral resources would be less than significant.

FCSP Buildout

As indicated above, the City of Yucaipa, including the Specific Plan area, is in MRZ-3, where the significance of mineral deposits cannot be determined from the available data. No areas in the city, including the Specific Plan site, are in MRZ-2, where information indicates that significant mineral deposits are present or likely and development should be controlled. As with the 2008 Certified EIR, impacts would be less than significant.

Therefore, the Proposed Project would not result in new or substantially more severe significant when compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

The City of Yucaipa, including the project area, is in MRZ-3, where the significance of mineral deposits cannot be determined from the available data. No areas in the city, including the project area, are in MRZ-2, where information indicates that significant mineral deposits are present or likely and development should be controlled. Therefore, impacts to mineral resources would be less than significant.

Level of Significance Before Mitigation: Impact 5.12-1 would be less than significant.

5.12.5 Cumulative Impacts

The city of Yucaipa is in MRZ-3, and the significance of mineral deposits cannot be determined from the available data. Consistent with the 2008 Certified EIR, implementation of the Proposed Project would not

impact mineral resources. Therefore, impacts of the Proposed Project would not be cumulatively considerable.

5.12.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.12-1.

5.12.7 Mitigation Measures

5.12.7.1 MITIGATION MEASURES FROM THE 2008 CERTIFIED EIR

The 2008 Certified EIR did not identify mitigation measures for mineral resources.

5.12.7.2 NEW MITIGATION MEASURES

Specific Plan

No mitigation measures are required.

Pacific Oaks Commerce Center

No mitigation measures are required.

5.12.8 Level of Significance After Mitigation

Specific Plan

No impacts would occur.

Pacific Oaks Commerce Center

No impacts would occur.

5.12.9 References

California Department of Conservation (CDC). 2016. Mines Online. https://maps.conservation.ca.gov/mol/.

———. 2022. Mineral Lands Classifications. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps.

5. Environmental Analysis
MINERAL RESOURCES

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5.13 NOISE

This section of the Draft SEIR evaluates the potential for implementation of the Proposed Project to result in noise impacts in the City of Yucaipa compared to the Approved Project. This section discusses the fundamentals of sound; examines federal, state, and local noise guidelines, policies, and standards; reviews noise levels at existing receptor locations; evaluates potential noise and vibration impacts associated with the Proposed Project; and provides mitigation to reduce noise and vibration impacts at sensitive locations.

The analysis in this section is based in part on the following technical report, which is included as Appendix N to this Draft SEIR:

- *Freeway Corridor Specific Plan (FCSP) & Pacific Oak Commerce Center (POCC) Noise and Vibration Analysis*, Urban Crossroads, September 7, 2023.

The following are brief definitions of terminology used in this section:

Technical Terminology

- **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (Leq); also called the Energy-Equivalent Noise Level.** The value of an equivalent, steady sound level which, in a stated time period (often over an hour) and at a stated location, has the same A-weighted sound energy as the time-varying sound. Thus, the Leq metric is a single numerical value that represents the equivalent amount of variable sound energy received by a receptor over the specified duration.
- **Statistical Sound Level (Ln).** The sound level that is exceeded "n" percent of time during a given sample period. For example, the L50 level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the "median sound level." The L10 level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the "intrusive sound level." The L90 is the sound level exceeded 90 percent of the time and is often considered the "effective background level" or "residual noise level."
- **Lmin and Lmax.** The lowest and highest measured noise levels, in terms of root-mean-square noise levels.

- **Day-Night Sound Level (Ldn or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 pm to 7:00 am.

- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added from 7:00 pm to 10:00 pm and 10 dB from 10:00 pm to 7:00 am. For general community/environmental noise, CNEL and Ldn values rarely differ by more than 1 dB (with the CNEL being only slightly more restrictive, that is, higher than the Ldn value). As a matter of practice, Ldn and CNEL values are interchangeable and are treated as equivalent in this assessment.

- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.

- **Peak Particle Velocity (PPV).** The peak rate of speed at which soil particles move (e.g., inches per second) due to ground vibration.

5.13.1 Environmental Setting

5.13.1.1 NOISE AND VIBRATION FUNDAMENTALS

Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. Table 5.13-1, *Typical Noise Levels,* presents a summary of the typical noise levels and their subjective loudness and effects that are described in more detail below.

Table 5.13-1 Typical Noise Levels

Common Outdoor Activities	Common Indoor Activities	A-Weighted Sound Level dBA	Subjective Loudness	Effects of Noise
Threshold of Pain		140	Intolerable or Deafening	Hearing Loss
Near Jet Engine		130		
		120		
Jet Fly-Over at 300m (1,000 ft)	Rock Band	110		
Loud Auto Horn		100	Very Noisy	
Gas Lawn Mower at 1m (3 ft)		90		
Diesel Truck at 15m (50 ft) at 80km/hr (50 mph)	Food Blender at 1m (3 ft)	80		Speech Interference
Noisy Urban Area, Daytime	Vacuum Cleaner at 3m (10 ft)	70	Loud	
Heavy Traffic at 90m (300 ft)	Normal Speech at 1m (3 ft)	60		
Quiet Urban Area, Daytime	Large Business Office	50	Moderate	Sleep Disturbance
Quiet Urban Area, Nighttime	Theater, Large Conference Room (Background)	40		
Quiet Suburban Area, Nighttime	Library	30	Faint	No Effect
Quiet Rural Area, Nighttime	Bedroom at Night, Concert Hall (Background)	20		
	Broadcast/Recording Studio	10	Very Faint	
Lowest Threshold of Human Hearing		0		

Source: Urban Crossroads 2023.

Range of Noise

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 100 feet, which can cause serious discomfort. Another important aspect of noise is the duration of the sound and the way it is described and distributed in time.

Noise Descriptors

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most commonly used figure is the equivalent level (L_{eq}). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period (typically one hour) and is commonly used to describe the "average" noise levels within the environment.

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA L_{eq} sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA L_{eq} sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The relies on the 24-hour CNEL level to assess land use compatibility with transportation-related noise sources.

Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The way noise reduces with distance depends on the following factors:

- Geometric Spreading
- Ground Absorption
- Atmospheric Effects
- Shielding

Community Response to Noise

Community responses to noise may range from registering a complaint by telephone or letter, to initiating court action, depending upon everyone's susceptibility to noise and personal attitudes about noise. Several factors are related to the level of community annoyance including:

- Fear associated with noise-producing activities
- Socioeconomic status and educational level
- Perception that those affected are being unfairly treated
- Attitudes regarding the usefulness of the noise-producing activity
- Belief that the noise source can be controlled

Approximately 10 percent of the population has a very low tolerance for noise and will object to any noise not of their own making. Consequently, even in the quietest environment, some complaints will occur. But 25 percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment. Surveys have shown that about 10 percent of the people exposed to traffic noise of 60 dBA will report being highly annoyed with the noise, and each increase of one dBA is associated with approximately 2 percent more people being highly annoyed. When traffic noise exceeds 60 dBA or aircraft noise exceeds 55 dBA, people may begin to complain. Despite this variability in behavior on an individual level, the population can be expected to exhibit the responses to

changes in noise levels shown in Table, 5.13-2, *Noise Level Increase Perception*. A change of 3 dBA is considered barely perceptible, and a change of 5 dBA is considered readily perceptible.

Table 5.13-2 Noise Level Increase Perception

Perception	Noise Level Increase (dBA)
Twice as Loud	10
Readily Perceptible	5
Barely Perceptible	3
Just Perceptible	1

Source: Urban Crossroads 2023.

5.13.1.2 VIBRATION FUNDAMENTALS

Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment and/or activities.

The background vibration-velocity level in residential areas is generally 50 VdB. Groundborne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

5.13.1.3 REGULATORY BACKGROUND

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains constant with time. Air and rail traffic and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, and regulation of stationary sources is left to local agencies.

State

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a general plan that includes a noise element to be prepared according to guidelines adopted by the Governor's Office of Planning and Research (OPR).

State General Plan Guidelines

The State of California's *General Plan Guidelines* discusses how ambient noise should influence land use and development decisions and includes a table of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable uses at different noise levels, expressed in CNEL. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. A normally acceptable designation indicates standard construction with no special noise reduction requirements. Local municipalities adopt these compatibility standards as part of their general plans and modify them as appropriate for their local environmental setting. The State's noise and land use compatibility table is shown in Table 5.13-3, *Noise and Land Use Compatibility Guidelines*.

Table 5.13-3 Noise and Land Use Compatibility Guidelines

Land Uses	CNEL or Ldn (dBA) 55	60	65	70	75	80
Residential-Low Density Single Family, Duplex, Mobile Homes						
Residential- Multiple Family						
Transient Lodging: Hotels and Motels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playground, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Businesses, Commercial and Professional						
Industrial, Manufacturing, Utilities, Agricultural						

Explanatory Notes

Clearly Acceptable:
Specified land use is satisfactory, based on the assumption that any buildings are of normal conventional construction, without any special noise insulation requirements

Normally Unacceptable:
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in design.

Normally Acceptable:
New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Clearly Unacceptable:
New construction or development should generally not be undertaken. If the proposed development is intended for storage or other uses where persons will not be exposed to excessive noise levels, and a detailed analysis provides for adequate noise insulation features, the new development or construction may occur.

Source: Urban Crossroads 2023.

City of Yucaipa

General Plan

The City of Yucaipa General Plan noise goals and policies are included in the Noise Hazards section of the Public Safety Element to protect residents and visitors from unacceptable noise and vibration. The City utilizes the OPR land use/noise compatibility standards for land use compatibility (see Table 5.13-3).

Municipal Code

Operational Noise Standards

For noise-sensitive residential property, the City of Yucaipa Municipal Code, Chapter 87.0905[b][1], identifies exterior noise levels standards of 55 dBA L_{eq} for the daytime hours (7:00 am to 10:00 pm) and 55 dBA L_{eq} during the nighttime (10:00 pm to 7:00 am) hours. For professional services the City identifies a 55 dBA L_{eq} exterior noise standard, 60 dBA L_{eq} for other commercial, and 70 dBA L_{eq} for industrial land uses. The City of Yucaipa Municipal Code Noise Standards are included in Appendix N.

Construction Noise Standards

The City of Yucaipa has set restrictions to control noise impacts associated with construction activities. Chapter 87.0905[e][1][c] of the City's Municipal Code exempts temporary construction, repair, or demolition activities between 7:00 am and 7:00 pm, except Sundays and federal holidays. Project construction noise levels are, therefore, considered exempt from municipal regulation if activities occur within the hours specified in the municipal code.

Construction Vibration Standards

Chapter 87.0910[c][1][B] of the municipal code exempts temporary construction, maintenance, or demolition activities between 7:00 am and 7:00 pm, except Sundays and federal holidays. Under Chapter 87.0910[a], 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 0.2 inch per second measured at or beyond the lot line.

5.13.1.4 EXISTING CONDITIONS

Approximate Noise Monitoring Locations

To assess the existing noise level environment, 24-hour noise level measurements were taken at seven locations in the plan area. The receiver locations were selected to describe and document the existing noise environment in the plan area. Figure 5.13-1, *Approximate Noise Monitoring Locations*, provides the boundaries of the study area and the noise level measurement locations. To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads on Thursday, April 6, 2023 (see Appendix N for a full description of the noise monitoring methodology).

Noise Measurement Results

Table 5.13-4, *24-Hour Ambient Noise Level Measurements,* identifies the hourly average daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 pm to 7:00 am) noise levels at each noise level measurement location. This table provides the equivalent noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number.

Table 5.13-4 24-Hour Ambient Noise Level Measurements

Monitoring Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]		CNEL
		Daytime	Nighttime	
L1	North of the site near the residence at 13001 11th St.	56.8	57.2	63.7
L2	Northeast of the site near the residence at 33462 Cienaga Dr.	57.6	61.0	67.4
L3	East of the site near the Hillcrest Mobile Estates at 33600 Calimesa Blvd.	79.7	78.7	85.5
L4	Southeast of the site near the residence at 888 W County Lane Rd.	53.5	52.0	58.7
L5	Southeast of the site near the residence at 888 W Ave L	52.0	47.6	55.1
L6	Southwest of the site near the entrance to the residence at 31900 Live Oak Canyon Road.	67.6	64.9	72.0
L7	Northwest of the site near the residence at 32054 Florida St.	57.3	62.1	68.3

Source: Urban Crossroads (see Appendix N)
Notes: "Daytime" = 7:00 am to 10:00 pm; "Nighttime" = 10:00 pm to 7:00 am.
[1] See Figure 5.13-1 for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix N.

Noise-Sensitive Land Uses

Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation

areas. Moderately noise-sensitive land uses typically include multifamily dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

To describe the potential off-site noise levels, seven receiver locations in the vicinity of the Proposed Project were identified (see Figure 5.13-2, *Noise Receiver Locations*). The selection of receiver locations is based on the Federal Highway Administration (FHWA) guidelines and is consistent with additional guidance provided by Caltrans and the FTA. Other sensitive land uses in the plan area are at greater distances than those identified in this evaluation and would experience lower noise levels due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the Pacific Oaks Commerce Center construction site boundary, for the project-level analysis, to each receiver location. These off-site sensitive receptors identified below, in relation to the buildout of the FCSP would be located almost adjacent to, or within 200 feet of, the Pacific Oaks Commerce Center boundary. Receiver R5 and R6 would be located the furthest from the Pacific Oaks Commerce Center project with distances approximately approaching 2,412 feet and 700 feet from the plan area boundary, respectively.

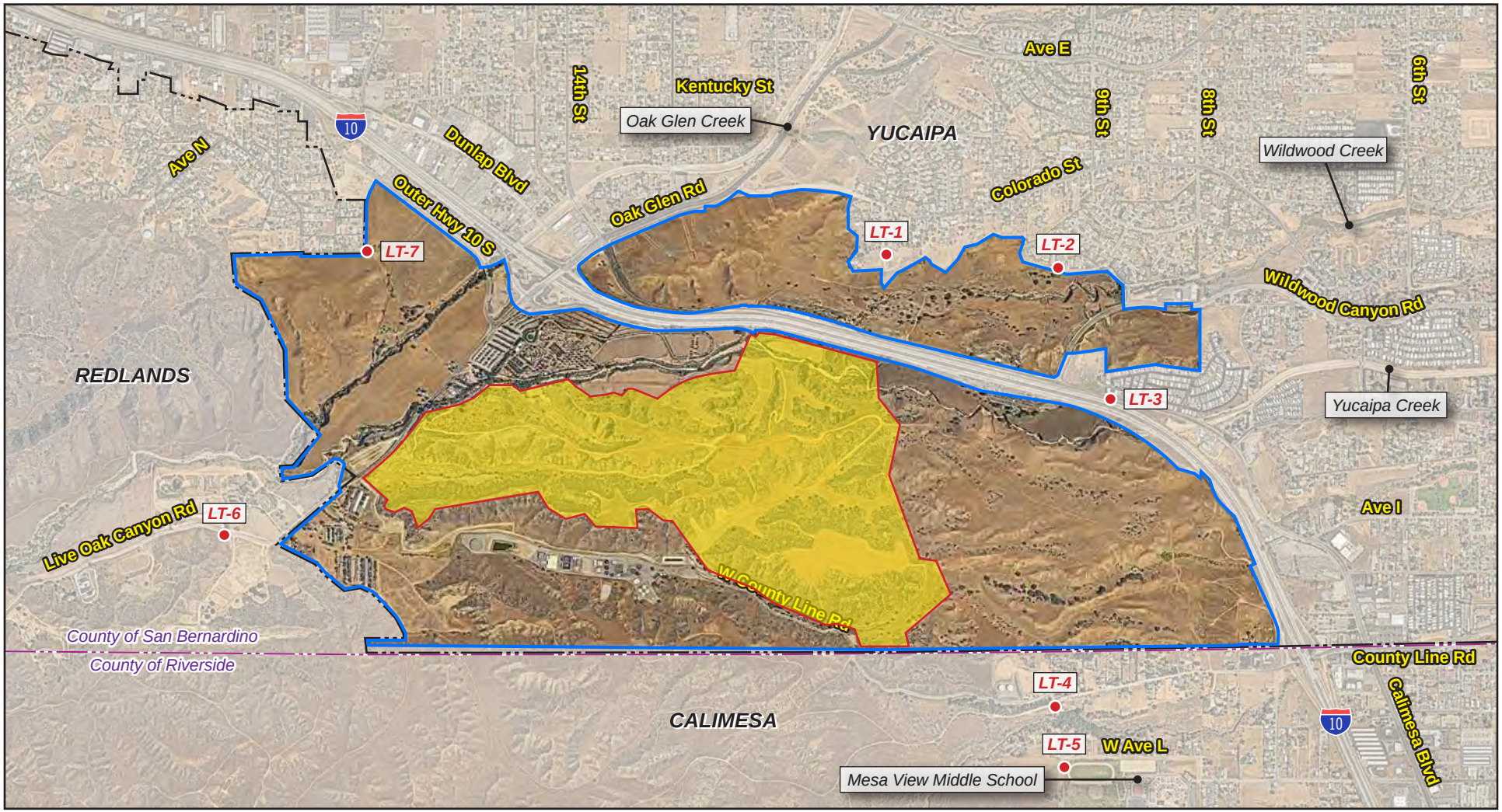
- **Receiver Location 1 (R1)** represents the existing noise-sensitive residence at 13000 11th Street, approximately 1,048 feet north of the Pacific Oaks Commerce Center project site. R1 is in the private outdoor living areas (backyard) facing the plan area. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment. Receiver R1 is proximate to development in planning areas C 5, C 6, and PA 11.

- **Receiver Location 2 (R2)** represents the existing noise sensitive residence at 33425 James Stewart Court, approximately 2,462 feet northeast of the Pacific Oaks Commerce Center project site. R2 is in the private outdoor living areas (backyard) facing the project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment. Receiver R2 is proximate to development in planning area PA 11.

- **Receiver Location 3 (R3)** represents the existing noise sensitive residences within the Hillcrest Mobile Estates at 33600 Calimesa Boulevard, approximately 2,693 feet east of the Pacific Oaks Commerce Center project site. Since there are no private outdoor living areas (backyards) facing the project site, receiver R3 is at the nearest residential building façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment. Receiver R3 is proximate to development in planning areas BP 5 and PA 12.

- **Receiver Location 4 (R4)** represents the existing noise sensitive residence at 888 W County Line Road, approximately 1,736 feet southeast of the Pacific Oaks Commerce Center project site. R4 is in the private outdoor living areas (backyard) facing the project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment. Receiver R4 is proximate to development in planning areas PA 16m PA 18, PA 23, PA 24, and BP 6.

Figure 5.13-1 - Approximate Noise Monitoring Locations



Source: Aerial: Nearmap 2022; Urban Crossroads 2023.

5. Environmental Analysis
NOISE

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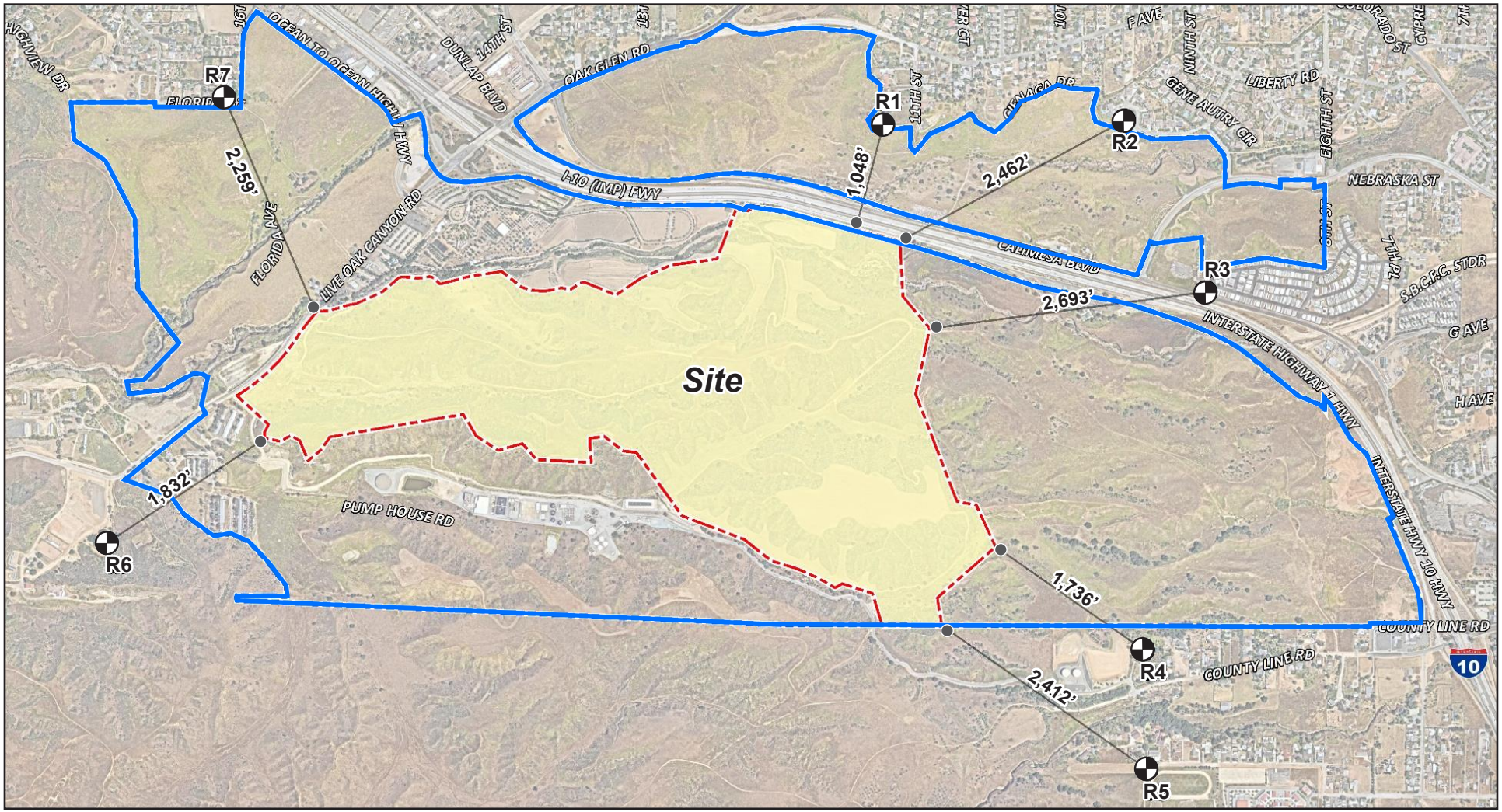
Figure 5.13-2 - Noise Receiver Locations



Specific Plan Boundary
POCC Project Boundary
Receiver Locations (7)
Distance from Receiver to POCC Project Site Boundary (in feet)

0 1,300
Scale (Feet)

Source: Urban Crossroads 2023.

5. Environmental Analysis
NOISE

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- **Receiver Location 5 (R5)** represents the Mesa View Middle School at 800 Mustang Way S Monterey Avenue, approximately 2,412 feet southeast of the Pacific Oaks Commerce Center project site. R5 is in the northwest corner of the athletic field facing the project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment. Receiver R5 is proximate to development in planning areas PA 16, PA 18, PA 23, and PA 24.

- **Receiver Location 6 (R6)** represents the existing noise sensitive residence at 32029 Live Oak Canyon Road, approximately 1,832 feet southwest of the Pacific Oaks Commerce Center project site. R6 is in the private outdoor living areas (backyard) facing the project site. A 24-hour noise measurement was taken near this location, L6, to describe the existing ambient noise environment. Receiver R6 is proximate to development in planning area BP 1.

- **Receiver Location (R7)** represents the existing noise sensitive residence at 32080 Florida Street, approximately 2,259 feet northwest of the Pacific Oaks Commerce Center project site. R7 is in the private outdoor living areas (backyard) facing the project site. A 24-hour noise measurement was taken near this location, L7, to describe the existing ambient noise environment. Receiver R7 is proximate to development in planning areas PA 1, PA 2, PA 4, PA 5, and PA 6.

Traffic Noise Modeling

Traffic noise modeling associated with existing traffic volumes (see Appendix P) was conducted and is included in Table 5.13-5, *Existing Traffic Noise Contours*.

Table 5.13-5 Existing Traffic Noise Contours

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	16th St.	s/o Avenue E	Sensitive	63.6	56	122	262
2	16th St.	s/o Avenue E	Sensitive	60.1	RW	111	240
3	Live Oak Cyn. Rd.	s/o Outer Highway 10 S	Non-Sensitive	66.9	RW	75	161
4	Live Oak Cyn. Rd.	s/o I-10 WB Ramps	Non-Sensitive	66.7	75	162	350
5	Live Oak Cyn. Rd.	n/o I-10 WB Ramps	Non-Sensitive	69.6	75	161	347
6	Oak Glen Rd.	s/o Calimesa Blvd.	Non-Sensitive	72.1	170	367	790
7	Oak Glen Rd.	n/o Calimesa Blvd.	Sensitive	70.3	166	358	770
8	Colorado St.	e/o 8th St.	Sensitive	61.7	166	358	771
9	Wildwood Cyn. Rd.	n/o Calimesa Blvd.	Sensitive	67.2	314	677	1,459
10	County Line Rd.	w/o I-10 EB Ramps	Sensitive	63.4	269	579	1,248
11	County Line Rd.	e/o I-10 WB Ramps	Non-Sensitive	70.1	269	579	1,248
12	County Line Rd.	e/o Calimesa Blvd.	Non-Sensitive	68.9	269	579	1,248

Source: Urban Crossroads 2023.
Notes: s/o = south of; n/o = north of; e/o = east of; w/o= west of
[1] Based on a review of existing aerial imagery. Noise sensitive uses are limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

5.13.2 Thresholds of Significance

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

N-1 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.

N-2 Generation of excessive groundborne vibration or groundborne noise levels.

N-3 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, if the project would expose people residing or working in the project area to excessive noise levels.

Substantial or Temporary Increase in Ambient Noise Levels

Operational Noise Thresholds: Noise Sensitive Receivers

There is no single noise increase that renders a noise impact significant. For example, if the ambient noise environment is quiet (<60 dBA) and the new noise source greatly increases the noise levels, an impact may occur if the noise criteria is exceeded. Therefore, for this analysis, a readily perceptible 5 dBA or greater project-related noise level increase is considered a significant impact when the without-project noise levels are below 60 dBA. Per the Federal Interagency Committee on Noise (FICON), in areas where the without-project noise levels range from 60 to 65 dBA, a 3 dBA, barely perceptible noise level increase appears to be appropriate for most people. When the without-project noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance. The FICON guidance provides an established source of criteria to assess the impacts of substantial temporary or permanent increase in baseline ambient noise levels. Based on the FICON criteria, the amount that a given noise level increase is considered acceptable is reduced when the without-project (baseline) noise levels already exceed certain land-use-specific exterior noise level criteria. The specific levels are based on typical responses to noise level increases of 5 dBA, 3 dBA, and 1.5 dBA, depending on the underlying without-project noise levels for noise-sensitive uses. These levels of increases and their perceived acceptance at noise-sensitive receiver locations are consistent with guidance provided by both the FHWA and Caltrans.

Non–noise Sensitive Receivers

The OPR land use/noise compatibility standards were used to establish the satisfactory noise levels of significance for non-noise-sensitive land uses in the plan area. As previously shown on Table 5.13-3, the normally acceptable exterior noise level for non-noise-sensitive land use is typically around 70 dBA CNEL. To determine if project-related traffic noise level increases are significant at off-site non-noise-sensitive land uses, a 3 dBA criteria is used. When the without-project noise levels are greater than the normally acceptable 70 dBA CNEL land use compatibility criteria, a 3 dBA or greater noise level increase is considered a significant impact since the noise level criteria is already exceeded. The noise level increases used to determine significant impacts

for non-noise-sensitive land uses is generally consistent with the FICON noise level increase thresholds for noise-sensitive land uses but instead rely on the OPR land use/noise compatibility standards' normally acceptable 70 dBA CNEL exterior noise level criteria.

Construction Noise Thresholds

The City of Yucaipa does not have a quantified threshold for temporary construction noise. Therefore, a numerical construction threshold based on Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts. According to the FTA, local noise ordinances are typically not very useful in evaluating construction noise. They usually relate to nuisance and hours of allowed activity and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the impact of a construction project. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use. Due to the lack of standardized construction noise thresholds, the FTA provides guidelines that can be considered reasonable criteria for construction noise assessment. The FTA considers a daytime exterior construction noise level of 80 dBA L_{eq} a reasonable threshold for noise-sensitive residential land use, with a nighttime exterior construction noise level of 70 dBA L_{eq}.

Vibration Thresholds

Vibration-generating activities are evaluated using the peak particle velocity (PPV) threshold of 0.2 inch per second as outlined in the City of Yucaipa Municipal Code, Chapter 87.0910[a].

Summary

Noise impacts shall be considered significant if any of the following occur as a direct result of the Proposed Project. Table 5.13-6, *Noise Significance Criteria Summary*, shows the significance criteria summary matrix that includes the allowable criteria used to identify potentially significant incremental noise level increases.

Table 5.13-6 Noise Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
	Non-Noise-Sensitive	If ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Noise-Sensitive	Exterior Noise Level Standards	55 dBA Leq	
		If ambient is < 60 dBA Leq	≥ 5 dBA Leq Project increase	
		If ambient is 60 - 65 dBA Leq	≥ 3 dBA Leq Project increase	
		If ambient is > 65 dBA Leq	≥ 1.5 dBA Leq Project increase	
Construction	Noise-Sensitive	Noise Level Threshold	80 dBA Leq	70 dBA Leq
		Vibration Level Threshold	0.2 PPV (in/sec)	

Source: Urban Crossroads 2023.
Notes: Daytime" = 7:00 am to 10:00 pm; "Nighttime" = 10:00 pm to 7:00 am.

5.13.3 Plans, Programs, and Policies

Specific Plan

Chapter 5, Design Guidelines, of the Specific Plan includes the following requirement for noise:

- Where commercial uses are adjacent to noncommercial uses, appropriate buffering techniques, such as increased minimum setbacks, screening, and landscaping, should be provided to mitigate any negative effects of the commercial operations. Any noise-generating uses should be located away from adjacent residential uses.

- Plazas and open spaces should be sheltered, as much as possible, from noise-generating nuisances, trash enclosures, parking areas, and other incompatible uses.

Conditions of Approval

The following conditions of approval (COA) related to noise have been identified by the City for subdivisions and/or conditional use permits:

- **Subdivision 100, CUP 67.** An acoustical study shall be performed to assess noise levels at the development and shall be reviewed and approved by the Planning Division. Detailed noise analysis and precise mitigation measures shall be submitted to the Planning Division for review and approval. In the event redesign is required, a revised map shall be submitted.

- **Subdivision 135, CUP 68**. A report stating that mitigation measures recommended in the acoustical study have been implemented shall be submitted to the Planning Division and the building plans shall be so certified by the acoustical engineer.

- **Subdivision 41.** An approved type wall/barrier shall be required along the rear of double frontage lots and shall be constructed outside the public right-of-way.

- **CUP 13.** Noise levels shall not exceed City Standards as required by Development Code Section 87.0905(b).

5.13.4 Environmental Impacts

5.13.4.1 2008 CERTIFIED EIR

The 2008 Certified EIR identified the following impacts for noise and vibration associated with the Approved Project:

- **Construction Noise.** The 2008 Certified EIR identified construction noise would temporarily increase ambient noise levels but that compliance with the municipal code, which generally limits construction noise hours to the weekday daytime hours, would minimize construction noise impacts to less than significant levels.

- **Construction Vibration.** The 2008 Certified EIR identified that construction activities would not cause a substantial increase in vibration at vibration-sensitive land uses.

- **Operational Noise**. The 2008 Certified EIR identified that commercial activities such as loading docks, parking lots, and mechanical equipment as well as school activities would result in a substantial increase in noise levels above ambient. This was identified as a significant unavoidable impact. Mechanical noise from the wastewater treatment plant was also identified as potentially significant; however, the wastewater treatment plant is no longer part of the Specific Plan and is currently in operation.

- **Operational Vibration**. The 2008 Certified EIR did not identify any long-term vibration impacts generated by the Approved Project.

- **Traffic Noise.** The 2008 Certified EIR indicated that traffic associated with implementation of the Approved Project would increase the day-night average sound level (Ldn) above the threshold of significance and/or increase the ambient traffic noise level by a substantial amount at existing off-site noise-sensitive receptors adjacent to the following streets:

  - Avenue E between 14th Street and Oak Glen Road
  - Colorado Street between Oak Glen Road and 8th Street and north of Wildwood Canyon Road
  - Oak Glen Road between Avenue E and Yucaipa Boulevard

  Therefore, a significant impact would occur at these locations. No feasible mitigation measures were identified and impacts were considered significant and unavoidable.

- **Airport Noise.** The 2008 Certified EIR stated that the Redlands Municipal Airport is approximately three miles from the Specific Plan site, and that the Specific Plan site is not within the Redlands Airport Influence Area. There are no private airstrips within the vicinity of the Specific Plan. Therefore, no impacts would occur.

5.13.4.2 PROPOSED PROJECT

Methodology

Traffic Noise

Appendix N to this Draft SEIR identifies the methods and procedures to analyze the future traffic noise environment using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). Noise contours were developed based on the traffic impact analysis prepared for the Proposed Project (see Appendix P). The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources in the plan area.

5. Environmental Analysis
NOISE

Operational Phase Noise

Appendix N to this Draft EIR identifies the methods and procedures to analyze stationary sources of noise associated with the Proposed Project using the CadnaA (Computer Aided Noise Abatement) computer program. To estimate operational noise impacts associated with the Proposed Project, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the Proposed Project.

Noise level measurements shown on Table 5.13-7, *Reference Noise Level Measurements,* were used to estimate the operational noise impacts associated with the Pacific Oaks Commerce Center project site. It is important to note that the following projected noise levels assume the worst-case noise environment with the loading dock activity, parking lot vehicle activities, roof-top air conditioning units, trash enclosure activity, and truck movements all operating at the same time. These sources of noise activity will likely vary throughout the day.

Table 5.13-7 Reference Noise Level Measurements

Reference Noise Source	Noise Source Height (Feet)	Min./Hour[1]		Reference Noise Level (dBA L_{eq}) @ 50 Feet	Sound Power Level (dBA L_w)[2]
		Day	Night		
Loading Dock Activity	8'	60	60	65.7	111.5
Parking Lot Vehicle Movements	5'	60	60	52.6	81.1
Roof-Top Air Conditioning Units	5'	39	28	57.2	88.9
Trash Enclosure Activity	5'	60	30	57.3	89.0
Truck Movements	8'	60	60	59.8	93.2

Source: Urban Crossroads 2023. (Appendix N)
1 Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Daytime" = 7:00 am to 10:00 pm; "Nighttime" = 10:00 pm to 7:00 am.
2 Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source. Numbers may vary due to size differences between point and area noise sources.

Construction Noise

To describe construction noise activities, a construction noise analysis was prepared using reference construction equipment noise levels from the FHWA published the Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. The RCNM equipment database provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

To estimate the noise levels due to nighttime concrete pouring activities, sample reference noise level measurements were taken during a nighttime concrete pouring at a construction site. Short-term, nighttime, concrete-pour, reference noise-level measurements were collected during the noise-sensitive nighttime hours between 1:00 am and 2:00 am. The reference noise levels describe the expected concrete-pour noise sources, which may include concrete-mixer-truck movements and pouring activities, concrete paving equipment, rear-

mounted concrete-mixer-truck backup alarms, engine idling, air brakes, generators, and workers communicating/whistling. To describe the nighttime concrete-pour noise levels associated with the construction of the Pacific Oaks Commerce Center project, a reference sound pressure level of 67.7 dBA L_{eq} at 50 feet was used. While the project noise levels will depend on the actual duration of activities and specific equipment fleet in use at the time of construction, the reference sound power level of 100.3 dBA L_w is used to describe the expected Pacific Oaks Commerce Center nighttime concrete-pour noise activities.

Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.13-1: Construction activities associated with the Proposed Project would result in temporary noise increases in the vicinity of the plan area. [Threshold N-1]

The 2008 Certified EIR identified construction noise would temporarily increase ambient noise levels but that compliance with the municipal code, which generally limits construction noise hours to the weekday daytime hours, would minimize construction noise impacts to less than significant levels.

FCSP Buildout

Construction activities associated with the Proposed Project would temporarily increase the ambient noise environment. The municipal code exempts temporary construction, repair, and demolition activities from the noise level limits, providing the activity occurs between 7:00 am and 7:00 pm on Monday through Saturday. Construction activities associated with the Proposed Project would be similar to those of the Approved Project. Therefore, as with the Approved Project, the Proposed Project would also result in less than significant impacts. The Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.13-1 would be less than significant.

Pacific Oaks Commerce Center

This section analyzes potential impacts resulting from the short-term construction activities associated with the development of the Pacific Oaks Commerce Center.

Daytime Construction

Table 5.13-8, *Pacific Oaks Commerce Center Construction Noise Levels Pacific Oaks Commerce Center*, presents the combined noise levels for the loudest construction equipment, assuming they operate at the same time. As shown in this table, the construction noise levels are expected to range from 48.8 to 55.5 dBA L_{eq} at the nearby receiver locations. The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA L_{eq} significance threshold during Pacific Oaks Commerce Center construction activities. Therefore, the noise impacts due to the Pacific Oaks Commerce Center construction noise are considered less than significant at all off-site receiver locations.

Table 5.13-8 Pacific Oaks Commerce Center Construction Noise Levels

Construction Activity Phase	RCNM Reference Combined Noise Level at 50 feet	Selected Off-Site Receptors (dBA Leq)[1]						
		R1	R2	R3	R4	R5	R6	R7
Site Prep	80	55.5	49.1	48.9	51.7	49.0	49.6	48.8
Grading	83	54.8	48.4	48.2	51.0	48.3	48.9	48.1
Building Construction	81	52.1	45.7	45.5	48.3	45.6	46.2	45.4
Architectural Coating	83	47.7.	41.3	41.1	43.9	41.2	41.8	41.0
Paving	77	49.4	43.0	42.8	45.6	42.9	43.5	42.7
Maximum dBA L_{eq} from Construction		**55.5**	**49.1**	**48.9**	**51.7**	**49.0**	**49.6**	**48.8**
Exceeds 80 dBA L_{eq} Threshold?		**No**	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2023. (Appendix N, See Exhibit 10-A, Construction Noise Source Locations, for receiver locations and distances.)
[1] Construction noise level calculations based on distance from the construction activity, which is measured from the Pacific Oaks Commerce Center boundary to the nearest receiver locations.

Nighttime Construction

The Pacific Oaks Commerce Center project has the potential to require nighttime concrete-pouring activities, which support reduced concrete mixer truck transit times and lower air temperatures than during the daytime hours and are generally limited to the actual building pad area. Since the nighttime concrete pours will take place outside the hours permitted by Chapter 87.0905[e][1][c] of the City of Yucaipa Municipal Code, the project applicant will be required to obtain authorization for nighttime work from the City. Nighttime construction noise activities are evaluated against the FTA nighttime exterior construction noise level threshold of 70 dBA L_{eq} for noise-sensitive residential land use.

As shown in Table 5.13-9, *Pacific Oaks Commerce Center Nighttime Concrete Pour Noise Level Compliance*, the noise levels associated with the nighttime concrete pour activities are estimated to range from 24.3 to 31.7 dBA L_{eq} at the nearest off-site noise-sensitive receiver locations. The analysis shows that the unmitigated nighttime concrete pour activities will satisfy the FTA 70 dBA L_{eq} nighttime residential noise level threshold at the nearest off-site noise-sensitive receiver locations. Therefore, the noise impacts due to Pacific Oaks Commerce Center construction nighttime concrete-pour activity are considered less than significant at all receiver locations and will require prior authorization for nighttime work from the City of Yucaipa.

Table 5.13-9 Pacific Oaks Commerce Center Nighttime Concrete Pour Noise Level Compliance

	Concrete Pour Construction Noise Levels (dBA L_{eq})		
Receptor Location	Exterior Noise Levels	Nighttime Noise Threshold	Threshold Exceeded?
R1	31.7	70	No
R2	28.3	70	No
R3	29.3	70	No
R4	31.3	70	No
R5	29.2	70	No
R6	24.3	70	No
R7	25.0	70	No

Source: Urban Crossroads 2023. (Appendix N, see Exhibit 10-B, Nighttime Concrete Pour Noise Source and Receiver Locations, for receiver locations and distances.)

Summary

As shown in the tables above, daytime and nighttime construction noise impacts associated with the Pacific Oaks Commerce Center construction activities would be less than significant. Therefore, the Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.13-1 would be less than significant.

Impact 5.13-2 Implementation of the Proposed Project would result in substantial long-term operation-related noise that could exceed the City's noise standards. [Threshold N-1]

The 2008 Certified EIR identified that commercial activities such as loading docks, parking lots, and mechanical equipment as well as school activities would result in a substantial increase in noise levels above ambient that was determined significant and unavoidable.

FCSP Buildout

Operational Noise

Implementation of the Proposed Project may result in exposure of persons to noise levels in excess of standards established in the City of Yucaipa's Municipal Code and Development Code from activities taking place at loading docks, parking lots, and mechanical noise. This potentially significant impact may occur at existing off-site noise-sensitive properties in the near vicinity of the proposed nonresidential land uses. Like the Approved Project, the Proposed Project would result in a substantial permanent increase in ambient noise levels in the vicinity of the plan area above levels as a result of activities on-site. Development of the Proposed Project would entail similar nonresidential land uses as compared to the Approved Project. For the program-level evaluation, it is speculative to identify where these types of operational noise sources and activities would occur relative to sensitive receptors. Therefore, the permanent noise level increase would continue to be a

significant impact in the absence of mitigation. However, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.13-2 would be potentially significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project would result in on-site noise sources such as cold storage loading dock activity, tractor trailer parking activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements. Consistent with similar warehouse uses, business operations would primarily be conducted within the enclosed building, except for traffic movement, parking, and loading and unloading of trucks at designated loading bays.

Daytime Operational Noise Levels

Operational phase noise associated with the Pacific Oaks Commerce Center project site were calculated at each of the sensitive receptor locations. Table 5.13-10, *Daytime Pacific Oaks Commerce Center Operational Noise Levels,* shows the project's operational noise levels during the daytime hours of 7:00 am to 10:00 pm. The daytime hourly noise levels at the off-site receiver locations are expected to range from 34.6 to 43.5 dBA Leq.

Table 5.13-10 Daytime Pacific Oaks Commerce Center Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)						
	R1	R2	R3	R4	R5	R6	R7
Cold Storage Loading Dock Activity	42.1	38.5	39.7	41.2	38.6	32.9	34.2
Tractor Trailer Parking Activity	37.1	32.6	33.6	35.1	33.9	28.8	28.3
Roof-Top Air Conditioning Units	23.8	20.3	20.6	18.7	16.8	16.3	17.1
Trash Enclosure Activity	23.4	19.5	20.4	22.9	20.5	14.3	14.8
Parking Lot Vehicle Movements	11.4	7.2	7.4	0.9	0.0	1.9	3.4
Truck Movements	25.6	21.1	21.4	22.1	20.5	19.5	19.8
Total (All Noise Sources)	**43.5**	**39.7**	**40.8**	**42.3**	**40.0**	**34.6**	**35.4**

Source: Urban Crossroads 2023. (Appendix N, see Exhibit 9-A, Project Operational Noise Source Locations, for the location of noise sources on-site.)

Nighttime Operational Noise Levels

Table 5.13-11, *Nighttime Pacific Oaks Commerce Center Operational Noise Levels,* shows the unmitigated Pacific Oaks Commerce Center Project operational noise levels during the nighttime hours of 10:00 pm to 7:00 am. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 35.9 to 43.4 dBA L_{eq}. The differences between the daytime and nighttime noise levels are largely related to the estimated duration of noise activity, as outlined in Tables 5.13-10 and 5.13-11.

Table 5.13-11 Nighttime Pacific Oaks Commerce Center Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)						
	R1	R2	R3	R4	R5	R6	R7
Cold Storage Loading Dock Activity	42.1	38.5	39.7	41.2	38.6	34.6	34.7
Tractor Trailer Parking Activity	37.1	32.6	33.6	35.1	33.9	30.4	28.8
Roof-Top Air Conditioning Units	21.4	17.9	18.2	16.3	14.7	14.7	15.3
Trash Enclosure Activity	19.4	15.5	16.4	18.9	16.6	11.9	11.5
Parking Lot Vehicle Movements	11.4	7.2	7.4	0.9	0.0	3.1	3.8
Truck Movements	25.6	21.1	21.4	22.1	20.6	20.0	20.0
Total (All Noise Sources)	**42.1**	**38.5**	**39.7**	**41.2**	**38.6**	**34.6**	**34.7**

Source: Urban Crossroads 2023. (Appendix N, see also Exhibit 9-A, Project Operational Noise Source Locations, for the location of noise sources on-site.)

Day-Night Operational Noise Levels

Noise levels that would be experienced at receptor locations when the Pacific Oaks Commerce Center project-source noise is added to the daytime and nighttime ambient conditions are presented on Table 5.13-12, *Daytime and Nighttime Project Operational Noise Level Increases, dBA L_{eq}*. As indicated in this table, the Pacific Oaks Commerce Center would generate a daytime operational noise level increase ranging from 0.0 to 0.3 dBA L_{eq} at the nearest off-site receptor locations. Additionally, the Pacific Oaks Commerce Center would generate a nighttime operational noise level increase ranging from 0.0 to 0.7 dBA L_{eq} at the nearest off-site receptor locations. Project-related operational noise level increases would not exceed the operational noise level increase significance criteria; therefore, the increases at the off-site sensitive receiver locations would be less than significant.

Table 5.13-12 Daytime and Nighttime Project Operational Noise Level Increases

Receiver Locations	Total Project Operational Noise (dBA L_{eq})		Measurement Location	Reference Ambient Noise Levels (dBA L_{eq})		Combined Project and Ambient (dBA L_{eq})		Project Increase (dBA L_{eq})		Increase Criteria (dBA L_{eq})		Increase Criteria Exceeded?	
	Day	Night		Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
R1	43.5	43.4	L1	56.8	57.2	57.0	57.4	0.2	0.2	5.0	5.0	No	No
R2	39.7	39.6	L2	57.6	61.0	57.7	61.0	0.1	0.0	5.0	5.0	No	No
R3	40.8	40.7	L3	79.7	78.7	79.7	78.7	0.0	0.0	1.5	1.5	No	No
R4	42.3	42.2	L4	53.5	52.0	53.8	52.4	0.3	0.4	5.0	5.0	No	No
R5	40.0	40.0	L5	52.0	47.6	52.3	48.3	0.3	0.7	5.0	5.0	No	No
R6	34.6	36.2	L6	67.6	64.9	67.6	64.9	0.0	0.0	1.5	5.0	No	No
R7	35.4	35.9	L7	57.3	62.1	57.3	62.1	0.0	0.0	5.0	5.0	No	No

Source: Urban Crossroads 2023. (Appendix N, see also Exhibit 9-A, Project Operational Noise Source Locations, for the location of noise sources on-site.)

Summary

As identified above, operational noise levels associated with the Proposed Project would not result in a substantial increase in noise levels that exceed the City's noise standards at the off-site receptors. Impacts associated with the Pacific Oaks Commerce Center would be less than significant. The Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.13-2 would be less than significant.

Impact 5.13-3 Implementation of the Proposed Project would result in a substantial increase in long-term traffic-related noise levels that exceed local standards. [Threshold N-1]

The 2008 Certified EIR identified that traffic associated with implementation of the Approved Project would substantially increase traffic noise levels and impacts would be significant and unavoidable as there are no feasible mitigation measures to abate the traffic noise generated.

FCSP Buildout

Implementation of the Proposed Project would result in the exposure of persons to transportation-related noise levels in excess of standards in the City of Yucaipa's General Plan. This significant impact would occur at existing off-site noise-sensitive properties adjacent to plan area roadway segments.

Without-Interchange Traffic Noise Levels Increases

Table, 5.13-13, *Proposed Project Without Interchange Traffic Noise Levels,* identifies future traffic noise levels in the plan area at buildout with implementation of the Proposed Project without the Wildwood Canyon Interchange project. The future with Proposed Project conditions would range from 64.8 to 75.1 dBA CNEL, and off-site traffic noise level increases would range from 0.5 to 6.1 dBA CNEL. This incremental noise level increase would exceed the applicable significance thresholds for the following five study area roadway segments:

- 16th Street south of Avenue E (Segment #1)
- Live Oak Canyon Road north of I-10 Westbound Ramps (Segment #5)
- Oak Glen Road north of Calimesa Boulevard (Segment #7)
- Wildwood Canyon Road north of Calimesa Boulevard (Segment #9)
- County Line Road w/o I-10 EB Ramps (Segment #10)

Therefore, the Proposed Project's contribution to future off-site traffic noise levels would result in a potentially significant off-site traffic noise impact.

Table 5.13-13 Proposed Project Without Interchange Traffic Noise Levels

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	16th St.	s/o Avenue E	Sensitive	65.8	67.9	2.1	1.5	**Yes**
2	16th St.	s/o Avenue E	Sensitive	62.6	65.0	2.4	3.0	No
3	Live Oak Cyn. Rd.	s/o Outer Highway 10 S	Non-Sensitive	68.7	74.8	6.1	n/a	No
4	Live Oak Cyn. Rd.	s/o I-10 WB Ramps	Non-Sensitive	68.7	73.8	5.1	n/a	No
5	Live Oak Cyn. Rd.	n/o I-10 WB Ramps	Non-Sensitive	71.0	74.3	3.3	3.0	**Yes**
6	Oak Glen Rd.	s/o Calimesa Blvd.	Non-Sensitive	73.0	75.1	2.1	3.0	No
7	Oak Glen Rd.	n/o Calimesa Blvd.	Sensitive	71.0	72.9	1.9	1.5	**Yes**
8	Colorado St.	e/o 8th St.	Sensitive	64.3	64.8	0.5	3.0	No
9	Wildwood Cyn. Rd.	n/o Calimesa Blvd.	Sensitive	67.8	70.2	2.4	1.5	**Yes**
10	County Line Rd.	w/o I-10 EB Ramps	Sensitive	66.6	71.8	5.2	1.5	**Yes**
11	County Line Rd.	e/o I-10 WB Ramps	Non-Sensitive	71.7	73.2	1.5	3.0	No
12	County Line Rd.	e/o Calimesa Blvd.	Non-Sensitive	70.2	71.2	1.0	3.0	No

Source: Urban Crossroads 2023.
Notes: s/o = south of; n/o = north of; e/o = east of; w/o= west of
"n/a" = Per the Land Use Noise Compatibility Criteria (see Table 5.13-3), a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise-sensitive noise level is greater than the normally acceptable 70 dBA CNEL compatibility criteria.
[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

With-Interchange Traffic Noise Levels Increases

Table, 5.13-14, *Proposed Project With Interchange Traffic Noise Levels*, identifies future traffic noise levels in the plan area at buildout with implementation of the Proposed Project with the Wildwood Canyon Interchange project. The future with interchange plus Proposed Project conditions would range from 64.6 to 75.8 dBA CNEL, and off-site traffic noise level increases would range from 0.5 to 6.2 dBA CNEL. This incremental noise level increase would exceed the applicable significance thresholds for the following five study area roadway segments:

- 16th Street south of Avenue E (Segment #1)
- Live Oak Canyon Road north of I-10 Westbound Ramps (Segment #5)
- Oak Glen Road north of Calimesa Boulevard (Segment #7)
- Wildwood Canyon Road north of Calimesa Boulevard (Segment #9)
- County Line Road west of I-10 Eastbound Ramps (Segment #10)

Therefore, the Proposed Project's contribution to future with interchange off-site traffic noise levels would result in a potentially significant off-site traffic noise impact.

5. Environmental Analysis
NOISE

Table 5.13-14 Proposed Project With Interchange Traffic Noise Levels

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	16th St.	s/o Avenue E	Sensitive	65.4	67.4	2.0	1.5	**Yes**
2	16th St.	s/o Avenue E	Sensitive	62.3	64.6	2.3	3.0	No
3	Live Oak Cyn. Rd.	s/o Outer Highway 10 S	Non-Sensitive	68.0	74.2	6.2	n/a	No
4	Live Oak Cyn. Rd.	s/o I-10 WB Ramps	Non-Sensitive	68.2	73.3	5.1	n/a	No
5	Live Oak Cyn. Rd.	n/o I-10 WB Ramps	Non-Sensitive	70.7	74.0	3.3	3.0	**Yes**
6	Oak Glen Rd.	s/o Calimesa Blvd.	Non-Sensitive	72.9	75.8	2.9	3.0	No
7	Oak Glen Rd.	n/o Calimesa Blvd.	Sensitive	70.8	72.5	1.7	1.5	**Yes**
8	Colorado St.	e/o 8th St.	Sensitive	64.7	65.2	0.5	3.0	No
9	Wildwood Cyn. Rd.	n/o Calimesa Blvd.	Sensitive	69.5	73.2	3.7	1.5	**Yes**
10	County Line Rd.	w/o I-10 EB Ramps	Sensitive	65.8	68.6	2.8	1.5	**Yes**
11	County Line Rd.	e/o I-10 WB Ramps	Non-Sensitive	71.4	71.9	0.5	3.0	No
12	County Line Rd.	e/o Calimesa Blvd.	Non-Sensitive	70.2	71.1	0.9	3.0	No

Source: Urban Crossroads 2023. (Appendix N)
Notes: s/o = south of; n/o = north of; e/o = east of; w/o= west of
"n/a" = Per the Land Use Noise Compatibility Criteria (see Table 5.13-3), a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the normally acceptable 70 dBA CNEL compatibility criteria.
[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

Summary

As shown in the tables above, traffic associated with implementation of the Proposed Project would increase traffic noise levels above the threshold of significance and/or increase the ambient traffic noise level by a substantial amount at existing off-site noise-sensitive receptors. However, it is not considered practical or feasible to mitigate these impacts because it would require making alterations to private off-site properties over which applicants of future development projects would have no control.

According to the traffic analysis (see Appendix P to this Draft SEIR), the Proposed Project would generate approximately 81,073 fewer daily vehicle trips compared to the Approved Project. As with the Approved Project, the Proposed Project would also result in potentially significant impacts. However, because the Proposed Project represents a net reduction in trips from the Approved Project, the Proposed Project would not result in new or substantially more severe significant impacts in this regard compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.13-3 would be potentially significant.

Pacific Oaks Commerce Center

Overall, it is expected that the Pacific Oaks Commerce Center Project would generate a total of 4,355 vehicle trips, of which 1,557 would be truck trips. With- and without-project traffic noise contours for the scenarios below are included in Appendix N of this Draft SEIR.

Opening Year

Without-Interchange Traffic Noise Level Increases

Table 5.13-15, *Pacific Oaks Commerce Center Opening Year Without Interchange Traffic Noise Levels*, presents the traffic noise levels associated with the Pacific Oaks Commerce Center in the absence of the Wildwood Canyon interchange at the receiving land use. Traffic noise levels with the project would range from 61.1 to 73.7 dBA CNEL with the Pacific Oaks Commerce Center Project and off-site traffic noise level increases would range from 0 to 8.5 dBA CNEL. This incremental noise level increase would exceed the applicable significance thresholds (see Table 5.13-6) for this scenario for the following study area roadway segment:

- Wildwood Canyon Road north of Calimesa Boulevard (Segment #9)

Therefore, the Pacific Oaks Commerce Center project's contribution to off-site traffic noise would result in a potentially significant off-site traffic noise impact.

Table 5.13-15 Pacific Oaks Commerce Center Opening Year Without Interchange Traffic Noise Levels

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	16th St.	s/o Avenue E	Sensitive	63.8	64.1	0.3	3.0	No
2	16th St.	s/o Avenue E	Sensitive	60.5	61.1	0.6	3.0	No
3	Live Oak Cyn. Rd.	s/o Outer Highway 10 S	Non-Sensitive	67.2	72.9	5.7	n/a	No
4	Live Oak Cyn. Rd.	s/o I-10 WB Ramps	Non-Sensitive	67.1	72.2	5.1	n/a	No
5	Live Oak Cyn. Rd.	n/o I-10 WB Ramps	Non-Sensitive	70.1	72.1	2.0	3.0	No
6	Oak Glen Rd.	s/o Calimesa Blvd.	Non-Sensitive	72.5	73.7	1.2	3.0	No
7	Oak Glen Rd.	n/o Calimesa Blvd.	Sensitive	70.8	70.8	0	1.5	No
8	Colorado St.	e/o 8th St.	Sensitive	61.9	61.9	0	3.0	No
9	Wildwood Cyn. Rd.	n/o Calimesa Blvd.	Sensitive	67.5	72.5	5.0	1.5	**Yes**

Source: Urban Crossroads 2023. (see Appendix N)
Notes: s/o = south of; n/o = north of; e/o = east of; w/o= west of
"n/a" = Per the Land Use Noise Compatibility Criteria (see Table 5.13-3), a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the normally acceptable 70 dBA CNEL compatibility criteria.
The Pacific Oaks Commerce Center would not have access to County Line Road at opening year. As shown in Figure 3-11 and 3-12 in Chapter 3, Project Description, the Wildwood Canyon road extension (Oak Hills Parkway) would dead end just past Building 2.
[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

With-Interchange Traffic Noise Level Increases

Table 5.13-16, *Pacific Oaks Commerce Center Opening Year Without Interchange Traffic Noise Levels*, presents the traffic noise levels associated with the Pacific Oaks Commerce Center with the Wildwood Canyon interchange at the receiving land use. Because the Wildwood Canyon interchange project is not anticipated to be operational until post-operation of the Pacific Oaks Commerce Center project and there is no internal connection to the Wildwood Canyon interchange at opening year, this scenario is hypothetical. Traffic noise levels with the project would range from 60.6 to 72.3 dBA CNEL, and off-site traffic noise level increases range from 0 to 3.3 dBA CNEL. Based on the significance criteria for off-site traffic noise (see Table 5.13-6), land uses adjacent to the plan area roadway segments would experience less than significant noise level increases at receiving land uses with the Pacific Oaks Commerce Center project under this scenario.

Table 5.13-16 Pacific Oaks Commerce Center Opening Year With Interchange Traffic Noise Levels

				CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
ID	Road	Segment	Receiving Land Use[1]	No Project	With Project	Project Addition	Limit	Exceeded?
1	16th St.	s/o Avenue E	Sensitive	63.8	63.9	0.1	3.0	No
2	16th St.	s/o Avenue E	Sensitive	60.5	60.6	0.1	3.0	No
3	Live Oak Cyn. Rd.	s/o Outer Highway 10 S	Non-Sensitive	66.8	70.1	3.3	n/a	No
4	Live Oak Cyn. Rd.	s/o I-10 WB Ramps	Non-Sensitive	66.8	69.6	2.8	n/a	No
5	Live Oak Cyn. Rd.	n/o I-10 WB Ramps	Non-Sensitive	69.8	70.7	0.9	n/a	No
6	Oak Glen Rd.	s/o Calimesa Blvd.	Non-Sensitive	72.2	72.3	0.1	3.0	No
7	Oak Glen Rd.	n/o Calimesa Blvd.	Sensitive	70.6	70.6	0	1.5	No
8	Colorado St.	e/o 8th St.	Sensitive	61.9	61.9	0	3.0	No
9	Wildwood Cyn. Rd.	n/o Calimesa Blvd.	Sensitive	69.0	69.4	0.4	1.5	No

Source: Urban Crossroads 2023. (see Appendix N)
Notes: s/o = south of; n/o = north of; e/o = east of; w/o= west of
"n/a" = Per the Land Use Noise Compatibility Criteria (see Table 5.13-3), a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the normally acceptable 70 dBA CNEL compatibility criteria.
The Pacific Oaks Commerce Center would not have access to County Line Road at opening year. As shown in Figure 3-11 and 3-12 in Chapter 3, Project Description, the Wildwood Canyon road extension (Oak Hills Parkway) would dead end just past Building 2.
[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

Plan Horizon Year

Without-Interchange Traffic Noise Level Increases

Table 5.13-17, *Pacific Oaks Commerce Center Plan Horizon Year Without Interchange Project Traffic Noise Levels*, presents traffic noise levels associated with the Pacific Oaks Commerce Center project at the plan horizon year without traffic CNEL noise levels. This table shows that the with-project traffic noise levels would range from 64.0 to 75.3 dBA CNEL, and off-site traffic noise increases would range from 0 to 5.2 dBA CNEL. This incremental noise level increase would exceed the applicable significance thresholds (see Table 5.13-6) for the following two study area roadway segments:

- Wildwood Canyon Road north of Calimesa Boulevard (Segment #9)
- County Line Road west of I-10 Freeway Eastbound Ramps (Segment #10)

Therefore, the Pacific Oaks Commerce Center project's contribution to off-site traffic noise at the plan horizon year would result in a potentially significant off-site traffic noise impact.

Table 5.13-17 Pacific Oaks Commerce Center Plan Horizon Year Without Interchange Project Traffic Noise Levels

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	16th St.	s/o Avenue E	Sensitive	66.6	66.7	0.1	1.5	No
2	16th St.	s/o Avenue E	Sensitive	63.6	64.0	0.4	3.0	No
3	Live Oak Cyn. Rd.	s/o Outer Highway 10 S	Non-Sensitive	72.1	74.8	2.7	3.0	No
4	Live Oak Cyn. Rd.	s/o I-10 WB Ramps	Non-Sensitive	71.4	74.0	2.6	3.0	No
5	Live Oak Cyn. Rd.	n/o I-10 WB Ramps	Non-Sensitive	72.6	73.9	1.3	3.0	No
6	Oak Glen Rd.	s/o Calimesa Blvd.	Non-Sensitive	74.5	75.3	0.8	3.0	No
7	Oak Glen Rd.	n/o Calimesa Blvd.	Sensitive	71.7	71.7	0.0	1.5	No
8	Colorado St.	e/o 8th St.	Sensitive	65.0	65.0	0.0	1.5	No
9	Wildwood Cyn. Rd.	n/o Calimesa Blvd.	Sensitive	71.6	74.3	2.7	1.5	**Yes**
10	County Line Rd.	w/o I-10 EB Ramps	Sensitive	67.8	73.0	5.2	1.5	**Yes**
11	County Line Rd.	e/o I-10 WB Ramps	Non-Sensitive	71.7	71.8	0.1	3.0	No
12	County Line Rd.	e/o Calimesa Blvd.	Non-Sensitive	70.7	70.7	0.0	3.0	No

Source: Urban Crossroads 2023. (see Appendix N)
Notes: s/o = south of; n/o = north of; e/o = east of; w/o= west of
"n/a" = Per the Land Use Noise Compatibility Criteria (see Table 5.13-3), a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the normally acceptable 70 dBA CNEL compatibility criteria.
[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

With-Interchange Traffic Noise Level Increases

Table 5.13-18, *Pacific Oaks Commerce Center Plan Horizon Year With Interchange Project Traffic Noise Levels* presents the 2050 Interchange without-project conditions CNEL noise levels. This table shows that with project traffic noise levels will range from 64.1 to 74.1 dBA CNEL and off-site traffic noise level increases would range from 0.0 to 1.2 dBA CNEL. Based on the significance criteria for off-site traffic noise (see Table 5.13-6), land uses adjacent to the plan area roadway segments would experience less than significant noise level increases on receiving land uses from the Pacific Oaks Commerce Center project.

Table 5.13-18 Pacific Oaks Commerce Center Plan Horizon Year Without Interchange Project Traffic Noise Levels

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	16th St.	s/o Avenue E	Sensitive	67.0	67.0	0.0	1.5	No
2	16th St.	s/o Avenue E	Sensitive	64.0	64.1	0.1	3.0	No
3	Live Oak Cyn. Rd.	s/o Outer Highway 10 S	Non-Sensitive	72.6	73.7	1.1	3.0	No
4	Live Oak Cyn. Rd.	s/o I-10 WB Ramps	Non-Sensitive	71.7	72.9	1.2	3.0	No
5	Live Oak Cyn. Rd.	n/o I-10 WB Ramps	Non-Sensitive	72.8	73.3	0.5	3.0	No
6	Oak Glen Rd.	s/o Calimesa Blvd.	Non-Sensitive	74.1	74.1	0.0	3.0	No
7	Oak Glen Rd.	n/o Calimesa Blvd.	Sensitive	71.9	71.9	0.0	1.5	No
8	Colorado St.	e/o 8th St.	Sensitive	64.6	64.6	0.0	3.0	No
9	Wildwood Cyn. Rd.	n/o Calimesa Blvd.	Sensitive	69.1	69.4	0.3	1.5	No
10	County Line Rd.	w/o I-10 EB Ramps	Sensitive	70.0	70.1	0.1	1.5	No
11	County Line Rd.	e/o I-10 WB Ramps	Non-Sensitive	72.6	72.6	0.0	3.0	No
12	County Line Rd.	e/o Calimesa Blvd.	Non-Sensitive	70.8	70.8	0.0	3.0	No

Source: Urban Crossroads 2023. (see Appendix N)
Notes: s/o = south of; n/o = north of; e/o = east of; w/o= west of
"n/a" Per the Land Use Noise Compatibility Criteria, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the normally acceptable 70 dBA CNEL compatibility criteria.
[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

Summary

The Pacific Oaks Commerce Center project would result in the same impacts for traffic noise as identified for the Specific Plan. Impacts would be potentially significant. The off-site traffic analysis shows that the without-interchange project traffic noise level increases on study area roadway segments would exceed the incremental noise level increase thresholds (see Table 5.13-6) and represent a potentially significant impact. However, the Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.13-3 would be potentially significant.

Impact 5.13-4: The Proposed Project would not create substantial short-term or long-term groundborne vibration and groundborne noise that would impact sensitive receptors proximate to the plan area. [Threshold N-2]

The 2008 Certified EIR identified construction activities and operational activities would not cause a substantial increase in vibration and vibration-sensitive land uses.

FCSP Buildout

The primary vibratory source during the construction of future development projects associated with the Proposed Project would be large bulldozers. However, the impact would be considered less than significant because of the short duration of the activity and because the vibration levels would be well below the threshold of building damage. Like the Approved Project, the Proposed Project would have less than significant impacts. The Proposed Project would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.13-4 would be less than significant.

Pacific Oaks Commerce Center

Table 5.13-19, *Vibration Damage Levels for Typical Construction Equipment,* presents the expected Pacific Oaks Commerce Center project-related vibration levels at the nearby receiver locations, and ground vibration levels associated with various types of construction equipment are summarized. At distances ranging from 1,048 to 2,693 feet from Pacific Oaks Commerce Center project site construction activities, construction vibration velocity levels are estimated to range from 0 to 0.003 in/sec PPV. Based on maximum acceptable continuous vibration threshold of 0.2 PPV (in/sec), the typical construction vibration levels would fall below the building damage thresholds at all the sensitive receiver locations. Therefore, the Pacific Oaks Commerce Center vibration impacts are considered less than significant during typical construction activities at the project site.

Table 5.13-19 Vibration Damage Levels for Typical Construction Equipment

	PPV (in/sec)							
Equipment	FTA Reference at 25 feet	R1	R2	R3	R4	R5	R6	R7
Vibratory Roller	0.21	0.001	0	0	0	0	0	0
Large Bulldozer	0.089	0.001	0	0	0	0	0	0
Loaded Trucks	0.076	0.000	0	0	0	0	0	0
Jackhammer	0.035	0.000	0	0	0	0	0	0
Small Bulldozer	0.003	0.000	0	0	0	0	0	0

Sources: Urban Crossroads 2023. (see Appendix N, Exhibit 10-A for receiver locations and distances).
Note: "PPV" = Peak Particle Velocity

The Pacific Oaks Commerce Center project would result in the same impacts for vibration as identified for the Specific Plan. Impacts would be less than significant. Therefore, the Pacific Oaks Commerce Center would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.13-4 would be less than significant.

Impact 5.13-5: The plan area is not in the vicinity of an airport or private airstrip; and therefore, the Proposed Project would not result in exposure of future resident and/or workers to airport-related noise. [Threshold N-3]

The 2008 Certified EIR identified that no impacts associated with proximity to an airport or private airstrip would occur.

FCSP Buildout

The Redlands Municipal Airport is approximately three miles from the plan area, and the plan area is not within the Redlands Airport Influence Area. There are no private airstrips within the vicinity of the Specific Plan. Therefore, no impacts would occur. The Proposed Project would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.13-5 would be less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project would result in the same impacts for airport noise as identified for the Specific Plan. No impact would occur. Therefore, the Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.13-5 would be less than significant.

5.13.5 Cumulative Impacts

Traffic noise increases associated with the Proposed Project are based on the subregional traffic model and include cumulative traffic growth in the plan area. Therefore, traffic noise impacts of the Proposed Project are also cumulative impacts. Construction activities associated with the Proposed Project are localized and are sufficiently far away from other large construction projects, including the Mesa Verde Specific Plan. Impacts associated with traffic noise were identified as significant and unavoidable; therefore, the Proposed Project would cumulatively contribute to a cumulative increase in ambient noise levels in the plan area. However, the Proposed Project would not generate greater or substantially more severe impacts than identified for the Approved Project.

5.13.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.13-1, 5.13-4, and 5.13-5.

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

- **Impact 5.13-2** Implementation of the Proposed Project would result in a substantial long-term operation-related noise that could exceed the City's noise standards.

- **Impact 5.13-3** Implementation of the Proposed Project would result in a substantial increase in long-term traffic-related noise levels that exceed local standards.

5.13.7 Mitigation Measures

5.13.7.1 MITIGATION MEASURES FROM THE 2008 CERTIFIED EIR

The 2008 Certified EIR did not identify mitigation measures for noise or vibration.

5.13.7.2 NEW MITIGATION MEASURES

Impact 5.13-2

Specific Plan

The City requires applicants for new development projects to submit a noise study to mitigate operational noise impacts in accordance with the following COAs:

- Subdivision 100, CUP 67
- Subdivision 135, CUP 68
- Subdivision 41
- CUP 13

At the plan level, these impacts are considered potentially significant, and no additional feasible mitigation measures are applicable.

Pacific Oaks Commerce Center

No significant project-level impacts were identified, and operational noise for the Pacific Oaks Commerce Center was identified as less than significant.

Impact 5.13-3

Specific Plan

Similar to that identified in the 2008 Certified EIR, it is not considered practical or feasible to mitigate traffic noise impacts because it would require making alterations to private off-site properties over which applicants of future development projects would have no control. Therefore, no feasible mitigation measures have been identified.

Pacific Oaks Commerce Center

Similar to that identified in the 2008 Certified EIR, it is not considered practical or feasible to mitigate traffic noise impacts because it would require making alterations to private off-site properties over which applicants of future development projects would have no control. Therefore, no feasible mitigation measures for the Pacific Oaks Commerce Center project have been identified.

5.13.8 Level of Significance After Mitigation

Impact 5.13-2

Specific Plan

Implementation of the Proposed Project would result in a substantial long-term operation-related noise that could exceed the City's noise standards. The City requires applicants for new development projects to submit a noise study to mitigate operational noise impacts in accordance with the standard COAs. However, at the plan level, Impact 5.13-2 is considered ***significant and unavoidable***.

Pacific Oaks Commerce Center

No significant impacts were identified, and no mitigation measures are needed.

Impact 5.13-3

Specific Plan

Implementation of the Proposed Project would result in a substantial increase in long-term traffic-related noise levels that exceed local standards. Similar to that identified in the 2008 Certified EIR, it is not considered practical or feasible to mitigate traffic noise impacts because it would require making alterations to private off-site properties over which applicants of future development projects would have no control. Impact 5.13-3, plan-level and cumulative traffic noise impacts, is considered ***significant and unavoidable***.

Pacific Oaks Commerce Center

Implementation of the Pacific Oaks Commerce Center project would result in a substantial increase in long-term traffic-related noise levels that exceed local standards. Similar to that identified in the 2008 Certified EIR, it is not considered practical or feasible to mitigate traffic noise impacts because it would require making alterations to private off-site properties over which applicants of future development projects would have no control. Impact 5.13-3, traffic noise impacts, is considered ***significant and unavoidable*** for the Pacific Oaks Commerce Center project.

5.13.9 References

Urban Crossroads. 2023, September 7. Freeway Corridor Specific Plan (FCSP) & Pacific Oak Commerce Center (POCC) Noise and Vibration Analysis. SEIR Appendix N.

5.14 POPULATION AND HOUSING

This section of the Draft SEIR examines the potential for socioeconomic impacts of the Proposed Project on the City of Yucaipa compared to that of the Approved Project. Population and housing impacts include changes in population, employment, and demand for housing, particularly housing cost/rent ranges defined as "affordable." Current website information and pertinent documents from the City of Yucaipa and other appropriate agencies were used in preparation of this section. The analysis in this section is based, in part, upon information from:

- Southern California Association of Governments (SCAG)
- United States Census Bureau (US Census)
- California Department of Finance (DOF)
- Employment Development Department (EDD)
- Longitudinal Employer-Household Dynamics (LEHD)

5.14.1 Environmental Setting

5.14.1.1 REGULATORY BACKGROUND

State Regulations

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department (HCD) estimates the relative share of California's projected population growth that would occur in each county based on the California Department of Finance population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, the HCD provides the RHNA to the council. The council then assigns a share of the regional housing need to each of its cities and counties. The process of assigning share gives cities and counties the opportunity to comment on the proposed allocations. The HCD oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

State law recognizes the vital role local governments play in the supply and affordability of housing. To that end, California Government Code requires that the housing element achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities.

- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.

- Assist in the development of adequate housing to meet the needs of low- and moderate-income households.
- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.
- Preserve for lower-income households the publicly assisted multifamily housing developments in each community.

California housing element laws (California Government Code Sections 65580–65589) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs.

Housing Accountability Act

The Housing Accountability Act requires that cities approve applications for residential development that are consistent with a city's general plan and zoning code development standards without reducing the proposed density. Examples of objective standards are those that are measurable and have clear criteria that are determined in advance, such as numerical setback, height limit, universal design, lot coverage requirement, or parking requirement.

SB 330: Housing Crisis Act of 2019

Among other changes that promote housing, the Housing Crisis Act of 2019 strengthened the Housing Accountability Act, which states that a housing development project that complies with the objective standards of the General Plan and Zoning Ordinance must be approved by the City, unless the City is able to make written findings based on the preponderance of the evidence in the record that either: (1) the City has already met its Regional Housing Needs Assessment (RHNA) requirement; (2) there is an impact to the public health and safety and this impact cannot be mitigated; (3) the property is agricultural land; (4) approval of the project would violate State or Federal law and this violation cannot be mitigated; or (5) the project is inconsistent with the zoning and land use designation and not identified in the General Plan Housing Element RHNA inventory.

Regional Regulations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the metropolitan planning organization that represents six counties and 191 cities in Southern California. SCAG is responsible for analyzing the region's transportation system, the future of growth in the region, and potential funding sources to address housing, transportation, and livability issues for the 18 million residents of Southern California.

As part of the Regional Transportation Plan (RTP) process every four years, SCAG is responsible for determining the growth in housing, employment, and population across the region and for identifying efficient and effective methods to accommodate that growth. SCAG estimates that by 2035, the region will add more than four million residents, primarily in Riverside and San Bernardino counties. As the agency charged with identifying population, housing, and employment projections and trends, SCAG also leads the Regional Housing Needs Allocation (RHNA) process to identify the amount of growth, at a variety of income levels, that each jurisdiction in the region will need to accommodate within the housing element planning period and assist jurisdictions in analyzing the existing and future housing needs of their community.

Local Regulations

City of Yucaipa General Plan 2021-2029 Housing Element

Future development of all land in Yucaipa is guided by the City's General Plan. The City's 2021-2029 Housing Element was adopted on September 12, 2022. The housing element is the City's plan for achieving local housing goals and compliance with the applicable statutes that are required of all local governments when updating their housing elements. The housing element includes housing programs that the City will implement to achieve the goals, policies, and objectives of the element. Program 11 and Program 18 apply to the proposed project.

Program 11. Freeway Corridor Specific Plan

The FCSP is intended to provide a mix of residential, commercial, and industrial uses along with significant open space. The City received a SCAG grant to revise the FCSP to capture current market demand that has changed significantly since the Great Recession.

Objective: Revise and implement the Freeway Corridor Specific Plan to facilitate the development of housing that can meet market demand, work with property owners to encourage the development of the property and develop an Enhanced Infrastructure Financing District to encourage and facilitate the FCSP development.

Program 18. Planned Development and/or Specific Plans

The Planned Development or Specific Plan process is intended to facilitate the development of properties, including housing, where greater flexibility in site design and housing products is desired and to facilitate the more efficient use of land than would be possible through the strict application of the current land use district regulations. Tailored standards can encourage more creative and imaginative planning of mixed-use, multi-phased residential, commercial, or industrial developments within the framework of a single cohesive plan should be used to create quality focused areas for development. The City is currently using this tool for two specific plans and several planned developments (e.g., Serrano Estates). The City will continue to offer Planned Developments and process specific plans where appropriate [including the Proposed Project].

Objective: Offer the planned development or Specific Plan permit process, where appropriate, to facilitate residential projects that further communitywide goals.

5.14.1.2 EXISTING CONDITIONS

Population

Table 5.14-1, *Population Trends in the City of Yucaipa,* shows the population trends and percentage change in the City of Yucaipa from 2010 to 2021.

Table 5.14-1 Population Trends in the City of Yucaipa

Year	Population	Percentage Change
2010	50,227	N/A
2011	50,862	1.26%
2012	51,319	0.90%
2013	51,839	1.01%
2014	52,406	1.09%
2015	52,739	0.64%
2016	52,886	0.28%
2017	53,151	0.50%
2018	53,624	0.89%
2019	53,416	-0.39%
2020	54,358	1.76%
2021	54,312	-0.08%

Source: US Census 2020a.

Housing

Housing Characteristics

Table 5.14-2, *Housing Composition in the City of Yucaipa,* shows the current composition and changes in housing in Yucaipa since 2010.

Table 5.14-2 Housing Composition in the City of Yucaipa

Housing Composition	2010		2020	
	Number of Units	Percentage of Units	Number of Units	Percentage of Units
Single-Family Housing				
Single-Family Detached	13,501	69%	13,792	68%
Single-Family Attached	550	3%	554	3%
Multiple-Family Housing				
Multifamily (2-4 units)	730	4%	753	4%
Multifamily (5 or more)	543	3%	752	4%
Mobile Homes and Others	4,318	22%	4,488	22%
Total	**19,642**	**-**	**20,339**	**-**

Source: Yucaipa 2022.

Regional Housing Needs Assessment

As shown in Table 5.14-3, *City of Yucaipa 2021-2029 RHNA,* Yucaipa's RHNA allocation for the 2021-2029 planning period is 2,866 units.

Table 5.14-3 City of Yucaipa 2021-2029 RHNA

Household Income Category	Definition of Income Category	2021-2029 RHNA	
		Number of Housing Units	Percentage of Housing Units
Extremely Low[1]	30% or less MFI	354	12%
Very Low[1]	31–50% of MFI	354	12%
Low	51–80%	493	17%
Moderate	81–120%	511	18%
Above Moderate	Above 120% of MFI	1,154	40%
	Total	**2,866**	**100%**

Source: Yucaipa 2022.
Notes: MFI = Median Family Income
[1] The RHNA provides a very low requirement of 708 units. HCD assumes that 50 percent of the very low-income requirements if the extremely low-income requirements. The table above splits the City's very-low income RHNA into extremely low and very low.

Employment and Jobs

Employment Trends

According to the California Employment Development Department, the average employment rate in Yucaipa increased from 2010 to 2022. The average annual employment rate and percent changes are shown in Table 5.14-4, *City of Yucaipa Average Employment Trends*.

Table 5.14-4 City of Yucaipa Average Employment Trends

Year	Employment (persons)	Percentage Change
2010	20,600	N/A
2011	20,700	0.49%
2012	21,100	1.93%
2013	21,500	1.90%
2014	22,200	3.26%
2015	22,900	3.15%
2016	23,200	1.31%
2017	23,700	2.16%
2018	24,100	1.69%
2019	24,400	1.24%
2020	23,500	-3.69%
2021	24,500	4.26%
2022	25,700	4.90%

Source: EDD 2023.

Existing Jobs

Table 5.14-5, *City of Yucaipa: Industry by Occupation (2010 and 2020),* shows the City's total number of jobs by occupation and industry in 2010 and 2020. According to estimates by the US Census, Yucaipa had 8,227 jobs in 2010 and 6,539 jobs in 2020. The three largest occupational categories in 2010 were Health Care and Social Assistance, Construction, and Educational Services, and in 2020 were Retail Trade, Education Services, and Health Care and Social Assistance.

Table 5.14-5 City of Yucaipa: Industry by Occupation (2010 and 2020)

Industry/Occupation	Number of Jobs in 2010	Number of Jobs in 2020
Agriculture, Forestry, Fishing, and Hunting	14	44
Mining, Quarrying, and Oil and Gas Extraction	0	3
Utilities	96	95
Construction	1,325	499
Manufacturing	474	329
Wholesale Trade	103	113
Retail Trade	943	1,019
Transportation and Warehousing	137	82
Information	59	40
Finance and Insurance	105	119
Real Estate and Rental and Leasing	147	204
Professional, Scientific, and Technical Services	256	204
Management of Companies and Enterprises	0	1

Table 5.14-5 City of Yucaipa: Industry by Occupation (2010 and 2020)

Industry/Occupation	Number of Jobs in 2010	Number of Jobs in 2020
Administration and Support, Waste Management and Remediation	185	244
Educational Services	1,107	975
Health Care and Social Assistance	1,653	928
Arts, Entertainment, and Recreation	115	100
Accommodation and Food Services	1,060	877
Other Services (excluding Public Administration)	310	524
Public Administration	138	139
Total	**8,227**	**6,539**

Source: US Census Bureau 2020b.

Growth Projections

Southern California Association of Governments

SCAG undertakes comprehensive regional planning with an emphasis on transportation. The 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) and 2020-2045 RTP/SCS provide projections of population households, and total employment for the City of Yucaipa. Based on their share of California's and the region's employment growth, migration and immigration trends, and birth rates, SCAG projects the population, housing, and employment will grow at an increasing rate in Yucaipa. These projections are summarized in Table 5.14-6, *SCAG Growth Projections for the City of Yucaipa.*

Table 5.14-6 SCAG Growth Projections for the City of Yucaipa

	2020	2035	2040	2045
Population	58,100	68,900	72,500	75,200
Households	21,300	26,600	28,200	26,100
Housing Units[1]	20,235	25,270	26,790	24,795
Employment	10,600	14,400	15,000	17,600
Jobs-Housing Ratio	0.52	0.57	0.56	0.71

Source: SCAG 2016, SCAG 2020.
[1] Housing units in SCAG projections are based on number of households and a healthy vacancy rate of 5 percent.

Jobs-Housing Ratio

The ratio of jobs to housing is important because an imbalanced ratio can lead to physical impacts on the environment. The "job-housing ratio" or "jobs-housing balance" is generally measured by comparing the total number of jobs compared to the number of housing units or employed residents in a defined geographic area, without regard to economic constraints or individual preferences. The job-housing balance has implications for mobility, air quality, and the distribution of tax revenues and is one indicator of a

project's effect on growth and quality of life in the project area. There is no ideal ratio adopted in state, regional, or city policies. The American Planning Association is an authoritative resource for community planning best practices, including the following recommendations for assessing job-housing balance (Weitz 2003):

- Jobs-housing ratio
  - Recommended target: 1.5 jobs per housing unit
  - Recommended range: 1.3 to 1.7 jobs per housing unit
- Jobs-employed resident ratio
  - Recommended target: 1 job per employed resident
  - Recommended range: 0.8 to 1.25 jobs per employed resident

The American Planning Association recognizes that an ideal ratio will vary across jurisdictions and that, beyond the numerical ratio, it is also important for there to be a match between the types of jobs available in a community, the skills of the local labor force, and the characteristics of available housing, such as price, size, and location (Weitz 2003).

The City of Yucaipa is considered "housing rich" since it is characterized with a jobs-to-housing ratio below the recommended range (see Table 5.14-6).

5.14.2 Thresholds of Significance

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

P-1 Induce substantial 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).

P-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

5.14.3 Plans, Programs, and Policies

There are no policies pertaining to population and housing in the Freeway Corridor Specific Plan.

5.14.4 Environmental Impacts

5.14.4.1 2008 CERTIFIED EIR

The 2008 Certified EIR stated that the implementation of the Approved Project would result in a beneficial impact from the provision of multifamily housing and from the increase in permanent employment in Yucaipa. Impacts would be less than significant. Additionally, the Specific Plan would allow for the development of a variety of uses on vacant and previously developed land; a few residential units, if any,

would be demolished to accommodate development consistent with the Specific Plan. Therefore, substantial numbers of people and housing are not anticipated to be displaced, and impacts would be less than significant.

5.14.4.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.14-1: The Proposed Project would not result in substantial unplanned growth in comparison to the Approved Project. [Threshold P-1]

The 2008 Certified EIR indicated that impacts associated with population and housing were less than significant.

FCSP Buildout

Housing and Population

The Approved Project was projected to result in 2,447 dwelling units, and the Proposed Project would allow up to 2,472 dwelling units, which is an increase of 25 units. Buildout of the Approved Project was projected to result in a population of 6,754 residents, and the Proposed Project would result in 6,823 residents, which is an increase of 69 residents. Though the Proposed Project would result in an increase in population and housing, the increase is nominal, and if the difference (69 residents and 25 units) is added to the existing population and housing estimates, shown in Table 5.14-1 and Table 5.14-2, population estimates would be below the SCAG 2020 projections and would exceed the 2020 SCAG housing estimates by less than 1 percent. However, because California has a shortage of housing, Governor Newsom signed several bills to address the need for more housing, including the Housing Crisis Act of 2019 (SB 330). Therefore, the slight increase in housing, compared to the SCAG estimates, would not be a significant impact. Furthermore, the Proposed Project implements the objectives of the 2021-2029 Housing Element. Impacts would be less than significant.

Employment

The Approved Project was projected to create 2,999 jobs and the Proposed Project would create 1,709 jobs (not including employment from the Pacific Oaks Commerce Center project). With the inclusion of the Pacific Oaks Commerce Center project, the total proposed employment of the FCSP would be 2,682 jobs, resulting in a decrease of 317 jobs compared to the 2008 Certified EIR. Though the Proposed Project would result in a decrease in jobs compared to the Approved Project, the jobs offered by the warehousing uses under the Proposed Project would be higher paying than the previously planned retail jobs, resulting in a benefit from an economic perspective[1] (BLS 2023). Further, because of market shifts in the retail market, the proposed update was developed to best meet future market trends. Therefore, impacts would be less than significant.

[1] Warehousing and storage jobs had an average hourly pay of $23.95 in August 2023, whereas General Merchandise Stores had an average hourly pay of $21.25 (BLS 2023).

Jobs-Housing Balance

A project's effect on the jobs-housing balance is an indicator of how it will affect growth and quality of life in the project area. If the Approved Project's housing and employment assumptions are added to the 2020 growth projections shown in Table 5.14-6, the Approved Project would have resulted in a jobs-housing ratio of 0.59 jobs per dwelling unit.[2] Because the jobs-housing ratio for the city is housing-rich (0.52 jobs per dwelling unit; see Table 5.14-6), the increase in the jobs-housing ratio (0.58 jobs per dwelling unit[3]) from the additional jobs and housing proposed under the Proposed Project would be a slightly favorable result from a planning perspective because the Proposed Project would provide more jobs in a city that has more housing than employment opportunities. Though the Proposed Project would result in a reduction of 317 jobs compared to the Approved Project, the jobs-housing ratio under both the Approved Project and Proposed Project are similar and would result in a more balanced jobs-housing ratio compared to existing conditions.

Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard than were analyzed in the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project area was proposed to be all residential, and therefore, no jobs were forecast for this portion of the plan area in the 2008 Certified EIR. The Pacific Oaks Commerce Center project is estimated to generate 973 jobs. Warehousing jobs would be higher paying than retail, which is a benefit from an economic perspective. As a result, impact of the Pacific Oaks Commerce Center would be similar to that identified for the FCSP Update, and impacts would be less than significant.

Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard than were analyzed in the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

Impact 5.14-2: Project implementation would not result in displacing people and/or housing. [Threshold P-2]

The 2008 Certified EIR stated that a few, if any, residential units would be demolished during development of the FCSP; and therefore, substantial numbers of people are not anticipated to be displaced, necessitating the construction of replacement housing elsewhere. The 2008 Certified EIR found impacts to be less than significant.

[2] Approved Project = 2,999 jobs, 2,447 dwelling units
City (2020) = 10,600 jobs, 20,235 dwelling units
(10,600 + 2,999 jobs) / (20,235 + 2,447 dwelling units) = 0.59

[3] Proposed Project = 2,682 jobs, 2,472 dwelling units
City (2020) = 10,600 jobs, 20,235 dwelling units
(10,600 + 2,682 jobs) / (20,235 + 2,472 dwelling units) = 0.58

FCSP Buildout

As with the Approved Project, the Proposed Project would develop a variety of uses on vacant and previously disturbed land. Implementation of the Proposed Project would not result in the need to redevelop existing homes and would not necessitate the construction of replacement housing. The Proposed Project would result in an increase of 25 dwelling units compared to the Approved Project.

Therefore, the Proposed Project would not result in new or substantially more severe significant impacts related to potential displacement of housing and/or people in comparison to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

Impacts of the Pacific Oaks Commerce Center project would be the same as that identified for Proposed Project. Additionally, there are no residential housing units that would be displaced during construction of the project site. Therefore, the Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts related to potential displacement of housing and/or people in comparison to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.14.5 Cumulative Impacts

The geographic area considered for cumulative impacts is the City of Yucaipa. Population growth anticipated for implementation of the FCSP would result in a nominal increase of 25 dwelling units, and would implement the City's Housing Element. The decrease of 317 jobs under the Proposed Project would be a less than significant impact as the Proposed Project would provide higher-paying warehousing jobs as opposed to retail jobs. Therefore, the Proposed Project would not result in impacts that could combine population and housing impacts in a way that would be cumulatively considerable; therefore, cumulative impacts would be less than significant.

5.14.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-1 and 5.14-2.

5.14.7 Mitigation Measures

5.14.7.1 MITIGATION MEASURS FROM THE 2008 CERTIFIED EIR

The 2008 Certified EIR did not identify mitigation measures for population and housing, and no new mitigation measures are required.

5.14.7.2 NEW MITIGATION MEASURES

No impacts are identified, and no mitigation measures are needed.

5.14.8 Level of Significance After Mitigation

Specific Plan

No impacts are identified, and no mitigation measures are needed.

Pacific Oaks Commerce Center

No impacts are identified, and no mitigation measures are needed.

5.14.9 References

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5.15 PUBLIC SERVICES

This section of the Draft SEIR addresses impacts of the Proposed Project to public services providing fire protection and emergency services, police protection, school services, and library services in the City of Yucaipa in comparison to the Approved Project and impacts evaluated in the 2008 Certified EIR. Park services are addressed in Section 5.16, *Recreation*. Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 5.19, *Utilities and Service Systems*. Section 5.20, *Wildfire,* address the potential project-related impacts to emergency and evacuation plans and the potential for the Proposed Project to exacerbate direct and indirect fire risks.

The analysis in this section is based on information from service providers in Appendix R and the FCSP Fire Protection Plan in Appendix S of this Draft SEIR.

5.15.1 Fire Protection and Emergency Services

5.15.1.1 ENVIRONMENTAL SETTING

Regulatory Background

International Fire Code

The International Fire Code includes specialized technical fire and life safety regulations that apply to the construction and maintenance of buildings and land uses. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements for new and existing buildings.

State Regulations

California Health and Safety Code

State fire regulations in Sections 13000 et seq. of the California Health and Safety Code include regulations for building standards (also in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, standards for high-rise buildings and childcare facilities, and fire suppression training.

California Fire Code

The California Fire Code, California Code of Regulations Title 24, Part 9, is based on the 2012 International Fire Code and includes amendments from the State of California fully integrated into the code. The California Fire Code has building standards related to fire safety that are referenced in other parts of Title 24 of the California Code of Regulations.

City of Yucaipa Regulations

2016 General Plan

Future development of all land in the City of Yucaipa is guided by the City's General Plan, which was adopted on April 11, 2016. The Community Design and Land Use, Public Safety, and Public Services and Facilities Elements include policies pertaining to fire protection.

Development Code

Division 11, Chapter 4, Fire Facilities Financing

The intent of this chapter is to require the payment of fire facilities fees for new development within the boundaries of an adopted Fire Facilities Plan. Such fees defray the actual or estimated costs of constructing fire facilities to accommodate new development within the Fire Facilities Plan area. The authority for this chapter is derived from the power granted to local governments by the Constitution of the State of California to preserve the public health, safety, and general welfare.

The City's development impact fees for fire facilities are as follows (Yucaipa 2023):

- $0.56/square foot for residential uses[1]
- $458/thousand square feet for commercial uses
- $344/thousand square feet for industrial uses

Division 5, Article 1, Fire Safety (FR) Overlay District

The intent of the Fire Safety Overlay District is to provide greater public safety in areas prone to wildland brush fires by establishing additional development standards for these areas, such as construction requirements, building separations, project design requirements, and erosion and sediment control.

Title 15, Buildings and Construction

According to Section 15.04.110, California Fire Code Adopted, the City adopted the 2022 California Fire Code, which incorporates and amends the 2021 International Fire Code, which regulates the design, construction, quality of materials, erection and installation, alteration, repair, location, relocation, replacement, and provisions of the fire code systems.

Existing Conditions

Fire protection services in the City are provided by the Yucaipa Fire Department through a staffing agreement with CAL FIRE (Yucaipa 2021). The Yucaipa Fire Department maintains an active volunteer reserve firefighter program with 20 personnel (Yucaipa 2021). To ensure continuity of service and for assistance on larger incidents, the Yucaipa Fire Department maintains automatic aid agreements with the CAL FIRE San Bernardino Unit, Redlands Fire Department, Calimesa Fire Department, San Bernardino

[1] Accessory Dwelling Units less than 750 square feet are exempt from all Development Impact Fees pursuant to state law.

County Fire Department, Riverside County Fire Department, Highland Fire Department, and United States Forest Service (Yucaipa 2021). The Yucaipa Fire Department also participates in the California Fire Service and Rescue Emergency Mutual Aid Plan, which allows it to give and receive resource assistance from across the state (Yucaipa 2021).

The closest fire station to the plan area is Yucaipa Fire Station 3. Table 5.15-1, *Closest Responding Fire Stations,* provides a summary of the location, equipment, staffing levels, maximum travel distance, and travel time for the three closest existing fire stations responding to the plan area.

Table 5.15-1 Closest Responding Fire Stations

Station and Location	Equipment	Staffing[1]	Maximum Travel Distance[2]	Travel Time
Yucaipa Fire Station No. 1 11416 Bryant Street, Yucaipa, CA	Medic Engine 551 CAL FIRE Engine 3553 CAL FIRE Engine 3569	One captain, one engineer, and one firefighter/paramedic	5.5 miles	10 minutes
Yucaipa Fire Station No. 2 35664 Yucaipa Boulevard, Yucaipa, CA	Battalion 3513 Medic Engine 553 Reserve Engine 553A Utility 553	One captain, one engineer, and one firefighter/paramedic	4 miles	7 minutes, 27 seconds
Yucaipa Fire Station No. 3 34259 Wildwood Canyon Road, Yucaipa, CA	Medic Engine 552 Brush Engine 552 Reserve Engine 552A	One captain, one engineer, and one firefighter/paramedic	3.5 miles	6 minutes, 36 seconds

Source: Dudek 2023.
[1] Staffing from 2019 Yucaipa Fire Department Annual Report
[2] Travel distance estimated using distances from each station to further point within the plan area, as the plan area is built out, different roadways will become available and distance and/or time may change.

Yucaipa Fire Station 3, which would provide initial response, would have a travel time of 6 minutes and 36 seconds and a response time of 8 minutes and 36 seconds to the furthest development within the plan area. Secondary response would be provided by Yucaipa Fire Station 2 and would have a travel time of 7 minutes and 27 seconds and a response time of 9 minutes and 27 seconds. Yucaipa Fire Station 1 would have a travel time of 10 minutes to the furthest development within the plan area and a response time of 12 minutes (Dudek 2023).[2]

The Yucaipa Fire Department strives to meet National Fire Protection Association standards for responding to fire and other emergencies (Yucaipa 2016). The National Fire Protection Association recommends that first responders arrive at the fire scene in 5 minutes or less at least 90 percent of the time (Yucaipa 2016). As of 2019, the Yucaipa Fire Department average response time was 6 minutes and 10 seconds, an increase of 42 seconds from the previous year. The majority of the responses are from medical aid calls, rather than from fires. Based on the timeline to treat individuals from those calls, firefighting equipment is sometimes deployed to serve the area of another fire station (such as Fire Station No. 1 which currently responds to calls received

[2] Response times are approximately two minutes longer than travel time because they account for fire personnel getting into the fire truck, leaving the fire station, etc.

at Fire Station No. 3 to help address the call volumes for that station) which results in delays in the overall Citywide response times.

5.15.1.2 THRESHOLDS OF SIGNIFICANCE

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

FS-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

5.15.1.3 PLANS, PROGRAMS, AND POLICIES

Development within the FCSP is required to adhere to the requirements identified in the Fire Protection Plan (see Appendix S). The fire protection features, including fuel modification requirements, are described in Section 5.20, *Wildfire*.

Conditions of Approval

Specific Plan

- Prior to approval of recording any final map or issuance of a Building Permit, a Community Facilities District (CFD) or Fire Service Agreement (FSA) shall be approved and implemented to support the needs of the Yucaipa Fire Department to serve the FCSP. In particular, the CFD or FSA shall address the equipment requirements related to an identified need for an aerial ladder and/or Type 6 Medic Patrol or Medic Squad to adequately ensure availability of needed resources. The CFD or FSA shall be approved in cooperation with the Yucaipa Fire Department, City of Yucaipa Planning Department, and property owners (or residents if a CFD is approved requiring voter approval [greater than 12 property owners]). The parties may agree to an alternate funding mechanism from the options described in the Specific Plan as desired.

- Projects with square footages over 400,000 square feet, or those that are three or more stories tall, or higher than 45 tall will participate in a fair-share funding agreement for an aerial ladder truck. The funding amounts are to be determined by the City and respective Applicant.

Pacific Oaks Commerce Center

- This project is protected by the Yucaipa Fire Department / CalFire. Prior to any construction occurring on any parcel, the applicant shall contact the Fire Marshall for verification of current fire protection development requirements. All new construction shall comply with the adopted Uniform Fire Code and all applicable statutes, codes, ordinances, standards and policies of the Yucaipa Fire Department/CalFire.

- This project is in Fire Safety Review Area 2. This is a high fire hazard brush area. This project shall comply with the construction and development standards for a FR-2 Area. Contact the City Building & Safety Division for FR-2 Area construction and development standards.

- Fire Department access roads and/or public/private streets shall meet the Fire Department minimum width standard of 24 feet. Within FR-1 zone minimum width shall be 26 feet. Access roads shall be paved (asphalt/concrete) and in place prior to placement of combustible material on site. Fire Department minimum paving thickness shall be no less than 4 inches. This standard shall not lessen other agency requirements.

- Fire Department access roads and/or public/private streets and residential driveways shall have a minimum vertical clearance of 13 feet and 6 inches.

- Fire Department access roadways and/or public/private streets and driveways shall not exceed 12 percent grade.

- Cul-de-sac and dead-end streets shall not exceed 350 feet in FR-1 areas. In all other areas, cul-de-sacs shall not exceed 600 feet in total length, unless otherwise approved by the Fire Department.

- Required fire flow for this project, as determined by I.S.O. Formula, is as follows: GPM = 8,000, at 20 psi residual; for 4 hour duration A reduction in the required fire flow rate may be allowed per the exceptions specified in the California Fire Code. System shall be looped with minimum 8 inch mains; 6 inch laterals; 6 inch risers; 6 inch diameter hydrants with one 2 ½" outlet and one 4" outlet.

- Approved fire hydrants capable of supplying required fire flow shall be provided to all premises upon which facilities, buildings or portions of buildings are constructed or moved within the jurisdiction. When any portion of the facility or building protected is in excess of 400 feet from a fire hydrant on a public street, as measured by an approved route around the exterior of the facility or building, additional fire hydrants meeting the required fire flow shall be provided.

- Fire hydrants shall be installed at locations to be determined by the California Fire Code (2022) Appendix "C". Required fire flow to be determined by the California Fire Code (2022) Appendix "B". Minimum fire flow shall not be less than 8,000 gpm (exceptions not applied).

- A greenbelt or fuel modification zone plan shall be required and bonded for this project. Fuel modification plan requirements shall be site specific to this project. The applicant shall submit a fuel modification plan to the Fire Department for review and comments or approval. Maintenance provisions of the fuel modification zone shall be approved by the Fire Department. Maintenance of the fuel modification zone, located in designated open space, and enforcement of the fuel modification zone, within the property of individual property owners, shall be the responsibility of a homeowners' association or other approved maintenance authority that is acceptable to the Fire Department.

- Three sets of water delivery system plans, designed to meet the required fire flow for this project and/or development shall be submitted to the Fire Department for approval.

- Applicant-developer shall provide the Fire Department with a letter from the water company serving the project-development, verifying that financial arrangements have been made and bonds posted for the required Fire Department approved water improvements.

- Prior to any construction, the entire fuel modification zone required and approved by the Fire Department shall be completed. Any phased implementation of the fuel modification zone shall be done only with prior approval of the Fire Department.

- A fuel break of 100 feet (brush and weed clearance) is required prior to construction. The clearance shall be maintained on a year-round basis.

- An additional fuel modification zone of 100 feet shall be provided on all side(s) of the proposed structure(s). Fuels in this zone are to be thinned and/or removed or otherwise modified to provide a reasonable level of fire defense protection to the proposed structure(s).

- Fire hydrants shall be installed and operational as per approved water system delivery plans prior to any framing, construction, or delivery of combustible materials to project site.

- An alternative type of construction providing a higher level of fire resistance is required. Contact the Fire Department or City Building Official for more information.

- Fire Department access roadways and/or public/private streets exceeding 150 feet in length shall have a Fire Department approved turn-around at the terminus (cul-de-sac). Minimum radius shall be not less than 48 feet.

- Fire Department access roadways and/or public/private streets and driveways shall extend to within one hundred fifty (150) feet of and shall give reasonable access to all portions of the exterior walls of the first story of any building. An access road, approved by the Fire Department, shall be provided to within fifty (50) feet of all structures when the natural grade between access road and structure is in excess of 30 percent. Where an approved access road cannot be provided, a fire protection system shall be required and approved by the Fire Department.

- The development and/or project, and each phase thereof, shall have a minimum of two (2) remote points of access, including a secondary access, for fire and other emergency equipment and for routes of escape which will safely handle evacuations.

- Manual operated gates across Fire Department access roadways, public and/or private streets and driveways, shall be equipped with approved emergency key-operated ("Knox" type) locks. For automatic gates, a "Knox" keyed emergency access switch shall be installed at location determined by Fire Department, and shall over-ride all command functions and open gate automatically upon activation. All automatic gates shall have a manual over-ride for use during loss of electric power. "Knox box" request forms are available from the Fire Department.

- "No Parking - Fire Lane" signs shall be posted at locations designated by Fire Marshall. Fire lane curbs shall be painted red with white letters stating "No Parking – Fire Lane".

- On site fire hydrants capable of supplying required fire flow shall be installed at locations identified by the Fire Marshall. System shall be looped with minimum 8 inch mains; 6 inch laterals; 6 inch risers; 6 inch diameter hydrants with one 2 ½" outlet and one 4" outlet.

- Approved fire hydrant pavement markers shall be installed.

- Automatic fire sprinklers shall be installed according to NFPA 13 and Fire Department requirements. Submit 3 sets of shop plans with material cut sheets and hydraulic calculations, indicating the type of occupancy, type of materials to be stored (if any), for Fire Department review and approval prior to any installation. Submit copy of California C-16 license.

- Automatic fire sprinkler control devices (P.I.V. & O.S.&Y.) shall be visible from Fire Department access roadway, and identify system being controlled and address of structure. Fire Department Connection (FDC) shall be located no closer than 50 feet and not to exceed 150 feet from structure. Required fire hydrant shall have a maximum distance from FDC of 30 feet. FDC shall identify address and system of structure being protected.

- A minimum of one 2A-10BC fire extinguisher shall be installed for each 3,000 sq. ft. of floor area. Travel distance to any one fire extinguisher shall not exceed 75 feet. Additional fire extinguishers, size and class to be determined by Fire Department, may be required. Fire extinguishers shall be serviced annually and shall have a current sfm service tag attached.

- An automatic fire detection and alarm system meeting the requirements of UFC Article 10, CBC and NFPA 72 shall be installed. Three sets of shop plans with material cut sheets and calculations shall be submitted to the Fire Department for review and approval prior to installation.

- Dependent on occupancy type and load, an automatic smoke removal system shall be installed. The system shall comply with the UFC and CBC requirements. Three sets of shop plans with material cut sheets and calculations shall be submitted to the Fire Department for review and approval prior to installation.

- Dependent on occupancy type and load, an automatic smoke ventilation system – fusible link type, shall be installed. Roof vent, venting ratios and draft curtains shall be provided. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the Fire Department for review and approval prior to installation.

- High Fire Hazard Areas FR-1 & FR-2: one-hour fire resistive construction is required for exterior walls. Contact Fire Marshall or City Building Official for more information.

- The main electrical panel and all sub-panels shall be labeled on inside cover for all circuits.

- Water heater (fuel fired) shall be properly vented to exterior of structure. Water heater shall be seismic strapped to wall and be located 18" above a garage floor.

- Commercial and industrial structures/occupancies and gated complexes shall have a "knox box" system installed on the exterior of the buildings or complex. Location of device to be determined by the Fire Department. The box shall contain keys necessary to gain access and may contain pre-plans and msds information as required by the Fire Department.

- Commercial exit requirements:
  A. Required exit doors shall be maintained in an operable condition at all times.
  B. Required exit doors shall swing outward and away in the direction of exit travel.
  C. Obstructions shall not be placed in the required width of an exit. Exits shall not be blocked or locked shut or obstructed in any manner during business hours.
  D. Exit paths shall be illuminated when structure is occupied.
  E. Exit path illumination shall be supplied from 2 sources of power when occupant load is one 100 persons or more.
  F. When exit way/exit pathway and/or exit doorway is not easily identified, additional exit signs shall be installed.
  G. Exit signs shall be internally or externally illuminated by two lamps or shall be of the self-luminous type.

- All flammable and combustible liquid storage and dispensing shall be in accordance with applicable sections of the UFC Article 79 and City codes and ordinances. Plan review and annual permit to operate from the Fire Department is required.

- Address numbers shall be provided along the roofs of the warehouse structures to aid aerial police and fire support personnel the ability to locate each site.

- Commercial and industrial buildings in excess of 20,000 square feet and with an interior area more than 150 feet from exterior exit, shall be equipped with a Class I standpipe system. Standpipe connections shall be configured to reach any portion of interior space within 150 feet in any direction of travel. This system shall be calculated to provide 500 gpm from an adjacent automatic fire sprinkler riser at 100 psi nozzle pressure for two hand lines flowing.

- To ensure that the construction of the proposed structures does not impact the Yucaipa Fire Department's Insurance Services Office (ISO) rating, applicant shall pay to the City approximately half of the cost of a ladder truck fire apparatus (with associated equipment) in the amount of $490,000 to be used by the City to assist with the purchase of the ladder truck.

5.15.1.4 ENVIRONMENTAL IMPACTS

2008 Certified EIR

The 2008 Certified EIR stated that the completion of the third fire station and Wildwood Canyon Interchange would enable the Yucaipa Fire Department to meet their response time goal at all areas of the Specific Plan. Therefore, impacts would be less than significant.

Proposed Project

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.15-1: The proposed project would introduce new structures, residents, and workers into the Yucaipa Fire Department's service boundaries, which could increase the requirement for fire protection facilities and personnel. [Threshold FS-1]

The 2008 Certified EIR stated that the completion of the third fire station and Wildwood Canyon Interchange would enable the Yucaipa Fire Department to meet its response time goal at all areas of the Specific Plan. Therefore, impacts were less than significant. Since the EIR was certified, the third fire station has since been constructed at 34259 Wildwood Canyon Road.

FCSP Buildout

Compared to the 2008 Certified EIR, the Proposed Project would result in an increase of 69 residents but a decrease of 317 employees.

Yucaipa Fire Station #3 would provide initial response to the plan area. Station #3 would achieve a 6-minute, 36-second travel time to the farthest part of the plan area, the northeast, and would have a response time of 8 minutes and 36 seconds. Although this response time is beyond the 5-minute standard, given the plan area's fire safety features, such as ensuring that adequate water supply and approved paved roads are available before combustibles are brought on-site, providing adequate turnaround space for fire apparatus, installing gates to meet Fire Code requirements, creating fuel modification zones, etc., and the flexibility allowed by the response time 90 percent achievement rate, the response time is considered to substantially conform with the Fire Department's internal standards, subject to Fire Department review (Dudek 2023).

The Proposed Project would increase the volume of calls by up to 1,417 calls per year (which is a conservative assumption) compared to existing conditions. However, because the plan area is predominantly vacant, an increase in call volumes would occur under both the Approved Project and Proposed Project. Based on the existing call volumes for the Fire Department and the equipment coverage needs to address medical aid calls, the Department has identified that additional staffing will be necessary as part of the overall Citywide growth. This includes a future medic squad to specifically alleviate the medical aid calls, as well as a ladder aerial truck to address larger sized structures.

Since the certification of the 2008 EIR, a new fire station (Yucaipa Fire Station #3) has been constructed at Wildwood Canyon Road that would provide fire services to the plan area. Under the Approved Project,

impacts were considered less than significant upon construction of this fire station. Additionally, when compared to the Approved Project, there would be no major change in impacts for fire services. Therefore, the Proposed Project would not result in physical impacts to the environment due to construction or expansion of fire facilities. However, funding remains a critical issue to address the Citywide equipment and staffing levels. Future development will therefore need a Community Facilities District (CFD) or Fire Service Agreement (FSA) that is approved and implemented to support the needs of the Yucaipa Fire Department to serve the FCSP. In particular, the CFD or FSA shall address the equipment requirements related to an identified need for an aerial ladder truck.

When properly implemented and ongoing, the fire protections strategies proposed in the Fire Protection Plan would significantly reduce the potential fire threat to vegetation and structures in the plan area, and therefore would assist Yucaipa Fire Department to respond to emergencies in the plan area (Dudek 2023). The Proposed Project would result in a decrease in employees and a nominal increase in residents compared to the Approved Project. Additionally, with the implementation of the plans, programs, and policies listed in Section 5.15.1.3, impacts would be less than significant.

Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard, when compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Impact 5.15-1 would be less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center is within the FCSP, and development of the Pacific Oaks Commerce Center project would also result in an increase in service calls compared to existing conditions. Impacts associated with the Pacific Oaks Commerce Center would be the same as those identified for the Proposed Project, which would establish the BP designation for the project site. The Pacific Oaks Commerce Center project would result in fewer employees than the 2008 Certified EIR, and therefore, compared to the 2008 Certified EIR, service calls for the project site would also be less. Therefore, the Pacific Oak Commerce Center project would not result in new or substantially more severe significant impacts in this regard, when compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.15-1 would be less than significant.

5.15.1.5 CUMULATIVE IMPACTS

Growth within the city would increase demands for fire services. As with the FCSP, other projects would also pay property, sales, and utility taxes and fees supporting the City's general fund, part of which would be available for the Yucaipa Fire Department's operations and construction of new and/or expanded fire facilities. Other projects that are found by the City to require increases in public safety equipment, facilities, and staffing would also be required to pay fair-share payments to the City for increased resources. Implementation of the Proposed Project would not result in new or substantially more severe significant impacts in regard to fire facilities, in comparison to the Approved Project. Therefore, impacts of the Proposed Project would not be cumulatively considerable.

5.15.1.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.15-1.

5.15.1.7 MITIGATION MEASURES

Mitigation Measures from the 2008 Certified EIR

The 2008 Certified EIR did not identify mitigation measures for fire services.

New Mitigation Measures

Specific Plan

No mitigation measures are required.

Pacific Oaks Commerce Center

No mitigation measures are required.

5.15.1.8 LEVEL OF SIGNIFICANT AFTER MITIGATION

Specific Plan

No significant impacts were identified, and no mitigation measures are required.

Pacific Oaks Commerce Center

No significant impacts were identified, and no mitigation measures are required.

5.15.2 Police Protection

5.15.2.1 ENVIRONMENTAL SETTING

Regulatory Background

Local Regulations

City of Yucaipa 2016 General Plan

Future development in the City of Yucaipa is guided by the City's General Plan, which was adopted on April 11, 2016. The Public Safety and Public Services and Facilities Elements include policies pertaining to police protection.

Existing Conditions

The San Bernardino County Sheriff's Department provides law enforcement services for the city through the Yucaipa Patrol Station at 34144 Yucaipa Boulevard (San Bernardino County 2023). The San Bernardino

County Sheriff's Department–Yucaipa Station's (Yucaipa Station) paid staff is supplemented by 167 volunteers who annually donate over 30,000 hours of services (San Bernardino County 2023). In addition to routine patrol services, the Yucaipa Station has a Major Accident Investigation Team and a Multiple Enforcement Team (San Bernardino County 2023).

The Yucaipa Station currently has 38 sworn officers, which include a captain, a lieutenant, 6 sergeants, 3 detectives, and 27 deputies; the 9 nonsworn employees include a secretary, 4 office specialists, 3 Sheriff service specialists, and a motor pool specialist (Walker 2023).

The current response time for emergency calls within the city is approximately five minutes (Walker 2023). The Yucaipa Station's current staffing ratio for the city is 1 deputy per 2,037 residents (Walker 2023).

5.15.2.2 THRESHOLDS OF SIGNIFICANCE

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

PS-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.

5.15.2.3 PLANS, PROGRAMS, AND POLICIES

Specific Plan

Design Guidelines

Chapter 5, *Design Guidelines*, of the FCSP provides direction concerning the site planning, landscaping, building design, and site features for residential and nonresidential uses. An example relevant to police services is:

- Pocket parks and tot lots shall be sited centrally within the project in compliance with Crime Prevention Through Environmental Design (CPTED) principles.

5.15.2.4 ENVIRONMENTAL IMPACTS

2008 Certified EIR

The 2008 Certified EIR stated that the construction of the I-10 Freeway/Wildwood Canyon Interchange would relieve congestion at the ramps and reduce emergency response times to an acceptable level. Implementation of the Approved Project was found to result in the need for additional or expanded police facilities. However, the extent and potential location for expanded and new facilities were not identified by the Yucaipa Station, and discussion of any potential impacts would have been speculative. Therefore, impacts were found to be less than significant.

Proposed Project

The applicable threshold is identified in brackets after the impact statement.

Impact 5.15-2: The Proposed Project would introduce new structures, residents, and workers into the Yucaipa Station's service boundaries, which could increase the requirement for police protection facilities and personnel. [Threshold PS-1]

The 2008 Certified EIR identified less than significant impacts to police services and facilities.

FCSP Buildout

The Yucaipa Station is approximately 1.7 miles northeast of the FCSP area's northern boundary. Implementation of the Proposed Project would result in an increase in the following types of service calls/demands, compared to existing conditions: residential burglary, commercial burglary, vehicle burglary, vandalism, vehicle theft, trespassing, and domestic violence (Walker 2023) as most of the site is currently vacant.

Compared to the 2008 Certified EIR, the Proposed Project would result in an increase of 69 residents but a decrease of 317 employees. Although the Yucaipa Station indicated that the increase in residents under the Proposed Project, compared to existing conditions, would require an additional five deputies to maintain the current staffing ratio, but the Proposed Project would not require the construction of a new and/or expanded police station. The Yucaipa Station indicated that based on the location of the FCSP area, the emergency response times would be increased due to extended drive times for the deputies (Walker 2023). However, this condition would exist for both the Approved Project and the Proposed Project, and would likely be further addressed by deputies patrolling throughout the community, including within the newly constructed roadways for the Proposed Project. Additionally, compared to the Approved Project, the Proposed Project would not result in an increase in demand for deputies.

Though implementation of the Proposed Project as compared to existing conditions would require the addition of five deputies, it would not require the construction of new and/or expanded facilities. Therefore, the Proposed Project would not result in physical impacts to the environment. Additionally, the Proposed Project would result in a decrease of employees and a nominal increase in residents compared to the Approved Project, and there would be no major change in impacts for police services. As with the Approved Project, impacts would be less than significant.

Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard, when compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.15-2 would be less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center is in the FCSP, and development of the Pacific Oaks Commerce Center project would also result in an increase in service calls, compared to existing conditions. Impacts associated

with the Pacific Oaks Commerce Center would be the same as that identified for the Proposed Project. However, the Pacific Oaks Commerce Center project would result in fewer employees than the Approved Project, and therefore, compared to the 2008 Certified EIR, service calls for the project site would also be less. Therefore, the Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard, when compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.15-2 would be less than significant.

5.15.2.5 CUMULATIVE IMPACTS

Growth within the city would increase demands for police services. As with the FCSP, other projects would also pay property, sales, and utility taxes and fees supporting the City's general fund, part of which would be available for the Yucaipa Station's operations and construction of new and/or expanded police facilities. Other projects that are found by the City to require increases in public safety equipment, facilities, and staffing would also be required to pay fair-share payments to the City for increased resources. Implementation of the Proposed Project would not result in new or substantially more severe significant impacts in regard to police facilities, in comparison to the Approved Project. Therefore, impacts of the Proposed Project would not be cumulatively considerable.

5.15.2.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.15-2.

5.15.2.7 MITIGATION MEASURES

Mitigation Measures from the 2008 Certified EIR

The 2008 Certified EIR did not identify mitigation measures for police services.

New Mitigation Measures

Specific Plan

No mitigation measures are required.

Pacific Oaks Commerce Center

No mitigation measures are required.

5.15.2.8 LEVEL OF SIGNIFICANT AFTER MITIGATION

Specific Plan

No significant impacts were identified, and no mitigation measures are required.

Pacific Oaks Commerce Center

No significant impacts were identified, and no mitigation measures are required.

5.15.3 School Services

5.15.3.1 ENVIRONMENTAL SETTING

Regulatory Background

State Regulations

Assembly Bill 2926: School Facilities Act of 1986

To assist in providing school facilities to serve students generated by new development, Assembly Bill (AB) 2926 was enacted in 1986 and authorizes a levy of impact fees on new residential and commercial/industrial development. The bill was expanded and revised in 1987 through the passage of AB 1600 (Gov't Code Sections 66000 et seq.). Under this statute, payment of impact fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

Senate Bill 50

Senate Bill (SB) 50, passed in 1998, provides a comprehensive school facility financing and reform program and enables a statewide bond issue to be placed on the ballot. Under the provisions of SB 50, school districts are authorized to collect fees to offset the costs associated with increasing school capacity as a result of development and related population increases. The funding goes to acquiring school sites, constructing new school facilities, and modernizing existing school facilities. SB 50 establishes a process for determining the amount of fees developers would be charged to mitigate the impact of development on school districts from increased enrollment. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation."

Local Regulations

City of Yucaipa 2016 General Plan

Future development in the City of Yucaipa is guided by the City's General Plan, which was adopted on April 11, 2016. The Public Services and Facilities Element includes policies pertaining to school services.

Existing Conditions

The Yucaipa-Calimesa Joint Unified School District (YCJUSD) has 7 elementary schools, 3 middle schools, 3 high schools, an early learning education center, an adult school, and an online school (YCJUSD 2023). The students under the Proposed Project would attend Calimesa Elementary School, Dunlap Elementary School, Mesa View Middle School, Park View Middle School, and Yucaipa High School. Table 5.15-2, *School Enrollment and Capacity*, provides the enrollment and capacity of the schools that would serve the Proposed Project.

Table 5.15-2 School Enrollment and Capacity

School and Location	2022-2023 Enrollment	Total Capacity
Calimesa Elementary School 13523 Second Street, Yucaipa, CA	539	876
Dunlap Elementary School 32870 Avenue E, Yucaipa, CA	338	725
Mesa View Middle School 800 Mustang Way, Calimesa, CA	651	1,764
Park View Middle School 34875 Tahoe Drive, Yucaipa, CA	983	1,308
Yucaipa High School 33000 Yucaipa Boulevard, Yucaipa, CA	2,830	3,610

Sources: CDE 2023a, 2023b, 2023c, 2023d, 2023e; Vreeman 2023.

The YCJUSD has adopted a fee program, pursuant to SB 50, that levies statutory school impact fees per residential, commercial, and industrial square footage (YCJUSD 2022; Vreeman 2023):

- Residential:
  - $549 per year (Tax A)
  - $4.21 per square foot (Tax B)
  - $3.79 per square foot (Level 1)
- Commercial/Industrial:
  - $0.73 per square foot (Tax C)
  - $0.61 per square foot (Level 1)

5.15.3.2 THRESHOLDS OF SIGNIFICANCE

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

SS-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for school services.

5.15.3.3 PLANS, PROGRAMS, AND POLICIES

There are no plans, programs, or policies pertaining to school services in the plan area.

5.15.3.4 ENVIRONMENTAL IMPACTS

2008 Certified EIR

The 2008 Certified EIR identified that at least two elementary schools would be required to serve the students generated from the Approved Project. The 2008 Certified EIR stated that in the event that additional schools were not available to serve the students, YCJUSD's existing schools would experience overcrowding. The Approved Project included two potential school sites, approximately 12 acres each. If either of these sites failed to meet any of the State requirements, another school needed for the Approved Project would have to be outside of the Specific Plan area. However, the 2008 Certified EIR found that compliance with the City's conditions of approval (COA) and Mitigation Measures PS-1 through PS-3 reduced impacts to less than significant.

Proposed Project

The applicable threshold is identified in brackets after the impact statement.

Impact 5.15-3: The proposed project would not generate new students who would impact the school enrollment capacities of area schools. [Threshold SS-1]

The 2008 Certified EIR identified less than significant impact to school services with implementation of the COAs and Mitigation Measures PS-1 through PS-3.

FCSP Buildout

The Proposed Project would result in 2,472 dwelling units. Compared to the Approved Project, this is an increase of 25 dwelling units. However, unlike the Approved Project, the Proposed Project does not include optional school sites. Therefore, additional demand for school facilities may not be accommodated within the plan area. The student generation rate for YCJUSD is 0.7 student per dwelling unit (Vreeman 2023). Therefore, the Proposed Project would generate approximately 1,730 students,[3] which is an increase of 18 students[4] compared to the Approved Project. Table 5.15-3, *Estimated Proposed Project Student Generation*, shows the estimated available capacity for each school. As identified by the YCJUSD, existing school facilities may not be adequate to serve additional students generated by the Proposed Project.

[3] 2,472 dwelling units x 0.7 student per unit = 1,730 students / 5 schools = 346 students per school.
[4] 25 dwelling units x 0.7 students per unit = 18 students / 5 schools = approximately 4 additional students per school compared to the Approved Project

Table 5.15-3 Estimated Proposed Project Student Generation

School	Enrollment 2022-23[1]	Capacity	Available Capacity
Calimesa Elementary School	539	876	337
Dunlap Elementary School	338	725	387
Mesa View Middle School	651	1,764	1,113
Park View Middle School	983	1,308	325
Yucaipa High School	2,830	3,610	780
Total	**5,341**	**8,283**	**2,942**

[1] Source: CDE 2023a–e; Vreeman 2023.

While the Proposed Project would increase demand for new school facilities in the YCJUSD, the demand would be accommodated through the payment of development fees pursuant to SB 50. Pursuant to California Government Code Section 65995(h), payment of the impact fees fully mitigates impacts to school facilities. If additional schools are needed, construction of additional and/or expanded facilities would be subject to CEQA review.

Compared to the Approved Project, the Proposed Project would result in an increase of 18 students and would not include optional school sites. Implementation of the Proposed Project would not result in new or substantially more severe significant impacts in regard to school facilities in comparison to the Approved Project. Therefore, impacts of the Proposed Project would be less than significant.

Level of Significance Before Mitigation: Impact 5.15-3 would be less than significant.

Pacific Oaks Commerce Center

The demand for school services is typically generated by residential uses. Under the Proposed Project, the Pacific Oaks Commerce Center project would not construct residential uses but business park uses instead. Nonetheless, the Pacific Oaks Commerce Center project would pay impact fees, pursuant to California Government Code Section 65995(h), which would fully mitigate impacts to schools.

Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard, when compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.15-3 would be less than significant.

5.15.3.5 CUMULATIVE IMPACTS

Growth within the city would increase demands for school services. As with the FCSP, other projects would also pay property, sales, and utility taxes and fees supporting the City's general fund, part of which would be available for YCJUSD's operations and construction of new and/or expanded school facilities. Other projects

that are found by the City to require increases in public safety equipment, facilities, and staffing would also be required to make fair-share payments to the City for increased resources. Implementation of the Proposed Project would not result in new or substantially more severe significant impacts in regard to school facilities, in comparison to the Approved Project. Therefore, impacts of the Proposed Project would not be cumulatively considerable.

5.15.3.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.15-3.

5.15.3.7 MITIGATION MEASURES

Mitigation Measures from the 2008 Certified EIR

The following mitigation measures were taken directly from the 2008 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in strikethrough for deleted text and underline for new, inserted text.

Mitigation Measure PS-1 has been deleted because it is an existing regulation and thus mandatory for all new development. Mitigation Measure PS-2 has been deleted because there are no longer any optional school sites in the plan area, construction of a new school has been determined to be needed by the YCJUSD, and the timing of such facilities is outside the jurisdictional authority of the City. Mitigation Measure PS-3 has been deleted because while the inadequacy of developer fees as a source of funding for school facilities is noted, the Proposed Project would comply with the funding program pursuant to SB 50. Compliance with SB 50 has been found to be full and complete mitigation of impacts. Therefore, the City cannot require additional mitigation for this. Project applicants would be required to pay the applicable school impact fees as full and complete mitigation of school impacts.

~~PS-1 The proposed school site shall comply with Title 5 of the California Code Regulations, and also Education Code Sections 17210-17217.~~

~~PS-2 Prior to the issuance of building permits for the 1,000th residential unit, the Yucaipa-Calimesa Joint Unified School District will make the final determination if a new school is required and if so, whether construction must be completed prior to issuance of occupancy permits for the 1,500th residential unit. Prior to the issuance of building permits for the 1,500th residential unit, the Yucaipa-Calimesa Joint Unified School District will make the final determination if a new school is required and if so, whether construction must be completed prior to issuance of occupancy permits for the 2,500th residential unit.~~

~~PS-3 Applicants of future residential development projects on the Specific Plan site will negotiate a mitigation agreement with the Yucaipa-Calimesa Joint Unified School District, if the School District determines that existing school funding fees are not sufficient to fully mitigate project impacts to schools. The mitigation agreement will be negotiated prior to issuance of building permits.~~

New Mitigation Measures

Specific Plan

No mitigation measures are required.

Pacific Oaks Commerce Center

No mitigation measures are required.

5.15.3.8 LEVEL OF SIGNIFICANT AFTER MITIGATION

Specific Plan

No significant impacts were identified, and no mitigation measures are required.

Pacific Oaks Commerce Center

No significant impacts were identified, and no mitigation measures are required.

5.15.4 Library Services

5.15.4.1 ENVIRONMENTAL SETTING

Regulatory Background

Local Regulations

City of Yucaipa 2016 General Plan

Future development in the City of Yucaipa is guided by the City's General Plan, which was adopted on April 11, 2016. The Public Services and Facilities Element includes policies pertaining to library services.

Existing Conditions

The San Bernardino County Library System (SBCLS) network consists of 32 libraries; the Yucaipa Branch Library at 12040 5th Street provides library services to the city. The Yucaipa Branch Library is approximately 12,000 square feet and includes library collections and programs for all ages (Orosco 2023). The SBCLS provides free access to information through its materials collection and offers almost 1,000 publicly-accessible computers for internet, productivity use, and browsing the SBCLS's online catalog (San Bernardino County 2022). These computers also provide access to many online databases and other electronic resources (San Bernardino County 2022). Electronic access to SBCLS's collection of materials is available through the internet and daily electronic delivery services and provides access to materials that are shared among the various branches (San Bernardino County 2022). The SBCLS's online catalog provides access to over 1 million items; the SBCLS's OverDrive Libby, Cloud Library, Cloud Library NewsStand, Freegal, and Gale eBooks platforms allow online access for library patrons, in branch or from home, to thousands of eBooks,

audiobooks, magazines, newspapers, music, and movies through their tablet, eReader, phone, or web browser (San Bernardino County 2022).

According to San Bernardino County's 2022-2023 Adopted Budget, an increase of $2.8 million has been approved for the SBCLS for onetime expenditures on a shared project with the City of Yucaipa to move and build a new library in Yucaipa (San Bernardino County 2022).

5.15.4.2 THRESHOLDS OF SIGNIFICANCE

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

LS-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for library services.

5.15.4.3 PLANS, PROGRAMS, AND POLICIE

There are no policies pertaining to library services in the Freeway Corridor Specific Plan.

5.15.4.4 ENVIRONMENTAL IMPACTS

2008 Certified EIR

The 2008 Certified EIR stated that although the County Library identified that additional square footage is needed, there were no plans to expand the current facility or construct another. Therefore, the Approved Project would have resulted in no impacts to new facilities.

Proposed Project

The applicable threshold is identified in brackets after the impact statement.

Impact 5.15-4: The proposed project would not result in adverse physical impacts to libraries and would not require the construction of new library facilities. [Threshold LS-1]

The 2008 Certified EIR did not identify impacts to library facilities.

FCSP Buildout

The Proposed Project would result in an increase of 69 people compared to the Approved Project. The only library in the City of Yucaipa is the Yucaipa Branch Library, which is approximately 1.7 miles northeast of the project site. The Yucaipa Branch Library building is considered small for the population size; the estimated deficit of building area is between 5,000 square feet to 7,000 square feet (Orosco 2023). While the Proposed Project would result in an increase in library services, the SBCLS provides free access to information, and

electronic access to SBCLS's collection of materials is available through the internet (San Bernardino County 2022). Additionally, an increase of $2.8 million has been approved for a shared project between SBCLS and the City of Yucaipa to move and build a new library in Yucaipa (San Bernardino County 2022). Funding for library services comes primarily from property tax revenue. As development within the FCSP area occurs, property tax revenue should grow proportionally.

Therefore, with the payment of property tax, online access to electronic materials, and the operation of the new library, impacts of the Proposed Project to library facilities would be less than significant. As with the 2008 Certified EIR, the Proposed Project would not result in impacts to library facilities.

Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project. The City is also currently exploring options to develop a new library to serve the entire community.

Level of Significance Before Mitigation: Impact 5.15-4 would be less than significant.

Pacific Oaks Commerce Center

The demand for library services is typically generated by residential uses. Under the Proposed Project, the Pacific Oaks Commerce Center project would not construct residential uses, but business park uses. The Pacific Oaks Commerce Center would not result in impacts to library facilities.

Therefore, the Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard when compared to the Approved Project.

Level of Significance Before Mitigation: Impact 5.15-4 would be less than significant.

5.15.4.5 CUMULATIVE IMPACTS

The cumulative setting for the Yucaipa Branch Library includes potential future development under the FCSP combined with development within the Library's service area. Growth within the city would increase demands for library services. As with the FCSP, other projects would also pay property taxes, which would support operations and development of new and/or expanded facilities. Cumulative impacts would be less than significant upon payment of taxes, access to online library collections, and operation of the new Yucaipa Library. Implementation of the Proposed Project would not result in new or substantially more severe significant impacts in regard to library facilities in comparison to the Approved Project. Therefore, impacts of the Proposed Project would not be cumulatively considerable.

5.15.4.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.15-4.

5.15.4.7 MITIGATION MEASURES

Mitigation Measures from the 2008 Certified EIR

The 2008 Certified EIR did not identify mitigation measures for library services.

New Mitigation Measures

Specific Plan

No mitigation measures are required.

Pacific Oaks Commerce Center

No mitigation measures are required.

5.15.4.8 LEVEL OF SIGNIFICANT AFTER MITIGATION

Specific Plan

No significant impacts were identified, and no mitigation measures are required.

Pacific Oaks Commerce Center

No significant impacts were identified, and no mitigation measures are required.

5.15.5 References

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5.16 RECREATION

This section of the Draft SEIR evaluates the potential of the Proposed Project to impact public parks and recreational facilities in the City of Yucaipa compared to the impacts identified for the Approved Project in the 2008 Certified EIR.

5.16.1 Environmental Setting

5.16.1.1 REGULATORY BACKGROUND

State Regulations

California Government Code

The California Code (Sections 65560–65568) requires a general plan to include an open space element to address: the preservation of natural resources, managed production of resources, outdoor recreation, public health and safety, support of military installations, and protection of places of cultural or historical interest. Building permits, subdivision approvals, and zoning approvals must be consistent with the open space plan. The Public Resources Code (Section 5076) also requires general plans to consider demands for trail-oriented recreational use, demands in developing open-space programs, and the feasibility of integrating its trail routes with appropriate segments of the State system. Cities may also create a parks and recreation element as part of or in addition to an open space and conservation element.

California Public Park Preservation Act

The primary instrument for protecting and preserving parkland is California's Public Park Preservation Act of 1971. Under this act, cities and counties may not acquire any real property that is in use as a public park for any nonpark use unless compensation, land, or both are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

Quimby Act

The Quimby Act (California Government Code Section 66477) authorizes cities and counties to require developers to dedicate land as parkland, pay in-lieu fees, or both as a condition of approval for a tentative or final tract map or parcel map for a residential subdivision. Revenue generated through the Quimby Act cannot be used for the operations or maintenance of existing park facilities. The Quimby Act also sets a statewide standard of three acres of parkland for every 1,000 residents unless the existing neighborhood and community park area exceed that limit, in which case, the city or county may establish a higher standard.

Mitigation Fee Act

The California Mitigation Fee Act (Government Code Sections 66000 et seq.) allows cities to impose fees on development projects to mitigate a project's impact on a city's ability to provide specified public facilities. In order to comply with the Mitigation Fee Act, a city must follow four primary requirements: 1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a

development project or class of project and the public improvement being financed with the fee; 2) Segregate fee revenue from the general funds; 3) Make findings each fiscal year describing the continuing need for fees that have been in the possession of a city for five years or more and that have not been spent or committed to a project; and 4) Refund any fees with interest for developer deposits for which the findings noted above cannot be made.

Local Regulations

City of Yucaipa 2016 General Plan

Future development of all land in Yucaipa is guided by the City's General Plan, which was adopted on April 11, 2016. The Parks, Recreation, Trails, and Open Space and Community Design and Land Use Elements include policies pertaining to recreation.

City of Yucaipa Development Code

Division 11, Chapter 3, Recreational Facilities Financing, establishes the standard of park area to population used to calculate Quimby in-lieu fees. The City's Quimby park ordinance establishes a standard of 3.5 acres of parkland per 1,000 residents. Development impact fees are imposed on all new development to finance the cost of additional public facilities and improvements, including park facilities for new residential uses. The City's development impact fees for park facilities are $1.37/square foot for residential uses(Yucaipa 2023).

5.16.1.2 EXISTING CONDITIONS

Yucaipa has approximately 551 acres of local, community, and regional parks and special use facilities (Yucaipa 2016). In addition to city parks, Yucaipa is home to the 844-acre Wildwood Canyon State Park, the 334-acre El Dorado Ranch Park, and 75-acre Wildwood Canyon Open Space area (total 1,253 acres) with campgrounds and three lakes for swimming, boating, and fishing (Yucaipa 2016).

The nearest parks to the plan area include:[1]

- Seventh Street Park (13.5 acres)
- John Tooker City Park (0.5 acre)
- Lilian Eaton Park (0.5 acre)
- I Street Park (10.3 acres)
- Oakmont Park (Redlands, 14.6 acres)
- Fourth Street Community Park (Calimesa, 2.79 acres)

[1] Acreages of the parks in Yucaipa based on the General Plan EIR (Yucaipa 2016).

5.16.2 Thresholds of Significance

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

R-1 Would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

R-2 Includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

5.16.3 Plans, Programs, and Policies

Specific Plan

Development Standards

Chapter 4, *Development Standards*, of the FCSP regulates the planning and development of all properties in the plan area. The FCSP identifies general provisions; permitted land uses; development standards; landscape standards; sign regulations; common open space, parks, trails, and hillside preservation; and infrastructure for residential and nonresidential uses. For example:

- Parks are permitted uses under the Residential, Agricultural Tourism, Regional Commercial, and Open Space designations.
- Indoor/outdoor recreation facilities are permitted uses under the Residential, Agricultural Tourism, Regional Commercial, and Open Space designations.
- All single-family residential development with lot sizes less than 10,000 square feet shall provide one pocket park of at least 10,000 square feet for each 50 residential dwelling units.
- All common open space for multifamily unit types or high-density land uses shall be usable indoor or outdoor areas, and may include active spaces or passive spaces.

Design Guidelines

Chapter 5, *Design Guidelines*, of the FCSP provides direction for site planning, landscaping, building design, and site features for residential and nonresidential uses that promote the aesthetics appropriate for this area and to maintain the rural character of Yucaipa. For example:

- For multifamily development, pocket parks and tot lots shall be sited centrally within the project in compliance with Crime Prevention Through Environmental Design (CPTED) principles.

5.16.4 Environmental Impacts

5.16.4.1 2008 CERTIFIED EIR

The 2008 Certified EIR identified that with implementation of the Approved Project, the City would have had a shortfall of 0.2 acre of parkland, but any potential impacts from this slight deficit would be have been reduced because City residents have access to the 885-acre Yucaipa Regional Park. Therefore, impacts were determined to be less than significant; however, the implementation of Mitigation R-1 further reduced impacts.

5.16.4.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.16-1: The Proposed Project would generate additional residents that would increase the use of existing park and recreational facilities. [Threshold R-1]

The 2008 Certified EIR that payment of development impact fees would reduce impacts to parkland to less than significant levels.

FCSP Buildout

Since the certification of the EIR for the Approved Project, additional parks and recreational facilities have been developed in the city. Additionally, the City prepared a General Plan Update in 2016 that evaluated Yucaipa's demand for recreation in the Parks, Recreation, Trails, and Open Space Element. The General Plan Update identified that the City of Yucaipa at buildout, which included the Approved Project, would have sufficient parkland.

The City of Yucaipa has approximately 551 acres of local, community, and regional parks and special use facilities (Yucaipa 2016). In addition to city parks, Yucaipa is home to the 1,253 acres of natural open space, which includes campgrounds and three lakes for swimming, boating, and fishing. Yucaipa's parks are also supplemented by the City's many multiuse trails, which offer hiking, bicycling, and equestrian opportunities; school play areas, recreational facilities, and athletic fields (at Crafton Hills College and through a joint-use agreement with Yucaipa-Calimesa Joint Unified School District); and special use facilities, such as the Yucaipa Valley Golf Club, an equestrian center on California Street, a sports complex for nonexclusive use by the Yucaipa Valley National Little League, High School Girls Softball, and other organizations (Yucaipa 2016).

The Proposed Project would add approximately 6,823 residents, which is an increase of approximately 69 residents compared to the Approved Project's estimated population of 6,754 residents. Based on the City's park area standard of 3.5 acres per 1,000 residents, the Proposed Project and Approved Project would create a demand for 23.88 acres and 23.64 acres of parkland, respectively. The Proposed Project would result in a

net increase in demand of 0.24 acre compared to the Approved Project.[2] Compared to the Approved Project, the Proposed Project would result in a slight increase in the use of existing parks and recreational facilities.

With the implementation of the Proposed Project, the City would continue to have a surplus of parkland, and the increase of 0.24 acre in demand would be nominal and would not result in substantial physical deterioration of existing parkland in Redlands, Calimesa, or Yucaipa (Yucaipa 2016). Like the Approved Project, the Proposed Project would be conditioned to pay park development fees and/or dedicate parkland within the plan area to ensure that sufficient parkland is available to residents.

Furthermore, the FCSP Update includes design guidelines and development standards for the provision of open space and parks in the plan area. As identified in the FCSP Update, all single-family residential developments with lot sizes less than 10,000 square feet are required to provide one pocket park of at least 10,000 square feet for each 50 dwelling units. Consequently, some of the demand for new parkland would be met on-site, which would reduce off-site recreational needs and potential impacts to parks in the vicinity of the plan area, including parks in Calimesa and Redlands.

With the surplus of parklands in the city, the on-site facilities proposed, on-site parkland, and payment of park fees, impacts of the Proposed Project would be less than significant. Therefore, the Proposed Project would not result in new or substantially more severe significant impacts to parkland than what was identified in the 2008 Certified EIR.

Level of Significance Before Mitigation: Impact 5.16-1 would be less than significant.

Pacific Oaks Commerce Center

Impacts of the Pacific Oaks Commerce Center project are similar to those identified above for the Proposed Project. Typically, residential uses result in a higher demand for recreation facilities compared to nonresidential uses. The Pacific Oaks Commerce Center project does not include the development of residential uses, and impacts would be less than significant. Therefore, the Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard when compared to impacts in the 2008 Certified EIR.

Level of Significance Before Mitigation: Impact 5.16-1 would be less than significant.

Impact 5.16-2: Project implementation would not result in environmental impacts to provide new and/or expanded recreational facilities. [Threshold R-2]

The 2008 Certified EIR identified less-than-significant impacts to expanded recreational facilities.

[2] 3.5 acres/1,000 persons = 0.0035 acre/person
0.0035 acre/person x 6,823 residents = 23.88 acres (Proposed Project need)
0.0035 acre/person x 6,754 residents = 23.64 acres (Approved Project need)
0.0035 acre/person x 69 residents = 0.24 acre (Proposed Project increment compared to the Approved Project)

FCSP Buildout

As stated in Impact 5.16-1, the Proposed Project would result in the development of trails and parks in the plan area. As identified in the FCSP Update, all single-family residential developments with lot sizes less than 10,000 square feet are required to provide one pocket park of at least 10,000 square feet for each 50 residential dwelling units. The construction of these trails and parks were analyzed throughout the SEIR. On a project-by-project basis, construction associated with individual park facilities would be less intensive than the mass grading required for development of the individual planning areas within the plan area. Like the Approved Project, the Proposed Project would not require new and/or expanded facilities outside of the plan area. The incremental increase in demand for parkland (0.24 acres) generated by the Proposed Project compared to the Approved Project would not result in additional impacts. In addition, the Proposed Project would be conditioned to pay park development fees to the City, and impacts would be less than significant. Therefore, the Proposed Project would not result in new or substantially more severe significant impacts to parkland than those identified in the 2008 Certified EIR.

Level of Significance Before Mitigation: Impact 5.16-2 would be less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project would not develop residential uses, and no parks are planned on the Pacific Oaks Commerce Center project site. Therefore, no impacts would occur. The Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard when compared to the impacts in the 2008 Certified EIR.

Level of Significance Before Mitigation: Impact 5.16-2 would be less than significant.

5.16.5 Cumulative Impacts

Growth in the city would increase demands for parks and recreational facilities. Other projects would also pay property, sales, and utility taxes and fees supporting the City's General Fund, part of which would be available for the operations and development of new parks and recreational facilities. Other projects that are found by the City to require increases in parklands would also be required to pay development fees and/or provide recreation on-site. The City currently has a surplus of parks and open space as well as recreational programs for its residents (Yucaipa 2016). Cumulative impacts would be less than significant after payment of taxes and development impact fees and/or provision of on-site parkland for other projects. Consistent with the determination in the 2008 Certified EIR for the Approved Project, implementation of the Proposed Project would not impact recreational facilities in the city. Therefore, impacts of the Proposed Project would not be cumulatively considerable.

5.16.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.16-1 and 5.16-2.

5.16.7 Mitigation Measures

5.16.7.1 MITIGATION MEASURE FROM THE 2008 CERTIFIED EIR

The following mitigation measure was taken directly from the 2008 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in ~~strikethrough~~ for deleted text and underline for new, inserted text. Mitigation Measure R-1 has been deleted because it is an existing regulation and is thus mandatory for all new development.

~~R-1 Applicants of future residential projects will pay a development impact fee per dwelling unit using the following formula: Number of dwelling units x occupancy factor x 0.0035 x land value~~

5.16.7.2 NEW MITIGATION MEASURES

Specific Plan

No mitigation measures are required.

Pacific Oaks Commerce Center

No mitigation measures are required.

5.16.8 Level of Significance After Mitigation

Specific Plan

No significant impacts would occur.

Pacific Oaks Commerce Center

No significant impacts would occur.

5.16.9 References

California Department of Finance (DOF). 2022, May. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2022. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/.

Yucaipa, City of. 2016. Yucaipa General Plan Environmental Impact Report. State Clearinghouse No. 2014101003. https://yucaipa.org/wp-content/uploads/dev_svcs/general_plan/DraftEIR.pdf.

———. 2023, March 13. Resolution No. 2022- 59. A Resolution of the City Council of Yucaipa California, Rescinding Resolution No. 2021-64, and Amending Resolution No. 93-39, Establishing a Schedule of Revised Development Impact Fees. https://yucaipa.org/wp-content/uploads/dev_svcs/DIF/RES2022-59CITYCOUNCIL.pdf?_t=1683991144.

5. Environmental Analysis
RECREATION

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5.17 TRANSPORTATION

This section of the Draft SEIR evaluates the potential for implementation of Freeway Corridor Specific Plan Update (Proposed Project) to result in transportation impacts in the City of Yucaipa compared to the Approved Project. The analysis in this section is based on the "Vehicle Miles Traveled Memorandum" prepared by Translutions (Appendix O). In addition, a Level of Service (LOS) Traffic Impact Analysis (TIA) was prepared, as required by Yucaipa's Transportation Impact Analysis Guidelines, to evaluate growth compared to the City's congestion-based transportation goals and policies (see Appendix P). Under the new CEQA Guidelines, LOS metrics may no longer constitute the sole basis for determining transportation impacts under CEQA. The SEIR evaluates the cumulative effect of the Proposed Project on vehicle miles traveled (VMT) and uses the San Bernardino County Transportation Authority (SBCTA) San Bernardino Traffic Analysis Model (SBTAM) travel demand forecast model for the year 2050 analysis horizon.

Terminology

The following are definitions for terms used throughout this section:

- **Level of Service.** Roadway capacity is generally limited by the ability to move vehicles through intersections. LOS is a standard performance measurement to describe the operating characteristics of a street system in terms of the level of congestion or the delay experienced by motorists. Service levels range from A through F, that is, traffic conditions from best (uncongested, free-flowing conditions) to worst (total breakdown with stop-and-go operation).

- **Vehicles Miles Traveled.** VMT measures the number of trips and the lengths of those trips for the total number of miles that vehicles will travel on a roadway system. It is used to better assess traffic impacts on greenhouse gas emissions, air quality, and energy. The number of miles of vehicle travel is an indicator of the travel levels on the roadway system by motor vehicles.

- **Total VMT.** Total VMT represents all VMT generated in the city on a typical weekday.

- **VMT per Service Population.** Service population (SP) counts residents and employees. VMT/SP measures the transportation "efficiency" of a project or plan and is defined as VMT generated on a typical weekday per person who lives and/or works in the city.

5.17.1 Environmental Setting

5.17.1.1 REGULATORY BACKGROUND

State Regulations

Senate Bill 743

On September 27, 2013, SB 743 was signed into law, starting a process that fundamentally changed transportation impact analysis as part of CEQA compliance. The legislature found that with the adoption of the SB 375, the state had signaled its commitment to encourage land use and transportation planning

decisions and investments that reduce VMT and thereby contribute to the reduction of greenhouse gas emissions, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32).

SB 743 eliminates auto delay, level of service, and similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. As part of the new CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099(b)(1)).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. The revised CEQA Guidelines establish new criteria for determining the significance of transportation impacts. Under the new Guidelines, VMT-related metric(s) were required beginning July 1, 2020, to evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements for evaluation of LOS, but such metrics may no longer constitute the sole basis for determining transportation impacts under CEQA.

AB 1358: California Complete Streets Act of 2008

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 required circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must "meet the needs of all users…in a manner suitable to the rural, suburban, or urban context of the general plan." Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate—including walking, biking, car travel, and transit.

The Complete Streets Act also requires circulation elements to consider the various users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasked the Office of Planning and Research to release guidelines for compliance, which it did in December 2010.

SB 375: Sustainable Communities and Climate Protection Act

On December 11, 2008, the California Air Resources Board (CARB) adopted its proposed Scoping Plan for AB 32, the Global Warming Act. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are five major components to SB 375. First, it addresses regional GHG emission targets. CARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each metropolitan planning organization (MPO) in the state. These targets, which MPOs may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs are required to create a sustainable communities strategy (SCS) that provides a plan for meeting regional targets. The SCS and the regional transportation plan (RTP) must be consistent with each

other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details another plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments also qualify if they 1) are at least 50 percent residential, 2) meet density requirements, and 3) are within one-half mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emission modeling techniques consistent with guidelines prepared by the California Transportation Commission. Regional transportation planning agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the commission's guidelines.

Senate Bill 99

SB 99 (Section 65302(g)(5) of the California Government Code) requires jurisdictions to review and update the safety element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes.

Assembly Bill 747

AB 747 added Section 65302.15 to the California Government Code (amended by AB 1409), which went into effect in January 2022. AB 747 requires local governments to identify the capacity, safety, and viability of evacuation routes and locations in their general plan safety element or local hazard mitigation plan.

Regional Regulations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized MPO for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

2020 Regional Transportation Plan/Sustainable Community Strategy (Connect SoCal)

Every four years SCAG updates the regional transportation plan/sustainable community strategy (RTP/SCS) for its six-county region. On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS, Connect SoCal, which encompasses four principles that are important to the region's future—mobility, economy, healthy/complete communities, and environment. Connect SoCal explicitly lays out goals related to housing, transportation technologies, equity, and resilience to adequately reflect the increasing importance of these topics in the region. It outlines a development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas emissions from transportation (excluding good movement). The RTP/SCS is meant to provide growth strategies that would achieve the regional greenhouse gas emissions reduction targets identified by CARB. However, the RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS; instead, it provides incentives to governments and developers for consistency.

San Bernadino County Transportation Authority

Countywide Transportation Plan

The SBCTA, formerly known as the San Bernardino Associated Governments, prepared an interim update to the Countywide Transportation Plan that was released in 2021. The plan lays out a strategy for long-term investment in and management of San Bernardino County's regional transportation assets (SBCTA 2021).

Nonmotorized Transportation Plan

SBCTA updated the San Bernardino County Non-motorized Transportation Plan in June 2018. The goal of the plan is to develop an integrated, nonmotorized transportation systems and identify sources of funds to implement increased bicycle and pedestrian access, increased travel by cycling and walking, routine accommodation in transportation and land use planning, and improved bicycle and pedestrian safety. The plan lays out design guidelines, bikeway and pedestrian system recommendations, implementation strategies and priorities, and funding opportunities. It points out that local jurisdictions are ultimately responsible for implementing projects in the plan. SBCTA serves in an advisory role by identifying projects on the regional network, providing advisory support for project development, supporting local education and safety efforts, encouraging the incorporation of nonmotorized facilities into general and specific plans, working to identify grant opportunities, etc. (SBCTA 2018).

Short-Range Transit Plan

SBCTA developed a short-range transit plan to help guide transit service improvements in the region over the next five years. The plan identifies transit service plans and helps prioritize major capital improvement projects for the region's transit needs. Goals of the short-range transit plan include connectivity between the various transit agencies in the county, facilitation of transit travel between regions in the county and between the county and surrounding counties, and cost-effective accessibility programs for seniors and persons with disabilities. The short-range transit plan was released in December 2016 (SBCTA 2016).

Long-Range Transit Plan

SBCTA developed a long-range transit plan to address the county's current and future travel challenges and create a transportation system that can increase the role of transit in the future. The plan establishes a transit vision for the next 25 years, prioritizes goals and projects for transit growth, and prioritizes connecting land use and transportation strategies. The plan developed four alternatives—"baseline" (with existing transit services), "plan" (existing transit and currently planned improvements), "vision" (existing transit, planned improvements, and rapid bus and rail), and "sustainable land use" (redistributing growth to transit corridors and creating transit-oriented developments at station areas). The long-range transit plan was released in April 2010 (SBCTA 2010).

Points of Interest Pedestrian Plan

SBCTA developed a Countywide Points of Interest Pedestrian Plan to assist member agencies with the development of tools and guidelines for identifying and prioritizing pedestrian improvements. The project's goals include connecting various SBCTA member agencies and synchronizing project planning and implementation, given that each agency has different pedestrian accommodations, capital improvement programs, and maintenance regimes (SBCTA 2019).

Congestion Management Program for San Bernardino County

The congestion management program for San Bernardino County, published and periodically updated by SBCTA, defines a network of state highways and arterials in the county and provides guidelines regarding LOS standards, impact criteria, and a process for mitigation of impacts on program facilities in the county. The congestion management program was last updated in June 2016 (SBCTA 2016).

Local Regulations

Development Impact Fees

The City of Yucaipa maintains traffic facility fees for new residential, commercial, and industrial development projects. The fees are updated periodically and include fees assessed per square foot and fees for regional and local street improvements. Current fees are:

- $4.47 per square foot for residential development and accessory dwelling units 750 square feet or greater
- $3,787 per thousand square feet for commercial development
- $4,322 per thousand square feet for industrial development (Yucaipa 2023)

5.17.1.2 EXISTING CONDITIONS

Existing Roadway Conditions

Regional access to the project site is provided by I-10 to the east and west. Local access to the project would be provided by the following roadways:

- **Yucaipa Boulevard** is oriented northeast-southwest and is a 4-lane to 6-lane roadway. The City's circulation element designates Yucaipa Boulevard a "Major Highway." The speed limit on Yucaipa Boulevard is 40 miles per hour. On-street parking is prohibited.

- **Live Oak Canyon Road-Oak Glen Road** is oriented northeast-southwest and is a 2-lane roadway south of Outer Highway 10 S and a 4-lane roadway north of Calimesa Boulevard. The City's circulation element designates Live Oak Canyon Road-Oak Glen Road a "Major Highway" from I-10 eastbound ramps to Colorado Street and a "Secondary Highway" north of Colorado Street. The speed limit on Live Oak Canyon Road-Oak Glen Road is 45 miles per hour. On-street parking is prohibited.

- **Wildwood Canyon Road** is oriented in the east-west direction and is a 2-lane roadway. The City's circulation element designates Wildwood Canyon Road as an "Secondary Highway". The speed limit on Wildwood Canyon Road is 40 miles per hour. On-street parking is prohibited.

- **Avenue E** is oriented east-west and is a 2-lane roadway. The City's circulation element designates Avenue E a "Secondary Highway," The speed limit on Avenue E is 35 miles per hour. On-street parking is prohibited.

- **Colorado Street** is oriented east-west and is a 2-lane roadway. The City's circulation element designates Colorado Street a "Controlled/Limited Access Collector." The speed limit on Colorado Street is 35 miles per hour. On-street parking is prohibited.

Existing Transit Service

Public transportation in the plan area is provided by Omnitrans, which is the regional transit operator in San Bernardino County and provides bus service in the plan area.

- **Route 8** provides transit service on Sand Canyon Road and has a major stop at Crafton Hills College. It operates at 60-minute headways Monday through Sunday.

- **Route 19** provides transit service on Yucaipa Boulevard and has a major stop at the Yucaipa Transit Center. It operates at 60-minute headways Monday through Sunday.

- **Route 319** provides transit service on Yucaipa Boulevard, Bryant Street, 5th Street, and County Line Road. It has a major stop at the Yucaipa Transit Center and operates at 60-minute headways Monday through Sunday.

Existing Pedestrian and Bicycle Facilities

The City uses three types of bike path classifications:

- **Class I Bike Paths.** These are off-street paved pathways for exclusive use by bicyclists and pedestrians, with cross-flows of motorists minimized.

- **Class II Bike Lane**. These provide a restricted right-of-way designated for (semi) exclusive use of bicycles, with through-travel by vehicles or pedestrians prohibited.
- **Class III Bike Route.** These are on-street signed or marked (or pavement striping where appropriate) bicycle routes along or adjacent to roads shared by bicyclists and vehicles.
- **Class IV Separate Bikeways**. These provide a right-of-way designated exclusively for bicycle use and protected from vehicular traffic by grade separation, flexible posts, physical barriers, on-street parking, or other means.

There are existing bike lanes on Oak Glen Road and Yucaipa Boulevard. Pedestrian circulation in Yucaipa is primarily provided via sidewalks.

Caltrans Traffic Accident Data

Traffic accident data at the interchange ramps is from the Statewide Integrated Traffic Records System, a database that collects and processes data gathered from collision scenes throughout the state. Figures 54 and 55 in the TIA Appendix P illustrate the traffic accident data at the Live Oak Canyon Road and County Line Road interchange ramps, respectively, for the past five years.

5.17.2 Thresholds of Significance

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

T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

T-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).

T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

T-4 Result in inadequate emergency access.

5.17.2.1 VMT THRESHOLDS

The City of Yucaipa has adopted "Traffic Impact Analysis Guidelines" that include VMT thresholds pursuant to Resolution No. 2020-48 to address changes to CEQA pursuant to SB 743. This transportation impact assessment compares VMT generated by the Proposed Project to VMT generated by the Approved Project, reviewing total VMT and per capita VMT to provide a comprehensive assessment.

For projects that do not "screen out" of a full VMT analysis, Yucaipa's thresholds of significance for CEQA review are defined in the City's VMT Impact Thresholds:

- **Threshold 1, Project Generated VMT Threshold.** A project would have a significant VMT impact on project-generated VMT under either of the following conditions:
  - The baseline project-generated VMT per service population exceeds the County of San Bernardino baseline VMT per service population.
  - The cumulative project-generated VMT per service population exceeds the County of San Bernardino baseline VMT per service population.
- **Threshold 2, Project Effect on VMT Threshold.** The cumulative link-level boundary VMT per service population in Yucaipa increases under the plus-project condition compared to the no-project condition.

Based on data extracted from the SBTAM model, the City's VMT thresholds for the Proposed Project are:

- Base Year Model: 28.9 VMT/SP
- Future Year Model: 30.1 VMT/SP
- Project Effect Horizon Year: 14.6 VMT/SP

In the case of analysis of general plan revisions/updates or specific plans, the "project" to be analyzed consists of the proposed land use. The difference between the previously approved general plan and the proposed revision to the general plan is used for the threshold determination.

5.17.3 Plans, Programs, and Policies

Specific Plan

The FCSP Update includes the following circulation goals:

- Provide new roadway and trail connections to adequately serve the vehicular and emergency access needs throughout the Freeway Corridor Project.
- Provide new roadway and trail connections to adequately serve the vehicular and emergency access needs throughout the project area and provide connections to future areas of development.
- Locate circulation routes in a manner that requires minimal grading and preserves natural topography and scenic views and parallels the natural drainage system, wherever possible.
- Promote pedestrian and bicycling activities through both off- road trails and along roadways.
- Design routes and access locations to minimize traffic impacts to surrounding neighborhoods.
- Provide adequate and safe nonmotorized connections across I-10.
- Connect trails to the San Timoteo Canyon regional bicycle trail where possible.

- Provide multipurpose trails within natural and improved settings to improve the localized connectivity throughout the area.

Conditions of Approval

A TIA has been prepared in accordance with the City of Yucaipa's Traffic Impact Analysis Guidelines in order to identify transportation improvements necessary to maintain the City's local congestion-based standards. The City has identified that fair-share payment for the improvements would be implemented as Conditions of Approval for new development projects.

Specific Plan

Wildwood Canyon Road Interchange Not Operational at Buildout

- **Yucaipa Boulevard and Outer Highway 10 S:** Add a southbound left-turn lane and westbound free right-turn lane.
- **Yucaipa Boulevard and I-10 Eastbound Ramps:** Add an eastbound right-turn lane.
- **16th Street and Outer Highway 10 S:** Add an eastbound left-turn lane, a southbound right-turn lane, and a westbound right-turn lane.
- **14th Street and Avenue E:** Add an eastbound right-turn lane and westbound right-turn lane. Install a traffic signal.
- **Live Oak Canyon Road and Outer Highway 10 S:** Add a northbound left-turn lane, a northbound through lane, a southbound through lane, and an eastbound right-turn lane.
- **Oak Glen Road and Calimesa Boulevard:** Add a northbound through lane, a southbound right-turn lane, an eastbound through lane, a westbound through lane, and a westbound right-turn lane. Add a second northbound left-turn lane, a second southbound left-turn lane, a southbound through lane, and a third westbound left-turn lane.
- **Oak Glen Road and Yucaipa Boulevard:** Add a northbound right-turn lane. Add overlap phasing to the southbound right-turn lane.
- **Wildwood Canyon Road and Calimesa Boulevard:** Install a traffic signal, add an eastbound through lane, and a westbound through lane.
- **Colorado Street and Wildwood Canyon Road:** Install a traffic signal, add an eastbound through lane, a westbound through lane, and a southbound right-turn lane.
- **Calimesa Boulevard and County Line Road:** Add a northbound right-turn lane, a southbound through lane, an eastbound through lane, an eastbound right-turn lane, and a westbound right-turn lane.

Wildwood Canyon Road Interchange Operational at Buildout

- **Yucaipa Boulevard and Outer Highway 10 S:** a southbound left-turn lane and westbound free right-turn lane.
- **Yucaipa Boulevard and I-10 Eastbound Ramps:** Add an eastbound right-turn lane.
- **16th Street and Outer Highway 10 S:** Add and eastbound left-turn lane, a southbound right-turn lane, and a westbound right-turn lane.
- **14th Street and Avenue E:** Add an eastbound right-turn lane and westbound right-turn lane. Install a traffic signal.
- **Live Oak Canyon Road and Outer Highway 10 S:** Add a northbound left-turn lane, a northbound through lane, a southbound through lane, and an eastbound right-turn lane.
- **Oak Glen Road and Calimesa Boulevard:** Add a northbound through lane, a southbound right-turn lane, an eastbound through lane, a westbound through lane, and a westbound right-turn lane. Add a second northbound left-turn lane, a second southbound left-turn lane, a southbound through lane, and a third westbound left-turn lane.
- **Oak Glen Road and Yucaipa Boulevard:** Add a northbound right-turn lane. Add overlap phasing to the southbound right-turn lane.
- **Colorado Street and Wildwood Canyon Road:** Install a traffic signal, add an eastbound through lane, a westbound through lane, and a southbound right-turn lane.
- **Calimesa Boulevard and County Line Road:** Add a northbound right-turn lane, a southbound through lane, an eastbound through lane, an eastbound right-turn lane, and a westbound right-turn lane.

Pacific Oaks Commerce Center Project

Opening Year (without Wildwood Canyon Interchange Project)

- **Live Oak Canyon Road and Outer Highway 10 S:** Add a northbound left-turn lane, a northbound through lane, and a southbound through lane.
- **Oak Glen Road and Calimesa Boulevard:** a second northbound left-turn lane, a third westbound left-turn lane. Add a northbound through lane, and a westbound right-turn lane.
- **Wildwood Canyon Road and Calimesa Boulevard:** Install a traffic signal and a westbound through lane.
- **I-10 Eastbound Ramps and County Line Road: Install** a traffic signal, add an eastbound through lane, an eastbound right-turn lane, and a westbound through lane.

Specific Plan Buildout Year (with Wildwood Canyon Interchange Project)

- **16th Street and Outer Highway 10 S**: Add an eastbound left-turn lane, a westbound right-turn lane, and a southbound right-turn lane.
- **Live Oak Canyon Road and Outer Highway 10 S:** Add a northbound left-turn lane, a northbound through lane, a southbound through lane, and an eastbound right-turn lane.
- **Oak Glen Road and Calimesa Boulevard:** Add a second northbound left-turn lane, a second southbound left-turn lane, a southbound through lane, and a third westbound left-turn lane. Add a northbound through lane, a southbound right-turn lane, an eastbound through lane, a westbound through lane, and a westbound right-turn lane.
- **Colorado Street and Wildwood Canyon Road:** Install a traffic signal, add a southbound right-turn lane, an eastbound through lane, and a westbound through lane.
- **Calimesa Boulevard and County Line Road:** Add a northbound right-turn lane, a southbound through lane, an eastbound through lane, an eastbound right-turn lane, and a westbound right-turn lane.

5.17.4 Environmental Impacts

5.17.4.1 2008 CERTIFIED EIR

The 2008 Certified EIR stated that there would be significant LOS impacts to several intersections in the project vicinity; however, with the implementation of Mitigation Measures T-1 through T-13, impacts would be less than significant. The 2008 Certified EIR indicated that the proposed Specific Plan would result in LOS reductions at intersections in the vicinity of the Specific Plan, and that emergency access would most likely be via Oak Glen Road, Outer Highway 10S from 16th Street, and County Line Road. Impacts to emergency access would be mitigated to below a level of significance after implementation of Mitigation Measures T-1 through T-13. The proposed Specific Plan would be consistent with Goals T-6, T-7, and TP-1 of the City of Yucaipa General Plan that are related to alternative transportation. Impacts would be less than significant.

5.17.4.2 PROPOSED PROJECT

Methodology

For projects that require a VMT analysis and do not screen out, the guidelines recommend using VMT/Service Population (SP) for specific plans and land use plans. Based on discussion with the City, the analysis has been conducted using the San Bernadino Transportation Analysis Model (SBTAM). Base year is based on SBTAM year 2016, which is the base year for SB 743 analyses. The Future Year is model year 2040, because this is the horizon year for the SBTAM model.

5. Environmental Analysis
TRANSPORTATION

Analysis Scenarios

The City's Traffic Impact Analysis Guidelines require an analysis of VMT under both the base year scenario and cumulative scenario. Base year scenario is based on SBTAM year 2016, which is the base year for SB 743 analyses. The Future Year is model year 2040, because this is the horizon year for the SBTAM model, and reflects cumulative conditions. The base year SBTAM was modified to include the Project socioeconomic data (SED). The project is located in traffic analysis zones (TAZ, Sequence Number) 53845601, 53850301, and 5384560890. The project was coded into borrowed TAZs 53852401, 53852402, 53852403, 53852404, 53854102, and 53854104 for the various land uses of the project. Project land uses were converted to socio-economic data by using factors from the SCAG Employment Density Study for employment uses and City of Yucaipa data from the SBTAM for residential uses. The base and future year "plus project" conditions VMT was derived from full model runs performed to isolate the VMT for the Project.

Pumpkin Patch

The Plan area generates existing VMT associated with seasonal operation of the Live Oak Canyon Pumpkin Patch and Christmas Tree farm. Because VMT associated with this existing use is seasonal, primarily occur on weekends, and is not associated with the socio-economic trip types considered in SBTAM, weekday trip and VMT estimates are not included in the SBTAM model. However, no land use changes from existing conditions are proposed for this use within the Plan area. Additionally, the City's traffic model and VMT thresholds did not include VMT from seasonal trips. VMT and trips from this land use are excluded from the VMT analysis, which is consistent with the City's Traffic Impact Analysis Guidelines methodology.

With and Without the Wildwood Canyon Interchange Project

As described in Chapter 3, *Project Description*, a third interchange has been planned from Wildwood Canyon Road and would provide additional connectivity for the later phases of the Proposed Project. The City, working with Caltrans who is serving as the Lead Agency, is currently in the project approval and environmental document phase for the proposed interchange at Wildwood Canyon Road, which would be funded by a combination of Caltrans state funding, City of Yucaipa development fees, Measure I sales tax revenue, and other related funding sources. Because environmental review is not yet complete and funding allocated, the VMT analysis considers both a scenario without implementation of the Wildwood Canyon Interchange Project and with implementation of the Wildwood Canyon Interchange Project for the horizon year to provide a conservative analysis of project-related VMT impacts. For the baseline year, the analysis assumes that the Wildwood Canyon Interchange Project would not be operational.

Approved and Proposed Project VMT

Table 5.17-1, *Approved Project VMT*, and Table 5.17-2, *Proposed Project VMT*, show the VMT of the Approved Project and Proposed Project, respectively, using two VMT methodologies (described below) to identify VMT impacts under the City of Yucaipa VMT methodology. For the "Project Generated VMT" scenario, both the baseline and horizon year are evaluated to address the base year and cumulative analysis. For the "Project Effect on VMT" scenario, only the horizon year is shown because the City's threshold use the cumulative scenario.

Table 5.17-1 Approved Project VMT

Scenario	Total Daily VMT	VMT/SP
Without the Wildwood Canyon Interchange Project		
Baseline Year Project Generated VMT	361,434	33.9
Horizon Year Project Generated VMT	412,815	38.5
Horizon Year Project Effect Boundary VMT	1,126,347	12.1
With the Wildwood Canyon Interchange Project		
Baseline Year Project Generated VMT	NA	NA
Horizon Year Project Generated VMT	407,882	38.2
Horizon Year Project Effect Boundary VMT	1,133,418	12.1

Source: Translutions 2023.

Table 5.17-2 Proposed Project VMT

Scenario	Total Daily VMT	VMT/SP
Without the Wildwood Canyon Interchange Project		
Baseline Year Project Generated VMT	325,792	31.2
Horizon Year Project Generated VMT	352,380	32.4
Horizon Year Project Effect Boundary VMT	1,226,122	13.2
With the Wildwood Canyon Interchange Project		
Baseline Year Project Generated VMT	NA	NA
Horizon Year Project Generated VMT	348,078	32.0
Horizon Year Project Effect Boundary VMT	1,218,533	13.1

Source: Translutions 2023.

Project-Generated VMT

The "Project Generated VMT" scenario was extracted from the SBTAM using the Origin-Destination (OD) trip matrices. The OD method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area and tracks those trips to their estimated origins/destinations within the model boundary. The OD method is completed after the final loops of assignment in the travel demand model (after person trips have been converted to total vehicle trips). Origins are all vehicle trips that start in a specific traffic analysis zone, and destinations are all vehicle trips that end in a specific traffic analysis zone. The OD method accounts for external and truck trips, and therefore provides a more complete estimate of all VMT in the study area. This methodology is used to estimate passenger vehicle VMT for the Air Quality, Greenhouse Gas, and Energy sections of this SEIR (see Appendix O).

Project Effect on VMT

The "Project Effect on VMT" scenario is based on a boundary method approach. The boundary method is the sum of all weekday VMT on a roadway network within a designated boundary. Boundary method VMT estimates VMT by multiplying the number of trips on each roadway segment by the length of that segment. This approach uses all trips, including those that do not begin or end in the designated boundary, and is another way to summarize VMT. This is the only VMT method that captures the effect of cut-through and/or displaced traffic. The boundary used in the VMT assessment is the Yucaipa city limits.

Pacific Oaks Commerce Center VMT

Table 5.17-3, *Pacific Oaks Commerce Center Proposed Project VMT*, show the VMT for the Pacific Oaks Commerce Center project using for the "Project Generated VMT" scenario only since the FCSP analysis identified above encompasses the effects of the Pacific Oaks Commerce Center Project for the "Project Effect on VMT" scenario.

Table 5.17-3 Pacific Oaks Commerce Center Proposed Project VMT

Scenario	Total Daily VMT	VMT/SP
Without the Wildwood Canyon Interchange Project		
Baseline Year Project Generated VMT	40,418	25.9
Horizon Year Project Generated VMT	49,328	24.9
With the Wildwood Canyon Interchange Project		
Baseline Year Project Generated VMT	NA	NA
Horizon Year Project Generated VMT	47,950	24.2

Source: Translutions 2023.

Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.17-1: The Proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]

The 2008 Certified EIR found that the Approved Project would comply with adopted policies, plans, and programs for alternative transportation.

FCSP Buildout

The Proposed Project would have similar impacts to alternative transportation plans as the Approved Project. Since the 2008 EIR was certified, the City has adopted an updated General Plan and transportation policies. The FCSP Update is consistent with the City's updated complete streets goals and policies included in the

current General Plan. Specifically, the FCSP Update implements the following circulation goals to ensure consistency with local alternative transportation plans:

- Promote pedestrian and bicycling activities through both off- road trails and along roadways.
- Provide adequate and safe nonmotorized connections across I-10.
- Connect trails to the San Timoteo Canyon regional bicycle trail where possible.
- Provide multipurpose trails within natural and improved settings to improve the localized connectivity throughout the area.

The City's General Plan includes a Bikeway Network that shows the planned bike lanes in the City, including within the Plan area. Additionally, transit service in Yucaipa at buildout is anticipated to include additional routes, as identified in the San Bernardino County Long Range Transit Plan Final Report. A new Route 5 is anticipated to travel along 5th Street, Avenue E, and Wildwood Canyon Road.

The FCSP Update includes an updated multimodal trail and circulation system to accommodate travel for vehicle, pedestrians, and bicycles and provides interconnectivity between the planning areas. The FCSP requires new development provide a system of pedestrian walkways for save convenient access to buildings and pedestrian circulation throughout, to connect building entries to the street and parking areas, nearby neighborhoods, and transit stops. The FCSP promotes pedestrian and bicycle activities through off-road trails and along roadways. Bus stops are also allowed in all the planning areas.

Consequently, the Proposed Project would not result in a substantial increase in magnitude of impacts or new impacts related to consistency with alternative transportation plans. Impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

Consistency of the Pacific Oaks Commerce Center Project with local multimodal transportation plans are the same as that identified for the Proposed Project. As identified above, compared to the Approved Project, the Pacific Oaks Commerce Center project would not result in a new impact or substantial increase in magnitude of impacts related to pedestrian, bicycle, or transit use in the Plan area. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Impact 5.17-2: The Proposed Project would not generate a substantial increase in total VMT compared to the Approved Project. [Threshold T-2]

FCSP Buildout

Project Generated VMT Scenario

Table 5.17-4, *Project Generated VMT Comparison of the Proposed Project to the Approved Project*, shows that there would be a net decrease in VMT/SP from Approved Project to the Proposed Project, the FCSP Update is anticipated to result in a less than significant transportation impact related to VMT. This is primarily due to the decrease in retail, and associated employment, accommodated by the Proposed Project compared to the Approved Project. Consequently, compared to the Approved Project, the Proposed Project would not result in a new impact or substantial increase in magnitude of impacts related to VMT. Therefore, impacts would be less than significant.

Table 5.17-4 Project Generated VMT Comparison of the Proposed Project to the Approved Project

Scenario	Approved Project VMT/SP	Proposed Project VMT/SP	Difference	Significant
Without the Wildwood Canyon Interchange Project				
Project Generated VMT Baseline Year	33.9	31.2	**-2.7**	No
Project Generated VMT Horizon Year	38.5	32.4	**-6.1**	No
With the Wildwood Canyon Interchange Project				
Project Generated VMT Horizon Year	38.2	32.0	**-6.2**	No

Source: Translutions 2023.

Project Effect on VMT Scenario

Table 5.17-5, *Project Generated VMT Comparison of the Proposed Project to the Approved Project*, shows an increase in VMT/SP from the Approved Project. However, since VMT/SP would be less than Citywide VMT/SP, the FCSP Update is anticipated to result in a less than significant transportation impact related to VMT. Consequently, compared to the Approved Project, the Proposed Project would not result in a new impact or substantial increase in magnitude of impacts related to VMT. Therefore, impacts would be less than significant.

Table 5.17-5 Project Effect on VMT Comparison of the Proposed Project to the Approved Project

Scenario	Approved Project VMT/SP	Proposed Project VMT/SP	Difference	Citywide VMT/SP Threshold	Significant
Without the Wildwood Canyon Interchange Project					
Project Effect on VMT Horizon Year	12.1	13.2	**1.1**	30.1	No
With the Wildwood Canyon Interchange Project					
Project Effect on VMT Horizon Year	12.1	13.1	**1.0**	30.1	No

Source: Translutions 2023.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

Table 5.17-6, *VMT Comparison of the Pacific Oaks Commerce Center Project*, shows that the Pacific Oaks Commerce Center is anticipated to result in a less than significant transportation impact related to VMT based on the City's SB 743 thresholds. Consequently, the Pacific Oaks Commerce Center project would not result in a new impact or substantial increase in magnitude of impacts related to VMT. Furthermore. VMT of associated with the Pacific Oaks Commerce Center is encompassed in the Specific Plan analysis in Tables 5.17-4 and 5.17-5 above, which shows that the Proposed Project would not result in a new or substantial increase in magnitude of VMT impacts compared to that identified in the 2008 Certified EIR. Therefore, project-level impacts would also be less than significant.

Table 5.17-6 VMT Comparison of the Pacific Oaks Commerce Center Project

Scenario	Proposed Project VMT/SP	Citywide VMT/SP Threshold	Significant
Without the Wildwood Canyon Interchange Project			
Project Generated VMT Baseline Year	25.9	28.9	No
Project Generated VMT Horizon Year	24.9	30.1	No
With the Wildwood Canyon Interchange Project			
Project Generated VMT Horizon Year	24.2	30.1	No

Source: Translutions 2023.

Level of Significance Before Mitigation: Less than significant.

Impact 5.17-3: The Specific Plan adequately addresses potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access. [Threshold T-3 and T-4]

The 2008 Certified EIR identified that the Approved Project would result in potentially significant impacts to emergency access as a result of an increase in congestion on Oak Glen Road/Live Oak Canyon Road, Outer Highway 10S from 16th Street, and County Line Road. The LOS reductions could result in increased response times for emergency services providers. The 2008 EIR identified that implementation of congestion-based mitigation measures would reduce impacts to less-than-significant levels.

FCSP Buildout

The Proposed Project would result in an increase of 25 units and 507,486 square feet compared to the Approved Project. As shown in Table 5.17-7, Trip Generation Comparison of the Proposed Project to the Approved Project with PCE, the Proposed Project would result in a substantial decrease in vehicle trips, and as a result, congestion compared to that of the Approved Project because of the reduction of regional retail land uses compared to business park/warehouse land use types. As a result, the proposed project would not result in a substantial increase in emergency hazards compared to the Approved Project. Additionally, a congestion-based TIA has been prepared and identifies circulation improvements to maintain the City's

congestion-based LOS standards. These recommendations are identified as Conditions of Approval for new development within the FCSP.

Table 5.17-7 Trip Generation Comparison of the Proposed Project to the Approved Project with PCE

Scenario	Weekday Trips	Weekday AM Peak Hour Trips	Weekday PM Peak Hour Trips
Approved Project	157,558	5,990	11,086
Proposed Project	76,485	2,986	4,973
Difference	-81,073	-3,004	-6,113

Source: Translutions 2023 (Appendix P – LOS Study)
Note: Includes passenger car equivalent (PCE) trips.

The circulation system of the FCSP Update has been designed to enhance visual and physical connectivity between neighborhoods, open space, and other uses within the area. The Specific Plan implements the following circulation goals to improve safety and emergency access:

- Provide new roadway and trail connections to adequately serve the vehicular and emergency access needs throughout the Freeway Corridor Project.
- Provide new roadway and trail connections to adequately serve the vehicular and emergency access needs throughout the project area and provide connections to future areas of development.
- Design routes and access locations to minimize traffic impacts to surrounding neighborhoods.

Traffic- calming design elements within the planning areas to provide a safe pedestrian environment may include narrower streets, roundabouts, intersection curb bump-outs, medians, shorter blocks, and tree canopies extending over streets. These encourage slower vehicular speeds and improve safety.

According to the General Plan Public Services and Facilities Element, the FCSP is within the infrastructure Improvement Level 1, which applies to areas planned for the highest intensity/density of development, such as multifamily, commercial, and industrial uses, and allows for standard spacing and intersection street lighting, full curb, gutters, sidewalks, and drainage (Yucaipa 2016). Roadways within the Plan area are required to be designed to incorporate traffic-calming measures that improve comfort and safety. These improvements will allow efficient daily and emergency vehicular access as well as provide for multimodal (pedestrian, bicycle, and equestrian) access to all areas in the project. Public roads within the Plan area would be dedicated to the City and maintained by the Public Works Department of the City of Yucaipa. Local private streets within a project boundary will be maintained though funding from the Homeowners Association fees or by the owner of the given project.

Additionally, For developments in Phases 5 and 6, secondary freeway access is required to be available prior to commencement of development to connect to I-10, as required by City public safety and emergency response personnel.

A safety analysis was conducted at the interchange ramps on Live Oak Canyon Road, Wildwood Canyon Road, and County Line Road (see the TIA, Appendix P). The queuing analysis was conducted to evaluate if traffic operations at the interchange ramps on Live Oak Canyon Road, Wildwood Canyon Road, and County Line Road would impede traffic on the mainline Interstate 10 freeway. Tables BB and CC in Appendix P of this SEIR, identify that the queues at the interchange ramps would not cause traffic to back up to the freeway mainline. In addition, a comparison of the queues under with Wildwood Canyon Road Interchange and without Wildwood Canyon Road Interchange shows a reduction in queues lengths at the Live Oak Canyon Road and County Line Road interchange ramps for the majority of the turning movements.

The Proposed Project would not result in new impacts or a substantial increase in magnitude of impacts to emergency access and safety hazards compared to the Approved Project. Impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

Transportation hazards associated with the Pacific Oaks Commerce Center Project are the same as that identified for the Proposed Project. As identified above, compared to the Approved Project, the Pacific Oaks Commerce Center project would not result in a new impact or substantial increase in magnitude of impacts related to transportation hazards. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant

5.17.5 Cumulative Impacts

The cumulative effect for transportation impacts is the SBCTA region. Cumulative traffic impacts consider the impacts of future growth and development in the SBCTA region. As identified above, the Proposed Project would result in a less than significant cumulative impact for VMT. Therefore, VMT impacts of the Proposed Project are less than cumulatively considerable.

The Proposed Project is consistent with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities, and the performance and safety of such facilities, and would not combine with other area projects to result in significant impacts to such facilities. Impacts associated with alternative transportation policies are less than significant.

According to the City's Local Hazard Mitigation Plan (2022), interstate highways would serve as major emergency response and evacuation routes. Additionally, the Yucaipa Fire Department reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's Design Review process. Therefore, impacts to emergency response and evacuation are less than significant; and therefore, less than cumulatively considerable.

5.17.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.17-1, 5.17-2, and 5.17-3.

5.17.7 Mitigation Measures

5.17.7.1 MITIGATION MEASURES FROM THE 2008 CERTIFIED EIR

The following mitigation measures were taken directly from the 2008 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in ~~strikethrough~~ for deleted text and <u>underline</u> for new, inserted text.

Mitigation Measures T-1 through T-13 have been deleted because they are congestion-based measures that are no longer considered to be significant impacts on the environment pursuant to SB 743.

~~T-1 **Near-Term 2010**. Live Oak Canyon and Outer Highway 10 South~~

- ~~Eastbound Approach: Widen and re-stripe to provide one left-turn lane, two through lanes, and one right-turn lane. The through lanes will provide access to future Oak Hills Parkway.~~
- ~~Westbound Approach: Construct "Oak Hills Parkway" to serve the commercial development to major arterial width and provide one left-turn lane, two through lanes, and one right-turn lane.~~
- ~~Construct a traffic signal.~~

~~T-2 **Near-Term 2010**. Oak Glen Road at 14th Street/Calimesa Boulevard~~

- ~~East and West Approaches: Re-stripe roadway to provide two through lanes, one left-turn, and one right-turn lane.~~
- ~~North and South approaches: Widen to General Plan width and provide three through lanes northbound to Colorado Street and two through lanes southbound.~~

~~T-3 **Near-Term 2010**. County Line Road at I-10 EB and I-10 WB ramps~~

- ~~East and West Approaches: Both eastbound and westbound ramps will be widened to provide one dedicated left- and one dedicated right-turn lane, with a middle-shared left-through-right lane.~~
- ~~Traffic signals will be installed at each ramp.~~

~~T-4 **Buildout (2030) with Wildwood Canyon Interchange**. Yucaipa Blvd. At Outer Highway 10 S~~

- ~~Southbound Approach: Re-stripe roadway to provide one left-turn lane, one through lane, and one right-turn lane, and install Yield sign/~~
- ~~Westbound Approach: Widen and stripe lane to provide a dedicated free right-turn lane, and install stop sign for the through and left lane.~~

~~T-5 **Buildout (2030) with Wildwood Canyon Interchange**. 14th Street at Avenue E~~

- ~~Signalize Intersection.~~
- ~~Northbound and Southbound Approaches: Widen to provide one left-turn lane and one shared through/right-turn lane.~~
- ~~Eastbound and Westbound Approaches: Restripe to provide one left-turn lane and one shared through/right-turn lane.~~

~~T-6 **Buildout (2030) with Wildwood Canyon Interchange**. Live Oak Canyon Road at Outer Highway 10 S~~

- ~~Southbound Approach: Widen to provide an additional southbound left-turn lane.~~
- ~~Westbound Approach: Restripe to provide one left-turn lane, one through lane, one shared through and right-turn lane, and one dedicated right-turn lane.~~

~~T-7 **Buildout (2030) with Wildwood Canyon Interchange**. Live Oak Canyon at I-10 EB and I-10 WB ramps~~

- ~~Construction of the Wildwood Canyon Interchange to relieve congestion at Live Oak Canyon/Oak Glen Road On- and Off-ramps, and provide new access to the Specific Plan area.~~

~~T-8 **Buildout (2030) with Wildwood Canyon Interchange**. Oak Glen Road at Colorado Street~~

- ~~Signalize the intersection.~~
- ~~Southbound Approach: Widen to provide third through lane.~~
- ~~Westbound Approach: Re-stripe roadway to provide one dedicated left-turn lane and one right-turn lane.~~

~~T-9 **Buildout (2030) with Wildwood Canyon Interchange**. Oak Glen Road at 14th Street/Calimesa Boulevard~~

- ~~This intersection would be mitigated by the proposed mitigation measures described for the Near-Term (2010) and operate satisfactorily for the buildout year.~~

~~T-10 **Buildout (2030) with Wildwood Canyon Interchange**. Wildwood Canyon Road at Colorado Street~~

- ~~Signalize the intersection.~~

- ~~Southbound Approach: Re-stripe to provide dedicated left and right-turn lanes.~~
- ~~Westbound Approach: Widen to provide two through lanes and one right-turn lane.~~
- ~~Eastbound Approach: Provide two through lanes and one left-turn lane.~~

~~T-11 **Buildout (2030) with Wildwood Canyon Interchange**. County Line Road at I-10 EB and WB ramps~~

- ~~Provide two left-turn lanes on eastbound County Line Road to I-10 Westbound On-ramp.~~
- ~~Provide a westbound shared right-through lane on County Line Road in addition to a right turn lane to the I-10 Westbound On-ramp.~~
- ~~Construction of the I-10/ Wildwood Canyon Road Interchange is also likely to further relieve congestion at these ramps.~~

~~T-12 **Buildout (2030) with Wildwood Canyon Interchange**. County Line Road at Calimesa Boulevard~~

- ~~Eastbound Approach: Provide 2nd left-turn lane to northbound Calimesa Boulevard.~~

~~T-13 **Buildout (2030) with Wildwood Canyon Interchange**. County Line Road at "East Road"~~

- ~~Re-stripe the southbound leg to provide one dedicated left-turn lane and one shared through and right-turn lane.~~

Mitigation Measure T-14 has been deleted because parking is no longer identified as a physical impact on the environment. Additionally, this measure is an existing regulation and would be required for all new development.

~~T-14 Proponents of future development projects within the Specific Plan site shall include parking sufficient for the needs of those projects by complying with parking densities indicated in the City of Yucaipa Development Code Chapter 6 Sections 87.0601 through 87.0630. A parking study shall be conducted in the event that the project proponent chooses to deviate from the parking densities provided in the Development Code.~~

5.17.7.2 NEW MITIGATION MEASURES

Specific Plan

No significant impacts were identified; therefore, no mitigation measures are needed.

Pacific Oaks Commerce Center

No significant impacts were identified; therefore, no mitigation measures are needed.

5.17.8 Level of Significance After Mitigation

Specific Plan

No significant transportation impacts were identified.

Pacific Oaks Commerce Center

No significant transportation impacts were identified.

5.17.9 References

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5. Environmental Analysis
TRANSPORTATION

———. 2023. March 13. Resolution No. 2022- 59. A Resolution of the City Council of Yucaipa California, Rescinding Resolution No. 2021-64, and Amending Resolution No. 93-39, Establishing a Schedule of Revised Development Impact Fees. https://yucaipa.org/wp-content/uploads/dev_svcs/DIF/RES2022-59CITYCOUNCIL.pdf?_t=1683991144.

5.18 TRIBAL CULTURAL RESOURCES

This section of the Draft SEIR evaluates the potential for implementation of the Proposed Project to impact tribal cultural resources in comparison to the impacts evaluated for the FCSP area in the 2008 Certified EIR. Potential changes to circumstances since the 2008 Certified EIR that could result in new significant or substantially more severe environmental impacts for the project area are also reviewed. This section is focused on tribal cultural resources in the FCSP area. Cultural resources include prehistoric and historic sites, structures, districts, places, and landscapes or any other physical evidence associated with human activity considered important to a culture, subculture, or a community for scientific, traditional, religious, or any other reason. The analysis in this section is based on the results of the Native American consultation conducted by the City in compliance with State Bill 18 (SB 18) and Assembly Bill 52 (AB 52); a Native American Heritage Commission (NAHC) search of its Sacred Lands File (SLF); and a search of the California Historic Resources Information System (CHRIS). Due to the sensitive and confidential nature of the CHRIS search, the maps and records are omitted from the Draft SEIR appendices. The SB 18 and AB 52 tribal consultation correspondence is provided in Appendix G of this Draft SEIR.

5.18.1 Environmental Setting

5.18.1.1 REGULATORY BACKGROUND

Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture. The NRHP recognizes resources of local, state, and national significance which have been documented and evaluated according to uniform standards and criteria.

Authorized under the NHPA, the NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. The NHRP is administered by the National Park Service, which is part of the U.S. Department of the Interior.

To be eligible for listing in the NRHP, a resource must meet at least one of the following criteria:

A. Is associated with events that have made a significant contribution to the broad patterns of our history

B. Is associated with the lives of persons significant in our past

C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction

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

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands.

American Indian Religious Freedom Act and Native American Graves Protection and Repatriation Act

The American Indian Religious Freedom Act recognizes that Native American religious practices, sacred sites, and sacred objects have not been properly protected under other statutes. It establishes as national policy that traditional practices and beliefs, sites (including right of access), and the use of sacred objects shall be protected and preserved. The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

State Regulations

California Environmental Quality Act

CEQA requires a lead agency to analyze whether historic and/or archaeological resources may be adversely impacted by a proposed project. Under CEQA, a "project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment" (Public Resources Code [PRC] Section 21084.1). Answering this question is a two-part process. First, the determination must be made as to whether the proposed project involves cultural resources. Second, if cultural resources are present, the proposed project must be analyzed for a potential "substantial adverse change in the significance" of the resource.

Historical Resources

According to CEQA Guidelines Section 15064.5, for the purposes of CEQA, historical resources are:

- A resource listed in, or formally determined eligible…for listing in the California Register of Historical Resources(CRHR) (PRC 5024.1; Title 14 California Code of Regulations [CCR], Section 4850 et seq.)

- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significance in a historic resources survey meeting the requirements of Section 5024.1(g) of the PRC.

- Any object, building, structure, site, area, place, record, or manuscript that the lead agency determines to be eligible for national, state, or local landmark listing; generally, a resource shall be considered by the lead agency to be historically significant and therefore a historic resource under CEQA if the resource meets the criteria for listing on the California Register (PRC Section 5024.1; 14 CCR Section 4852).

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity (as defined above) does not meet NRHP criteria may still be eligible for listing in the CRHR.

According to CEQA, the fact that a resource is not listed in or determined eligible for listing in the CRHR or is not included in a local register or survey shall not preclude the lead agency from determining that the resource may be a historical resource (PRC Section 5024.1). Pursuant to CEQA, a project with an effect that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (State CEQA Guidelines, Section 15064.5[b]).

Substantial Adverse Change and Indirect Impacts to Historical Resources

The CEQA Guidelines specify that a "substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (Section 15064.5). Material impairment occurs when a project alters in an adverse manner or demolishes "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" or eligibility for inclusion in the NRHP, CRHR, or local register (Section 15064.5). In addition, pursuant to State CEQA Guidelines Section 15126.2, the "direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects."

The following guides and requirements are of relevance to this study's analysis of indirect impacts to historic resources. Pursuant to CEQA Guidelines, study of a project under CEQA requires consideration of "the whole of an action, which has the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment" (Section 15378). State CEQA Guidelines Section 15064(d) further defines direct and indirect impacts:

> (1) A direct physical change in the environment is a physical change in the environment which is caused by and immediately related to the project.
>
> (2) An indirect physical change in the environment is a physical change in the environment which is not immediately related to the project, by which is caused indirectly by the project. If a direct physical change in the environment in turn causes another change in the environment, then the other change is an indirect physical change in the environment.

> (3) An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project.

Archaeological Resources

In terms of archaeological resources, PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

> (1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
>
> (2) Has a special and particular quality such as being the oldest of its type of the best available example of its type.
>
> (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If it can be demonstrated that a proposed project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (PRC Sections 21083.2[a], [b], and [c]). CEQA notes that, if an archaeological resource is neither a unique archaeological resource nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (State CEQA Guidelines Section 15064.5[c][4]).

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP as well as California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR.

Resources eligible for listing include buildings, sites, structures, objects, or historic districts that retain historical integrity and are historically significant at the local, state, or national level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. It is associated with the lives of persons important in our past;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. It has yielded, or has the potential to yield, information important to the prehistory or history.

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

California State Assembly Bill 52

AB 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3.

Consultation with Native Americans

AB 52 formalizes the lead agency-tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the project area, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report.

Tribal Cultural Resources

Section 4 of AB 52 adds Sections 21074 (a) and (b) to the PRC, which address tribal cultural resources and cultural landscapes. Section 21074 (a) defines tribal cultural resources as one of the following:

1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

   A. Included or determined to be eligible for inclusion in the California Register of Historical Resources.

   B. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Section 1 (a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on tribal cultural resources should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or

significant effects to tribal cultural resources, the consultation shall include those topics (PRC Section 21080.3.2[a]). The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

State Laws Pertaining to Human Remains

Any human remains encountered during ground-disturbing activities are required to be treated in accordance with California Code of Regulations Section 15064.5(e) (CEQA), PRC Section 5097.98, and California Health and Safety Code Section 7050.5. California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are determined to be of Native American origin, the county coroner must contact the California NAHC within 24 hours of this identification. An NAHC representative will identify a Native American Most Likely Descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. In addition, CEQA Guidelines Section 15064.5 specifies the procedures to be followed in case of the discovery of human remains on nonfederal land. The disposition of Native American burials falls within the jurisdiction of the NAHC.

5.18.1.2 EXISTING CONDITIONS

Refer to Section 5.5, *Cultural Resources,* of this Draft SEIR for further discussion of the environmental setting for tribal cultural resources.

Senate Bill 18 and Assembly Bill 52 Consultation

Pursuant to SB 18, the City of Yucaipa contacted the NAHC for a consultation list of tribes and an SLF search. Government Code Sections 65352.3 and 65352.4 require local governments to consult with California Native American tribes identified by the NAHC for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending General Plans, Specific Plans, and Community Plans. A tribe may be the only source of information regarding the existence of a tribal cultural resource. An SLF search is another method of identifying the presence of Native American resources near or in the project area.

In accordance with Public Resources Code Section 21080.3.1(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 proposed project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation regarding potential impacts to tribal cultural resources.

On July 13, 2022, the NAHC responded with a negative SLF search, indicating no record for the presence of Native American resources in the vicinity of the FCSP that could be affected by the FCSP. The NAHC also provided a list of 18 Native American tribes or individuals to contact for further information with traditional lands or cultural places within the boundaries of San Bernardino County (see Appendix G).

The City of Yucaipa sent letters to the Native American contacts on August 1, 2022, requesting any information related to cultural resources or heritage sites within or adjacent to the plan area (see Appendix G).

- **The Agua Caliente Band of Cahuilla Indians** responded on August 24, 2022, stating that the plan area is within the Tribe's Traditional Use Area and that the Tribe currently has no concerns regarding the Proposed Project. The Agua Caliente Band indicated that its letter concluded consultation.

- **The San Manuel Band of Mission Indians** responded on September 6, 2022, stating that the Tribe is only concerned about the area in Bryn Mawr and how the Proposed Project would affect the area. Bryn Mawr is in the City of Loma Linda and not within the plan area. Therefore, the Proposed Project would not impact Bryn Mawr.

- On October 3, 2022, the **Morongo Band of Mission Indians** stated that the plan area is of high importance to the Tribe and tribal participation is recommended during all ground disturbing activities. The Tribe requested AB 52 consultation as well as project information (project design and grading maps, record search results, geotechnical information, etc.). The City provided the requested information in August 2023.

- **The Quechan Tribe of the Fort Yuma Reservation** responded on November 15, 2022, and stated that they do not wish to comment on the Proposed Project and deferred to local tribes.

5.18.2 Thresholds of Significance

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

TCR-1 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:

i) 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

ii) 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §

5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

5.18.3 Plans, Programs, and Policies

There are no policies pertaining to tribal cultural resources in the Freeway Corridor Specific Plan.

5.18.4 Environmental Impacts

5.18.4.1 2008 CERTIFIED EIR

At the time the 2008 Certified EIR was prepared, the CEQA Guidelines did not include a stand-alone tribal cultural resources topic. The 2008 Certified EIR indicated that three archaeological sites in the Specific Plan area revealed the presence of Native American human remains that were discovered as isolated burials and cremations. Therefore, the Approved Project found that future development in the Specific Plan area has the potential to disturb or destroy buried Native American human remains. With the implementation of Mitigation Measures CR-1 through CR-10, impacts to Native American resources (archaeological and historic) were determined to be less than significant.

5.18.4.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.18-1: The proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource that is:

i) 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). [Threshold TCR-1.i]

ii) determined by the lead agency to be significant pursuant to criteria in Public Resources Code section 5024.1(c). [Threshold TCR-1.ii]

The 2008 Certified EIR indicated that impacts to cultural resources, including tribal cultural resources, would be less than significant with mitigation.

FCSP Buildout

As indicated in Section 5.5, *Cultural Resources,* according to the updated site records, three archaeological sites that revealed presence of Native American human remains (CA-SBR-429, CA-SBR-912, and CA-SBR-913) in the plan area have been destroyed since the previous EIR was circulated. The SLF search by the NAHC did not indicate the presence of known tribal cultural resources within or immediately adjacent to the project site. The tribes that responded to the SB 18 and AB 52 outreach did not identify tribal cultural resources in the project area.

The City's government-to-government consultation efforts with the Morongo Band of Mission Indians conducted pursuant to AB 52 did not result in the identification of known tribal cultural resources in the

project site. Based on the lack of identified tribal cultural resources in the project site, there is no potential for ground-disturbing activities associated with the Project to result in a substantial adverse change in the significance of a known tribal cultural resource as defined in PRC Section 21074. However, given the extent of ground-disturbing activities proposed, the historical use of the area by Native Americans, and the presence of known archaeological resources in the project site (see Section 5.5, *Cultural Resources*), there is the potential for unknown and/or buried tribal cultural resources to be encountered during project construction activities. Should such resources be determined to be eligible for listing in the CRHR, the Proposed Project would result in significant impacts related to the substantial adverse change in the significance of tribal cultural resources.

Like the Approved Project, future development under the Proposed Project would be required to implement mitigation measures to reduce impacts to tribal cultural resources. Additionally, some portions of the plan area would be designated OS-C under the Proposed Project, and cultural resources within lands designated OS-C would not be impacted because these lands would be preserved in perpetuity.

Therefore, the Proposed Project would not result in new or substantially more severe significant impacts in this regard, when compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Impact 5.18-1 would be potentially significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center project would result in the same impacts to tribal cultural resources as identified for the Specific Plan. Therefore, impacts would be less than significant with Mitigation Measures CR-2 and CR-3 incorporated. The Pacific Oaks Commerce Center project would not result in new or substantially more severe significant impacts in this regard, when compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Impact 5.18-1 would be potentially significant.

5.18.5 Cumulative Impacts

Cumulative impacts to tribal cultural resources occur when the impacts of the Proposed Project, in conjunction with past, existing, and future foreseeable projects and development in the region, result in multiple and/or cumulative impacts to tribal cultural resources in the area. Each future project in the city will be required to evaluate that project's impacts to site-specific tribal cultural resources as part of the CEQA review, including tribal consultation as required by AB 52 and SB 18, if applicable. Where significant impacts to tribal cultural resources are identified, projects would be required to either avoid impacts or implement feasible mitigation measures to reduce impacts. The Proposed Project combined with other development projects in the surrounding area would not result in significant and adverse impacts to tribal cultural resources. All impacts would be mitigated to less than significant. As with the 2008 Certified EIR, implementation of the Proposed Project for the plan area would not result in significant and unavoidable impacts. Therefore, impacts of the Proposed Project would not be cumulatively considerable.

5.18.6 Level of Significance Before Mitigation

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

- **Impact 5.18-1** Development pursuant to the FCSP could cause a substantial adverse change in the significance of a tribal cultural resource.

5.18.7 Mitigation Measures

5.18.7.1 MITIGATION MEASURES FROM THE 2008 CERTIFIED EIR

The following mitigation measures were taken directly from the 2008 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in ~~strikethrough~~ for deleted text and <u>underline</u> for new, inserted text.

Mitigation Measures CR-1 through CR-10 have been deleted because they have been consolidated into the new mitigation measures (Mitigation Measure CR-1 through Mitigation Measure CR-3). Mitigation Measure CR-11 has been deleted because it was completed during the preparation of the 2022 Addendum for the County Line Warehouse Project.

~~CR-1 If cultural resources avoidance is feasible, potentially significant archaeological resources and sites containing Native American human remains shall be placed within permanent project-specific conservation easements or dedicated open space areas.~~

~~CR-2 Where avoidance of archaeological resources and sites containing Native American human remains is not a feasible management option, capping these resources with sterile sediments and avoidance planting (e.g., planting of prickly pear cactus) shall be considered the next most favorable management option. In doing so, capping the resource(s) will ensure that indirect impacts from increased public availability to these sites are avoided.~~

~~CR-3 If avoidance and/or preservation-in-place of known prehistoric and historical archaeological resources and sites containing Native American human remains are not feasible management options, the applicant shall ensure that potentially significant archaeological resources(s) and site(s) shall be investigated pursuant to the standards, guidelines, and principles of the Advisory Council's Treatment of Archaeological Properties: A Handbook (ACHP 1980).~~

~~Prior to the issuance of a grading permit for a project, the applicant's consultant, who meets the Secretary of Interior's Standards and Guidelines, shall develop a Phase II (i.e., test-level) Research Design detailing how the archaeological resources investigation will be executed and providing specific research questions that will be addressed through the Phase II Testing Program. In general terms, the Phase II Testing Program shall be designed to further define site boundaries and to assess the structure, content, nature, and depth of subsurface cultural deposits and features. Emphasis shall also be placed on assessing site integrity and the site's potential to address regional archaeological research questions. These data shall then be used~~

~~to address the National Register of Historic Places (NRHP)/ California Register of Historic Resources (CRHR) eligibility requirements for the archaeological resource, and make recommendations as to the suitability of the resource for listing on either Register. The Research Design shall be submitted to the City's Planning Commission for review and comment prior to the implementation of the Phase II Testing Program.~~

~~After Approval of the Research Design and prior to the issuance of a grading permit, the applicant's consultant shall complete the Phase II Testing Program as specified in the Research Design prior to the issuance of a grading permit. The results of this Program shall be presented in a technical report that follows the State of California Office of Historic Preservation Archaeological Resource Management Report Recommended Contents and Format Guidelines (California 1990). The Phase II Report shall be submitted to the City's Planning Department for review and comment prior to the issuance of a grading permit. If the resource is determined to be ineligible for listing on the NRHP or CRHR upon completion of the Phase II Testing Program, no further cultural resources management of this resource would be required and the Phase II Program would suffice as mitigation of project impacts to the resource.~~

~~CR-4 A participant-observer from the appropriate Native American Band or Tribe shall be present during Phase II archaeological excavations involving sites of Native American concern.~~

~~CR-5 If the cultural resource is identified as being potentially eligible for listing on either the NRHP or CRHR, and project designs cannot be altered to avoid impacting the site, a Phase III Data Recovery Program to mitigate project effects shall be initiated. A Data Recovery Treatment Plan detailing the objectives of the Phase III Program shall be developed and contain specific testable hypotheses pertinent to the Research Design and relative to the site(s) under study. The Phase III Data Recovery Treatment Plan shall be submitted to the City's Planning Department, the appropriate Native American Band or Tribe, if applicable, and the State Historic Preservation Officer (SHPO) for review and comment prior to implementation of the Data Recovery Program. After Approval of the Treatment Plan, the Phase III Data Recovery Program for affected, eligible site(s) shall be completed. Typically a Phase III Data Recovery Program involves the excavation of a statistically representative sample of the site(s) to preserve those resource values that qualify the site(s) as being eligible for listing on the NRHP/CRHR. Again, a participant-observer from the appropriate Native American Band or Tribe shall be present during archaeological data-recovery excavations involving sites of Native American concern. At the conclusion of the Phase III Program, a Phase III Data Recovery Report shall be prepared, following the State of California Office of Historic Preservation Archaeological Resource Management Report Recommended Contents and Format Guidelines (California 1990). The Phase III Data Recovery Report shall be submitted to the City's Planning Department, the appropriate Native American Band or Tribe, if applicable, and the SHPO for review and comment prior to the issuance of a grading permit.~~

5. Environmental Analysis
TRIBAL CULTURAL RESOURCES

~~CR-6~~ ~~All Archaeological materials recovered during implementation of the Phase II Testing or Phase III Data Recovery programs shall be processed, including cleaning and cataloging, detailed description, and analysis, as appropriate. Following completion of laboratory and analytical procedures, all project-related collections shall be suitably packaged and transferred to a curation facility that meets the standards of 36 CFR 79 for long-term storage. Materials to be curated include archaeological specimens and samples, field notes, feature and burial records, maps, plans, profile drawings, photo logs, photographic negatives, consultants' reports of special studies, and copies of the final technical reports. It should be noted that provisions of the Native American Graves Protection Repatriation Act (NAGPRA) pertaining to Native American burials, sacred objects, and objects of cultural patrimony would come into effect when ownership of the collections transfer to a curation repository that receives federal funding.~~

~~CR-7~~ ~~A registered professional archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, shall monitor all project related ground disturbing activities that extend into natural sediments in areas determined to have high archaeological sensitivity for prehistoric resources.~~

~~Prior to City permitted future development projects, the applicant shall include in their mitigation plan provisions for the identification and evaluation of archaeological resources inadvertently discovered during construction. Thus, if buried archaeological resources are uncovered during construction, all work will be halted in the vicinity of the archaeological discovery until a registered professional archaeologist can visit the site of discovery and evaluate the significance of the archaeological resource.~~

~~CR-8~~ ~~If the archaeological resource is determined to be a potentially significant cultural resource, the applicant shall also include in their mitigation plan provisions for the preparation and implementation of a Phase III Data Recovery Program, as well as disposition of recovered artifacts, in accordance with mitigation measures CR-4, CR5 and CR-6.~~

~~CR-9~~ ~~In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, State CEQA Guidelines 15064.5(d), and Public Resources Code 5097.98 shall be implemented Specifically, in accordance with Public Resources Code (PRC) Section 5097.98, the San Bernardino County Coroner shall be notified within 24 hours of the discovery of potentially human remains. The Coroner shall then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) by phone within 24 hours, in accordance with PRC Section 5097.98. The NAHC shall then designate a Most Likely Descendant (MLD) with respect to the human remains within 48 hours of notification.~~

~~The MLD shall then have the opportunity to recommend to the property owner or the project proponent means for treating or disposing of, with appropriate dignity, the human remains and associated grave goods within 24 hours of notification. Whenever the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the MLD and the mediation provided for in subdivision (k) of PRC Section 5097.94 fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall reenter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance. In the event that Native American human remains are inadvertently discovered during project-related or permitted construction activities, implementation of mitigation measures CR-3 through CR-8 would apply.~~

~~CR-10 The final technical reports detailing the results of the Phase II Testing or Phase III Data Recovery programs shall be submitted to the San Bernardino Archaeological Information Center of the California Historical Resource Inventory System for their information and where they would be available to other researchers. As well, final Phase III Data Recovery Reports shall be submitted to local libraries, schools, and historical societies to enable the general public to learn about their local cultural heritage.~~

~~CR-11 Structures at 33842 County Line Lane, 33808.5 County Line Lane, and 32032 Live Oak Canyon Road will be formally evaluated by a certified architectural historian to determine the historical significance of the structures prior to modifications or demolition. If the structures are determined to be significant, mitigation measure CR-5 will apply.~~

5.18.7.2 NEW MITIGATION MEASURES

Impact 5.18-1

Specific Plan

Implementation of Mitigation Measures CR-2 and CR-3 would be required. See Section 5.5, *Cultural Resources,* for full mitigation text.

Pacific Oaks Commerce Center

Implementation of Mitigation Measures CR-2 and CR-3 would be required.

5.18.8 Level of Significance After Mitigation

Impact 5.18-1

Specific Plan

Impact 5.18-1 indicated that ground-disturbing activities could impact unknown and/or buried tribal cultural resources. Implementation of Mitigation Measures CR-2 and CR-3, which provide procedures on tribal

monitoring during project-related ground disturbance, identification, avoidance, evaluation, and preservation of archaeological resources, would reduce the potential for impacts to tribal cultural resources to a less than significant level.

Pacific Oaks Commerce Center

Impact 5.18-1 indicated that ground-disturbing activities could impact unknown and/or buried tribal cultural resources. Implementation of Mitigation Measures CR-2 and CR-3, which provide procedures on tribal monitoring during project-related ground disturbance, identification, avoidance, evaluation, and preservation of archaeological resources, would reduce the potential for impacts to tribal cultural resources for the Pacific Oaks Commerce Center project to a less than significant level.

5.18.9 References

Yucaipa, City of. 2007, July. Draft Environmental Impact Report for the Yucaipa Freeway Corridor Specific Plan. Prepared by P&D Consultants.

———. 2022, May. Addendum to the Yucaipa Freeway Corridor Specific Plan Environmental Impact Report (SCH #2006041096). Yucaipa County Line Warehouse Project.

5.19 UTILITIES AND SERVICE SYSTEMS

This section of the Draft Subsequent Environmental Impact Report (SEIR) evaluates the potential impacts of the Freeway Corridor Specific Plan (Proposed Project) to utilities and services systems. Potential changes to circumstances since the 2008 Certified EIR that could result in new significant or substantially more severe environmental impacts for the Proposed Project are also reviewed, and cumulative impacts are considered. Utilities and services systems include wastewater (sewage) treatment and collection systems, water supply and distribution systems, storm drainage, and solid waste collection and disposal. Potential impacts to hydrology (e.g., flooding) and water quality are provided in Section 5.10, *Hydrology and Water Quality*. Storm drainage, though discussed below, is also addressed in Section 5.10, *Hydrology and Water Quality*.

The analysis in this section is based in part on the following technical studies:

- *Freeway Corridor Specific Plan Infrastructure Report for Hydrology, Sewer, Water, and Water Quality,* Fuscoe, January 26, 2024. (Appendix K)
- *Water Supply Assessment*, Yucaipa Valley Water District, January 16, 2024. (Appendix Q)

Complete copies of these studies are in Appendices K and Q, respectively, to this Draft SEIR.

5.19.1 Wastewater Collection and Treatment

5.19.1.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal

Clean Water Act and National Pollution Elimination Discharge System

The Clean Water Act establishes regulations to control the discharge of pollutants into the waters of the United States and regulates water quality standards for surface waters (US Code Title 33, Sections 1251 et seq.). Under the act, the US Environmental Protection Agency is authorized to set wastewater standards and runs the National Pollutant Discharge Elimination System (NPDES) permit program. Under the NPDES program, permits are required for all new developments that discharge directly into waters of the United States. The Clean Water Act requires wastewater treatment of all effluent before it is discharged into surface waters. NPDES permits for such discharges in the project region are issued by the Santa Ana Regional Water Quality Control Board.

State

Statewide General Waste Discharge Requirements

The General Waste Discharge Requirements specify that all federal and state agencies, municipalities, counties, districts, and other public entities that own or operate sanitary sewer systems greater than one mile in length which collect and/or convey untreated or partially treated wastewater to a publicly owned treatment

facility in California need to develop a sewer master plan. The master plan evaluates existing sewer collection systems and provides a framework for undertaking the construction of new and replacement facilities in order to maintain proper levels of service. It includes inflow and infiltration studies to analyze flow monitoring and water use data, a capacity assurance plan to analyze the existing system with existing land use and unit flow factors, a condition assessment and sewer system rehabilitation plan, and a financial plan with recommended capital improvements and financial models.

General Pretreatment Regulations for Existing and New Sources of Pollution

The General Pretreatment Regulations establish the responsibilities of federal, state, and local governments; industry; and the public to implement National Pretreatment Standards to control pollutants that pass through or interfere with treatment processes in publicly owned treatment works or that may contaminate sewage sludge. Pretreatment standards are pollutant discharge limits that apply to industrial users.

Local

Wochholz Regional Water Recycling Facility NPDES Permit

Wastewater generated by development in the city is discharged to the City's sewer system and conveyed to trunk sewers owned by the Yucaipa Valley Water District (YVWD) to be treated at the Wochholz Regional Water Recycling Facility (WRF). Wastewater discharge requirements for the WRF are detailed in NPDES No. CA0105619, Order No. R8-2016-0027. The permit includes the conditions needed to meet minimum applicable technology-based requirements. The permit includes limitations more stringent than applicable federal technology-based requirements where necessary to achieve the required water quality standards.

YVWD Design Criteria for Sewer System Facilities

Sewer system improvements proposed for inclusion into YVWD's service area shall be designed in accordance with the YVWD's Design Criteria for Sewer System Facilities. Criteria for such improvements are provided for system flow rate, sewer pipeline sizing, materials and installation, sewer facility location, lift stations and inverted siphons, backwater valves, manholes, service laterals, and grease inspectors.

YVWD Regulations for Wastewater Discharge and Sewer Use

YVWD's Regulations for Wastewater Discharge and Sewer Use Ordinance (Ordinance No. 54-2009) sets forth requirements for all users of YVWD's wastewater collection and treatment system. The purpose of the ordinance is to regulate the use and construction of public wastewater facilities, installation and connection of building sewers, discharge of waste into public wastewater systems, and the establishment of fees and service charges. The regulations also prevent the introduction of pollutants into YVWD's publicly owned treatment works and require best management practices for reducing the total amount of pollutants entering YVWD's sewer system.

Existing Conditions

Existing Sewer System

The sewer system in the City is maintained by YVWD. YVWD's service area is in the upper portion of the Santa Ana Watershed and in a high elevation valley at the base of the San Bernardino Mountain Range approximately 40 miles west of Palm Springs, 70 miles east of Los Angeles, and 120 miles north of San Diego. YVWD's current service area encompasses 25,742 acres that include Calimesa and Yucaipa. YVWD's sphere of influence expands the acreage to 43,525 acres.

YVWD's sewer system consists of five sewer pump stations and associated force mains, standard and trunk manholes, and an approximately 213-mile network of gravity sewer pipes ranging from 6 inches to 24 inches in diameter. Most of the YVWD's sewer network consists of pipes that are 8 to 12 inches in diameter.

The FCSP area includes primarily undeveloped land and limited sewer infrastructure. YVWD's WRF is in the project's limits and has multiple trunklines leading to it. A major 24-inch trunkline originates from the north of the plan area and delivers flows from north to south through the middle of the plan area to the water recycling facility. This 24-inch line collects flows from several laterals including an 8-inch line in Colorado Street, an 8-inch line in 11th Street, and an 18-inch line in Calimesa Boulevard. In the southern portion of the plan area, an 8-inch sewer line connects to the Water Recycling Facility from County Line Road in Calimesa. On the western side of the plan area, parallel to Live Oak Canyon Road, a 24-inch line runs near Oak Glen Creek and connects to a lift station near Live Oak Canyon Road that sends sewer flows via a force main to the treatment plant. Figure 5.19-1, *Existing Sewer Facilities*, shows the existing sewer infrastructure within and near the FCSP plan area.

YVWD regularly updates its capital improvement plan project list based on needed improvements to sewer infrastructure. Table 5.19-1, *Sewer Capital Improvement Projects Adjacent to or Within the FCSP,* lists the sewer projects adjacent to or in the FCSP area. YVWD also has a number of capital improvement projects that pertain to the improvement of the WRF in the plan area. These projects are not listed in the table since they do not directly correlate to the improvement of sewer pipelines in or near the plan area.

Table 5.19-1 Sewer Capital Improvement Projects Adjacent to or Within the FCSP Area

Project Name	Description	Project Completion Date
Oak Glen Road Sewer Pipeline	Installing 2,000 linear feet of 15-inch sewer mainline from 14th Street to Colorado Street	2021-2022
I-10 Bore and Jack - Dunlap Crossing	Installing 1,350 linear feet of 15-inch sewer mainline that passes through the pipe jack under I-10	2021-2022

Source: Fuscoe 2024.

Wastewater Treatment

YVWD owns and operates the WRF, which has a capacity of 8.0 million gallons per day (mgd). The tertiary effluent produced at the WRF meets criteria for California Title 22 reuse requirements. YVWD produces

4,000 acre-feet (af) of Title 22 recycled water annually. The WRF began service in 1986 with an initial capacity of 3.0 mgd and was originally designed with trickling filters and small aeration basins. The facility was upgraded and expanded in 1992 to 4.5 mgd, at which time denitrification filters were incorporated to reduce total nitrogen to less than 10 milligrams per liter. The facility was recently expanded to its current 8.0 mgd capacity. In 2020, YVWD treated 4,237 af or approximately 3.8 mgd. Therefore, the WRF has a remaining capacity of 4.2 mgd (Fuscoe 2024).

5.19.1.2 THRESHOLDS OF SIGNIFICANCE

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

U-1 Requires or results in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

U-3 Results in a determination by the waste water treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

5.19.1.3 PLANS, PROGRAMS, AND POLICIES

Specific Plan

Development Standards

The FCSP does not include specific development standards for wastewater treatment and collection in Chapter 4, *Development Standards*; however, Chapter 3, *Project Description*, describes the sewer system requirements. Section 3.8, *Water and Sewer System*, provides the infrastructure plan and required project design features to support development in the FCSP that is required by the YVWD.

Design Guidelines

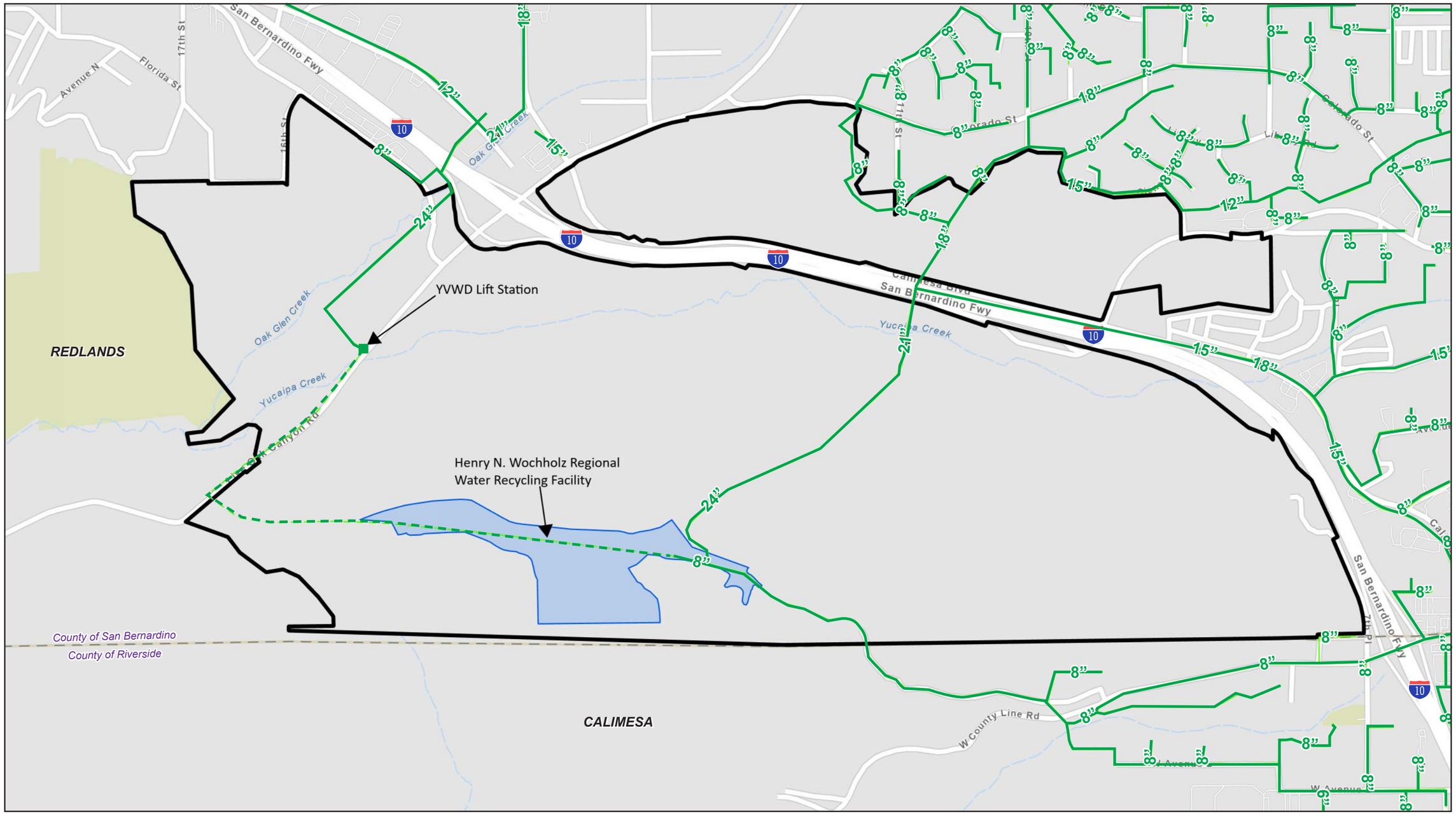
There are no design guidelines specifically related to wastewater collection and treatment.

5.19.1.4 ENVIRONMENTAL IMPACTS

2008 Certified EIR

The 2008 Certified EIR stated that new neighborhoods in the Specific Plan would be provided sewer service through existing connections and that sanitary sewer systems would be designed and constructed consistent with YVWD standards and maintained by YVWD. The WRF is regulated by law to treat wastewater consistent with the requirements and standards of the Regional Water Quality Control Board regulations, and the Approved Project would not exceed the treatment capacity of the WRF. Therefore, impacts were less than significant.

Figure 5.19-1 - Existing Sewer Facilities



Source: FUSCOE 2023.

5. Environmental Analysis
UTILITIES AND SERVICE SYSTEMS

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Freeway Corridor Specific Plan

The following impact analysis addresses the thresholds of significance detailed in Section 5.19.1.2. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.19-1: Project-generated wastewater could be adequately treated by the wastewater service provider for the project and would not require the construction of new wastewater treatment facilities or the expansion of existing facilities or exceed wastewater treatment requirements of the Regional Water Quality Control Board. [Thresholds U-1 (part), and U-3]

The 2008 Certified EIR identified that wastewater would be treated consistent with the requirements and standards of the Regional Water Quality Control Board, and that the Approved Project would not exceed the treatment capacity of the WRF.

FCSP Buildout

The Proposed Project alters the locations of the land uses and increases the housing densities and nonresidential square footage in various portions of the plan area. The proposed land use plan includes an overall increase of 25 dwelling units and 504,713 square feet of nonresidential uses.

YVWD's Design Criteria for Sewer System Facilities includes an average daily generation rate for sewer of 250 gallons per day per dwelling unit (gpd/du) for both single family and multifamily units. YVWD's Design Criteria for Potable Water Distribution Systems includes an indoor potable demand rate of 1,600 gpd per acre (gpd/ac) for light commercial uses. Commercial and industrial sewer generation rates are conservatively estimated to be equivalent to the indoor potable water demands for these land uses. Table 5.19-2, *Change in Sewer Generation,* provides a summary of sewer demands for the Approved Project and the Proposed Project. Detailed calculations are provided in Appendix A of the Infrastructure Report (see Appendix K). As shown in Table 5.19-2, the Proposed Project would increase sewer flows by 162,410 gpd or 0.16 mgd compared to the Approved Project. This increase in flows could impact the sewer infrastructure system.

Table 5.19-2 Change in Sewer Generation

Land Use	Total Sewer Demand (gpd)	Total Sewer Demand (mgd)	Total Sewer Demand (afy)
Approved Project			
Residential	611,750	0.61	685
Regional Commercial	275,200	0.28	308
Business Park	41,120	0.04	46
Total	**928,070**	**0.93**	**1,039**
Proposed Project			
Residential	618,000	0.62	692
Regional Commercial	115,520	0.12	129
Business Park	356,690	0.36	400
Total	**1,090,480**	**1.09**	**1,221**
Change in Sewer Generation	**162,410**	**0.61**	**182**

Source: Fuscoe 2024. (see Appendix K)
gpd = gallons per day; mgd = million gallons per day; afy = acre-feet per year

5. Environmental Analysis
UTILITIES AND SERVICE SYSTEMS

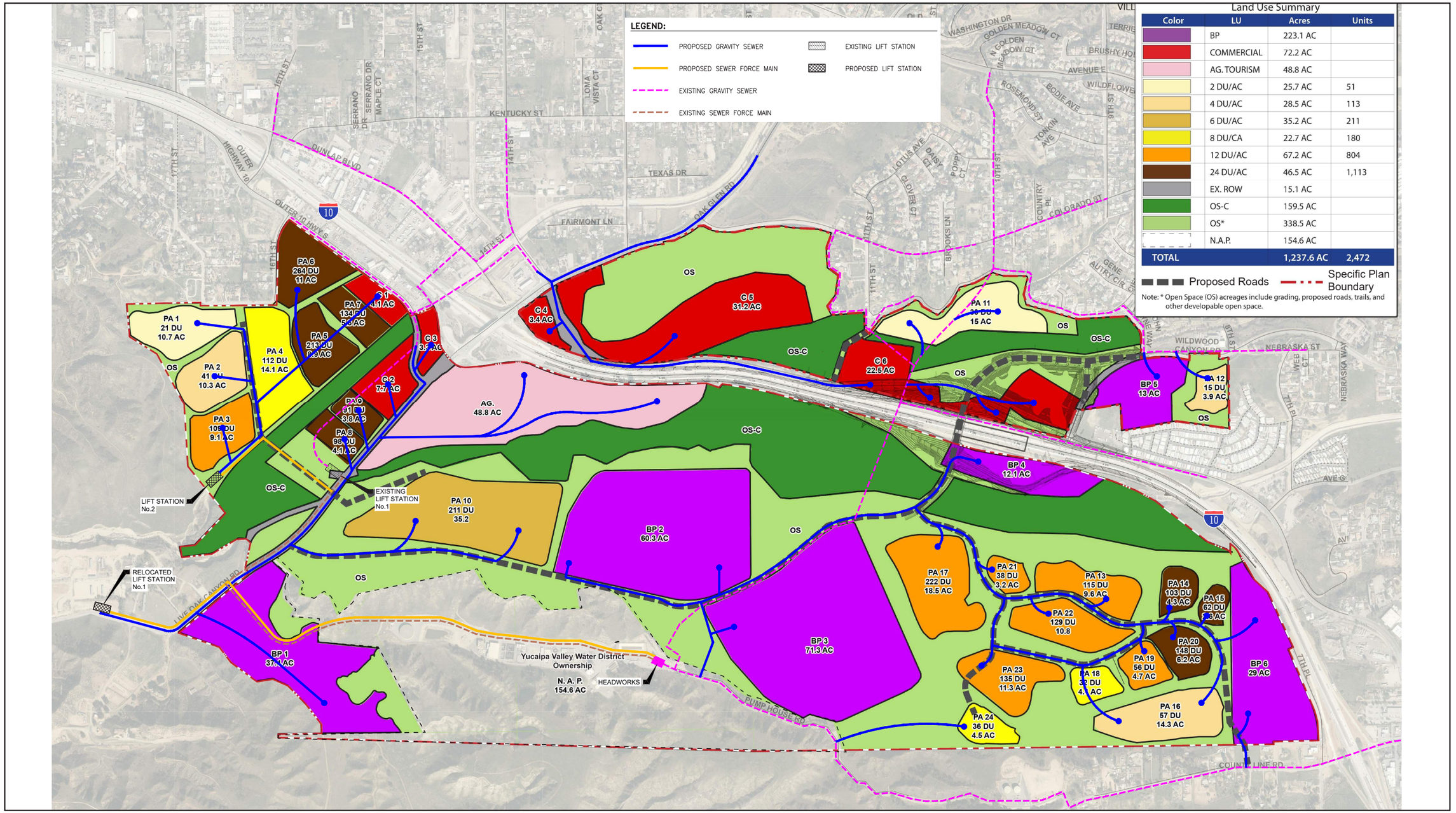
Implementation of the Proposed Project, like the Approved Project, would require the construction of new sewer infrastructure on-site and off-site since the plan area is currently undeveloped. On-site improvements are anticipated to be 8-inch sewer lines. Off-site improvements are anticipated through the proposed roadway network in the public right-of-way and could include the extension of existing lines, upsizing of existing lines in the local area, modifications to lift stations, or parallel lines to increase capacity. The improvements are typically divided into two categories—those that are the responsibility of the developer, and regional improvements that would provide benefit to YVWD and other services areas beyond the responsibility of the developer. In such instances, there are agreements in place where the developer pays for their fair share of the regional improvements along with their developer responsibilities.

The 24-inch trunkline that bisects the plan area does not have sufficient capacity for the Pacific Oaks Commerce Center project and areas north of Interstate 10 (I-10), which will rely upon the 24-inch line for sewer conveyance. These areas include nonresidential planning areas C5, C6, and BP5 and residential planning areas PA11 and PA12. Improvements are required to service the development in these areas. New gravity sewer lines are anticipated to serve the proposed residential development areas in the eastern portion of the site, including planning areas PA14 through PA24. The gravity lines would collect sewer from these areas and gravity-drain westerly to the treatment plant. Pipe sizes and specific alignments would be studied during project-specific analyses, but the main line is anticipated to be in the range of 16 to 18 inches with 8-inch laterals reaching out to the various development areas. For the proposed residential development west of Live Oak Canyon Road (planning areas PA1 through PA8), planning areas C1 through C3, and planning area BP1, new sewer lines would be required in Live Oak Canyon Road. Sewer flows in this area would likely require new lift stations and potential relocation of the existing lift station to provide adequate service and conveyance to the treatment plant. YVWD is currently evaluating the number of lift stations, capacity of the existing lift station, and potential relocation of this lift station. It is likely that this lift station would require improvements or relocation and upsizing to handle the increased flows. Additional lift stations may also be required for development areas west of Live Oak Canyon Road to be able to send flows to the waste treatment plant to the east.

The 24-inch trunkline that bisects BP2 and BP3 does not have sufficient capacity for the Pacific Oaks Commerce Center project. YVWD and the Pacific Oaks Commerce Center's applicant have instead determined that the project would include the installation of 886 linear feet of new sewer line for the Pacific Oaks Commerce Center development that would run parallel to the existing 24-inch line to avoid adding any flows to the impacted line. The proposed line would be located within the future roadway between BP2 and BP3 (see Figure 5.19-2, *Proposed Sewer Plan*). The proposed line would tie into the existing line south of BP3 that leads to the treatment facility. In addition, approximately 3,978 linear feet of new sewer line would be constructed in proposed roadways throughout the project area and connect to the main sewer line that leads into the treatment plant.

For the planning areas in the eastern portion of the site, including PA13 through PA24, gravity lines would collect sewer from the proposed development areas and gravity drain westerly to the treatment plant. Pipe sizes and specific alignments would be studied during project specific analyses, but the pipes are anticipated to be in the range of 16 to 18 inches with 8-inch laterals reaching out to the various development areas.

Figure 5.19-2 - Proposed Sewer Plan



Source: Kreiger & Stewart 2023.

5. Environmental Analysis
UTILITIES AND SERVICE SYSTEMS

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Planning areas north of I-10 would tie into a sewer line beneath 13th Street to service the proposed development in these areas. C5 and a portion of C6 would tie into the existing line along 14th Street to the west. For the proposed residential development west of Live Oak Canyon Road (PA1 through PA8), commercial zones C1 through C3, and BP1, new sewer lines would be required within Live Oak Canyon Road. Sewer flows in this area would require new lift stations, the relocation of the existing lift station, and new sewer force mains that would tie into the proposed gravity mains and lift stations. All development in this area would need site-specific sewer analyses to determine on-site improvements, off-site improvements, and developer fees/fair share contribution for regional improvements (see Figure 5.19-2).

The construction of the on-site and off-site sewer lines and associated improvements would primarily include trenching for the pipelines. All construction would be in accordance with the State Construction General Permit. Any work that may affect services to the existing sewer lines would be coordinated with the City and YVWD, and a construction management plan or equivalent is required to ensure safe pedestrian access as well as emergency vehicle access and safe vehicle travel. Moreover, when considering impacts resulting from the installation of any required wastewater infrastructure, all impacts are relatively short term and would cease once the installation is complete. Therefore, impacts on wastewater systems associated with construction activities would be less than significant.

YVWD has a formal process to ensure that the overall sewer system—including future sewer lines and the integrity of existing facilities—is managed efficiently. All new development projects must prepare detailed sewer reports, including detailed demands, grading plans, pad elevations, anticipated easements and public dedications, points of connection, anticipated sewer line alignments, and slopes. Once the documentation is complete, YVWD incorporates the sewer demands into the sewer hydraulic model to evaluate impacts and identify the required sewer infrastructure upgrades necessary to support development pursuant to the Proposed Project while ensuring that existing systems and service areas are not negatively impacted. YVWD has a proactive process to track the condition of sewer infrastructure through established capital improvement projects and project-by-project review of required documentation.

Since the Proposed Project is being evaluated at a programmatic level, with the exception of the Pacific Oaks Commerce Center Project, and there are no projects with sufficient detail to analyze at this point, site-specific sewer infrastructure details and requirements are not known at this time. As projects consistent with the Proposed Project are submitted, detailed sewer analyses will identify on- and off-site improvements. In certain instances where more precise detail is required, developers may be required to perform sewer flow monitoring at key nodes in the existing sewer system that would receive future flows from the planning area. All development would also need to pay developer fees and fair-share contributions for regional improvements.

All future development would implement the following design criteria:

- Existing pipes ≤ 12 inches in diameter are to be ½ full at peak flow conditions.
- Existing pipes ≥ 15 inches in diameter are to be ¾ full at peak flow conditions.

Therefore, impacts on wastewater infrastructure associated with the operational phase of development pursuant to the Proposed Project would be less than significant.

The increase in sewer flows of approximately 0.61 mgd would increase the amount of treatment required at the WRF (see Table 5.19-2). The existing wastewater flow within the system is approximately 3.8 mgd as of 2020, resulting in remaining capacity of 4.2 mgd. Therefore, development anticipated under the Proposed Project would not exceed the available wastewater treatment capacity of the WRF.

Additionally, project-generated wastewater would comply with the Sana Ana Regional Water Quality Control Board's Order No. R8-2015-0027. Development pursuant to the Proposed Project would also be designed, constructed, and operated in accordance with the YVWD's Order No. 54-2009. Therefore, impacts would be less than significant. The Proposed Project would not result in new or substantially more severe impacts associated with wastewater treatment and infrastructure when compared to the analysis in the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

Construction of any on-site and off-site sewer lines and associated improvements would be in accordance with the State Construction General Permit and coordinated with the City and YVWD. A construction management plan or equivalent would be required to ensure safe pedestrian access, emergency vehicle access, and safe vehicle travel. Moreover, when considering impacts resulting from the installation of any required wastewater infrastructure, all impacts are relatively short term and would cease once the installation is complete. Therefore, impacts on wastewater systems associated with construction activities would be less than significant.

The 24-inch trunkline that bisects planning areas BP2 and BP3 does not have sufficient capacity for the Pacific Oaks Commerce Center project. A new sewer line from the proposed development to the waste treatment facility that runs parallel to the existing 24-inch line is proposed to avoid adding any flows to the impacted line. The proposed line would be within the future roadway between BP2 and BP3 and would tie into the existing line south of BP3 that leads to the treatment facility (see Figure 5.19-2).

As with any development in the plan area, the Pacific Oaks Commerce Center project must prepare detailed sewer reports, including detailed demands, grading plans, pad elevations, anticipated easements and public dedications, points of connection, anticipated sewer line alignments, and slopes. Once the documentation is complete, YVWD would incorporate the sewer demands into the sewer hydraulic model to evaluate impacts and identify the required sewer infrastructure upgrades necessary to support the development while ensuring existing systems and service areas are not negatively impacted. The project applicant would also need to pay developer fees and fair-share contributions for regional improvements. Therefore, impacts on wastewater infrastructure associated with the operational phase of development pursuant to the Pacific Oaks Commerce Center project would be less than significant. The Pacific Oaks Commerce Center project would not result in new or substantially more severe impacts associated with wastewater treatment and infrastructure when compared to the analysis in the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

5.19.1.5 CUMULATIVE IMPACTS

The area considered for cumulative impacts to wastewater treatment and collection in the 2008 Certified EIR was YVWD's sewer service area. The increase in sewer generation due to development pursuant to the Proposed Project can be accommodated by YVWD's system and would not substantially increase impacts analyzed in the 2008 Certified EIR. Therefore, as with the 2008 Certified EIR, the Proposed Project would not have the potential to result in cumulatively considerable impacts.

5.19.1.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.19-1 would be less than significant.

5.19.1.7 MITIGATION MEASURES

Mitigation Measures from the 2008 Certified EIR

The 2008 Certified EIR did not identify mitigation measures for wastewater and service systems.

New Mitigation Measures

Specific Plan

No mitigation measures are required.

Pacific Oaks Commerce Center

No mitigation measures are required.

5.19.1.8 LEVEL OF SIGNIFICANT AFTER MITIGATION

Specific Plan

No significant impacts were identified, and no mitigation measures are required.

Pacific Oaks Commerce Center

No significant impacts were identified, and no mitigation measures are required.

5.19.2 Water Supply and Distribution

5.19.2.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal

Safe Drinking Water Act

The Safe Drinking Water Act, the principal federal law intended to ensure safe drinking water for the public, was enacted in 1974 and has been amended several times since then. The act authorizes the US Environmental Protection Agency to set national standards for safe drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally-occurring and man-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the State Water Resources Control Board conducts most enforcement activities. If a water system does not meet its standards, it is the water supplier's responsibility to notify its customers.

Regional

YVWD Design Criteria for Potable Water Distribution Systems

Water system improvements proposed for inclusion in YVWD's service area shall be designed in accordance with the YVWD's Design Criteria for Potable Water Distribution Systems. Criteria for such improvements are provided for system demand, system analysis, water pipeline sizing, water pipeline location, curve data, water pipeline installation near other utilities, water pipeline materials, valves, fire hydrants, service installations, corrosive soil, and backflow prevention.

YVWD Resolution No. 11-2008

YVWD Resolution No. 11-2008 provides the implementation strategy of the concepts in *A Strategic Plan for a Sustainable Future: The Integration and Preservation of Resources*, a long-term water resource sustainability strategy for YVWD's service area. The goal of the plan is to communicate a strategic plan for utilizing deficient state-wide infrastructure; cope with stringent regulatory hurdles; and deal with environmental obstacles, while providing reliable water, sewer, and recycled water to the service area (YVWD 2008). Though Resolution No. 11-2008 is not a guarantee of future conditions or actions by the Board of Directors, it provides a mechanism to allow for the economic development and expansion of the region based on an understanding of current circumstances.

YVWD Resolution No. 2023-76

On December 5, 2023, the YVWD's Board of Directors adopted Resolution No. 2023-76, A Resolution of the Yucaipa Valley Water District Setting Forth and Updating the Calculation for Facility Capacity Charges Related to the Purchase/Construction of Permanent Supplemental Water Resources for New Development. The purpose of this resolution is to secure additional permanent sources of water supply for YVWD

including imported water, aquifer storage and recovery water, and other available permanent sources of supply for new development.

South Mesa Water Company Standard Specification for the Furnishing of Materials and the Construction of Water Facilities

Water system improvements proposed within the South Mesa Water Company's (SMWC) service area shall be designed in accordance with the SMWC's Standard Specification for the Furnishing of Materials and the Construction of Water Facilities. Criteria for such improvements are provided for system layout and design; submittal, checking, and approval of plans; construction permits; easements; fees and services; water rates; engineering and inspection fees; and as-built drawings.

Western Heights Water Company Water Shortage Contingency Plan

Water supplies may be interrupted or reduced significantly in several ways, such as a drought that limits supplies, an earthquake that damages delivery or storage facilities, or a regional power outage. The WHWC's Water Shortage Contingency Plan focuses on water shortage contingency planning, including a four-stage rationing/conservation plan to be undertaken by WHWC in response to water supply shortages.

Integrated Regional Urban Water Management Plan

The 2020 Integrated Regional Urban Water Management Plan (IRUWMP) is a comprehensive guide for water resource management for the Upper Santa River Watershed. The Upper Santa Ana River Watershed Integrated Regional Water Valley Management Plan and the San Bernardino Valley Regional Urban Water Management Plan were due to be updated in the 2020 planning cycle. Rather than continue updating these overlapping documents independently, agencies in the region combined the two documents into the Integrated Regional Urban Water Management Plan. The IRUWMP is a roadmap for water resource planning in the watershed for the years 2020 to 2045 and will be updated every five years. Part 2 Chapter 9 of the IRUWMP includes information specific to SMWC. Chapter 11 of the IRUWMP includes information specific to YVWD. The WHWC has fewer than 3,000 connections and does not need to prepare an Urban Water Management Plan.

Yucaipa Municipal Code

Chapter 4, Water Conservation. To address the limited supply of water in the state and increasing demand, this chapter promotes the conservation and efficient use of water, including for existing and proposed landscapes and landscaping practices.

Chapter 15.08, Development Impact Fees. The development impact fees authorized by chapter 15.08 are based on the costs generated by the need for new facilities as well as other acquisition costs required, incrementally, by new development in the city. The fees are consistent with what is anticipated to be the goals and objectives of the City's General Plan and are designed to mitigate the impacts caused by new development throughout the city.

Existing Conditions

Water Purveyors

The City of Yucaipa's existing potable water system is managed by YVWD, SMWC, and WHWC (see Figure 5.19-3, *Existing Water Facilities*).

Yucaipa Valley Water District

YVWD's water system includes 234 miles of water lines, 17 groundwater wells, 27 reservoirs, booster pump stations, and lift stations. Water supplies are procured from three sources—approximately 1.5 percent from surface water resources, 62.7 percent extracted from local groundwater, and the remaining 35.8 percent imported from a) the San Bernardino Valley Municipal Water District for the San Bernardino County portion of the service area and b) the San Gorgonio Pass Water Agency for the Riverside County portion of the service area. YVWD also produced enough recycled water to meet 16.5 percent of its total water demand in 2020, decreasing potable water use by 2,234.48 af. Distribution pipelines in the YVWD service area range from 2 to 48 inches in diameter. Most of the water lines are 8-inch pipes (Fuscoe 2024).The majority of the FCSP plan area is serviced by YVWD, with much smaller areas served by WHWC in the northwest and SMWC in the southeast. A significant portion of the central areas of the FCSP area are currently undeveloped, and water service has not been established or annexed into a water provider's service area (see Figure 5.19-3).

South Mesa Water Company

Similar to YVWD, the SMWC provides domestic and irrigation water services to portions of the City of Yucaipa within San Bernardino County as well as portions of the City of Calimesa within Riverside County. As of 2020, SMWC served approximately 3,000 potable water service connections to both residential and commercial customers. SMWC's water supply consists entirely of local groundwater. SMWC's produces groundwater from two different groundwater basins—the Yucaipa Subbasin, and the adjudicated portion of the San Timoteo Subbasin, also known as the Beaumont Groundwater Basin. In 2020, the SMWC maintained eight active groundwater production wells. SMWC does not currently serve recycled water to its customers (SMWC 2021).

Western Heights Water Company

WHWC has 2,210 potable water connections throughout Yucaipa and Redlands, both in San Bernardino County. Its service area covers approximately four square miles. WHWC procures water from five groundwater recharge wells that is stored in three reservoirs with a total capacity of 4.5 million gallons (WHWC 2024).

Water Supply Reliability

Every urban water supplier must assess its ability to provide water service to its customers under normal, dry, and multiple dry water years. YVWD depends on a combination of imported and local supplies to meet its water demands and has taken numerous steps to ensure that it has adequate supplies. The IRUWMP covers the service areas of the San Bernardino Valley Municipal Water District, Colton, Loma Linda, Redlands,

Rialto, East Valley Water District, Riverside Highland Water Company, San Bernardino Municipal Water Department, South Mesa Water Company, West Valley Water District, and YVWD; it shows that YVWD will be able to meet demand with projected supplies between 2020 and 2045 during normal years, single dry years, and multiple dry years (see Table 5.19-3, *YVWD Normal, Single Dry, and Multiple Dry Year Supply and Demand*).

Table 5.19-3 YVWD Normal, Single Dry, and Multiple Dry Year Supply and Demand

		Acre-Feet per Year (afy)				
		2025	2030	2035	2040	2045
Normal Year						
Supply Totals		59,180	65,400	72,700	78,950	85,300
Demand Totals		16,288	15,826	15,430	15,072	14,746
	Difference	**42,892**	**49,574**	**57,720**	**63,879**	**70,554**
Single Dry Year						
Supply Totals		59,180	65,400	72,700	78,900	85,300
Demand Totals		12,658	12,026	11,430	10,872	10,346
	Difference	**46,522**	**53,374**	**61,270**	**68,028**	**74,954**
Multiple Dry Year						
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	10,087	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	9,709	9,326
	Difference	**46,875**	**45,138**	**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**

Source: YVWD 2021.

Because of its continued recharge efforts and the increasing use of recycled water, YVWD anticipates success in meeting the needs of its population in the future even as the population continues to grow and the likelihood of severe droughts persists. Future homes in the YVWD service area will be constructed with drinking water for interior use and recycled water for exterior use.

YVWD began exploring the use of recycled water in 1992 and has implemented a series of facilities and improvements to use recycled water for the irrigation of parks, schools, golf courses, and other landscaped areas. On August 20, 2008, YVWD's Board of Directors adopted Resolution No. 11-2008, "A Strategic Plan for a Sustainable Future: The Integration and Preservations of Resources," and design standards that require all new homes to install two water meters—one drinking water meter and one recycled water meter. The drinking water meter would be used to provide drinking water to the home, pools, spas, and hose bibs

connected to the house. The recycled water service would be connected to a separate recycled water pipeline that would provide recycled water for landscaping in the front and rear of the house.

YVWD is also reviewing concept documents related to participation in the Bunker Hill Conjunctive Use Project. This program would provide a water banking opportunity in the Bunker Hill Subbasin during wet periods for extraction when imported supplies from the State Water Project are limited. Additionally, YVWD is completing the necessary studies to implement the Calimesa Aquifer Storage and Recovery Project. This project will be a system of injection wells that will inject recycled water into the aquifer. That water can be pulled from those same injections wells to be used as recycled water or drawn from wells farther away as potable water.

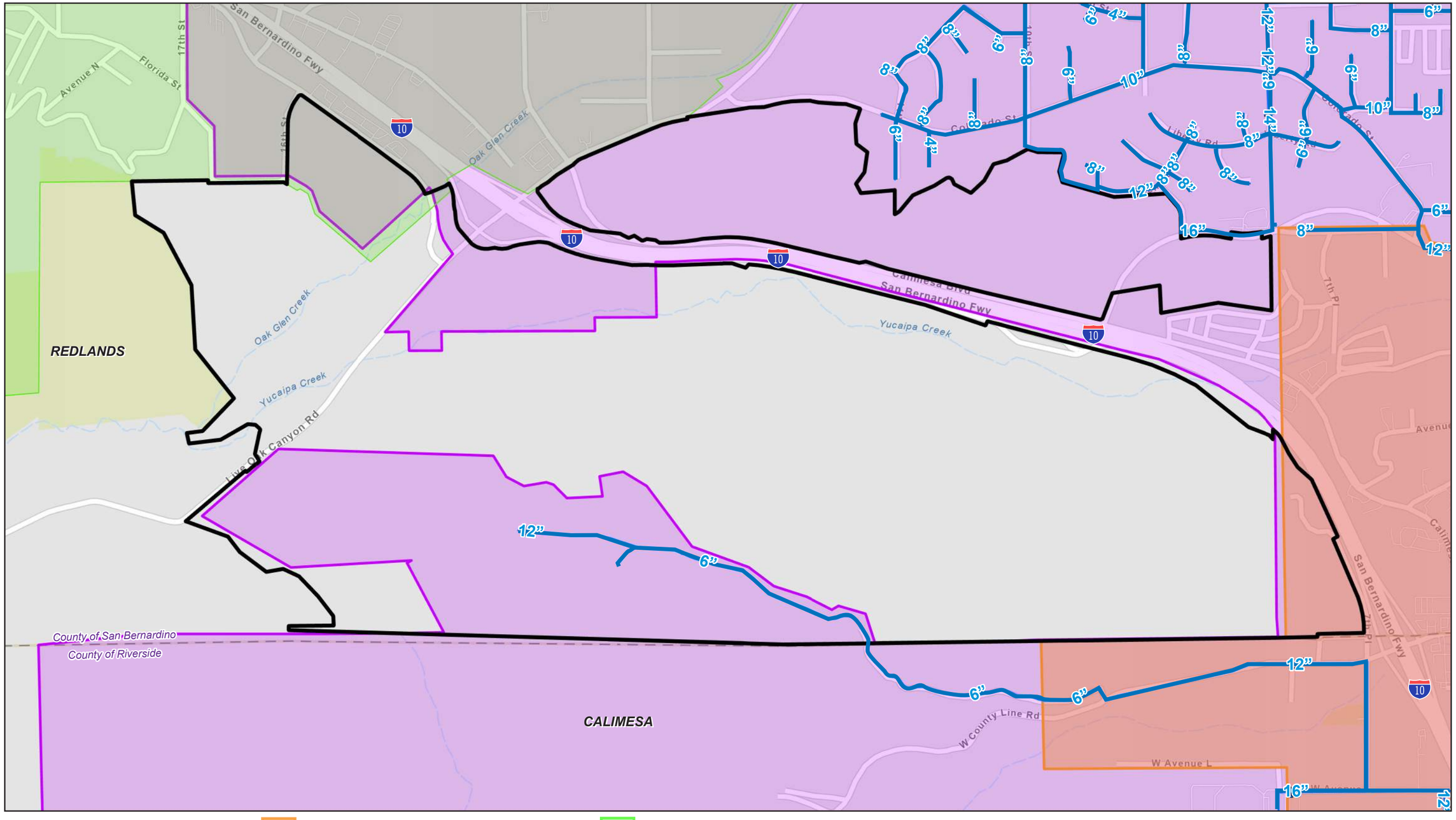
SMWC depends entirely on groundwater to meet its water demands. The IRUWMP also shows that SMWC will be able to meet demand with projected supplies between 2020 and 2045 during normal years, single dry years, and multiple dry years (see Table 5.19-4, *SMWC Normal, Single Dry, and Multiple Dry Year Supply and Demand*).

Table 5.19-4 SMWC Normal, Single Dry, and Multiple Dry Year Supply and Demand

		Acre-Feet per Year (afy)				
		2025	2030	2035	2040	2045
Normal Year						
Supply Totals		2,737	2,873	3,018	3,168	2,893
Demand Totals		2,380	2,499	2,624	2,755	14,746
	Difference	**357**	**374**	**394**	**413**	**434**
Single Dry Year						
Supply Totals		2,618	2,749	2,886	3,031	3,182
Demand Totals		2,618	2,749	2,886	3,031	3,182
	Difference	**0**	**0**	**0**	**0**	**0**
Multiple Dry Year						
First Year	Supply Totals	2,618	2,749	2,886	3,031	3,182
	Demand Totals	2,618	2,749	2,886	3,031	3,182
	Difference	**0**	**0**	**0**	**0**	**0**
Second Year	Supply Totals	2,618	2,749	2,886	3,031	3,182
	Demand Totals	2,618	2,749	2,886	3,031	3,182
	Difference	**0**	**0**	**0**	**0**	**0**
Third Year	Supply Totals	2,618	2,749	2,886	3,031	3,182
	Demand Totals	2,618	2,749	2,886	3,031	3,182
	Difference	**0**	**0**	**0**	**0**	**0**
Fourth Year	Supply Totals	2,618	2,749	2,886	3,031	3,182
	Demand Totals	2,618	2,749	2,886	3,031	3,182
	Difference	**0**	**0**	**0**	**0**	**0**
Fifth Year	Supply Totals	2,618	2,749	2,886	3,031	3,182
	Demand Totals	2,618	2,749	2,886	3,031	3,182
	Difference	**0**	**0**	**0**	**0**	**0**

Source: SMWC 2021.

Figure 5.19-3 - Existing Water Facilities



Source: FUSCOE 2023.

5. Environmental Analysis
UTILITIES AND SERVICE SYSTEMS

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Since SMWC water supplies are entirely from groundwater, the effects of a local drought are not immediately recognized. However, SMWC still participates in several ongoing water conservation measures to optimize and enhance the use and reliability of regional water resources. SMWC also has a water shortage contingency plan to put into action as appropriate to reduce the demand during critical drought years or other supply emergencies.

Water Capacity Assessment

YVWD is currently enhancing its ability to utilize its existing water supply sources through several projects that are in various phases of implementation, from planning to preliminary design to construction including the Bunker Hill Conjunctive Use Project and the Calimesa Aquifer Storage and Recovery Project. These projects would allow YVWD flexibility to meet both the recycled and potable needs of the community. The Calimesa Aquifer Storage and Recovery Project is located within the same sub-basin as a portion of the FCSP.

YVWD regularly updates its Capital Improvement Plan (CIP) project list based on needed improvements to water infrastructure. Table 5.19-5, *Capital Improvement Projects in the Vicinity of the FCSP,* lists the water projects adjacent to the FCSP area.

Table 5.19-5 Capital Improvement Projects in the Vicinity of the FCSP

Project Name	Description	Projected Dates
Wastewater Plant Road - Drinking Water Mainline	Replacement of 5,300 linear feet of 12-inch water pipeline leading to the WRF	2021-2022[1]

Source: Fuscoe 2024.
[1]This project is still in progress.

SMWC is currently in the planning and engineering stages with several projects including area-wide water-line infrastructure replacement, booster station replacement, and forward planning for upcoming capacity increases through new reservoir construction. These projects vary throughout the service area and are in various stages of planning and pre-construction. Notably and pending state funding, SMWC has developed plans to upgrade major transmission and distribution lines through a significant portion of County Line Road near the FCSP area. SMWC also has plans to utilize the State Water Project to convey water to planned recharge basin facilities, develop additional groundwater wells, recharge basins, and systemwide line replacements to increase the available water supplies.

Water Distribution System

The plan area is primarily undeveloped and there is limited water infrastructure currently in place. However, YVWD's water infrastructure exists all along the northeastern boundary of the plan area, north of I-10, including 12-inch pipes along John Wayne Way, Cienega Drive, and 10th Street. A 16-inch pipe runs along Wildwood Canyon Road. There is additional water infrastructure near the project boundary including a 6-inch pipe that runs along 11th Street and a 4-inch pipe that is east of 11th Street. YVWD's WRF is within the southern portion of the plan area and connects to a water pipeline that stems from County Line Road. The

pipe begins as a 12-inch pipe along County Line Road, then transitions into a 6-inch polyvinyl pipe, then back into a 12-inch pipe when the pipeline approaches the facility. Figure 5.19-3 shows the existing YVWD water infrastructure adjacent and within the plan area.

5.19.2.2 THRESHOLDS OF SIGNIFICANCE

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

U-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

U-2 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

5.19.2.3 PLANS, PROGRAMS, AND POLICIES

Specific Plan

Development Standards

The FCSP does not include specific development standards for water systems in Chapter 4, *Development Standards*; however, Chapter 3, *Project Description*, describes the water system requirements. Section 3.8, *Water and Sewer System*, provides the infrastructure plans and required project design features to support development in the FCSP.

Section 3.8 notes that water pipelines must be sized to adequately service the following water demands as defined by the YVWD:

- Maximum day demand multiplied by 1.33 plus the fire flow with a residual pressure of 20 pounds per square inch and a maximum velocity of 10 feet per second.
- Maximum Hour Demand with a residual pressure of 40 pounds per square inch and a maximum velocity of 5 feet per second.

This section also states that the FCSP will utilize recycled water to irrigate greenbelt areas, commercial landscape areas, roadway medians, and yards for individual homes within YVWD's service area.

Section 3.8 also requires that proposed projects in the plan area incorporate the following water conservation measures:

- Coordinate with local water agencies to evaluate impacts of proposed developments on water supply and demand.

- Utilize low-output water systems through recycled water (for projects within YVWD's service area), water conserving irrigation systems, and landscape design.
- Provide water facilities that adequately serve high quality water to future residents.
- Ensure proper maintenance to avoid loss due to leakage.

Design Guidelines

There are no design guidelines specifically related to water supply and distribution.

Conditions of Approval

Specific Plan

- **Bundled Services**: Drinking water, recycled water, and sewer service shall be provided to each parcel within the FCSP served by the YVWD.
- **Annexation**: Any parcel within the FCSP not currently annexed to YVWD, WHWC, or SMWC shall be annexed to YVWD at the sole cost of the property owner prior to receiving service from YVWD.
- **Construction of Two Groundwater Injection/Extraction Wells**: Future development pursuant to the FCSP shall dedicate sufficient property (location, grading, and size) subject to YVWD approval and construct two groundwater injection/extraction wells for the storage and extraction of drinking water to serve the Proposed Project. The dedication of the groundwater well sites (see Figure 5.19-3) shall be discussed in future development agreements with property deeded to YVWD in fee title prior to the issuance of building permits for either BP2 or BP3 and any planning area east of PA17. Additional details regarding the construction of the groundwater wells shall be discussed in future development agreements.
- **Recycled Water Use/Dual Plumbed Requirement**: Recycled water shall be used to irrigate all greenbelt areas, landscape areas, and roadway medians within YVWD's service area. The use of recycled water shall also be required for nonpotable uses on-site, such as cooling and processing water for the applicable commercial/industrial facilities.
- **Construction of Surface Water Detention Basins**: YVWD shall require the construction of soft bottom detention basins appropriately placed throughout the project area to maintain the percolation to the extent possible on-site within the service area of YVWD. YVWD reserves the right to accept deeded property associated with stormwater capture basins for operation and maintenance based on discussions with individual property owners.
- **Temporary Facilities**: YVWD recognizes that temporary facilities may be constructed to allow for the initial phasing of the Proposed Project. YVWD would provide time dependent limitations on all temporary facilities within its service area, regardless of economic conditions and phasing schedules.

- **Fixture Unit Calculations**: Future development pursuant to the FCSP shall revise and update the fixture unit counts prior to construction and prior to occupancy to verify the facility capacity charges and other related costs and estimates.

- **Water Recharge Assignment**: Stormwater recharged as a result of development pursuant to the FCSP shall be tabulated and provided to YVWD for accrual to storage accounts of YVWD.

- **YVWD's Resolution No. 11-2008 and Resolution No. 2023-76**: Future property owners and developers shall comply with YVWD's Resolution No. 11-2008 and Resolution No. 2023-76, or its successors, prior to obtaining a building permit.

- **Grading Water**: Recycled water is available immediately adjacent to the Proposed Project and shall be required for all grading activity within YVWD's service area.

Pacific Oaks Commerce Center

- **Bundled Services**: Drinking water, recycled water, and sewer service shall be provided to all proposed buildings within the Pacific Oaks Commerce Center.

- **Annexation**: The Pacific Oaks Commerce Center shall be annexed to YVWD at the sole cost of the property owner prior to receiving service from YVWD.

- **Construction of Two Groundwater Injection/Extraction Wells**: The Pacific Oaks Commerce Center shall dedicate sufficient property (location, grading, and size) subject to YVWD approval to construct one groundwater injection/extraction well for the storage and extraction of drinking water to serve the FCSP. The dedication of the groundwater well site (see Figure 5.19-3) shall be discussed in future development agreements with property deeded to YVWD in fee title prior to the issuance of building permits for either BP2 or BP3.

- **Recycled Water Use/Dual Plumbed Requirement**: Recycled water shall be used to irrigate all greenbelt areas, landscape areas, and roadway medians. The use of recycled water shall also be required for nonpotable uses on-site, such as cooling and processing water for the applicable commercial/ industrial facilities.

- **Water Recharge Assignment**: Stormwater recharged as a result of Pacific Oaks Commerce Center shall be tabulated and provided to YVWD for accrual to storage accounts of YVWD.

- **YVWD's Resolution No. 11-2008 and Resolution No. 2023-76**: The Pacific Oaks Commerce Center shall comply with YVWD's Resolution No. 11-2008 and Resolution No. 2023-76, or its successors, prior to obtaining a building permit.

- **Grading Water**: Water required for grading activities shall be recycled water.

5.19.2.4 ENVIRONMENTAL IMPACTS

Methodology

The water demands of the Approved Project and the Proposed Project were calculated by using the average day demand provided by YVWD. For single family units with lots greater than or equal to 20,000 square feet, YVWD estimates an average day demand of 300 gpd/du for potable water and 700 gpd/du for recycled water. For single-family units with lots less than 20,000 square feet, YVWD estimates an average day demand of 280 gpd/du for potable water and 420 gpd/du for recycled water. Since areas outside of YVWD's service area would not be supplied with recycled water, a potable water demand of 1,000 gpd/du was used for lots greater than or equal to 20,000 square feet, and a potable demand rate of 700 gpd/du was used for lots less than 20,000 square feet.

The Approved Project allows for a total of 225 dwelling units zoned R-1 and R-2 on lots greater than or equal to 20,000 square feet. The remaining 2,222 dwelling units are zoned R-4, R-8, and R-24, which allow higher densities. Although the higher density zones allow low-scale multifamily units, for a conservative analysis all units are considered single-family units. The 2,222 dwelling units were multiplied by the average day demands for single-family units with lots less than 20,000 square feet. All the dwelling units for the Proposed Project are zoned with densities that result in a lot size that is less than 20,000 square feet.

For the Approved Project, nonresidential land uses are divided into Regional Commercial and Business Park. These two land uses fall within YVWD's Light Commercial designation for average day demand. YVWD estimates an average day demand of 1,600 gpd/ac for potable water and 400 gpd/ac for recycled water for Light Commercial uses. For nonresidential land uses outside of YVWD's service area, a potable water demand rate of 2,000 gpd/ac was used.

For the Proposed Project, nonresidential land uses are divided into Regional Commercial and Business Park. The Proposed Project includes 295.3 acres of Regional Commercial and Business Park land uses, which include the entire area of the approved County Line Road Warehouse project in the southwest corner of the plan area. The total 295.3 acre of nonresidential land use is Light Commercial under YVWD land use designations.

Recycled water for outdoor water use would only be provided within YVWD's service area. For areas serviced by SMWC and WHWC, potable water would be used for outdoor water use. In addition to outdoor water use associated with residential and nonresidential land uses, irrigation water for streetscapes and open space slopes were calculated. This water use was considered to be 10 percent of the total outdoor water use for residential and nonresidential land uses.

Impact Analysis

2008 Certified EIR

The 2008 Certified EIR stated that future development would require construction of water lines, and YVWD's facilities would be designed to serve single- and multifamily, commercial, and industrial properties. All new development would be subject to the requirements within the YVWD's Strategic Plan, and the

Approved Project had the potential to result in a significant impact related to water supplies if it did not adhere to the requirements of YVMD's Strategic Plan. With the implementation of Mitigation Measure U-1, impacts would be less than significant.

Freeway Corridor Specific Plan

The following impact analysis addresses the thresholds of significance detailed in Section 5.19.2.2. The applicable thresholds are identified in bracket after the impact statement.

Impact 5.19-2: Water supply and delivery systems are adequate to meet project requirements. [Thresholds U-1 (part) and U-2]

The 2008 Certified EIR identified less than significant impacts to water supply and delivery systems with implementation of mitigation.

FCSP Buildout

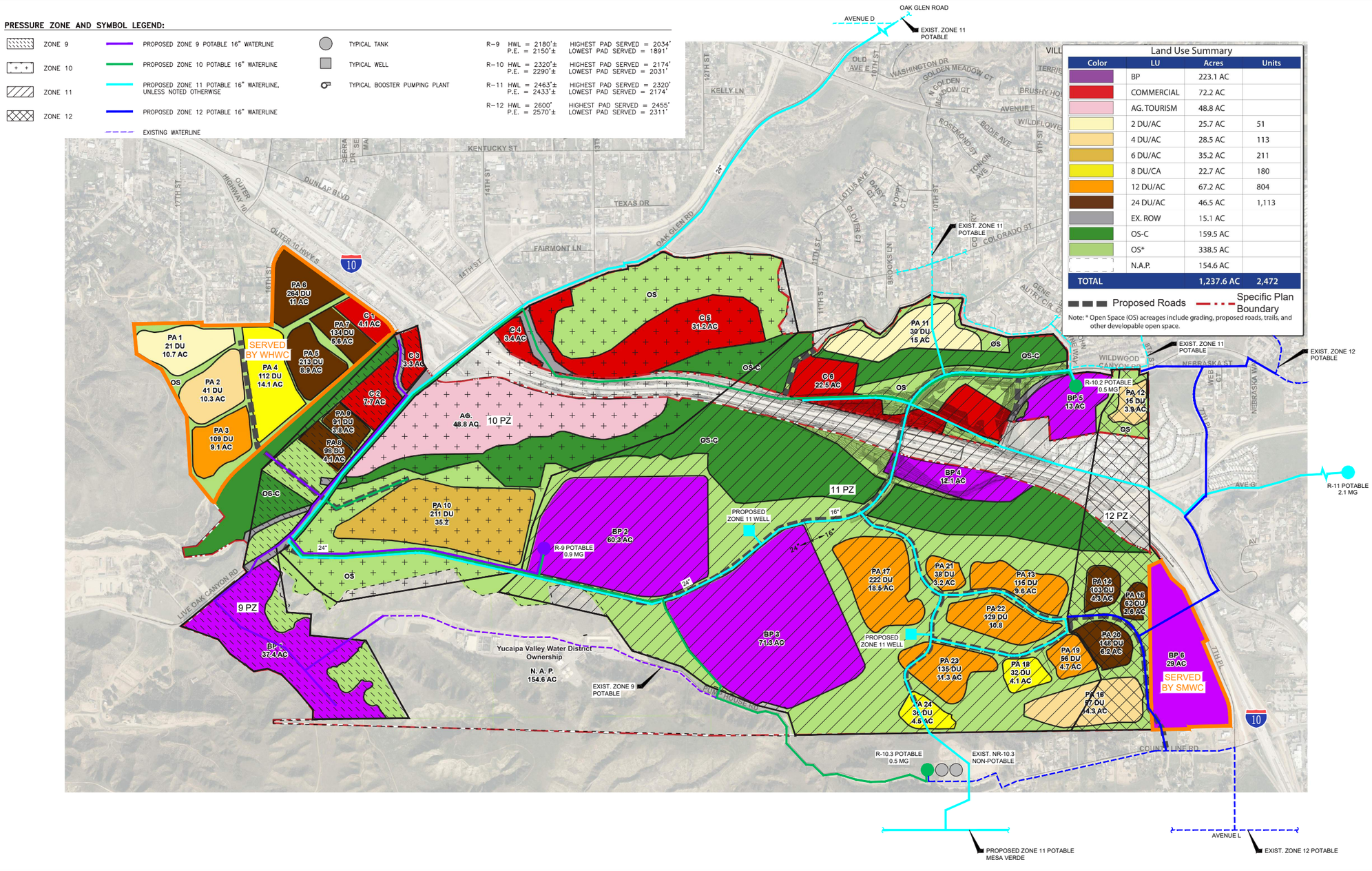
Water Infrastructure

Proposed development within the FCSP area is anticipated to fall within Pressure Zones 9 through 12 based on the analysis completed for the 2008 FCSP. There have been no significant changes that would alter the pressure zones.

A draft water infrastructure plan for both potable and nonpotable water systems has been completed by YVWD for the FCSP. Approximately 1,364 linear feet of on-site potable waterlines would be installed connecting private water lines from each building with the public system in the proposed streets. Approximately 20,690 linear feet of off-site potable public water lines would be installed to service the Proposed Project.

Figure 5.19-4, *Proposed Potable Water Infrastructure*, shows the proposed potable water lines needed to serve the Proposed Project. A new connection would begin at Avenue D and Oak Glen Road to the north and run south under the I-10 within Live Oak Canyon and then easterly in the new proposed road leading to the Pacific Oaks Commerce Center project. For development areas north of I-10 in the FCSP, 10- to 16-inch water lines provide existing service along Wildwood Canyon Road and Colorado Street. It is anticipated that the proposed residential, commercial, and business park uses north of I-10 would be serviced by these existing lines along with new water lines along Oak Glen Road, 10th Street, and Wildwood Canyon Road. The approved County Line Road Warehouse project on the eastern portion of the FCSP area (in planning area BP6) would be serviced by SMWC and connect to an existing water line in County Line Road. For the proposed residential development west of Live Oak Canyon Road (planning areas PA1 through PA9) and commercial zones, potable water connections and water lines would be extended from Live Oak Canyon Road.

Figure 5.19-4 - Proposed Potable Water Infrastructure



Source: Kreiger & Stewart 2023.

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Similarly, new water lines for the residential development areas would also need to be constructed for planning areas PA14 through PA24 between the Pacific Oaks Commerce Center project and the County Line Warehouse project. These pipelines would tie into the existing water lines along Wildwood Canyon Road north of I-10 and County Line Road. The proposed pipelines would be located within the proposed roadways throughout these planning areas. In addition to proposed pipelines, the water infrastructure plan also notes additional water wells, tanks, and booster pumping plants needed throughout the FCSP project area. The plan gives a general location of these needed facilities. Specific locations of facilities would need to be determined and coordinated between the YVWD and the developer/landowners before development agreements are executed. For the proposed residential development west of Live Oak Canyon Road (planning areas PA1 to PA7) and commercial zone C1, water connections and water lines would occur from Live Oak Canyon Road, and YVWD is currently analyzing pressure zones, pipe sizes, and alignments because these areas are in the WHWC service area.

Figure 5.19-5, *Proposed Recycled Water Infrastructure*, shows the proposed recycled water lines within the YVWD area that extend from the existing line originating from the WRF. Recycled water pipelines would occur adjacent to all proposed potable water infrastructure. Separate pipelines and water storage facilities are used between the two sources to avoid mixing. BP6, which lies within SMWC's service area, and planning areas C1 and PA1 through PA7, which lie within WHWC's service area, would not be provided with recycled water and no proposed recycled water lines are within this area. To add recycled water service to these areas, a separate annexation process would be required by future project applicants and be approved by the San Bernardino County Local Agency Formation Commission (LAFCO) and the respective agencies.

Projects in the plan area would be responsible for implementing on-site potable and recycled water lines (if they are within YVWD's service area), water reservoirs, booster systems, and off-site potable and recycled water lines to their specific locations to bring water sources into the new service areas and ensure adequate pressure for fire flow protection. According to the YVWD, areas not currently within a water district's service area would be annexed into YVWD's service area. It is anticipated that most on-site improvements will be 8-inch lines, and off-site improvements within the public right-of-way could range from 12 to 24 inches, depending on the hydraulic analysis. Potable water lines are anticipated to be 16 or more inches, and recycled water lines will be 12 or more inches.

For residential developments within YVWD's service area, each lot is required to have a dual-plumbing system that allows the use of potable water inside the home and recycled water for landscaping purposes. Projects in the YVWD's service area would also be responsible to implement YVWD's established criteria, which includes but is not limited to:

- For potable water system facilities, the minimum size of the water pipeline shall be 8 inches for the inner diameter. For peak hourly flow, pipelines shall be sized to provide a residual pressure of 40 pounds per square inch (psi) and a maximum velocity of 7.0 feet per second (fps). For the maximum daily flow plus fire flow, pipeline shall be sized to provide residual pressure of 20 psi within the entire proposed system and maximum velocity of 10.0 fps. The capacity of water mains shall be determined by using the Williams and Hazen Formula with a "C" factor of 120.

- For recycled water system facilities, the minimum size of the water pipeline shall be 4 inches for the inner diameter. For maximum hourly flow, pipeline shall be sized to provide a residual pressure of 40 psi and a maximum velocity of 8.0 fps. The capacity of water mains shall be determined by using the Williams and Hazen Formula with a "C" factor of 120.

Project's within SMWC's service area would need to implement the requirements of SMWC's Standard Specification for the Furnishing of Materials and the Construction of Water Facilities.

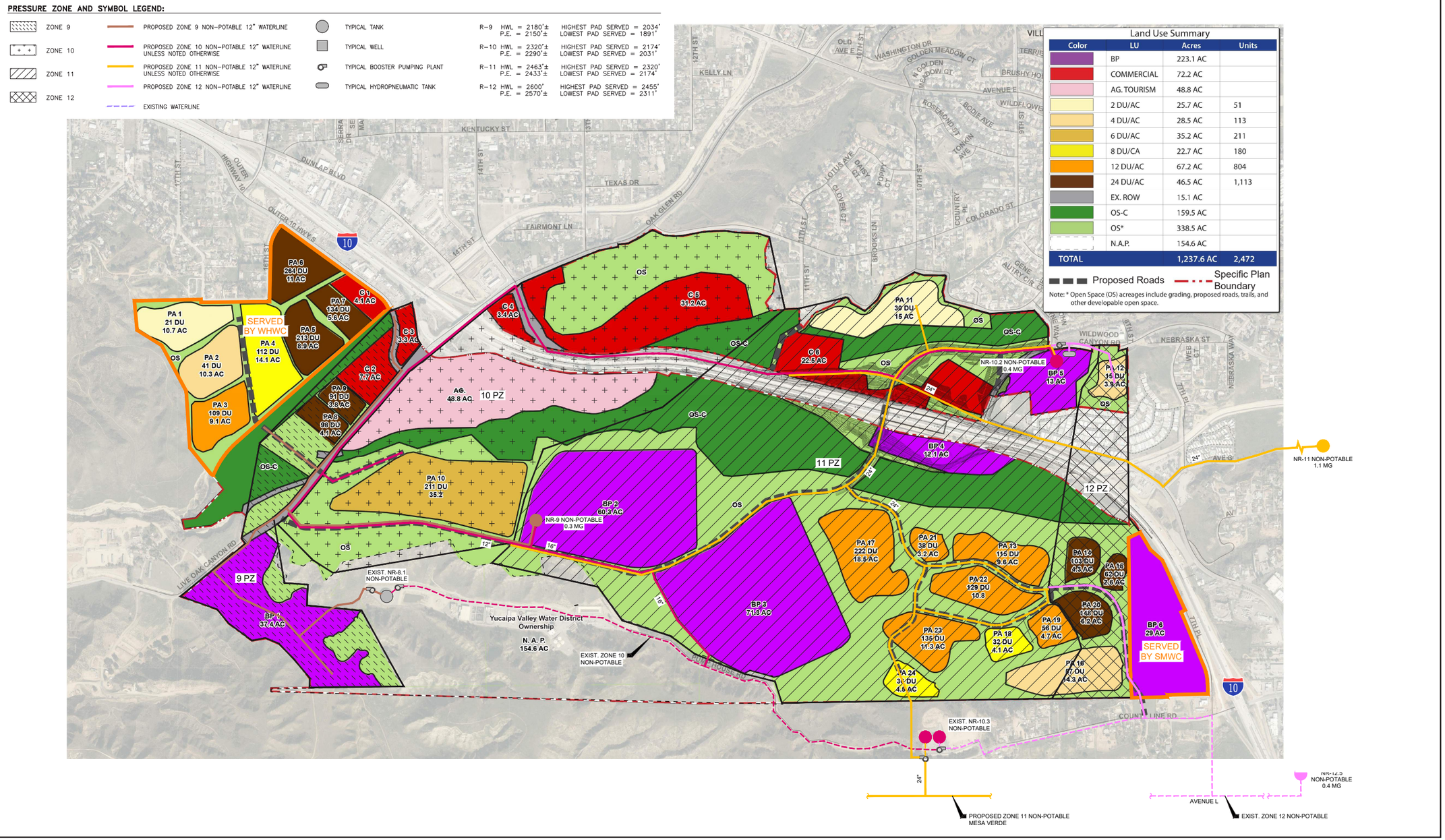
The construction of the on-site and off-site water lines and associated improvements within the proposed roadway network in the public right-of-way and through private streets would primarily include trenching for the pipelines and grading for the reservoir pads. All construction would be performed in accordance with the Construction General Permit. Any work that may affect services to the existing water lines would be coordinated with the City and the associated water district. A Construction Management Plan or equivalent would be prepared to ensure safe pedestrian access as well as emergency vehicle access and safe vehicle travel. When considering impacts resulting from the installation of any required water infrastructure, all impacts are relatively short term and would cease once the installation is complete. Therefore, impacts on water systems associated with construction activities would be less than significant.

All three water districts in the plan area have a formal process to ensure that the overall water system is managed efficiently and functions properly, including infrastructure, fire flow requirements, and water supply availability. New development projects must prepare detailed water hydraulic reports including detailed water demands that include peak and fire flows, grading plans, pad elevations, anticipated easements and public dedications, points of connection, and anticipated water line alignments. Once the documentation is complete, each water district would incorporate the water demands into its respective hydraulic models to evaluate impacts and identify the required water infrastructure upgrades necessary to support development while ensuring existing systems and service areas are not negatively impacted. The improvements are typically divided into two categories—those that are the responsibility of the developer, and regional improvements that would benefit the respective water district and other service areas beyond the responsibility of the developer. In these instances, agreements would be in place where developers pay their fair share of the regional improvements along with their developer responsibilities. Therefore, impacts on water infrastructure associated with the operational phase of the Proposed Project would be less than significant. The Proposed Project would not result in new or substantially more severe impacts associated with water delivery systems when compared to the impacts in the 2008 Certified EIR.

Water Demand

The following analysis compares the total potable water demands and recycled water demands between the Approved Project and the Proposed Project. The Proposed Project increases the total dwelling units by 25 and increases the nonresidential land uses by 504,713 square feet.

Figure 5.19-5 - Proposed Recycled Water Infrastructure



Source: Kreiger & Stewart 2023.

5. Environmental Analysis
UTILITIES AND SERVICE SYSTEMS

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Table 5.19-6, *Residential and Nonresidential Water Demands,* shows the total water demands for the Approved Project compared to the Proposed Project. As shown in this table, potable water demands would increase by approximately 354 acre-feet per year (afy), and recycled water demands would decreases by approximately 193 afy. Refer to Appendix A of the Infrastructure Report for Hydrology, Sewer, Water, and Water Quality (Appendix K of this Draft SEIR) for detailed calculations for potable and recycled water demands.

Table 5.19-6 Residential and Nonresidential Water Demands

Land Use	Unit	Potable Water Factor (gpd/ac)	Total Potable Demand (gpd)	Total Potable Demand (afy)	Recycled Water Factor	Total Recycled Demand (gpd)	Total Recycled Demand (afy)
Approved Project							
SFR with lot Sizes > 20,000 SF	108 du	300	32,412	36	700	75,628	85
	117 du*	1,000	116,960	131	0	0	0
SFR with lot Sizes < 20,000 SF	1,863 du	280	521,763	584	420	782,645	877
	359 du*	700	250,992	281	0	0	0
Regional Commercial	138.6 ac	1,600	221,792	248	400	55,448	62
	33.4 ac*	2,000	66,760	75	0	0	0
Business Park	25.7 ac	1,600	41,120	46	400	10,280	12
Streetscapes and Open Space Slopes – 10 percent of outdoor water demand	—	—	24,582	28	—	92,400	104
Total	—	—	**1,276,381**	**1,430**	—	**1,016,401**	**1,139**
Proposed Project							
SFR with lot Sizes < 20,000 SF	1,578 du	280	441,840	495	420	662,760	742
	894 du*	700	625,800	701	0	0	0
Regional Commercial	68.1 ac	1,600	108,960	122	400	27,240	31
	4.1 ac*	2,000	8,200	9	0	0	0
Business Park	194.1 ac	1,600	310,560	348	400	77,640	87
	29 ac*	2,000	58,000	65	0	0	0
Streetscapes and Open Space Slopes – 10 percent of outdoor water demand	—	—	38,872	44	—	76,764	86
Total	—	—	**1,592,232**	**1,784**	—	**844,404**	**946**
Net Change	—	—	**315,851**	**354**	—	**-171,997**	**-193**

Source: Fuscoe 2024.
du = dwelling unit; SF = square feet; ac = acres; gpd/du = gallons per day per dwelling unit; gpd = gallons per day; afy = acre-feet per year
* Located outside of YVWD's service area and does not utilize recycled water.

YVWD's 2020 UWMP states that there are sufficient water supplies through 2045 to meet projected demands in normal years, single dry years, and multiple dry years through 2045. As identified in the WSA (see Appendix Q), YVWD would enter into a long-term water supply agreement with WHWC to supplement WHWC's groundwater supplies with imported water supplied by YVWD. Additional water supplies for the Proposed Project are also expected to be secured by water rights acquired by YVWD from the South Mountain Water Company to further enhance the water supplies for proposed development within YVWD's and WHWC's service areas. The WSA notes that there are sufficient supplies of drinking water from the Yucaipa Valley Regional Water Filtration Facility and recycled water from the Wochholz Regional Water Recycling Facility to meet the proposed development pursuant to the FCSP within YVWD and WHWC's

service areas. Both YVWD and WHWC have Water Shortage Contingency Plans that include staged rationing/conservation plans to be undertaken in response to water supply shortages. It should be noted that, based on the recycled water capacity from YVWD, there would also be sufficient supplies should the annexation process be completed through LAFCO to expand YVWD's service boundary.

SMWC's service area encompasses the County Line Road Warehouse project and an additional 9.7 acres of Business Park land uses. The Addendum to the 2008 Certified EIR studied water supply impacts associated with the County Line Road Warehouse project and found that impacts would be less than significant. The additional 9.7 acres of Business Park uses would result in a potable water demand of 19,400 gpd (or approximately 22 afy).[1] As shown in Table 5.19-4, SMWC has residual water supply to accommodate this increase in potable water demand and impacts would be less than significant. Additionally, SWMC has an established Water Shortage Contingency Plan, included in the IRUWMP, to put into action as appropriate to reduce the demand during critical drought years or other supply emergencies.

The Proposed Project would not result in new or substantially more severe impacts associated with water supply when compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

Water Infrastructure

Construction of any on-site and off-site water lines and associated improvements would be in accordance with the State Construction General Permit. and coordinated with the City and YVWD. A Construction Management Plan or equivalent would also be required to ensure safe pedestrian access as well as emergency vehicle access and safe vehicle travel. Moreover, when considering impacts resulting from the installation of any required water infrastructure, all impacts are relatively short term and would cease once the installation is complete. Therefore, impacts on water systems associated with construction activities would be less than significant.

For the Pacific Oaks Commerce Center project, new water service lines would be constructed to service the two industrial buildings and the future residential component (PA 10). The applicant worked with YVWD on pipe sizes, alignments, and associated infrastructure to provide reliable water supply and fire flow protection and determined the alignments for both potable and recycled water lines to follow the proposed roadway network associated with the proposed land uses (see Figures 5.19-4 and 5-19.5). For recycled water infrastructure, proposed pipeline alignment would occur adjacent to all proposed potable water infrastructure. Separate pipelines and water storage facilities are used between the two sources to avoid mixing.

As with any development in the plan area, the Pacific Oaks Commerce Center project would prepare detailed water hydraulic reports including detailed water demands that include peak and fire flows, grading plans, pad elevations, anticipated easements and public dedications, points of connection, and anticipated water line alignments. Once the documentation is complete, YVWD would incorporate the water demands into the

[1] Using YVWD's potable water demand rate of 2,000 gpd/ac for Light Industrial uses.

water hydraulic model to evaluate impacts and identify the required water infrastructure upgrades necessary to support the development while ensuring existing systems and service areas are not negatively impacted. The project applicant would also need to pay developer fees and fair share contributions for regional improvements. Therefore, impacts on water infrastructure associated with the operational phase of development pursuant to the Pacific Oaks Commerce Center would be less than significant. The project would not result in new or substantially more severe impacts associated with water delivery infrastructure when compared to impacts in the 2008 Certified EIR.

Water Demand

The Pacific Oaks Commerce Center is within the proposed FCSP, and development of the Pacific Oaks Commerce Center project is included in the water demand identified in Table 5.19-6. As identified in the WSA (see Appendix Q), the YVWD indicates that there would be sufficient water supplies to meet the demand for Pacific Oaks Commerce Center. Therefore, the Pacific Oaks Commerce Center would not result in new or substantially more severe significant impacts to water supply when compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

5.19.2.5 CUMULATIVE IMPACTS

The area considered for cumulative impacts for water supply and treatment is the YVWD, SMWC, and WHWC service areas. The YVWD and SMWC's 2020 UWMPs state that there are sufficient water supplies through 2045 to meet projected demands in normal years, single dry years, and multiple dry years. The Proposed Project at buildout is estimated to generate an increase in potable water demand using conservative water demand factors and YVWD, SMWC, and MHWC have sufficient supplies to accommodate this demand. With the implementation of SB X7-7 and State, regional, and local water conservation ordinances, all new development would be required to conserve water use and implement water efficiency measures. In addition, pursuant to SB 610 and SB 221, water supply assessments would be prepared for large development projects within the plan area prior to the approval of each project to ensure adequate water supply for new development. In addition, future development would be required to pay connection fees, which would offset the costs of system maintenance and capital upgrades to support the new development in the service areas. Therefore, cumulative impacts would be less than significant and would not be cumulatively considerable. Impacts of the Proposed Project to the water distribution system would not be greater or substantially more severe than identified in the 2008 Certified EIR. Therefore, project related water distribution impacts would not be cumulatively considerable.

5.19.2.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.19-2.

5.19.2.7 MITIGATION MEASURES

Mitigation Measures from the 2008 Certified EIR

The following mitigation measures were taken directly from the 2008 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in ~~strikethrough~~ for deleted text and underline for new, inserted text.

Mitigation Measures U-1 has been deleted because it is an existing regulation for the YVWD; and is thus mandatory for all new development.

~~U-1 New development within the Specific Plan site shall comply with the Yucaipa Valley Water District's Strategic Plan.~~

New Mitigation Measures

Specific Plan

No new mitigation measures are required.

Pacific Oaks Commerce Center

No new mitigation measures are required.

5.19.2.8 LEVEL OF SIGNIFICANT AFTER MITIGATION

Specific Plan

No significant impacts were identified, and no mitigation measures are required.

Pacific Oaks Commerce Center

No significant impacts were identified, and no mitigation measures are required.

5.19.3 Storm Drainage Systems

5.19.3.1 ENVIRONMENTAL SETTING

Regulatory Background

City of Yucaipa Master Plan of Drainage

The City of Yucaipa adopted a Master Plan of Drainage in November 1993 that identified the drainage improvements throughout the city necessary to confine the 100-year flood flows within the channel banks. These improvements include channel enlargements and stormwater detention areas necessary to mitigate flood-prone areas and minimize erosion.

Yucaipa Municipal Code

Chapter 13.04, Storm Drain System. This chapter controls discharge into the City's storm drain system through compliance with federal, state, and local laws and regulations, prescribing regulations to effectively prohibit nonstorm-water discharges into the City's stormwater drainage system.

Chapter 15.08, Development Impact Fees. This chapter establishes the costs for providing public facilities occasioned by development projects in the city. The development impact fees authorized by this chapter are based on the costs that are generated by the need for new facilities and other acquisition costs required, incrementally, by new development within the City. The fees authorized by this chapter are consistent with what is anticipated to be the goals and objectives of the City's General Plan and are designed to mitigate the impacts caused by new development throughout the city.

Existing Conditions

In general, the City of Yucaipa maintains the local storm drain facilities, which discharge into the San Bernardino Flood Control District's (SBCFCD) regional facilities and the Santa Ana River. The City and SBCFCD maintain flood control facilities to prevent or minimize loss of life and property caused by flooding. Runoff is managed by a combination of open and closed drainage channels, storm drains, and several detention facilities. These channels generally follow the existing ground and slope from east to west and from north to south. SBCFCD also maintains an extensive system of dams and conservation basins. The purpose of these facilities is to intercept and convey flood flows through and away from the major developed areas of the county (Yucaipa 2015). The plan area is undeveloped, with limited drainage facilities and improvements.

The Master Plan of Drainage (MPD) outlines various planned improvements to flood control channels. Improvements include detention basins; desilting basins; flood channel stabilization; and improvements to drainage facilities and infrastructure needed to provide protection from flooding events. The implementation of the proposed and modified facilities was intended to mitigate the potential for flooding in existing facilities and alleviate overburdened downstream main-line structures. A description of the MPD is in Section 5.10.1.2 of this Draft SEIR. This section also describes the City's approach to ensuring development projects implement their required stormwater improvements.

5.19.3.2 THRESHOLDS OF SIGNIFICANCE

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

U-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

5.19.3.3 PLANS, PROGRAMS, AND POLICIES

Specific Plan

There are no FCSP development standards or design guidelines pertaining to stormwater systems.

5.19.3.4 ENVIRONMENTAL IMPACTS

2008 Certified EIR

The 2008 Certified EIR did not identify impacts to stormwater facilities in the Utilities and Service Systems section. The topic was addressed in the Hydrology and Water Quality Section. The 2008 Certified EIR noted that the Approved Project proposes improvements to the existing drainageways that would both resolve existing drainage problems and enable drainageways to serve future development within the planning area. The Approved Project was intended to accommodate the MPD thereby addressing and managing storm flows. Therefore, the 2008 Certified EIR found that while the existing drainage pattern would be substantially altered by implementing the Approved Project, the proposed drainage improvements would ensure that the storm drainage system has sufficient capacity to contain runoff water generated from implementation of the Approved Project and impacts would be less than significant.

Freeway Corridor Specific Plan

The following impact analysis addresses the thresholds of significance detailed in Section 5.19.3.2. The applicable thresholds are identified in bracket after the impact statement.

Impact 5.19-3: The Proposed Project would not require or result in the relocation or construction of new or expanded storm drain facilities the construction or relocation of which could cause significant environmental effects. [Threshold U-1 (part)]

The 2008 Certified EIR did not identify impacts to stormwater facilities.

FCSP Buildout

As discussed in Impact 5.10-3, the Proposed Project would have similar impervious conditions as the land uses for the plan area addressed in the 2008 Certified EIR. SBCFCD and the City require that new development complete drainage and hydrology analyses to ensure that on- and off-site drainage facilities can accommodate increased stormwater flows.

New development would also be required to prepare a stormwater water quality management plan that includes implementation of on-site best management practices. Additionally, hydromodification impacts would be addressed on a project-by-project basis in accordance with the San Bernardino County Technical Guidance Document. All projects would also be required to evaluate project-specific impervious surface calculations to ensure proper mitigation of runoff is met. All proposed projects would be subject to the provisions in the 2012 MPD, which requires projects to match or reduce peak flows compared to predevelopment conditions. Additionally, all new storm drain systems would be designed in conformance with the City's Standard Design Guidelines for Public Works Construction and Grading. Therefore, the

Proposed Project would not result in a new or substantially more severe significant impact associated with storm drainage infrastructure when compared to the Approved Project, and impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

A preliminary hydrology report for the Pacific Oaks Commerce Center was prepared (see Appendix L). Existing peak flow rates were determined for the 100-year, 24-hour storm event and compared to peak flows for the proposed development for the same storm events. Table 5.10-3 summarizes the hydrology analysis and shows that the total post-development peak flow rate is below the total existing peak flow rate with the implementation of the on-site detention basins.

Proposed storm drain facilities would be designed and constructed in accordance with SBCFCD requirements and the City's Standard Design Guidelines for Public Works Construction and Grading. Therefore, the Pacific Oaks Commerce Center would not result in new or substantially more severe significant impacts in this regard compared to impacts in the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

5.19.3.5 CUMULATIVE IMPACTS

The 2008 Certified EIR found impacts to storm drainage systems to be less than significant. Storm drainage impacts associated with the Proposed Project would not be greater or substantially more severe than identified in the 2008 Certified EIR. Impacts of development pursuant to the Proposed Project to the storm drainage systems managed by the City and SBCFCD would be less than significant. Therefore, project-related storm drainage impacts would not incrementally increase 2008 Certified EIR impacts or have the potential to result in cumulatively considerable impacts.

5.19.3.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.19-3 would be less than significant.

5.19.3.7 MITIGATION MEASURES

Mitigation Measures from the 2008 Certified EIR

The 2008 Certified EIR did not identify mitigation measures for storm drainage systems.

New Mitigation Measures

Specific Plan

No mitigation measures are required.

Pacific Oaks Commerce Center

No mitigation measures are required.

5.19.3.8 LEVEL OF SIGNIFICANT AFTER MITIGATION

Specific Plan

No significant impacts were identified, and no mitigation measures are required.

Pacific Oaks Commerce Center

No significant impacts were identified, and no mitigation measures are required.

5.19.4 Solid Waste

5.19.4.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal

Resource Conservation and Recovery Act of 1976

The Resource Conservation and Recovery Act of 1976 (Title 40, Part 258 of the Code of Federal Regulations), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

State

California Green Building Standards Code

Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of CALGreen requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. CALGreen is updated on a three-year cycle; the 2022 CALGreen took effect on January 1, 2023.

Assembly Bill 939

Assembly Bill (AB) 939 (California Integrated Solid Waste Management Act of 1989; Public Resources Code Section 40050 et seq.) established an integrated waste-management system that focused on source reduction, recycling, composting, and land disposal of waste. AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates; actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years of disposal capacity for all jurisdictions in the county or show a plan to transform or divert its waste.

Assembly Bill 341

AB 341 (Chapter 476, Statutes of 2011) increased the statewide solid waste diversion goal to 75 percent by 2020. AB 341, which was passed in 2011 and took effect July 1, 2012, mandates recycling for businesses producing four or more cubic yards of solid waste per week or multifamily residential dwellings of five or more units. Under AB 341, businesses and multifamily dwellings of five or more units must separate recyclables from trash and either subscribe to recycling services, self-haul their recyclables, or contract with a permitted private recycler.

Organic Waste Methane Emissions Reduction Act

In September 2016, SB 1383 established methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants in various sectors of California's economy. SB 1383 established goals to reduce the landfill disposal of organics by achieving a 50 percent reduction in the 2014 level of statewide disposal of organic waste by 2020 and a 75 percent reduction by 2025. SB 1383 granted CalRecycle the regulatory authority to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food be recovered for human consumption by 2025.

The California Department of Resources, Recycling and Recovery (CalRecycle) finalized the regulations to achieve the goals of SB 1383 in November 2020 and the regulation took effect in January 2022.

Assembly Bill 1826

AB 1826, which was enacted in 2014, mandated organic waste recycling for businesses and multifamily dwellings with five or more units. The commercial organics recycling law took effect on April 1, 2016. As of September 2020, businesses and multifamily residences with five or more units that generate two or more cubic yards per week of solid waste (including recycling and organic waste) must arrange for organic waste recycling services. The bill requires each jurisdiction to report to CalRecycle on its progress implementing the organic waste recycling program, and CalRecycle reviews whether a jurisdiction is in compliance with the act.

Assembly Bill 1327

The California Solid Waste Reuse and the Recycling Access Act of 1991 (AB 1327) is codified in Public Resources Code Sections 42900 to 42911. As amended, AB 1327 requires each local jurisdiction to adopt an ordinance requiring commercial, industrial, institutional, and residential buildings having five or more living units to provide an adequate storage area for the collection and removal of recyclable materials. The size of these storage areas is determined by the appropriate jurisdictions' ordinance. The City's solid waste management requirements are included under Chapter 8.28 of the municipal code.

Local

County of San Bernardino Countywide Integrated Waste Management Plan

The County Integrated Waste Management Plan (CIWMP) comprises the solid waste reduction planning documents produced by the County and its cities in compliance with AB 939. The CIWMP consists of 4 elements and a summary plan. Each jurisdiction (cities and the county) prepared the first 3 elements:

- **Source Reduction and Recycling Element.** Analyzes the local waste stream to determine where to focus diversion efforts and develops diversion programs and funding.
- **Household Hazardous Waste Element.** Provides a framework for recycling, treatment, and disposal practices.
- **Nondisposal Facility Element**. Lists planned and existing facilities such as material recovery facilities and composting facilities that recover waste from the waste stream.

The County prepared the Countywide Siting Element, which demonstrates that there is at least 15 years of remaining disposal capacity to serve all the jurisdictions in the county. The Countywide Summary Plan contains goals and policies as well as a summary of integrated waste management issues faced by the County. It summarizes waste management programs and the steps needed to cooperatively implement programs among the county's jurisdictions to continue to meet the statewide diversion mandates. The summary plan is updated every 5 years along with any other affected elements of the CIWMP (San Bernardino 2018).

City of Yucaipa Municipal Code

Chapter 8.28, Waste Management: This chapter regulates the collection, recycling, and diversion of solid waste, including organic wastes, from commercial/industrial and residential uses. The chapter includes requirements related to residential and commercial recycling and the preparation of waste management and diversion plans for construction, demolition, and renovation projects in the city.

Chapter 8.29, Mandatory Organic Waste Disposal Reduction: This chapter places requirements on single-family residences, multifamily properties with more than 5 units, commercial businesses, commercial edible food generators, haulers, and food recovery services in compliance with SB 1383. The applicable provisions are also included with the City's standard Conditions of Approval for new projects. Under Chapter 8.29, the City requires all residents and commercial businesses to participate in organic waste recycling and food generating business to participate in a food recovery program.

Chapter 15.04.166, California Green Building Standards Code Adopted: This chapter adopts the 2019 California Green Building Standards Code.

Existing Conditions

Solid Waste Collection

The City of Yucaipa has an exclusive franchise agreement with Yucaipa Disposal (Burrtec Waste Industries Inc.) for the collection and handling of solid waste, recycling, and green waste in the city. Pursuant to the Yucaipa Municipal Code, Title 8 of Chapter 8.28, all property in the city is required to subscribe to refuse collection and handling services. The program is designed to collect trash, recyclables, and green waste and to assist the City in meeting mandated AB 939 diversion goals. Solid waste collection and recycling service is mandatory throughout the City (Yucaipa 2021).

Landfills

Solid waste generated in the city is primarily delivered to the San Timoteo Sanitary Landfill, which received 92 percent of the city's landfilled waste in 2019 (CalRecycle 2019a). The landfill is in Redlands and is operated by the San Bernardino Solid Waste Management Division.

Solid waste disposed from the city in 2022 totaled 33,725 tons (CalRecycle 2019b). Table 5.19-7, *Landfill Summary*, provides more information on landfill capacity and closing date for the San Timoteo Sanitary Landfill.

Table 5.19-7 Landfill Summary

Landfill Name	Maximum Permitted Throughput, tons per day	Average Disposal, tons per day[1]	Residual Disposal Capacity, tons per day	Remaining Capacity, cubic yards[2]	Estimated Closing Year
San Timoteo Sanitary Landfill	2,000	939	1,061	12,360,396	2039

Sources: CalRecycle 2019c, 2019d.
[1] Based on six days per week operation (300 days per year).
[2] Remaining capacity as of April 30, 2019.

AB 939 requires all counties to demonstrate that they have 15 years of available countywide solid waste landfill capacity, either in their jurisdiction, or contracted with another entity. The San Timoteo Sanitary Landfill has 15 years of available landfill capacity.

Solid Waste Diversion

The Integrated Waste Management Act (2000) requires all local jurisdictions to divert 50 percent of total annual solid waste tonnage to be recycled. Additionally, as discussed above, in 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. Each jurisdiction has both a per capita and per employee target diversion rate, which are calculated from the average of 50 percent of generation between base years 2003 through 2006, expressed in terms of per capita disposal. Disposal rates compared to disposal targets are only one of several factors in determining a jurisdiction's compliance with AB 939; therefore, actual disposal rates at or below target disposal rates do not necessarily indicate compliance with AB 939.

The City's target disposal maximum rates are 4.5 pounds per capita per day and 32.4 pounds per employee per day. In 2020, the most recent year for which data are available, the actual disposal rates were 3.2 pounds per day per resident and 19.3 pounds per day per employee, which are both lower than target disposal rates and thus consistent with AB 939 (CalRecycle 2019e).

5.19.4.2 THRESHOLDS OF SIGNIFICANCE

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

U-4 Would be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

U-5 Would not comply with federal, state, and local statutes and regulations related to solid waste.

5.19.4.3 PLANS, PROGRAMS, AND POLICIES

Specific Plan

There are no FCSP development standards of design guidelines pertaining to solid waste.

5.19.4.4 ENVIRONMENTAL IMPACTS

2008 Certified EIR

The 2008 Certified EIR stated that solid waste from the Specific Plan would be taken to the San Timoteo Sanitary Landfill, and that the landfill would have sufficient permitted capacity to accommodate the proposed Specific Plan's solid waste disposal needs. Impacts would be less than significant.

Freeway Corridor Specific Plan

The following impact analysis addresses the thresholds of significance detailed in Section 5.19.4.2. The applicable thresholds are identified in bracket after the impact statement.

Impact 5.19-4: Existing and/or proposed facilities would be able to accommodate Project-generated solid waste and comply with related solid waste regulations. [Thresholds U-4 and U-5]

The 2008 Certified EIR identified less than significant impacts associated with solid waste disposal.

FCSP Buildout

Implementation of the Proposed Project would decrease solid waste generation by 65,015 pounds per day when compared to the Approved Project, as shown in Table 5.19-8, *Change in Solid Waste Generation*. Therefore, the San Timoteo Sanitary Landfill would be able to accommodate the solid waste generated from buildout of the Proposed Project.

Table 5.19-8 Change in Solid Waste Generation

Land Use	Solid Waste Generation Rate	Unit	Solid Waste Generation (lbs/day)
Approved Project			
Residential	10 lbs/du/day[1]	2,447 du	24,470
Regional Commercial	0.046 lbs/SF/day[2]	3,379,737 SF	155,468
Business Park	0.0142 lbs/SF/day[3]	1,206,042	17,126
Total	—	—	**197,064**
Proposed Project			
Residential	10 lbs/du/day[1]	2,472 du	24,720
Regional Commercial	0.046 lbs/SF/day[2]	1,100,761 SF	50,635
Business Park	0.0142 lbs/SF/day[3]	3,992,503 SF	53,694
Total	—	—	**132,049**
Change in Sewer Generation	—	—-	**-65,015**

Sources: CalRecyle 2019f.
Notes: lbs = pounds, du = dwelling unit, SF = square feet.
[1] The rate for "Single Family" from CalRecycle's "Estimated Solid Waste Generation Rates" was used.
[2] The rate for "Commercial Retail" from the EIR for the Central Commercial Redevelopment Project is used as an average rate for commercial, retail, and office rates included in CalRecycle's "Estimated Solid Waste Generation Rates".
[3] The rate for "Manufacturing/Warehouse" from CalRecycle's "Estimated Solid Waste Generation Rates" was used.

Furthermore, substantial reductions in solid waste from construction materials can be achieved through recycling, reuse, and diversion programs. CALGreen section 5.408, Construction Waste Reduction, Disposal and Recycling, mandates recycling and/or salvaging for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Development pursuant to the Proposed Project would comply with CALGreen's goal of reusing or recycling construction waste. The California Building Code also requires a Construction and Demolition materials management plan prior to issuance of building permits for large projects. Project-related construction and operation phases would comply with federal, State, and local laws and regulations that govern solid waste disposal (see Section 5.19.4.1 for more details).

- Resource Conservation and Recovery Act of 1976
- Solid Waste Disposal Act of 1965
- AB 939, Integrated Solid Waste Management Act of 1989 (Public Resources Code 40050 et seq.)
- AB 1327, California Solid Waste Reuse and Recycling Access Act of 1991
- AB 341

The City of Yucaipa has developed standard Conditions of Approvals that pertain to organic waste, including compliance with Sections 492.6(a)(3)(b) (c), (d) and (g) of the Model Water Efficient Landscape Ordinance for the use of renewable organic waste products such as compost and mulch, and a reporting requirement for the amounts of waste diversion and volume of organic mulch completed by the project, which are provided at the time of occupancy.

With continued compliance with the applicable regulations, anticipated rates of solid waste disposal would be less than significant. The Proposed Project would not result in new or substantially more severe impacts associated with solid waste disposal when compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

The solid waste generation for the Proposed Project includes solid waste generated by the Pacific Oaks Commerce Center project, and the San Timoteo Sanitary Landfill would be able to accommodate the solid waste generated from the project. Additionally, the Pacific Oaks Commerce Center project would implement the requirements of CALGreen, would implement a Construction and Demolition materials management plan, and would comply with federal, State, and local laws and regulations that govern solid waste disposal as listed above. Therefore, impacts would be less than significant. The Pacific Oaks Commerce Center project would not result in new or substantially more severe impacts associated with solid waste disposal when compared to impacts in the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

5.19.4.5 CUMULATIVE IMPACTS

The 2008 Certified EIR concluded that there was adequate landfill capacity in the region for solid waste that would be generated by the Approved Project, and impacts were less than significant. Solid waste impacts associated with development pursuant to the Proposed Project would be less severe than identified in the 2008 Certified EIR as result of a decrease in solid waste disposal compared to the Approved Project. Therefore, impacts of the Proposed Project to solid waste would not incrementally increase impacts in the 2008 Certified EIR or have the potential to result in cumulatively considerable impacts.

5.19.4.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval Impact 5.19-4 would be less than significant.

5.19.4.7 MITIGATION MEASURES

Mitigation Measures from the 2008 Certified EIR

The 2008 Certified EIR did not identify mitigation measures for solid waste.

New Mitigation Measures

Specific Plan

No mitigation measures are required.

Pacific Oaks Commerce Center

No mitigation measures are required.

5.19.4.8 LEVEL OF SIGNIFICANT AFTER MITIGATION

Specific Plan

No significant impacts were identified, and no mitigation measures are required.

Pacific Oaks Commerce Center

No significant impacts were identified, and no mitigation measures are required.

5.19.5 Other Utilities

5.19.5.1 ENVIRONMENTAL SETTING

Regulatory Background

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

State

California Energy Commission

The California Energy Commission (CEC) was created in 1974—as the California Energy Resources Conservation and Development Commission—to be the state's principal energy planning organization and meet the energy challenges of the 1973 oil embargo. The CEC is charged with six basic responsibilities when designing state energy policy:

- Forecast statewide electricity needs.
- License power plants to meet those needs.
- Promote energy conservation and efficiency measures.
- Develop renewable energy resources and alternative energy technologies.
- Promote research, development, and demonstration.
- Plan for and direct the state's response to energy emergencies.

California Energy Benchmarking and Disclosure (AB 802)

On October 8, 2015, AB 802 directed the CEC to establish a statewide energy benchmarking and disclosure program and enhanced the CEC's existing authority to collect data from utilities and other entities for the purposes of energy forecasting, planning, and program design. Among the specific provisions, AB 802 requires utilities to maintain records of the energy usage data of all buildings to which they provide service for at least the most recent 12 complete months. AB 802 requires each utility, upon the request and authorization of the owner, owner's agent, or operator of a covered building, to deliver or provide aggregated energy usage data for a covered building to the owner, owner's agent, operator, or to the owner's account in the Energy Star Portfolio Manager, subject to specified requirements. AB 802 also authorized the CEC to specify additional information to be delivered by utilities for certain purposes.

Title 24, California Code of Regulations, Part 6: Energy Efficiency Standards for Buildings

Title 24 was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Since that time, Title 24 has been updated periodically to allow for consideration and possible incorporation of new energy-efficiency technologies and methods.

All new construction in California is subject to the energy conservation standards in Title 24, Part 6, Article 2 of the California Administrative Code. These are prescriptive standards that establish maximum energy consumption levels for the heating and cooling of new buildings. The use of alternative energy applications in development projects, while encouraged, is not required as a development condition. Such applications may include installation of photovoltaic solar panels, active solar water heating systems, or integrated pool deck water heating systems, all of which serve to displace consumption of conventional energy sources. Incentives are primarily state and federal tax credits, as well as reduced energy bills.

Title 20, California Code of Regulations, Sections 1601 et seq.: Appliance Efficiency Regulations

The 2012 Appliance Efficiency Regulations took effect on February 13, 2013. The regulations include standards for both federally and nonfederally regulated appliances.

California Building Code: CALGreen

CALGreen was adopted as part of the California Building Standards Code and established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), as well as water conservation and material conservation, both of which contribute to energy conservation. The 2022 CALGreen standards became effective January 1, 2023.

State Greenhouse Gas Regulations

Current State of California guidance and goals for reductions in GHG emissions from stationary sources are generally embodied in Executive Orders S-03-05 and B-30-15, AB 32 and AB 197, and SB 32. While these regulations are aimed at reducing GHG emissions, they have a direct relationship to energy conservation. A detailed discussion of these regulations is provided in Section 5.7, *Greenhouse Gas Emission,* of the EIR.

Existing Conditions

The Proposed Project is within the service area of Southern California Edison (SCE). Gas would be provided by Southern California Gas Company (SoCalGas).

Electricity

SCE's service area spans much of southern California—from Orange and Riverside counties in the south to Santa Barbara County in the west to Mono County in the north (CEC 2022a). Total electricity consumption in SCE's service area was 103,045 gigawatt-hours in 2021 (CEC 2023a). Sources of electricity sold by SCE in 2021 were:

- 31.4 percent renewable, consisting mostly of solar and wind
- 2.3 percent large hydroelectric

- 22.3 percent natural gas
- 9.2 percent nuclear
- 0.2 percent other
- 34.6 percent unspecified sources—that is, not traceable to specific sources (SCE 2023)[2]

Natural Gas

SoCalGas provides natural gas to Yucaipa. Its service area also spans much of southern California—from Imperial County in the southeast to San Luis Obispo County in the northwest, to part of Fresno County in the north, to Riverside County and most of San Bernardino County in the east (CEC 2022b). Total natural gas consumption in the SoCalGas service area was 5,100 million therms in 2021 (CEC 2023b).

Telecommunications

Communication services are offered regionally by franchised telecommunications providers such as AT&T and Spectrum.

5.19.5.2 THRESHOLDS OF SIGNIFICANCE

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

U-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

5.19.5.3 PLANS, PROGRAMS, AND POLICIES

Specific Plan

Development Standards

There are no FCSP development standards pertaining to other utilities.

Design Guidelines

There are no FCSP design guidelines pertaining to other utilities.

[2] The electricity sources listed reflect changes after the 2013 closure of the San Onofre Nuclear Generating Station, which is owned by SCE. Numbers are rounded up and may cause the total to not add up to exactly 100 percent.

5.19.5.4 ENVIRONMENTAL IMPACTS

2008 Certified EIR

The 2008 Certified EIR stated that the Approved Project would result in an increased demand for electricity and that the increased electrical load is within SCE's projected load growth. Therefore, SCE would be able to accommodate the demand for electricity associated with the Approved project.

The 2008 Certified EIR also found that the implementation of the Approved Project would result in increased demand for natural gas service and noted that SoCalGas had not identified any existing service or facility deficiencies in the plan area and adjacent areas, and no substantial expansion of the natural gas storage and distribution system would be required to serve the Approved Project.

Freeway Corridor Specific Plan

The following impact analysis addresses the thresholds of significance detailed in Section 5.19.5.2. The applicable thresholds are identified in bracket after the impact statement.

Impact 5.19-5: The Proposed Project would not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunication facilities the construction or relocation of which could cause significant environmental effects. [Threshold U-1 (part)]

The 2008 Certified EIR identified less than significant impacts associated with energy infrastructure.

FCSP Buildout

Buildout of the Proposed Project, like the Approved Project, would result in an expansion of dry utilities, electricity and potentially natural gas infrastructure within plan area. Expansion of electricity infrastructure may necessitate new transmission lines and substations to meet onsite energy demand. However, impacts would not be substantially greater than that of the Approved Project, as described below. Additionally, as described in Section 5.6, *Energy*, the Proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources,

Construction

Most large construction equipment for construction would be gas or diesel powered, and later construction phases would require electricity-powered equipment such as nail guns for interior construction and sprayers for architectural coatings. Overall, the use of electricity would be temporary and would fluctuate according to the phase of construction.

Both the Approved Project and the Proposed Project would accommodate residential and nonresidential uses, which would be expected to require similar construction processes. Thus, energy consumption associated with construction activities would be similar. Therefore, the Proposed Project would not result in a new or substantially more severe significant impact when compared to the Approved Project, and impacts would be less than significant.

Operation

Compared to the Approved Project, the Proposed Project would result in a decrease of 11,322,933 kilowatt-hours per year in electricity and 24,924,846 kilo British thermal units per year of natural gas demand (see Table 5.6-3, *FCSP Electricity and Natural Gas Use*). The decrease is generally attributable to the decrease in the regional commercial space in lieu of warehousing space. In addition to the Proposed Project resulting in a net decrease in energy demand, land uses accommodated under the FCSP would be subject to the Building Energy Efficiency Standards and CALGreen. Compliance with these standards would contribute to reducing building energy demands through energy efficiency and use of renewable energy. The 2022 Building Energy Efficiency Standards prescriptive approach includes photovoltaic and battery storage requirements for residential and nonresidential land uses, which would increase renewable energy use.

Under the Building Energy Efficiency Standards, buildings that are designed to meet the prescriptive approach are referred to as the "Standard Design Building." As an alternative, the Building Energy Efficiency Standards also allows projects to demonstrate under the performance approach that the building's energy efficiency would be equivalent to or greater than the Standard Design Building—that is, what the proposed project's energy efficiency performance would be if it were to include solar and battery storage. Thus, if a proposed project would not include solar or battery storage and seeks compliance under the performance approach, project compliance would ensure that the proposed building achieves a level of energy efficiency equivalent to or greater than the proposed project's Standard Design Building. In general, compliance with the Building Energy Efficiency Standards would also include installation of a higher efficiency heating, ventilation, and thermal envelope (e.g., insulation materials), which would contribute to reducing natural gas demands and decreasing overall reliance on fossil fuels.

Total electricity consumption in SCE's service area is forecast to decrease by approximately 1,068 gigawatt-hours between 2020 and 2035 (CEC 2023c). SCE forecasts that it will have sufficient electricity supplies to meet demands in its service area. Therefore, project development would not require SCE to obtain new or expanded electricity supplies, and impacts would be less than significant.

The total gas consumption in the SoCalGas service area was approximately 7,333 million therms in 2020, with demand projected to be 7,672 million therms in 2035 (CEC 2023d). SoCalGas forecasts that it will have sufficient supplies to meet demands in its service area. Therefore, development pursuant to the Proposed Project would not require SoCalGas to obtain new or expanded natural gas supplies, and impacts would be less than significant.

Infrastructure supporting telecommunications services associated with the Proposed Project would be provided and installed on-site. Concealed wireless telecommunications facilities would be installed, resulting in physical impacts to the surface and subsurface of the plan area. These impacts are part of the construction phase and are evaluated throughout this Draft SEIR. Furthermore, a number of franchised telecommunications providers are available in the region, and no significant expansion or construction of the telecommunications network is anticipated. Therefore, the Proposed Project would not require new or expanded telecommunication facilities, the construction or relocation of which could cause significant

environmental effects, and impacts would be less than significant. The Proposed Project would not result in new or substantially more severe impacts when compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

Pacific Oaks Commerce Center

Construction

Energy consumption during the construction phase of the Pacific Oaks Commerce Center would be similar to other development pursuant to the Proposed Project. Therefore, impacts would be less than significant. The Pacific Oaks Commerce Center project would not result in new or substantially more severe impacts when compared to the 2008 Certified EIR.

Operation

Energy consumption for the Pacific Oaks Commerce Center project is included in the overall energy consumption for the Proposed Project. As noted above, the Proposed Project would result in a decrease in both electricity and natural gas use. The Pacific Oaks Commerce Center project would be required to comply with the latest applicable Building Energy Efficiency Standards and CALGreen, and the two proposed warehouses would each have a photovoltaic system installed. Each system would generate up to 150,000 kilowatt-hours per year of renewable electricity. Additionally, SCE and SoCalGas forecasts that they will have sufficient supplies to meet demands in their service areas. Therefore, implementation of the Pacific Oaks Commerce Center project would not require SCE to obtain new or expanded electricity supplies; impacts would be less than significant.

Infrastructure supporting telecommunications services would be provided and installed on-site. Concealed wireless telecommunications facilities would be installed. Installation of telecommunication infrastructure would result in physical impacts to the surface and subsurface of the plan area. These impacts are part of the construction phase and are evaluated throughout this DEIR. Furthermore, a number of franchised telecommunications providers are available in the region, and no significant expansion or construction of the telecommunications network is anticipated. Impacts would be less than significant. The Pacific Oaks Commerce Center project would not result in new or substantially more severe impacts when compared to the 2008 Certified EIR.

Level of Significance Before Mitigation: Less than significant.

5.19.5.5 CUMULATIVE IMPACTS

The 2008 Certified EIR concluded that there were adequate electricity and natural gas utilities and services in the region for the demand that would be generated by the Approved Project, and impacts were less than significant. Impacts associated with development pursuant to the Proposed Project would not be greater or substantially more severe than identified in the 2008 Certified EIR. Impacts of the Proposed Project to electricity, natural gas, and telecommunication facilities are less than significant. Therefore, project-related

impacts would not incrementally increase impacts associated with the Approved Project or have the potential to result in cumulatively considerable impacts.

5.19.5.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.19-5 would be less than significant.

5.19.5.7 MITIGATION MEASURES

Mitigation Measures from the 2008 Certified EIR

The 2008 Certified EIR did not identify mitigation measures for other utilities.

New Mitigation Measures

Specific Plan

No mitigation measures are required.

Pacific Oaks Commerce Center

No mitigation measures are required.

5.19.5.8 LEVEL OF SIGNIFICANT AFTER MITIGATION

Specific Plan

No significant impacts were identified, and no mitigation measures are required.

Pacific Oaks Commerce Center

No significant impacts were identified, and no mitigation measures are required.

5.19.6 References

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5.20 WILDFIRE

This section of the Draft SEIR discusses the potential impacts to wildfire from the implementation of the Proposed Project in comparison to the impacts evaluated for the Approved Project. The discussion describes the regulatory framework and existing conditions, identifies criteria used to determine impact significance, provides an analysis of the potential impacts to wildfire, and identifies methods to mitigate any potentially significant impacts of the Proposed Project.

The analysis in this section is based in part on the following information:

- *Fire Protection Plan: Freeway Corridor Specific Plan*, Dudek, 2023 (Appendix S to this Draft SEIR)

5.20.1 Environmental Setting

5.20.1.1 REGULATORY BACKGROUND

Federal Regulations

National Cohesive Wildfire Management Strategy

In the Federal Land Assistance, Management, and Enhancement Act of 2009 (FLAME Act), Congress mandated the development of a National Cohesive Wildland Fire Management Strategy for all lands in the United States. Wildfire management is guided by the National Cohesive Wildland Fire Management Strategy, which has three primary goals—resilient landscapes, fire adapted communities, and safe and effective wildfire response. These three goals enable land managers to manage vegetation and fuels; protect homes, communities, and other values at risk; manage human-caused ignitions; and effectively and efficiently respond to wildfires. California is part of the Western Regional Strategy Committee, chartered to support and facilitate the implementation of the National Cohesive Wildland Fire Strategy.

National Fire Protection Association Standards

National Fire Protection Association (NFPA) codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute. NFPA standards are recommended (advisory) guidelines for fire protection that are referenced in the California Fire Code (CFC), which is adopted by the City of Yucaipa every three years. Specific standards applicable to wildfire hazards include, but are not limited to:

- **NFPA 1141,** Fire Protection Infrastructure for Land Development in Wildlands
- **NFPA 1142,** Water Supplies for Suburban and Rural Fire Fighting
- **NFPA 1143,** Wildland Fire Management

- **NFPA 1144,** Reducing Structure Ignition Hazards from Wildland Fire
- **NFPA 1710,** Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations

State Regulations

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. CAL FIRE provides fire assessment and firefighting services for land in State Responsibility Areas (SRA), conducts educational and training programs, provides fire planning guidance and mapping, and reviews general plan safety elements to ensure compliance with State fire safety requirements. CAL FIRE staff, or a designee, also reviews building permit applications, parcel maps, and use permits for construction or development in SRAs and Local Responsibility Areas (LRA).

The Board of Forestry and Fire Protection is a government-appointed approval body within CAL FIRE. It is responsible for developing the general forest policy of the state, determining the guidance policies of CAL FIRE, and representing the state's interest in federal forestland in California. The Board of Forestry and Fire Protection also promulgates regulations and approves general plan safety elements that are adopted by local governments for compliance with State statutes.

The California Office of the State Fire Marshal supports the mission of CAL FIRE by focusing on fire prevention. These responsibilities include regulating buildings in which people live, congregate, or are confined; controlling substances and products that may, in and of themselves or by their misuse, cause injuries, death, and destruction by fire; providing statewide direction for fire prevention within wildland areas; regulating hazardous liquid pipelines; developing and renewing regulations and building standards; and providing training and education in fire protection methods and responsibilities. These are accomplished through major programs, including engineering, education, enforcement, and support from the Board of Forestry and Fire Protection.

Together, the Board of Forestry and Fire Protection, Office of State Fire Marshal, and CAL FIRE protect and enhance the forest resources of all wildland areas of California that are not under federal jurisdiction.

Fire Hazard Severity Zones and Responsibility Areas

CAL FIRE designates fire hazard severity zones (FHSZ) as authorized under California Government Code Sections 51175 et seq. FHSZs may be designated Very High, High, or Moderate. CAL FIRE considers many factors when designating fire severity zones, including fire history, existing and potential vegetation fuel, flame length, blowing embers, terrain, and weather patterns for the area. CAL FIRE designates FHSZ in SRAs and LRAs, depending on which level of government is financially responsible for fire protection.

2018 Strategic Fire Plan for California

CAL FIRE produced the 2018 Strategic Fire Plan for California, with goals, objectives, and policies to prepare for and mitigate the effects of fire on California's natural and built environments (BFFP 2018). The 2018 Strategic Plan focuses on fire prevention and suppression activities to protect lives, property, and ecosystems in addition to providing natural resource management to maintain state forests as a resilient carbon sink to meet California's climate change goals. A key component of the 2018 Strategic Plan is the collaboration between communities to ensure fire suppression and natural resource management is successful (BFFP 2018).

2021 California's Wildfire and Forest Resilience Action Plan

The Governor's Forest Management Task Force developed California's Wildfire and Forest Resilience Action Plan, which is a framework for establishing healthy and resilient forests that can withstand and adapt to wildfire, drought, and climate change. The Wildfire and Forest Resilience Action Plan accelerates efforts to restore the health and resilience of California's forests, grasslands, and natural places; improves the fire safety of communities; and sustains the economic vitality of rural forested areas. CAL FIRE, in partnership with the US Forest Service, intends to scale up forest thinning and prescribed fire, integrate climate adaptation into the statewide network of regional forest and community fire resilience plans, improve the electricity grid resilience, and promote sustainable land use.

State Responsibility Area and Very High Fire Hazard Severity Zone Fire Safe Regulations

California Code of Regulations (CCR) Title 14, Division 1.5, Chapter 7, Subchapter 2, SRA/VHFHSZ Fire Safe Regulations, establishes minimum wildfire protection standards for construction and development in the SRA and Very High FHSZs and requires CAL FIRE to review development proposals and enact recommendations that serve as conditions of approval in these zones. These regulations apply to all residential, commercial, and industrial buildings in the Very High FHSZ and all tentative and parcel maps. These standards include basic emergency access and perimeter wildfire protection measures, signing and building numbering, private water supply resources for emergency fire use, and vegetation modification. Fire Safe Regulations also include a minimum setback of 30 feet for all buildings from property lines and/or the center of a road. Section 1273.08, Dead-End Roads, of these standards provide regulations for the maximum lengths of single-access roadways:

- Parcels zoned for less than 1 acre: 800 feet
- Parcels zoned for 1 to 4.99 acres: 1,320 feet
- Parcels zoned for 5 to 19.99 acres: 2,640 feet
- Parcels zoned for 20 acres or larger: 5,280 feet

Fire Safe Regulations, Section 1299.03, Fire Hazard Reduction Around Buildings and Structure Requirements, provides defensible space requirements for areas within 30 feet of a structure (Zone 1) and between 30 and 100 feet from a structure (Zone 2). In Zone 1, all dead and dying plants must be removed, as must any flammable vegetation that could catch fire. In Zone 2, horizontal and vertical spacing among shrubs and trees must be created and maintained.

Public Resources Code Sections 4291 and 4442

Public Resources Code (PRC) Section 4291 is intended for any person who owns, leases, controls, operates, or maintains a building or structure in a mountainous area, forest-covered lands, shrub-covered lands, grass-covered lands, or land that is covered with flammable material, regardless of whether the property is in an SRA or Very High FHSZ. This section requires the following:

- Develop and maintain defensible space within 100 feet from each side of a structure. Fuels shall be maintained and spaced in a condition so that a wildfire burning under average weather conditions would be unlikely to ignite the structure.
- An ember-resistant zone within 5 feet of a structure.
- A more intense fuel reduction between 5 and 30 feet of a structure.
- Remove portions of trees that extend within 10 feet of a chimney or stovepipe.
- Maintain trees, shrubs, and other plants adjacent or overhanging a building free of dead or dying wood.
- Maintain the roof of structures free of leaves, needles, or other vegetative materials.

PRC Section 4442 regulates the use of internal combustion engines that use hydrocarbon fuels on forest-covered, brush-covered, and grass-covered land. Internal combustion engines, like those used in construction and maintenance, must be equipped with a spark arrester, a device used for removing and retaining carbon and other flammable particles from the exhaust flow of engines that use hydrocarbon fuels. These engines must be maintained in effective working order or be constructed, equipped, and maintained for the prevention of fire.

California Building Standards Code

The California Buildings Standards Code (CCR Title 24) provides 12 different codes for construction and buildings in California. This code is updated every three years, with the most recent version effective January 1, 2023. Yucaipa regularly adopts the most recent version of the California Building Standards Code, with local amendments, into the Yucaipa Municipal Code, Chapter 15.04, Construction Codes Adopted.

Building Design Standards

The California Building Code (CBC), 24 CCR Part 2, identifies building design standards, including those for fire safety. It is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions under specific amendment rules prescribed by the State Building Standards Commission. Residential, commercial, and industrial buildings are plan checked by local city building officials for compliance with the CBC and any applicable local edits. Typical fire safety requirements of the CBC include the installation of fire sprinklers in buildings and other facilities; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction in High FHSZs; requirements for

smoke and fire barriers in building materials; requirements for smoke-detection systems; and exiting requirements.

Materials and Methods for Exterior Wildfire Exposure

Chapter 7A of the CBC, Materials and Methods for Exterior Wildfire Exposure, prescribes building materials and construction methods for new buildings in an FHSZ and locally designated Wildland-Urban interface (WUI). It establishes minimum standards that increase the ability of a building in any FHSZ to resist the intrusion of flames or burning embers projected by a vegetation fire, systematically reducing losses due to conflagration. Chapter 7A contains requirements for roofing; attic ventilation; exterior walls; exterior windows and glazing; exterior doors; decking; protection of underfloor, appendages, and floor projections; and ancillary structures. Prior to building permit issuance, the local building official must provide the applicant with a certification that the building proposed to be built complies with all state and local building standards. Prior to permitting the final building, the local building official must provide the applicant with a final inspection report to demonstrate compliance with all state and local regulations. This section of the CBC enforces other State requirements, including vegetation management compliance pursuant to CFC Section 4906 and PRC Section 4291.

California Fire Code

The CFC incorporates, by adoption, the International Fire Code of the International Code Council, with California amendments. This is the official Fire Code for the State and all political subdivisions. It is found in 24 CCR Part 9, and like the CBC is revised and published every three years by the California Building Standards Commission. Also like the CBC, the CFC is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions. The CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. Typical fire safety requirements include installation of sprinklers in all buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas. Important sections of the CFC include Chapter 33, Fire Safety During Construction and Demolition, and Chapter 49, Requirements for Wildland-Urban Interface Fire Areas.

Chapter 33: Fire Safety During Construction and Demolition

Chapter 33 of the CFC provides requirements for fire safety precautions during construction and demolition of a project. The purpose is to provide reasonable safety to life and property from fire during construction and demolition operations, including those in underground locations. Specific requirements include a prohibition of smoking on-site, except in approved areas, and management of combustible materials and debris, cutting and welding, electrical wiring, and cooking. Chapter 33 also includes several requirements to ensure access for firefighting personnel and equipment, means of egress for buildings, and water supply for fire protection. Other requirements include requiring landowners or an authorized agent to prepare a site safety plan prior to building permit issuance; provide a fire watch during nonworking hours for new

construction exceeding 40 feet in height; and provide a water supply for fire protection as soon as combustible materials arrive on the site.

Chapter 49: Requirements for Wildland-Urban Interface Fire Areas

Chapter 49 of the CFC applies to any geographical area identified as an FHSZ by CAL FIRE. It defines FHSZs, connects to the SRA Fire Safe Regulation requirements for defensible space, and parallels requirements for wildfire protection buildings construction and hazardous vegetation fuel management in other sections of the California Code of Regulations and the PRC. Chapter 49 of the CFC includes a definition for WUI and provides requirements for fire protection plans, landslide plans, long-term vegetation management, and creation and maintenance of defensible space for all new development within the WUI. Specific requirements for new development include:

- Fire protection plans that are based on a project-specific wildfire hazard assessment that includes the location, topography, aspect, and climatic and fire history. The plan must identify conformance with all applicable wildfire protection regulations, statutes, and local ordinances, whichever is stricter. The plan must also address fire department access, egress, road and address signage, water supply, and State fuel reduction requirements. The plan shall identify mitigation measures to address the project's specific wildfire risk.

- Vegetation management that reduces vegetation that is not fire resistant in proximity to a structure and maintains vegetation as it matures. The enforcing agency can require a landscape plan for vegetation management zones adjacent to structures and roadways. The landscape plans must include a delineation of the 30-foot and 100-foot fuel management zones around all structures; identification of existing and proposed vegetation; identification of irrigated areas; a plant legend with both botanical and common names; and identification of ground coverings within the 30-foot zone. This section provides specific limits on vegetation types within both the 30-foot and 100-foot zones.

- Enforces the defensible space requirements in PRC Section 4291 and California Government Code Section 51182.

- Requires lands within an LRA Very High FHSZ to comply with California Fire Safe Regulations.

Governor's Office of Planning and Research Fire Hazard Technical Advisory

The Governor's Office of Planning and Research published the Fire Hazard Technical Advisory in 2015 and revised it in 2022 as a planning guide for addressing fire hazards, reducing risk, and increasing resilience across California's diverse communities and landscapes. The guide provides a range of goals, policies, and programs for fire hazard prevention and mitigation, disaster preparedness, and emergency response and recovery. The 2022 update includes specific land use strategies to reduce fire risk to buildings, infrastructure, and communities.

California Public Utilities Commission

In 2007, wildfires in southern California were ignited by overhead utility power lines and aerial communication facilities near power lines. In response, the California Public Utilities Commission began considering and adopting regulations to protect the public from fire hazards posed by overhead power lines and nearby aerial communication facilities. The commission published a fire threat map—under Rulemaking 15-05-006, following procedures in Decision 17-01-009, revised by Decision 17-06-024—that adopted a work plan for the development of a utility high fire-threat district where enhanced fire safety regulations in Decision 17-12-024 apply (CPUC 2022a). The fire regulations require electrical utilities to:

- Prioritize the correction of safety hazards.
- Correct nonimmediate fire risks in "Tier 2" (elevated fire threat) areas in the high fire-threat district within 12 months, and in "Tier 3" (extreme fire threat) areas within 6 months.
- Maintain increased clearances between vegetation and power lines in the high fire-threat district.
- Maintain stricter wire-to-wire clearances for new and reconstructed facilities in Tier 3 areas.
- Conduct annual inspections of overhead distribution facilities in rural areas of Tier 2 and Tier 3 areas.
- Prepare a fire prevention plan annually if overhead facilities exist in the high fire-threat district. (CPUC 2022b)

Regional Regulations

CAL FIRE Strategic Plan for the San Bernardino Unit

CAL FIRE developed the 2022/2023 Strategic Fire Plan for the San Bernardino Unit, adopted in 2022, which covers approximately 1,408,000 acres of the SRA and an additional 22,756 acres of wildland contracts in San Bernardino, Los Angeles, Inyo, and Mono counties. The goal of this plan is to outline resource needs in the area by creating a list of pre-fire management strategies and tactics in the unit and identifying high priority areas in each of the battalions that provide fire services to the county. There is also a public outreach section in the plan that encourages teaching the community at formal events and meetings.

Local Regulations

Yucaipa 2016 General Plan

The Public Safety Element of the Yucaipa General Plan includes seven chapters: 1) Geologic and Seismic Safety, 2) Flood Safety, 3) Fire Safety, 4) Emergency Preparedness, 5) Severe Weather, 6) Noise and Vibration, and 7) Air Quality and Climate Change. Chapter 3, Fire Safety, analyzes the city's risk from wildfires and structural fires, as well as its firefighting capabilities, water supply, and roadway standards and emergency evacuation routes. This chapter contains specific requirements for fire flow and fire access standards.

Yucaipa Local Hazard Mitigation Plan

The purpose of hazard mitigation planning is to reduce the loss of life and property by minimizing the impact of disasters. The Yucaipa Local Hazard Mitigation Plan, updated in 2023 in accordance with the Federal Disaster Mitigation Action of 2000, provides an assessment of natural hazards in the city and a set of short-term mitigation actions to reduce or eliminate the long-term risk to people and property from these hazards. In the context of a local hazard mitigation plan, mitigation is an action that reduces or eliminates long-term risk to people and property from hazards, including wildfire. Mitigation actions related to wildfire include the following:

- **Mitigation Measure 61.** Ensure Fire Resistant Materials are incorporated into existing building modifications and/or future development.
- **Mitigation Measure 62.** Incorporate Defensive Space Standards in existing and future building designs.

Yucaipa Municipal Code

The Yucaipa Municipal Code includes various directives to minimize adverse impacts associated with wildfires in and surrounding the project site. Most provisions related to wildfire and evacuation are in the following chapters:

- **Chapter 13.08, Underground Utilities**. The Chapter allows the Yucaipa City Council to hold a public hearing and adopt a resolution creating an Underground Utility District designation. This requires consultation with all affected utilities and property owners. Once created, it is unlawful to construct overhead utility structures in the designated area.
- **Chapter 15.04, Construction Codes Adopted.** This chapter adopts the CBC and CFC into the Yucaipa Municipal Code. Relevant sections of these codes are described above.
- **Division 3, Chapter 4, Article 11, Subdivision Design and Improvement Standards.** This section requires subdivided land to underground all utilities during the construction of new buildings or the expansion of existing buildings.
- **Division 5, Chapter 2, Article 1, Fire Safety (FR) Overlay District.** This section designates the FR Overlay District in Yucaipa to provide greater public safety in areas prone to wildland brush fires by establishing development standards for these areas. The FR Overlay Districts are divided into Fire Safety Review Area 1 (FR1), which are areas of transition between wildlands and developed areas with steep slopes and very high to extreme fire hazards; and Fire Safety Review Area 2 (FR2), which are areas that are generally flat, partially or completely developed, and are exposed to wildfire hazards due to proximity to FR1. This section also provides specific construction and site design requirements for development within this district.
- **Division 5, Chapter 2, Article 2, Floodplain Safety (FP) Overlay District.** This section designates the FP Overlay District, which provides greater public safety, promotes public health, and minimizes

public and private economic losses due to flood conditions by establishing regulations for development and construction in flood-prone areas. The FP Overlay District provides review procedures and construction standards for development in the district.

- **Division 5, Chapter 2, Article 3, Geologic Hazard (GH) Overlay District.** This section designates the GH Overlay District, which was created to provide greater public safety by establishing review procedures and setbacks for areas that are subject to potential geologic problems such as ground shaking, earthquake faults, liquefaction, and subsidence. This district covers land in Alquist-Priolo Fault Zones; where landslides, mudslides, or subsidence are prevalent; and areas prone to liquefaction. These areas have specific requirements for geologic reports and development standards.

- **Chapter 4, Section 88.0405, Underground Utility Requirements**. This section requires commercial and industrial land uses to underground all utilities during the construction of new buildings or the expansion of existing buildings.

Yucaipa Emergency Operations Plan

The Yucaipa Emergency Operations Plan (EOP), adopted in 2012, provides planned response actions for emergency events throughout the city and in coordination with the County of San Bernardino, School Districts, Yucaipa Valley Water Districts, and other public and private organizations. The EOP establishes the emergency management organization required to response to significant emergencies and disasters; identifies the roles and responsibilities required to protect Yucaipa community members; and establishes the operational concepts for different emergencies, the Emergency Operations Center, and recovery processes. The plan also provides direction for specific emergency processes for human-caused and natural hazards, including wildfire.

5.20.1.2 EXISTING CONDITIONS

Wildfire Overview

The term "wildfire" refers to fires that usually result from the ignition of dry grass, brush, or timber. Historically, wildfires commonly occurred in steep or heavily vegetated areas, which makes suppression of the fire difficult. More recently, wildfires have been encroaching into more urban areas, that is, the WUI, threatening homes, businesses, and essential infrastructure. Though wildfires play an important role in the ecology of many natural habitats, risks to human safety and property increase as urban development moves into areas susceptible to wildfire hazards. The following paragraphs summarize wildfire, the causes of wildfire, and the secondary effects of wildfires.

Wildfire Background

Wildfires burn in many types of vegetation, including forest, woodland, scrub, and grassland. Many species of native California plants are adapted to fire, and fire can play an important role in the health of these ecosystems (CAL FIRE 1999). Between 2010 and 2017, wildfires in California burned about 265,000 acres of forest land, 207,000 acres of scrub vegetation, 99,000 acres of grassland, 18,000 acres of desert vegetation, and 14,000 acres of other vegetation types (BFFP 2018). Wildfires have been observed to be more frequent

and growing in intensity over the past several years—with 4,304,379 acres and 2,568,948 acres burning in 2020 and 2021, respectively (CAL FIRE 2020 and 2021).

Wildfire Causes

Although the term "wildfire" suggests natural origins, a 2017 study that evaluated 1.5 million wildfires in the United States between 1992 and 2012 found that humans were responsible for igniting 84 percent of wildfires, accounting for 44 percent of acreage burned (Balch et al. 2017). The three most common initiators of human-caused wildfires are debris burning (logging slash, farm fields, trash, etc.); arson; and equipment use (Pacific Biodiversity Institute 2007). Power lines can also ignite wildfires through downed lines, vegetation contact, conductors that collide, and equipment failures (Texas Wildfire Mitigation Project 2018).

An analysis of US Forest Service wildfire data from 1986 to 1996 determined that 95 percent of human-caused wildfires and 90 percent of all wildfires were within 0.5 mile of a road, and that about 61 percent of all wildfires and 55 percent of human-caused wildfires were within approximately 650 feet (200 meters) of a road. The study concluded that the increase in human-caused ignition greatly outweighs the benefits of increased access for firefighters (Pacific Biodiversity Institute 2007).

There are three primary methods of wildfire spread:

- **Embers.** Embers are the most prolific cause of home ignition, at a rate of two out of every three homes destroyed. Embers are glowing or burning pieces of vegetation or construction debris that are lofted during a wildfire and can move up to a mile ahead of a wildfire, especially during high winds. These small embers or sparks may fall on the vegetation near a home (on dry leaves, needles, or twigs on the roof) and subsequently ignite the home. Embers can travel several miles during high wind events, such as the Santa Ana Winds, posing a potential risk to all structures without fire-resistant landscaping and construction within a mile of the fire.

- **Direct Flame Contact.** Direct flame contact refers to the transfer of heat by direct flame exposure. Direct contact will heat the building materials of the home, and if the time and intensity of exposure is severe enough, windows will break and materials will ignite.

- **Radiant Heat.** A house can catch fire from the heat that is transferred to it from nearby burning objects, even in the absence of direct flames or embers. By creating defensible space around homes, the risk from radiant heat is significantly reduced.

Secondary Effects of Wildfires

Secondary effects of wildfire include hazards resulting from wildfire, such as poor air quality, landslides, and power outages.

- **Air Pollution.** Smoke is made up of a complex mixture of gases and fine particles produced when wood and other organic materials burn. The biggest health threat from smoke is from fine particulate matter that can penetrate the lungs and cause a range of health problems, from burning eyes and a runny nose to aggravated chronic heart and lung diseases. Exposure to particulate pollution is even linked to

premature death. Some populations are more sensitive than others to smoke, for instance, people with heart or lung diseases, seniors, children, people with chronic illnesses, and pregnant women (USEPA 2021).

- **Landslides and Debris Flows.** After a high intensity wildfire is suppressed, the burn scar is typically bare of its vegetative cover, which had supported the hillsides and steeper slopes. When supporting vegetation is burned away, hillsides become prone to destabilization and erosion, increasing the risk of landslides. Post-fire landslide hazards include fast-moving, highly destructive debris flows that can occur in the period immediately following wildfires in response to high intensity rainfall events, and flows that are generated over longer time periods that are accompanied by root decay and loss of soil strength. Fires increase the potential for debris flows by increasing the imperviousness of soil so that it repels water, and by destroying vegetation that would slow and absorb rainfall and whose roots would help stabilize soil (USGS 2018). The burning of vegetation and soil on slopes more than doubles the rate that water will run off into watercourses (CGS 2019). Post-fire debris flows are particularly hazardous because they can happen with little warning, exert great impulsive loads on objects in their paths, strip vegetation, block drainage ways, damage structures, and endanger human life. Post-fire debris flows are most common in the two years after a fire and are usually triggered by heavy rainfall. It takes much less rainfall to trigger debris flows from burned basins than from unburned areas.

- **Power Outages.** Power outages relating to wildfire can occur from deliberate power shutoffs to reduce the risk of wildfires if power lines are damaged during dry, hot winds (such as the Santa Ana Winds). Outages can also be a result of wildfire damage to utilities. Outages prevent critical lifeline systems and essential facilities from functioning as needed to meet community or neighborhood needs. They can affect fuel, water, communication, heating and cooling, and other systems that require electricity.

Wildfire in the Plan Area

CAL FIRE Classifications

The geography, weather patterns, and vegetation in the plan area and surrounding areas provide ideal conditions for recurring wildfires. As recent wildfire activity revealed, several areas of the plan area face some level of threat from wildland fire. As shown on Figure 5.20-1, *Fire Hazard Severity Zones,* Very High FHSZs are located in the western portion of the plan area, including to the north and south of Live Oak Canyon Road, south of I-10. The land adjacent to the west portion of the plan area is also designated as a Very High FHSZ.

Figure 5.20-2, *Wildland-Urban Interface,* shows the WUI in the plan area. WUI areas occur when urban development is intermixed with wildland vegetation, or when pockets of wildland vegetation occur inside developed areas. The WUI is subdivided into the intermix zone (where houses and wildland vegetation directly mingle), the interface zone (housing adjacent to wildland vegetation, but not mingled with it), and the influence zone (areas of wildfire-susceptible vegetation surrounding the other zones). The interface and intermix zones carry the highest risk for wildfires affecting developed areas. Unlike wildfire in wildland areas, fires in WUI areas are more likely to damage or destroy buildings and infrastructure. Due to the lack of development in the plan area, the majority of the project site is currently within the influence zone, with the eastern portions of the project site in the interface zone.

5. Environmental Analysis
WILDFIRE

General Plan Safety Element Designation

As described in the Public Safety Element Chapter 3, Fire Hazards, the plan area is identified within Fire Safety Review Area (FR) 1 and FR 2. FR 1 corresponds to Very High FHSZs designated by CAL FIRE and includes wildland areas that are marginally developable, areas that are not likely to be developed, and the areas of transition between wildland areas that are partially developed or are likely to be developed in the future, or the WUI. The FR1 area is on the southwestern portion of the plan area and along the I-10 corridor.

FR 2 includes relatively flat land that is either partially or completely developed, or, if it is not developed, is usually suitable for development. Development within FR 2 is exposed to wildfire impacts and other natural hazards due to its proximity to FR 1. The areas along Live Oak Canyon Road and the eastern portion of the plan area are designated FR 2. The entire plan area is either a FR 1 or FR 2 area.

Wildfire History

CAL FIRE maintains a list of historic fires throughout the state. According to CAL FIRE, the plan area has experienced several wildfires in and near the boundaries and in the WUI. Table 5.20-1, *Historic Wildfires in and Surrounding the Plan Area,* lists historic wildfire incidents in and surrounding the project site from 1970 to 2019. Figure 5.20-3, *Historic Wildfires Within or Near the Plan Area,* shows the historic wildfire perimeters for all fires that have burned in and surrounding Yucaipa between 1880 and 2021. The largest fire in recent years was the Sandalwood Fire in 2019, with several wildfires associated with a Santa Ana wind-driven wildfire burning or spotting on-site from the north or east (Dudek 2023).

Table 5.20-1 Historic Wildfires in and Surrounding the Plan Area

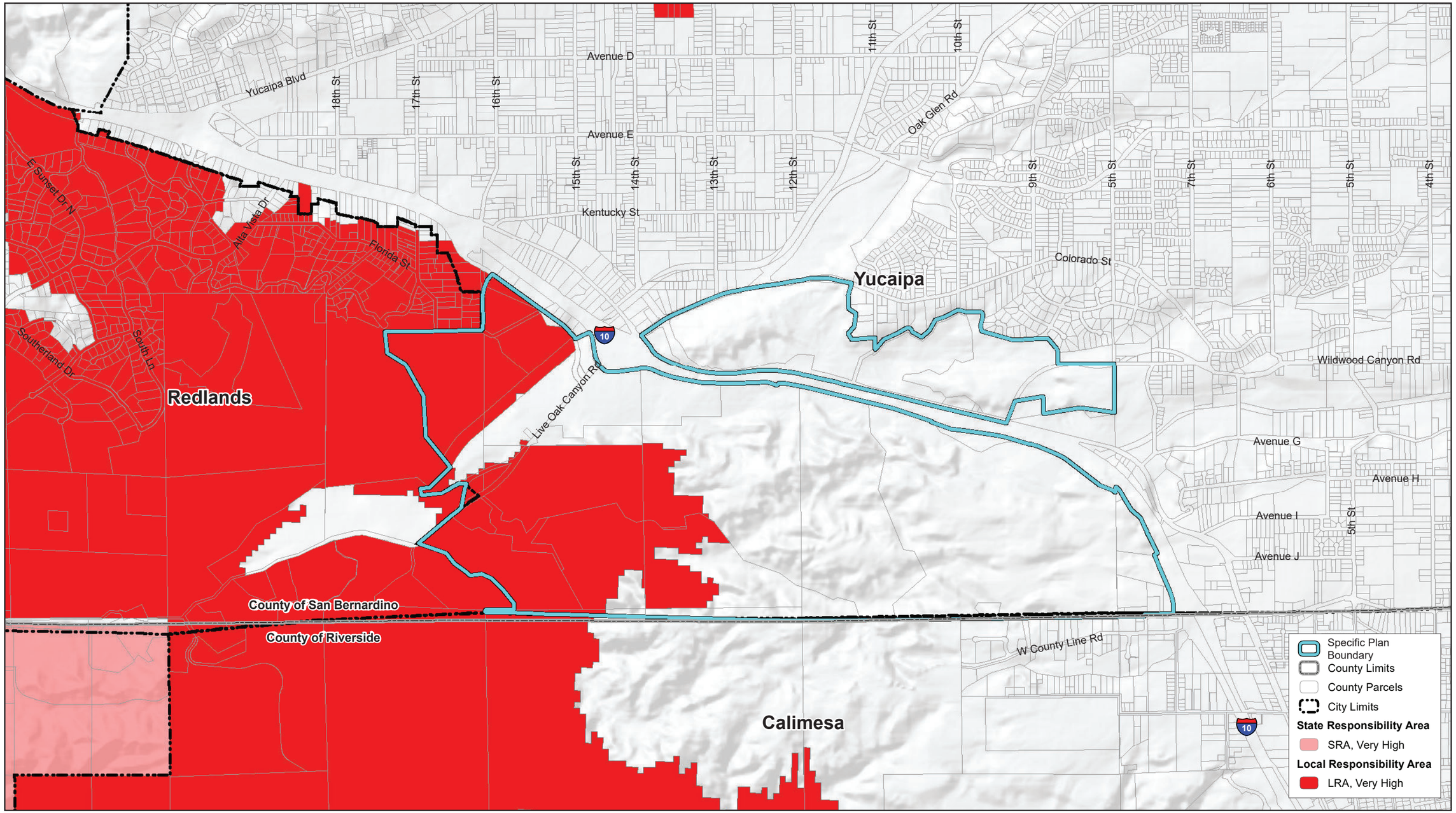
Year	Fire Name	Size (Acres)
1970	Casco Fire #2	6,234
1979	Live Oak Fire	182
1996	Oak Fire	110
2013	Live Oak Fire	73
2017	Palmer Fire	3,872
2019	Sandalwood Fire	1,008

Source: CAL FIRE 2022.

Factors Influencing Wildfire

Several factors influence wildfire conditions and facilitate the spread of wildfires, including topography, fuels, weather conditions, and climate change. Human actions are the leading cause of wildfires in California, increasing the risk of wildfire devastating natural lands and communities. This section describes five factors in and surrounding the plan area.

Figure 5.20-1 - Fire Hazard Severity Zones



Source: Dudek 2023.

5. Environmental Analysis
WILDFIRE

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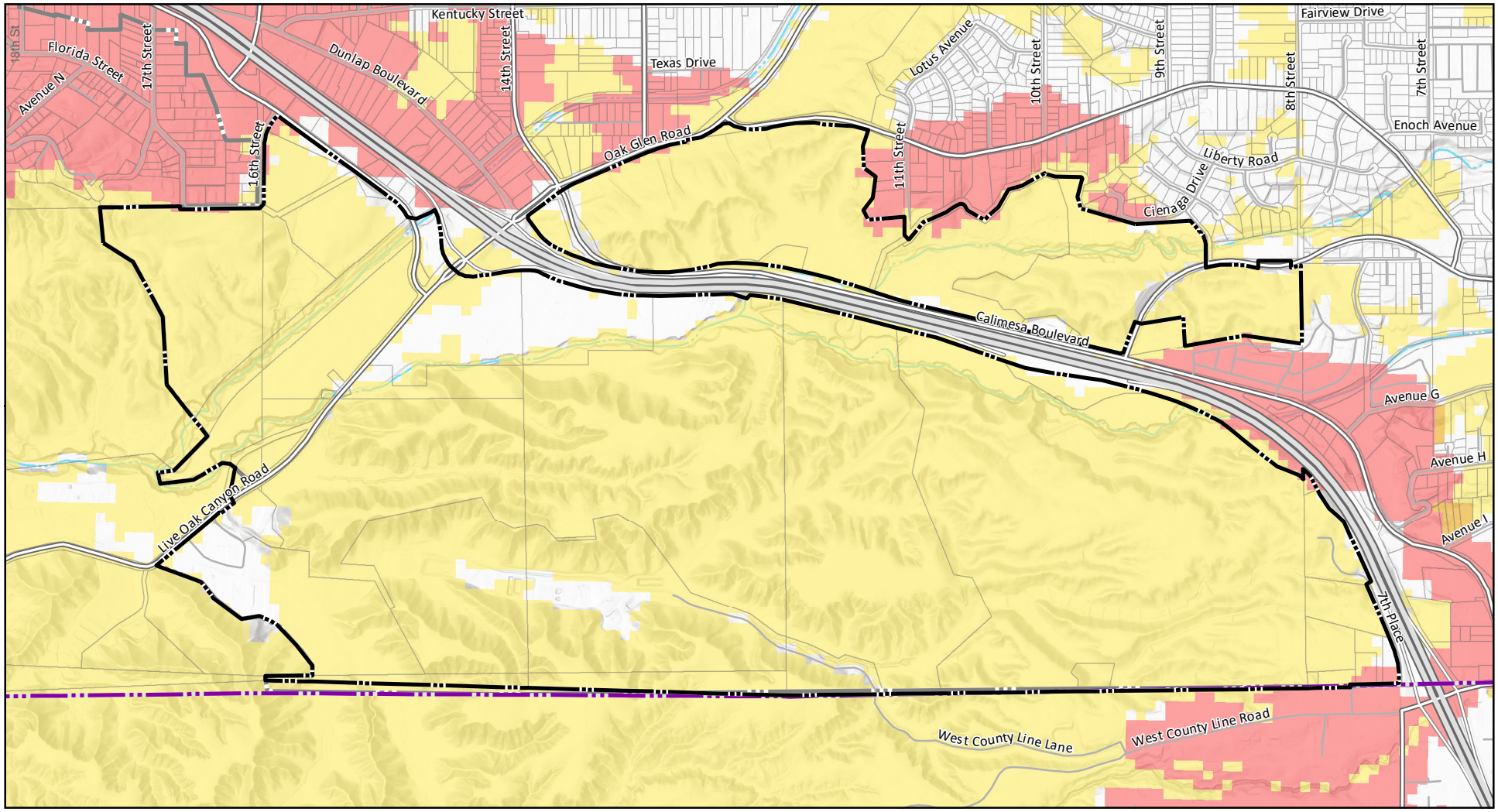
Figure 5.20-2 - Wildland-Urban Interface



Source: Generated using ArcMap 2023.

5. Environmental Analysis
WILDFIRE

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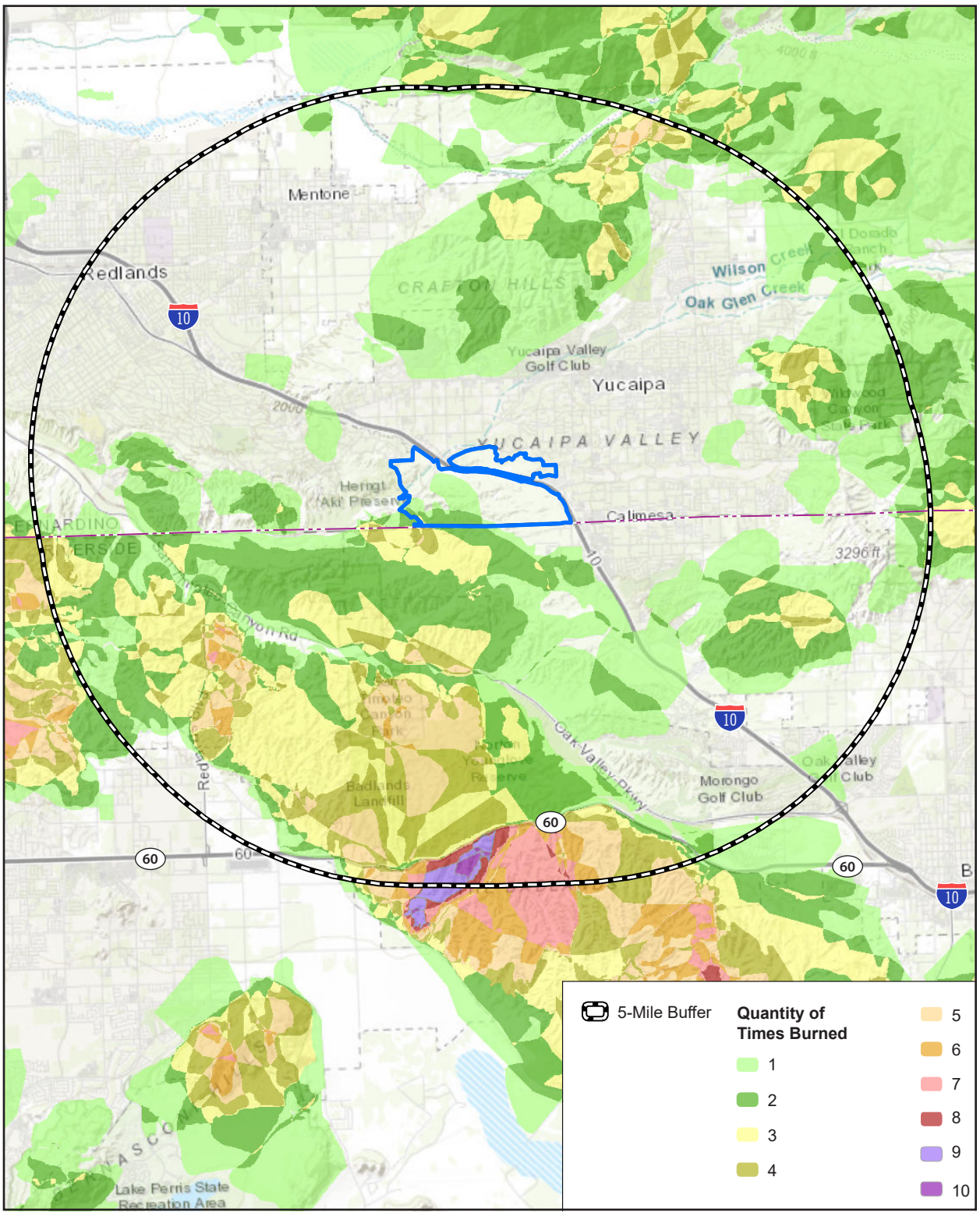
Figure 5.20-3 - Historic Wildfire within or Near the Plan Area



Specific Plan Boundary
City Boundary
County Boundary

0 2
Scale (Miles)

Source: Dudek 2023.

5. Environmental Analysis
WILDFIRE

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Fuel

As described in the *Fire Protection Plan*, the plan area is largely undeveloped with predominantly grass and herb dominated vegetation communities. Other vegetation communities are scattered throughout the plan area, including scrub, riparian, and woodland vegetation, as discussed in Chapter 5.4, *Biological Resources,* of this Draft SEIR. Each type of vegetation contributes to fire hazard severity to varying degrees. The qualities of vegetation that directly influence fire risk include fuel type and size, loading, arrangement, chemical composition, and dead and live fuel moisture, which contribute to the flammability characteristics of the vegetation. Grass and brush fuel types react quickly to changes in weather such as low humidity or high wind speeds. Fires in areas covered by this vegetation type can spread quickly in gusty wind conditions. Low humidity, high wind, and fuel buildup conditions can also lead to crown fires in woodland fuel types, which can be fast moving and difficult to suppress.

Topography

Steep terrain or slope plays a key role in the rate and direction in which wildfires spread, since fires will normally burn much faster uphill. When the gradient of a slope doubles, the rate of spread of a fire will also likely double. Terrain that forms a funneling effect, such as chimneys, chutes, or saddles on the landscape can result in especially intense fire behavior (Dudek 2023). Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and wind (Dudek 2023). As described in the *Fire Protection Plan*, the plan area ranges from 1,950 to 2,380 feet in elevation, with the lowest point in the southwest portion of the plan area and highest point in the southeastern portion of the plan area. The alignment of tributary canyons and dominant ridges throughout the plan area is conducive to channeling and funneling wind, which increases the potential for more extreme wildfire behavior in the region (Dudek 2023).

Weather and Wind

The climate in Yucaipa is influenced by the Pacific Ocean and a seasonal, migratory subtropical high-pressure cell. The area experiences wet winters and dry summers, with mild seasonal changes, and an average of approximately 8 inches of precipitation annually with the wettest months being January and February (Dudek 2023). July and August are typically considered the hottest months of the year with average high temperatures of 86 degrees Fahrenheit (°F) (Dudek 2023). Because the summer months are generally hot and dry, the risk of wildfires has historically been greatest in summer and fall. Relative humidity is also an important fire-related weather factor. As humidity levels drop, the dry air causes vegetation moisture levels to decrease, thereby increasing the likelihood that plant material will readily ignite and burn; the risk of wildfire increases when lightning strikes occur during dry periods.

Wind is a primary weather factor of wildfire behavior. Santa Ana winds are warm easterly winds that flow from the Great Basin through the desert and through the passes of the San Bernardino mountains. These winds have reported speeds of up to 80 miles per hour with sustained wind speeds of 40 miles per hour (Yucaipa 2022). As wind speeds increase, the rates of fire spread, intensity, and ember spread potential also increase. Gusty and erratic wind conditions, like those of the Santa Ana winds, can cause a wildfire to spread irregularly, making it difficult to predict its path and effectively deploy fire suppression forces. Winds from the southeast in the fall compound the severity of fire conditions, as does lower relative humidity, creating red-flag conditions. Santa Ana winds are especially dangerous because they are accompanied by low humidity,

which can dry out trees and other fuel. This can increase wildfire conditions in the plan area. Wind shifts can also occur suddenly due to temperature changes and interactions with steep slopes or hillsides, causing fires to spread unpredictably. Fall has historically been one of the most dangerous times for wildfire risk, as periods of very high temperatures, low humidity, and strong wind increases cause red flag warnings and extreme fire danger.

Human Actions

Most wildfires are ignited by human action, the result of direct acts of arson, carelessness, or accidents. Many fires originate in populated areas along roads and around homes and are often the result of the careless disposal of cigarettes, mowing of dead grass, electrical equipment malfunction, use of equipment, or burning of debris. Recreation areas with increased human activity that are in high or very high fire hazard areas also increase the potential for wildfires.

Climate Change

Climate change is likely to increase annual average maximum temperatures in Yucaipa from a historical 72.2°F, to 78.5°F by 2050 and 81.6°F by 2100 (Cal-Adapt 2023). This will likely create warmer temperatures earlier and later in the year. Precipitation levels are projected to increase slightly over the course of the century, changing from a historical annual average of 19.3 inches to an annual average of 18.9 inches by 2050 and an annual average of 20.7 inches by 2099 (Cal-Adapt 2023). Variations in precipitation patterns will also lead to an increase in frequency and intensity of heavy precipitation events as well as prolonged periods of drought. The combination of extreme heat and droughts can cause soils and vegetation to dry out, creating more fuel for wildfires. These factors are expected to increase wildfire conditions, creating the risk of more frequent and intense wildfires. Because wildfires burn the trees and other vegetation that help stabilize a hillside and absorb water, more areas burned by fire may also lead to an increase in landslides and floods. Historically, an average of 390 acres burned annually in the city of Yucaipa (Cal-Adapt 2023). Wildfires are projected to increase to an annual average in the city of 461 acres burned annually by 2050 and decrease to an annual average of 409 acres burned annually by 2100 (Cal-Adapt 2023).

Fire Protection Services in the Plan Area

Fire protection services in the plan area are provided by the Yucaipa Fire Department through a staff agreement with CAL FIRE. The closest fire station to the plan area is Yucaipa Fire Station 3, at 34259 Wildwood Canyon Road in Yucaipa. To ensure continuity of service and for assistance on larger incidents, the Yucaipa Fire Department maintains automatic aid agreements with the CAL FIRE San Bernardino Unit, Redlands Fire Department, Calimesa Fire Department, San Bernardino County Fire Department, Riverside County Fire Department, Highland Fire Department, and United States Forest Service (Yucaipa 2021). The Yucaipa Fire Department also participates in the California Fire Service and Rescue Emergency Mutual Aid Plan which allows them to give and receive resource assistance from across the state (Yucaipa 2021). Chapter 5.15, *Public Services,* provides additional details about fire protection resources and services for the plan area.

Evacuation and Access

Evacuation routes are designated roadways that allow many people to quickly leave an area due to a potential or imminent disaster. These routes should have sufficient capacity to accommodate the needs of the community, be safely and easily accessible, and allow people to travel far enough away to be safe from emergency conditions. In Yucaipa, these routes are divided into local routes, regional routes, and federal and state routes. In the plan area, the interstate state evacuation route is I-10, regional routes include Oaks Glen Road, and local routes include Live Oak Canyon Road and Calimesa Boulevard. Evacuation from the southern portion of the project site would occur via Live Oak Canyon Road and I-10. Evacuation from the north portion of the project site would occur via Calimesa Boulevard and I-10.

5.20.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if located in or near state responsibility areas or lands classified as very high fire hazard severity zones the project would:

W-1 Substantially impair an adopted emergency response plan or emergency evacuation plan.

W-2 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.

W-3 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.

W-4 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.

5.20.3 Plans, Programs, and Policies

Fire Protection Plan

Development within the FCSP is required to adhere to the requirements identified in the FCSP Fire Protection Plan (see Appendix S).

Section 2.2.5 Fire Protection Features' Beneficial Effect on Wildfire Ignition Risk Reduction

1. **Ignition Resistant, Planning, and Maintained Landscape.** Landscaping within the plan area, including common areas and Fuel Modification Zones (FMZ), would be subject to strict plant types that are lower ignition plants. Landscaping close to structures will require irrigation to maintain high plant moistures.

2. **Fuel Modification Zones.** All development within the plan area will provide an FMZ, which would be 100 feet and includes specifically selected plant species, very low fuel densities (only 30 percent retention of native plants in outer zones and irrigated inner zones), and ongoing maintenance, resulting in a wide buffer between the developed areas and the off-site native fuels.

3. **Annual FMZ Inspections.** All developments within the Specific Plan area, each developer would have a contracted, 3rd party, Yucaipa Fire Department–approved FMZ inspector perform two inspections per year to ensure that FMZs are maintained in a condition that is consistent with the City's and Fire Protection Plan requirements and would provide a benefit of a wide barrier separating wildland fuels from on-site ignitions.

4. **Ignition Resistant Structures**. Structures within the plan area would be built to the CBC Chapter 7A ignition resistant requirements that have been developed and codified after fire save and loss assessments. These measures would result in structures that are designed, built, and maintained to withstand fire and embers associated with wildfires.

5. **Interior Fire Sprinklers**. Developments within the plan area would include interior fire sprinklers, which are designed to provide additional time for occupants to escape the structures. Sprinklers are also designed to provide structural protection.

6. **Fire Access Roads.** All roads within the plan area would provide code-consistent access throughout each development, including at least two points of ingress/egress.

7. **Water**. Future development within the plan area will provide water for firefighting throughout the project site, including fire hydrants accessible by fire engines, which is a critical component of suppressing both structural and vegetation fires. All development in the plan area will provide firefighting water volume, availability, and sustained pressures to the satisfaction of Yucaipa Fire Department.

Section 5.4 Defensible Space and Vegetation Management

This section of the *Fire Protection Plan* includes defensible space and FMZ requirements. An FMZ is a strip of land where combustible vegetation has been removed and/or modified and partially or completely replaced with more adequately spaced, drought-tolerant, fire-resistant plants to give structures a reasonable level of protection from wildland fire. The FMZ would include a minimum 5-foot-wide noncombustible Zone A, a 45-foot-wide irrigated Zone B, and a 50-foot-wide thinning Zone C. In areas that would be unable to achieve 100 feet of FMZ, the incorporation of enhanced construction features, such as a 6-foot heat deflecting wall constructed of concrete masonry units between on-site structures and unmaintained open space would be used to provide a functional equivalency for a full FMZ. FMZs would be maintained on at least an annual basis or more often as needed to maintain the fuel modification buffer function. An on-site inspection will be conducted by the Yucaipa Fire Department upon completion of landscape installation before a certificate of occupancy being granted by the City's building code official.

Additionally, a fire access road zone would provide 10 feet of horizontal clearance on each side and 20 feet of vertical clearance along all fire access roads. This zone would also require an unobstructed vertical clearance

of 20 feet, appropriate placing of landscaping and native plants, lower flammability trees, and maintenance of landscaping and other features.

Prior to the start of construction, perimeter fuel modification areas would be implemented and approved by the Yucaipa Fire Department from combustible materials that are brought on-site. This includes removing 50 percent of the existing flammable vegetation and removing dead fuel, ladder fuel, and downed fuel.

Appendix D of the *Fire Protection Plan* contains a list of undesirable plants that have highly flammable characteristics. These characteristics can be physical (structure promotes ignition or combustible) or chemical (volatile chemicals increase flammability or combustion characteristics). These plants could not be planted or allowed to establish opportunistically within the FMZs or landscape areas.

Conditions of Approval

Specific Plan

- Prior to approval of recording any final map or issuance of a Building Permit, a Community Facilities District (CFD) or Fire Service Agreement (FSA) shall be approved and implemented to support the needs of the Yucaipa Fire Department to serve the FCSP. In particular, the CFD or FSA shall address the equipment requirements related to an identified need for an aerial ladder and/or Type 6 Medic Patrol or Medic Squad to adequately ensure availability of needed resources. The CFD or FSA shall be approved in cooperation with the Yucaipa Fire Department, City of Yucaipa Planning Department, and property owners (or residents if a CFD is approved requiring voter approval [greater than 12 property owners]). The parties may agree to an alternate funding mechanism from the options described in the Specific Plan as desired.

- Projects with square footages over 400,000 square feet, or those that are three or more stories tall, or higher than 45 tall will participate in a fair-share funding agreement for an aerial ladder truck. The funding amounts are to be determined by the City and respective Applicant.

Pacific Oaks Commerce Center

- This project is protected by the Yucaipa Fire Department / CalFire. Prior to any construction occurring on any parcel, the applicant shall contact the Fire Marshall for verification of current fire protection development requirements. All new construction shall comply with the adopted Uniform Fire Code and all applicable statutes, codes, ordinances, standards and policies of the Yucaipa Fire Department/CalFire.

- This project is in Fire Safety Review Area 2. This is a high fire hazard brush area. This project shall comply with the construction and development standards for a FR-2 Area. Contact the City Building & Safety Division for FR-2 Area construction and development standards.

- Fire Department access roads and/or public/private streets shall meet the Fire Department minimum width standard of 24 feet. Within FR-1 zone minimum width shall be 26 feet. Access roads shall be paved (asphalt/concrete) and in place prior to placement of combustible material on site. Fire

Department minimum paving thickness shall be no less than 4 inches. This standard shall not lessen other agency requirements.

- Fire Department access roads and/or public/private streets and residential driveways shall have a minimum vertical clearance of 13 feet and 6 inches.
- Fire Department access roadways and/or public/private streets and driveways shall not exceed 12 percent grade.
- Cul-de-sac and dead-end streets shall not exceed 350 feet in FR-1 areas. In all other areas, cul-de-sacs shall not exceed 600 feet in total length, unless otherwise approved by the Fire Department.
- Required fire flow for this project, as determined by I.S.O. Formula, is as follows: GPM = 8,000, at 20 psi residual; for 4 hour duration A reduction in the required fire flow rate may be allowed per the exceptions specified in the California Fire Code. System shall be looped with minimum 8 inch mains; 6 inch laterals; 6 inch risers; 6 inch diameter hydrants with one 2 ½" outlet and one 4" outlet.
- Approved fire hydrants capable of supplying required fire flow shall be provided to all premises upon which facilities, buildings or portions of buildings are constructed or moved within the jurisdiction. When any portion of the facility or building protected is in excess of 400 feet from a fire hydrant on a public street, as measured by an approved route around the exterior of the facility or building, additional fire hydrants meeting the required fire flow shall be provided.
- Fire hydrants shall be installed at locations to be determined by the California Fire Code (2022) Appendix "C". Required fire flow to be determined by the California Fire Code (2022) Appendix "B". Minimum fire flow shall not be less than 8,000 gpm (exceptions not applied).
- A greenbelt or fuel modification zone plan shall be required and bonded for this project. Fuel modification plan requirements shall be site specific to this project. The applicant shall submit a fuel modification plan to the Fire Department for review and comments or approval. Maintenance provisions of the fuel modification zone shall be approved by the Fire Department. Maintenance of the fuel modification zone, located in designated open space, and enforcement of the fuel modification zone, within the property of individual property owners, shall be the responsibility of a homeowners' association or other approved maintenance authority that is acceptable to the Fire Department.
- Three sets of water delivery system plans, designed to meet the required fire flow for this project and/or development shall be submitted to the Fire Department for approval.
- Applicant-developer shall provide the Fire Department with a letter from the water company serving the project-development, verifying that financial arrangements have been made and bonds posted for the required Fire Department approved water improvements.

- Prior to any construction, the entire fuel modification zone required and approved by the Fire Department shall be completed. Any phased implementation of the fuel modification zone shall be done only with prior approval of the Fire Department.

- A fuel break of 100 feet (brush and weed clearance) is required prior to construction. The clearance shall be maintained on a year-round basis.

- An additional fuel modification zone of 100 feet shall be provided on all side(s) of the proposed structure(s). Fuels in this zone are to be thinned and/or removed or otherwise modified to provide a reasonable level of fire defense protection to the proposed structure(s).

- Fire hydrants shall be installed and operational as per approved water system delivery plans prior to any framing, construction, or delivery of combustible materials to project site.

- An alternative type of construction providing a higher level of fire resistance is required. Contact the Fire Department or City Building Official for more information.

- Fire Department access roadways and/or public/private streets exceeding 150 feet in length shall have a Fire Department approved turn-around at the terminus (cul-de-sac). Minimum radius shall be not less than 48 feet.

- Fire Department access roadways and/or public/private streets and driveways shall extend to within one hundred fifty (150) feet of and shall give reasonable access to all portions of the exterior walls of the first story of any building. An access road, approved by the Fire Department, shall be provided to within fifty (50) feet of all structures when the natural grade between access road and structure is in excess of 30 percent. Where an approved access road cannot be provided, a fire protection system shall be required and approved by the Fire Department.

- The development and/or project, and each phase thereof, shall have a minimum of two (2) remote points of access, including a secondary access, for fire and other emergency equipment and for routes of escape which will safely handle evacuations.

- Manual operated gates across Fire Department access roadways, public and/or private streets and driveways, shall be equipped with approved emergency key-operated ("Knox" type) locks. For automatic gates, a "Knox" keyed emergency access switch shall be installed at location determined by Fire Department, and shall over-ride all command functions and open gate automatically upon activation. All automatic gates shall have a manual over-ride for use during loss of electric power. "Knox box" request forms are available from the Fire Department.

- "No Parking - Fire Lane" signs shall be posted at locations designated by Fire Marshall. Fire lane curbs shall be painted red with white letters stating "No Parking – Fire Lane".

- On site fire hydrants capable of supplying required fire flow shall be installed at locations identified by the Fire Marshall. System shall be looped with minimum 8 inch mains; 6 inch laterals; 6 inch risers; 6 inch diameter hydrants with one 2 ½" outlet and one 4" outlet.

- Approved fire hydrant pavement markers shall be installed.

- Automatic fire sprinklers shall be installed according to NFPA 13 and Fire Department requirements. Submit 3 sets of shop plans with material cut sheets and hydraulic calculations, indicating the type of occupancy, type of materials to be stored (if any), for Fire Department review and approval prior to any installation. Submit copy of California C-16 license.

- Automatic fire sprinkler control devices (P.I.V. & O.S.&Y.) shall be visible from Fire Department access roadway, and identify system being controlled and address of structure. Fire Department Connection (FDC) shall be located no closer than 50 feet and not to exceed 150 feet from structure. Required fire hydrant shall have a maximum distance from FDC of 30 feet. FDC shall identify address and system of structure being protected.

- A minimum of one 2A-10BC fire extinguisher shall be installed for each 3,000 sq. ft. of floor area. Travel distance to any one fire extinguisher shall not exceed 75 feet. Additional fire extinguishers, size and class to be determined by Fire Department, may be required. Fire extinguishers shall be serviced annually and shall have a current sfm service tag attached.

- An automatic fire detection and alarm system meeting the requirements of UFC Article 10, CBC and NFPA 72 shall be installed. Three sets of shop plans with material cut sheets and calculations shall be submitted to the Fire Department for review and approval prior to installation.

- Dependent on occupancy type and load, an automatic smoke removal system shall be installed. The system shall comply with the UFC and CBC requirements. Three sets of shop plans with material cut sheets and calculations shall be submitted to the Fire Department for review and approval prior to installation.

- Dependent on occupancy type and load, an automatic smoke ventilation system – fusible link type, shall be installed. Roof vent, venting ratios and draft curtains shall be provided. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the Fire Department for review and approval prior to installation.

- High Fire Hazard Areas FR-1 & FR-2: one-hour fire resistive construction is required for exterior walls. Contact Fire Marshall or City Building Official for more information.

- The main electrical panel and all sub-panels shall be labeled on inside cover for all circuits.

- Water heater (fuel fired) shall be properly vented to exterior of structure. Water heater shall be seismic strapped to wall and be located 18" above a garage floor.

- Commercial and industrial structures/occupancies and gated complexes shall have a "knox box" system installed on the exterior of the buildings or complex. Location of device to be determined by the Fire Department. The box shall contain keys necessary to gain access and may contain pre-plans and msds information as required by the Fire Department.

- Commercial exit requirements:
  A. Required exit doors shall be maintained in an operable condition at all times.
  B. Required exit doors shall swing outward and away in the direction of exit travel.
  C. Obstructions shall not be placed in the required width of an exit. Exits shall not be blocked or locked shut or obstructed in any manner during business hours.
  D. Exit paths shall be illuminated when structure is occupied.
  E. Exit path illumination shall be supplied from 2 sources of power when occupant load is one 100 persons or more.
  F. When exit way/exit pathway and/or exit doorway is not easily identified, additional exit signs shall be installed.
  G. Exit signs shall be internally or externally illuminated by two lamps or shall be of the self-luminous type.

- All flammable and combustible liquid storage and dispensing shall be in accordance with applicable sections of the UFC Article 79 and City codes and ordinances. Plan review and annual permit to operate from the Fire Department is required.

- Address numbers shall be provided along the roofs of the warehouse structures to aid aerial police and fire support personnel the ability to locate each site.

- Commercial and industrial buildings in excess of 20,000 square feet and with an interior area more than 150 feet from exterior exit, shall be equipped with a Class I standpipe system. Standpipe connections shall be configured to reach any portion of interior space within 150 feet in any direction of travel. This system shall be calculated to provide 500 gpm from an adjacent automatic fire sprinkler riser at 100 psi nozzle pressure for two hand lines flowing.

- To ensure that the construction of the proposed structures does not impact the Yucaipa Fire Department's Insurance Services Office (ISO) rating, applicant shall pay to the City approximately half of the cost of a ladder truck fire apparatus (with associated equipment) in the amount of $490,000 to be used by the City to assist with the purchase of the ladder truck.

5.20.4 Environmental Impacts

5.20.4.1 2008 CERTIFIED EIR

The 2008 Certified EIR stated that the plan area is designated as having moderate fire threat north of I-10 and very high fire threat south of I-10. The Approved Project includes mixed urban and open space land usage that would have characteristics of a WUI area. WUI and Very High FHSZ areas are subject to certain regulations of the Office of State Fire Marshal; these regulations are contained in the CBC, CFC, and

California Referenced Standards Code. The 2008 Certified EIR identified that implementation of the City's Conditions of Approval (COA) would reduce impacts to less than significant.

5.20.4.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.20-1: The Proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. [Threshold W-1])

The 2008 Certified EIR indicates that implementation of the 2008 FCSP would not adversely impact the EOP or emergency evacuation plans. Impacts to emergency response planning were found to be less than significant and no mitigation measures were required. However, since the certification of the 2008 EIR, the EOP has been updated, and the City has updated the General Plan Safety Element to include evacuation routes (Yucaipa 2016).

The adopted City of Yucaipa EOP is the primary emergency response plan for Yucaipa and is described under Section 5.20.1.1, *Regulatory Framework*. The City of Yucaipa's EOP provides a framework for the prevention, protection, response, and recovery of the City from emergencies. In the event of an emergency, the City would activate personnel and mobilize response assets to support the incident response. During a wildfire, the Yucaipa Fire Department would perform firefighting activities and urban search-and-rescue activities, and the Yucaipa Station of the County Sheriff's Department would be responsible for conducting evacuations.

The adopted General Plan Safety Element, Figure S-5, shows citywide evacuation routes. The routes that would be used in the event of an emergency in the plan area are described in Section 5.20.1.2, *Existing Conditions*.

FCSP Buildout

Primary access to and from the plan area would occur via existing roadways on the north portion of the plan area; Live Oak Canyon Road and Outer Highway 10 South in the northwestern portion of the plan area; and Live Oak Canyon Road, I-10, and new roadways in the southern portion of the plan area. The roadway system would have multiple access points and connect to existing roads. As discussed in Chapter 3, *Project Description*, of this Draft SEIR, the Proposed Project would provide a vehicular circulation system south of I-10 that provides a physical connection between Live Oak Canyon Road and County Line Road. During later phases of project development, site access would also be available via the I-10 interchange at Wildwood Canyon Road. Access to the plan area would be similar between the Approved Project and Proposed Project. The Proposed Project would include cul-de-sac neighborhood designs in the plan area. However, the Proposed Project would include the following features to ensure fire access and evacuation on the plan area roadways (Dudek 2023):

- All roads comply with access road standards of not less than 20 feet unobstructed width and are capable of supporting an imposed load of at least 75,000 pounds.

- Typical interior plan area roads, including collector and local roads, will be constructed to minimum 20-foot unobstructed widths and shall be improved with aggregate cement or asphalt paving materials.
- The gradient for a fire apparatus access road grade shall not exceed the maximum 12 percent unless approved by the Yucaipa Fire Chief.
- Private and public streets for each phase shall meet all plan-area-approved fire code requirements, paving, and fuel management prior to combustible materials being brought to a project site.
- Vertical clearance of vegetation (lowest-hanging tree limbs) along roadways will be maintained at clearances of 13 feet, 6 inches to allow fire apparatus passage.
- Cul-de-sacs and fire apparatus turnarounds will meet Yucaipa Fire Department standards.
- Any roads that have traffic lights shall have approved traffic pre-emption devices (Opticom) compatible with devices on the fire apparatus.
- Roadways and/or driveways will provide fire department access to within 150 feet of all portions of the exterior walls of the first floor of each structure.
- Roadway design features (e.g., speed bumps, humps, speed control dips, planters, and fountains) that could interfere with emergency apparatus response speeds and required unobstructed access road widths will not be installed or allowed to remain on roadways.
- Access roads shall be usable by fire apparatus to the approval of Yucaipa Fire Department prior to lumber drop on-site. Developer will provide information illustrating the new roads in a format acceptable to the Yucaipa Fire Department for updating of Fire Department response maps.

However, as discussed in Chapter 5.14, *Populations and Housing*, of this Draft SEIR, the Proposed Project would increase the residential units and total residents by 25 dwelling units and 69 residents, compared to the Approved Project. Additionally, the Proposed Project would decrease the number of jobs by 317 jobs compared to the Approved Project, and the employment centers would include more logistics and warehousing than the Approved Project, which would reduce the number of visitors to the plan area due to retail and commercial uses. This change to the number of residents and jobs would reduce daily weekday trips under the Proposed Project by 81,073 trips when compared to the Approved Project, as discussed in Chapter 5.17, *Transportation*, of this Draft SEIR. Therefore, if the entire plan area were to evacuate at the same time, the number of vehicles needing to evacuate would be reduced under the Proposed Project.

Effective emergency response depends on the Fire Department response times throughout the plan area. As discussed in Chapter 5.15, *Public Services,* and the *Fire Protection Plan*, Yucaipa Fire Station 3 would provide initial response to the plan area with an average response time of 8 minutes and 36 seconds. Although this response time is beyond the five-minute response standard, given the Project's fire safety features and the flexibility allowed by the response time 90 percent achievement rate, the response time is considered to substantially conform with the Fire Department's internal standards, subject to Fire Department review

(Dudek 2023). Therefore, the Proposed Project would not impair the EOP more substantially than the Approved Project.

Additionally, like the Approved Project, including the approved COAs, the Proposed Project would include fire safety features that would ensure adequate emergency fire access and resident or employee evacuation. As discussed in Section 5.20.3, *Plans, Programs, and Policies,* these include ignition-resistant landscaping, fuel modification zones around roads and buildings, code-compliant access roads, and adequate water for fire suppression, which would assist the Yucaipa Fire Department and other emergency response agencies in responding to emergencies in the plan area (Dudek 2023). Additionally, the Proposed Project would be required to comply with the State and local regulations and requirements to ensure adequate road widths and clearances for emergency vehicles and access. The Proposed Project would also be subject to COAs that would help fund future fire department equipment to best serve the plan area and community. Therefore, the Proposed Project would not substantially impair implementation of the EOP or evacuation routes when compared to the Approved Project.

Emergency response and evacuation could be hindered by construction activities. However, all construction staging would be within the plan area and would not block access to and from the plan area. The construction would be phased over 15 to 20 years and would have similar construction activities to that of the Approved Project. Therefore, the Proposed Project would not impede emergency access to or evacuation from the surrounding community compared to the Approved Project.

As such, the Proposed Project would not result in new impacts or a substantial increase in magnitude of impacts to adopted emergency response and evacuation plans compared to the Approved Project. Impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.20-1 would be less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center is within the proposed FCSP, and development of the Pacific Oaks Commerce Center project would result in 317 fewer jobs compared to the Approved Project. Therefore, fewer vehicles would need to evacuate at the same time under the Proposed Project, and impacts associated with the Pacific Oaks Commerce Center would be slightly less than those identified for the Approved Project. Additionally, as shown on Figure 3-12, *Pacific Oaks Commerce Center Site Plan*, the Pacific Oaks Commerce Center would include at least two points of ingress/egress from the "new street," and the "new street" would not be a single access road. The Pacific Oaks Commerce Center would be required to comply with the fire safety and construction features of the proposed FCSP and therefore would not hinder emergency response or result in inadequate evacuation due to construction activities. Therefore, the Pacific Oaks Commerce Center would not result in new or substantially more severe significant impacts in this regard than what was analyzed in the 2008 Certified EIR.

Level of Significance Before Mitigation: Impact 5.20-1 would be less than significant.

Impact 5.20-2: The Proposed Project would not, 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. [Threshold W-2])

While the 2008 Certified EIR did not evaluate whether the Approved Project would expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors, the 2008 Certified EIR does indicate that implementation of the FCSP, specifically in the WUI areas, would have less than significant impacts related to wildland fires with the implementation of the approved COAs.

As discussed in Section 5.20.1.2, *Existing Conditions*, the plan area varies from flat to steeply sloped, experiences Santa Ana wind events, and has other factors such as highly flammable grass- and herb-dominated fuels. Under current conditions, wildfires and associated smoke could potentially travel to the plan area and expose residents and employment centers in the project area to the uncontrolled spread of wildfire or pollutant concentrations due to slope, prevailing winds, and highly flammable fuels.

FCSP Buildout

As discussed in Section 5.20.1.2, *Existing Conditions*, the plan area varies from flat to steeply sloped, experiences Santa Ana wind events, and has other factors such as highly flammable grass- and herb-dominated fuels. Under current conditions, wildfires and associated smoke could potentially travel to the plan area and expose existing residents and employment centers in the project area to the uncontrolled spread of wildfire or pollutant concentrations due to slope, prevailing winds, and highly flammable fuels. However, the Proposed Project would not exacerbate these impacts compared to the Approved Project.

The Approved Project contained several COAs to reduce exposure to wildfire or pollutants from wildfire. Several of these conditions are now requirements in the California Building Code, California Fire Code, Fire Safe Regulations, and/or the Yucaipa Municipal Code. As described in Section 5.20.3, *Plans, Programs, and Policies*, the Proposed Project would include similar vegetation management, water, street design, and fuel break features throughout the plan area. Additionally, the California Building Code, California Fire Code, and Fire Safe Regulations have been updated since the certification of the 2008 EIR, and therefore the Proposed Project would be required to go beyond the requirements of the Approved Project for vegetation and fuel management in the plan area to reduce wildfire impacts. Furthermore, the Proposed Project would go beyond the code requirements to include an FMZ with an added noncombustible zone, advanced protection measures where 100-foot FMZ is not possible, FMZ inspections, and a Homeowners Association education and outreach program (Dudek 2023).

Both the Approved Project and the Proposed Project would require grading to change the slopes in the area and place development on relatively flat surfaces, according to the City of Yucaipa Grading Manual. However, this would not change the prevailing winds in the plan area. Grading would be limited to areas designated for buildings, resurfacing, and landscaping. Similar to the Approved Project, development of the Proposed Project would place buildings at the top of slopes, which could exacerbate wildfire risks. However, development of residential, commercial, and industrial structures as part of the Proposed Project would be subject to Chapter 7A of the CBC, which requires ignition-resistant materials and design that would make the

structures less prone to exacerbate wildfire risks than the existing structures in the plan area, which were built prior to the stricter building codes for development in Very High FHSZs. Given compliance with these State and local regulations, in addition to the project features listed in Section 5.20.3, the Proposed Project would not result in new impacts or a substantial increase in magnitude of impacts due to slope, prevailing winds, and other factors, that would exacerbate wildfire risks and expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire compared to the Approved Project. Impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.20-2 would be less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center is within the proposed FCSP, and development of the Pacific Oaks Commerce Center project would be required to comply with the vegetation management, water, street design, and fuel break design features of the proposed FCSP. Additionally, the Pacific Oaks Commerce Center would be required to comply with the most recent versions of the CBC, CFC, Fire Safe Regulations, Yucaipa Municipal Code, and proposed FCSP development standards, which would minimize the potential for ignition and spread of wildfire on the project site. Therefore, the Pacific Oaks Commerce Center would not result in new or substantially more severe significant impacts in this regard than were analyzed in the 2008 Certified EIR.

Level of Significance Before Mitigation: Impact 5.20-2 would be less than significant.

Impact 5.20-3: The Proposed Project would not 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. [Threshold W-3])

Though the 2008 Certified EIR did not evaluate whether the Approved Project would exacerbate fire risk or result in temporary or ongoing impacts to the environment due to the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities), the 2008 Certified EIR does indicate that implementation of the FCSP, specifically in the WUI areas, would have less than significant impacts related to wildland fires with the implementation of the approved COAs.

FCSP Buildout

Buildout under the Approved Project and Proposed Project would require the installation of new roadways, fuel breaks, emergency water sources, power lines, and other utilities to serve development in the plan area.

- **Roadways.** Like the Approved Project, the Proposed Project would include new roadways to connect residential, commercial, industrial park, and open space uses to the city roadway network. Both the Approved Project and Proposed Project would create new roadways in Very High FHSZ areas to accommodate the new development, along with evacuation and multimodal forms of transportation.

- **Fuel Breaks.** Both the Approved Project and Proposed Project include fuel breaks, as discussed in Impact Discussion 5.20-2 and Section 5.20.3 of this Draft SEIR, respectively. These activities would occur in the open space areas of the plan area, along roadways, and within 100 feet of a structure. The Proposed Project would go beyond what is required in the Fire Safe Regulations and California Fire Code to maintain 100 feet of FMZ where possible in the project, including a 5-foot-wide noncombustible Zone A, 45-foot-wide irrigated Zone B, and a 50-foot-wide thinning Zone C (Dudek 2023). Where a 100-foot FMZ is not possible, the Proposed Project would include dual-pane windows, ember resistant vents, and a 6-foot heat deflecting wall in development.

- **Emergency Water Sources.** Both the Approved Project and Proposed Project would include the installation of fire hydrants and emergency water supplies for construction and operation of the FCSP. This would require the installation of new water conveyance infrastructure in the plan area, which is not currently served by water supplies.

- **Power Lines.** The Approved Project did not include provisions for undergrounding power lines. However, the Proposed Project would underground power lines throughout the plan area for fire safety purposes, in compliance with Development Code requirements (Dudek 2023).

- **Other Utilities.** Development under both the Approved Project and Proposed Project would require the installation and maintenance of water systems, septic or sewer systems, internet infrastructure, and stormwater systems throughout the plan area.

These types of improvements would involve temporary construction and result in changes to existing conditions under both the Approved Project and Proposed Project. The installation of roadways, power lines, and other utilities could increase the risk of wildfire. However, the power lines and other utilities would be installed underground and therefore minimize the risk of wildfire under the Proposed Project compared to the Approved Project. Additionally, the implementation of fuel breaks and stricter FMZs would ensure that accidents and sparks from roadways under the Proposed Project would decrease fire risks compared to the Approved Project.

Furthermore, development under the Proposed Project would be required to comply with the most recent CBC, CFC, Fire Safe Regulations, and Yucaipa Municipal Code, which provide specific measures to follow during construction and operation of the Proposed Project to minimize the ignition and spread of wildfires due to infrastructure. The State and local regulations are stricter than those evaluated under the Certified 2008 EIR.

While the Proposed Project would include construction on a previously undisturbed site, the footprint of development would be similar to that of the Approved Project. As discussed in Chapter 5.4, *Biological Resources*, the Proposed Project would not result in new or substantially more severe significant impacts to biological resources when comparted to the 2008 Certified EIR. Therefore, the installation and operation of infrastructure under the Proposed Project would not result in temporary or ongoing impacts to the environment beyond what was evaluated under the Approved Project.

Given compliance with State and local regulations, in addition to the project features listed in Section 5.20.3 and the *Fire Protection Plan*, the Proposed Project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that would result in new or substantially more severe fire risk or result in temporary or ongoing impacts to the environment when compared to the 2008 Certified EIR. Impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.20-3 would be less than significant.

Pacific Oaks Commerce Center

The Pacific Oaks Commerce Center is within the proposed FCSP, and development of the Pacific Oaks Commerce Center project would include the installation of similar roadways, fuel breaks, emergency water sources, power lines, and other utilities as the proposed FCSP. The Pacific Oaks Commerce Center would be required to comply with the most recent versions of the CBC, CFC, Fire Safe Regulations, Yucaipa Municipal Code, and proposed FCSP development standards, which would minimize the potential to exacerbate fire risks and would not result in temporary or ongoing impacts to the environment. Therefore, the Pacific Oaks Commerce Center would not result in new or substantially more severe significant impacts in this regard than were analyzed in the 2008 Certified EIR.

Level of Significance Before Mitigation: Impact 5.20-3 would be less than significant.

Impact 5.20-4: The Proposed Project would not 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. [Threshold W-4])

While the 2008 Certified EIR did not evaluate whether the Approved Project would 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, the 2008 Certified EIR does indicate that implementation of the FCSP, specifically in the WUI areas, would have less than significant impacts related to wildland fires with the implementation of the approved COAs. Additionally, the 2008 Certified EIR indicates the Approved Project would not expose people or structure to a significant risk of loss, injury, or death involving flood hazards, and therefore impacts related to flood hazards were found to be less than significant. The 2008 Certified EIR also indicates that the Approved Project would not expose people or structures to potential substantial adverse effects due to landslides or slope instability with the implementation of Mitigation Measure GS-1.

FCSP Buildout

As discussed in Chapter 5.10, *Hydrology and Water Quality,* the plan area contains a 100-year and 500-year floodplain along Yucaipa Creek and Oak Glen Creek in the northern portion of the project site. As discussed in Chapter 5.7, *Geology and Soils*, the southern portion of the plan area is highly susceptible to landslides, and the northern portion of the plan area is moderately susceptible to landslides. The high landslide susceptibility areas coincide with lands designated as Very High FHSZs.

Both the Approved Project and the Proposed Project would include commercial and residential development within the floodplain; however, the Proposed Project would include more open space lands within the floodplain. Similarly, both the Approved Project and Proposed Project would include development in areas of high landslide susceptibility. However, the Proposed Project would be required to comply with the most recent version of the CBC and Yucaipa Municipal Code, including development standards required by the Floodplain Safety Overlay District and the Geologic Hazard Overlay District. These regulations would ensure fire-, floodplain-, and landslide-resilient construction, and therefore would reduce the potential for post-wildfire flooding or landslides downstream or downslope compared to the Approved Project.

As described in Chapter 5.10, *Hydrology and Water Quality,* the plan area is not in the inundation zone of any dams, and no surface water bodies pose a flood hazard to the plan area due to a seiche. The plan area is also not at risk of flooding from tsunami. Similar to the Approved Project, the Proposed Project would be required to meet federal floodplain regulations, County and local approval agency regulations on floodplain and floodway management, and Developmental Standards that ensure floodplain regulations are taken to provide safety, promote public health, and minimize public and private economic losses in flood prone areas.

As described in Chapter 5.7, *Geology and Soils*, compliance with the City of Yucaipa's grading manual would minimize landslide hazards. Management of stormwater and erosion controls during construction and operation of the Proposed Project would prevent downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes compared to the Approved Project.

The Proposed Project would not 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, or result in new impacts or a substantial increase in magnitude of impacts when compared to the 2008 Certified EIR. Impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.20-4 would be less than significant.

Pacific Oaks Commerce Center

As discussed in Chapter 5.10, *Hydrology and Water Quality,* the Pacific Oaks Commerce project site is not within a 100-year of 500-year floodplain. As discussed in Chapter 5.7, *Geology and Soils*, the Pacific Oaks Commerce project site is highly susceptible to landslides. The Pacific Oaks Commerce Center would be required to comply with the most recent versions of the CBC, Yucaipa Municipal Code, and proposed FCSP development standards, which would minimize the potential of post-fire slope instability causing downslope or downstream flooding or landslides.

Furthermore, as described in Chapter 5.10, *Hydrology and Water Quality,* compliance with federal floodplain regulations, local approval agency regulations on floodplain and floodway management, and City Development Standards, would ensure floodplain regulations are followed to provide safety, promote public health, and minimize public and private economic losses within flood-prone areas. This would minimize flood hazards associated with the Pacific Oaks Commerce Center. As described in Chapter 5.7, *Geology and Soils*, compliance with the City of Yucaipa's grading manual would minimize landslide hazards.

Therefore, the Pacific Oaks Commerce Center would not result in new or substantially more severe significant impacts in this regard than were analyzed in the 2008 Certified EIR.

Level of Significance Before Mitigation: Impact 5.20-4 would be less than significant.

5.20.5 Cumulative Impacts

The analysis of cumulative wildfire impacts is based on impacts of the Proposed Project plus cumulative development within the Yucaipa Fire Department service area. Future projects proposed within the very high FHSZ could subject people and structures to wildfire hazards. As discussed previously, the Proposed Project would not result in new impacts or a substantial increase in magnitude of impacts related to interfering with implementation of emergency response or evacuation plans; exacerbating wildfire risks exposing project occupants to pollutant concentrations or the uncontrolled spread of wildfire; exacerbating fire risks or result in temporary or ongoing impacts to the environment due to the installation or maintenance of infrastructure; or exposing people or structures to significant risks as a results of runoff, post-fire slope instability, or drainage changes when compared to the Approved Project.

The addition of other proposed development projects in the Yucaipa Fire Department service area would have the potential to contribute to cumulative wildfire risks. However, future development in the service area and the Very High FHSZ would be subject to the same State and local regulations, including the CBC, CFC, Fire Safe Regulations, and Yucaipa Municipal Code. New development would be required to undergo separate CEQA review and identify wildfire impacts and appropriate mitigation measures. Therefore, cumulative wildfire impacts would be less than significant.

5.20.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, impacts would be less than significant: 5.20-1, 5.20-2, 5.20-3, and 5.20-4.

5.20.7 Mitigation Measures

5.20.7.1 MITIGATION MEASURES FROM THE 2008 CERTIFIED EIR

The 2008 Certified EIR did not identify mitigation measures for wildfire. Implementation of Mitigation Measures GS-1 and GS-2 were identified in Section 5.7, *Geology and Soils*, for soil instability.

5.20.7.2 NEW MITIGATION MEASURES

Specific Plan

No significant impacts were identified, and no new mitigation measure are proposed for Wildfire.

Pacific Oaks Commerce Center

No significant impacts were identified, and no new mitigation measure are proposed for Wildfire.

5.20.8 Level of Significance After Mitigation

Specific Plan

No significant wildfire impacts were identified.

Pacific Oaks Commerce Center

No significant wildfire impacts were identified.

5.20.9 References

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5. Environmental Analysis
WILDFIRE

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6. Significant Unavoidable Adverse Impacts

At the end of Chapter 1, *Executive Summary*, is a table that summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. Mitigation measures would reduce the level of impact, but the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

AIR QUALITY

- **Impact 5.3-1: Specific Plan.** Operation of the Proposed Project would exceed the South Coast AQMD regional significance thresholds and have the potential to conflict with the South Coast AQMD's AQMP. Mitigation Measures for construction (see Impact 5.3-2) and operation (see Impact 5.3-3) would reduce emissions to the extent feasible. However, Impact 5.3-1 would be significant and unavoidable for the Proposed Project.

- **Impact 5.3-1: Pacific Oaks Commerce Center.** Operation of the Pacific Oaks Commerce Center would exceed the South Coast AQMD regional significance thresholds and have the potential to conflict with the South Coast AQMD's AQMP. Mitigation Measures for construction (see Impact 5.3-2) and operation (see Impact 5.3-3) would reduce emissions to the extent feasible. However, Impact 5.3-1 would be significant and unavoidable for the Pacific Oaks Commerce Center.

- **Impact 5.3-2: Specific Plan.** Construction of the Proposed Project, like the Approved Project, would exceed the South Coast Air Quality Management District (South Coast AQMD) regional significance thresholds. While mitigation would substantially reduce construction-related volatile organic compounds (VOC), nitrogen oxides (NO_X), and carbon monoxide (CO) emissions, the regional significance thresholds for these criteria air pollutants would still be exceeded for Phase 1. Implementation of mitigation would reduce the maximum daily emissions of VOC for Phases 2 through 7 to below the regional significance threshold. However, due to the remaining exceedances for Phase 1, Impact 5.3-2 would be ***significant and unavoidable*** for the Proposed Project.

- **Impact 5.3-2: Pacific Oaks Commerce Center.** Construction of the Pacific Oaks Commerce Center would exceed the South Coast AQMD regional significance thresholds. Mitigation Measure AQ-6 would reduce VOC emissions to below the regional significance threshold. However, construction activities associated with the Pacific Oaks Commerce Center would continue to generate NO_X and CO emissions that exceed the respective South Coast AQMD regional significance thresholds. Therefore, Impact 5.3-2 as it pertains to the Pacific Oaks Commerce Center project would be ***significant and unavoidable***.

- **Impact 5.3-3: Specific Plan.** Long-term operation of the Proposed Project, like the Approved Project, would exceed the South Coast AQMD regional significance thresholds. While mitigation would reduce

emissions, the regional significance thresholds for these criteria air pollutants would still be exceeded. Impact 5.3-3 would be ***significant and unavoidable*** for the Proposed Project.

- **Impact 5.3-3: Pacific Oaks Commerce Center.** Long-term operation of the Pacific Oaks Commerce Center project would exceed the South Coast AQMD regional significance thresholds. While mitigation would reduce emissions, the regional significance thresholds for these criteria air pollutants would still be exceeded. Impact 5.3-3 would be ***significant and unavoidable*** for the Pacific Oaks Commerce Center project.

- **Impact 5.3-4: Specific Plan.** Localized construction emissions associated with buildout of the Proposed Project have the potential to exceed the South Coast AQMD's cancer risk threshold. Implementation of Mitigation Measure AQ-6 would require future projects accommodated under the FCSP to use off-road equipment fitted with engines that meet the USEPA Tier 4 Final standards for emissions. This measure would reduce toxic air contaminant (TAC) emissions from off-road construction equipment. Due to the scale and construction intensity of the Pacific Oaks Commerce Center project, it is assumed to represent the worst-case project accommodated under the Specific Plan in terms of construction impacts. Thus, it is anticipated that individual future development projects accommodated under the Proposed Project would have similar health risk levels and would have less than significant health risk impacts. However, while individual future projects might have less than significant health risk impacts, the combined construction activities associated with development of all the land uses accommodated under the Proposed Project could contribute to elevated levels in the area. Therefore, out of an abundance of caution, Impact 5.3-4 is conservatively identified as ***significant and unavoidable***.

GREENHOUSE GAS EMISSIONS

- **Impact 5.8-1: Specific Plan.** The Proposed Project, like the Approved Project, would generate GHG emissions that exceed the conservative no net increase threshold. Implementation of Mitigation Measures AQ-2 through AQ-5 and Mitigation Measures GHG-1 and GHG-2 would reduce emissions to the extent feasible. However, Impact 5.8-1 would be ***significant and unavoidable***.

- **Impact 5.8-1: Pacific Oaks Commerce Center.** The Proposed Project, like the Approved Project, would generate GHG emissions that exceed the conservative no net increase threshold. Implementation of Mitigation Measures AQ-2 and AQ-4, and Mitigation Measures GHG-1 and GHG-2 would reduce emissions to the extent feasible. However, Impact 5.8-1 as it pertains to the Pacific Oaks Commerce Center project would be ***significant and unavoidable***.

NOISE

- **Impact 5.13-2: Specific Plan.** Implementation of the Proposed Project would result in a substantial long-term operation-related noise that could exceed the City's noise standards. The City requires applicants for new development projects to submit a noise study to mitigate operational noise impacts in accordance with the standard COAs. At the plan level, Impact 5.13-2, is considered ***significant and unavoidable***.

- **Impact 5.13-3: Specific Plan.** Implementation of the Proposed Project would result in a substantial increase in long-term traffic-related noise levels that exceed local standards. The Certified EIR identified that it is not considered practical or feasible to mitigate traffic noise impacts, as it would require making alterations to private off-site properties over which applicants of future development projects would have no control. Impact 5.13-3, plan-level and cumulative traffic noise impacts are considered ***significant and unavoidable***.

- **Impact 5.13-3: Pacific Oaks Commerce Center Plan.** Implementation of the Pacific Oaks Commerce Center project would result in a substantial increase in long-term traffic-related noise levels that exceed local standards. The Certified EIR identified that it is not considered practical or feasible to mitigate traffic noise impacts, as it would require making alterations to private off-site properties over which applicants of future development projects would have no control. Impact 5.13-3 traffic noise impacts are considered ***significant and unavoidable*** for the Pacific Oaks Commerce Center project.

6. Significant Unavoidable Adverse Impacts

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7. Alternatives to the Proposed Project

7.1 INTRODUCTION

7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines § 15126.6[a]). As required by CEQA, this chapter identifies and evaluates potential alternatives to the Proposed Project.

Section 15126.6 of the CEQA Guidelines explains the foundation and legal requirements for the alternatives analysis in an EIR. Key provisions are:

- "[T]he discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." (15126.6[b])

- "The specific alternative of 'no project' shall also be evaluated along with its impact." (15126.6[e][1])

- "The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." (15126.6[e][2])

- "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project." (15126.6[f])

- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries…, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (15126.6[f][1]).

- "Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." (15126.6[f][2][A])

- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative." (15126.6[f][3])

For each development alternative, this analysis:

- Describes the alterative.
- Analyzes the impact of the alternative as compared to the proposed project.
- Identifies the impacts of the project that would be avoided or lessened by the alternative.
- Assesses whether the alternative would meet most of the basic project objectives.
- Evaluates the comparative merits of the alternative and the project.

According to Section 15126.6(d) of the CEQA Guidelines, "[i]f an alternative would cause…significant effects in addition those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed."

7.1.2 Project Objectives

As described in Section 3.3 of Chapter 3, *Project Description,* the following objectives have been established for the Proposed Project and will aid decision makers in their review of the Proposed Project, the project alternatives, and associated environmental impacts.

1. Create a place that reflects the unique character of Yucaipa and ultimately supports the community's needs into the future.

2. Allow a degree of flexibility for development that can provide a standard of quality without stifling opportunities or imposing inflexible regulations that would preclude creative development response.

3. Offer a mixture of residential, commercial, and business park development that reflects the changing conditions in Yucaipa brought about by decline in demand for brick-and-mortar stores and increase in demand for logistics/distribution.

4. Support and facilitate opportunities to meet the City's housing requirements as reflected by the Regional Housing Needs Assessment for current and future housing cycles, as well as comply with SB330 regarding "no net loss" of residential zoned capacity.

5. Provide community amenities such as trails and permanent open space areas that will preserve major ridgelines and drainage corridors.

6. Provide employment as well as retail and entertainment opportunities for those living in the community.

7. Take advantage of the freeway visibility and access to serve both local and regional needs.

8. Support the existing agricultural operations at the Live Oak Canyon Pumpkin Farm.

9. Design a safe and efficient circulation system that adequately supports the anticipated level of vehicular, pedestrian, and bicycle traffic in and around the project.

10. Comprehensively plan the FCSP area with consideration of other contiguous areas to ensure compatible and complementary development, circulation patterns, infrastructure, and services.

7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this EIR.

7.2.1 Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines § 15126[5][B][1]). Key factors in evaluating the feasibility of potential offsite locations for EIR project alternatives include:

- If it is in the same jurisdiction.
- Whether development as proposed would require a General Plan Amendment.
- Whether the project applicant could reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent) (CEQA Guidelines Section 15126[f][1]).

The City does not own or control other comparably sized properties within its jurisdiction. Additionally, the purpose of the Proposed Project is to amend the existing Specific Plan to accommodate changes in market demand. Because the impacts of the Proposed Project are related to the Project's development intensity, any development of the size and type proposed by the Project would have the same environmental impacts. Therefore, development on an alternative project site would not reduce impacts of the Project as proposed.

7.2.2 No Build Alternative

The No Build Alternative assumes that development under the Proposed Project would not occur, and the site would remain vacant. The No Build Alternative would not meet any of the Proposed Project's objectives. The site is unlikely to remain vacant given that development under the 2008 Certified EIR was approved, as well as the plan area's proximity to I-10, surrounding development, and existing development on-site.

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following three alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the Project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project (Approved Project) Alternative
- Reduced Warehousing Intensity Alternative
- Increased Open Space–Conservation Alternative

The summary of impacts reflects findings for both the Specific Plan and the Pacific Oaks Commerce Center projects (Proposed Project).

An EIR must identify an "environmentally superior" alternative, and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. Section 7.7 identifies the Environmentally Superior Alternative. The preferred land use alternative (Proposed Project) is analyzed in detail in Chapter 5 of this DEIR.

7.3.1 Alternatives Comparison

The following statistical analysis provides a summary of general socioeconomic buildout projections determined by the three land use alternatives and the Proposed Project. It is important to note that these are not growth projections. That is, they do not anticipate what is likely to occur by a certain time horizon, but provide a buildout scenario that would only occur if the land use alternatives are developed. The following statistics were developed as a tool to understand better the differences between the alternatives. Table 7-1, *Buildout Statistical Summary,* identifies dwelling unit, population, employment, nonresidential square footage, and open space projections and provides the jobs to housing ratio for each of the alternatives.

Table 7-1 Buildout Statistical Summary

	Proposed Project	No Project (Approved Project) Alternative	Reduced Warehousing Intensity Alternative	Increased Open Space – Conservation Alternative
Specific Plan				
Dwelling Units	2,472	2,447	2,472	1,743
Population	6,823	6,754	6,823	4,811
Employment	2,682	2,999	1,755	1,938
Nonresidential Square Footage	5,093,265	4,585,779	3,136,200	3,699,635
Jobs-to-Housing Ratio	1.08	1.23	0.71	1.11
Pacific Oaks Commerce Center				
Employment	973	NA[1]	474	474
Nonresidential Square Footage	2,054,000	NA[1]	1,001,500	1,001,500

[1] The No Project (Approved Project) Alternative for the Pacific Oaks Commerce Center is the same as for the Proposed Project.

7.4 NO PROJECT (APPROVED PROJECT) ALTERNATIVE

The No Project (Approved Project) Alternative assumes that no development as envisioned under the Proposed Project would occur, and instead the plan area would be developed as indicated in the Approved Project. As such, the following would occur under the No Project (Approved Project) Alternative, compared to the Proposed Project:

- There would be no increase in dwelling units, population, and nonresidential square footage.
- There would be no decrease in employment and open space.
- Land proposed to be designated Agricultural Tourism would remain designated as Regional Commercial.
- Two parcels that would be designated Business Park under the Proposed Project would remain residential.

Table 7-2, *No Project Alternative Buildout Summary,* shows the net change in buildout between the Proposed Project and No Project Alternative.

Table 7-2 No Project Alternative Buildout Statistical Summary

	Proposed Project	No Project (Approved Project) Alternative	Net Change
Dwelling Units	2,472	2,447	-25
Population	6,823	6,754	-69
Employment	2,682	2,999	317
Nonresidential Square Footage	5,093,265	4,585,779	507,486
Jobs-to-Housing Ratio	1.08	1.23	N/A

7.4.1 Aesthetics

Under this Alternative, the plan area would be developed as envisioned under the Approved Project, which would involve new development in roughly the same area as the Proposed Project. Under this Alternative, the Business Park uses in the interior of the plan area would not be developed; therefore, less landform modification in this portion of the site would be required. Both this Alternative and the Proposed Project would be required to comply with the development standards and design guidelines of the FCSP which provides provisions for hillside development. Additionally, development under this Alternative and the Proposed Project would essentially result in a similar pattern of undeveloped and developed areas. While development under this Alternative and the Proposed Project would result in substantial changes in the visual character of the plan area compared to existing conditions, impacts to visual character under the Proposed Project were determined to be less than significant because development would be similar. Although there are no state-designated scenic highways within proximity to the plan area, areas adjacent to the FCSP (Oak Glen Road, Wildwood Canyon Road, Live Oak Canyon, and future spine roads) are designated as scenic corridors. The land uses adjacent to these areas under this Alternative are designated open space, commercial, business

park, and residential uses and would not alter views of scenic resources that could be viewed from the surrounding roadways. As with the Proposed Project, this Alternative would require mitigation measures to reduce impacts to light and glare. Overall, impacts of this Alternative would be similar to the Proposed Project.

7.4.2 Agriculture and Forestry Resources

Under this Alternative, development in the plan area would occur as envisioned under the Approved Project. Under the Proposed Project, the new Agricultural Tourism designation and Open Space designation would allow agricultural uses. Therefore, this Alternative would result in greater impacts to agricultural resources because this alternative would not have land designated as Agricultural Tourism, compared to the Proposed Project.

7.4.3 Air Quality

This Alternative would be similar in size and development scope to the Proposed Project and would have similar construction-related impacts. For operation, the Alternative would result in lesser localized operation-related impacts from criteria air pollutant and TAC emissions because it would not accommodate warehousing uses to the extent of the Proposed Project. However, as shown for the Approved Project in Table 5.3-13 of Section 5.3, *Air Quality*, of this Draft SEIR, this Alternative would generate higher regional criteria air pollutant emissions from daily operations because it would generate more average daily vehicle trips due to accommodating a higher amount retail/commercial space. Therefore, overall, air quality impacts of this Alternative would be similar to the Proposed Project.

7.4.4 Biological Impacts

As development under this Alternative and the Proposed Project would essentially result in a similar pattern of undeveloped and developed areas, impacts to biological resources would be similar. As with the Proposed Project, this Alternative would result in less than significant impacts upon implementation of mitigation.

7.4.5 Cultural Resources

While the Proposed Project would require more landform modification than the Approved Project, the development pattern would essentially be similar under the Approved Project and Proposed Project. Therefore, impacts to cultural resources would be similar and less than significant with mitigation incorporated.

7.4.6 Energy

This Alternative would result in the same development as envisioned under the Approved Project. Development under both this Alternative and the Proposed Project would result in a similar pattern and would result in similar energy demands and impacts from construction activities (see Table 5.6-2 and Impact ENE-1 in Section5.6, *Energy*, of this Draft SEIR). However, as shown for the Approved Project in Section 5.6, Table 5.6-3, this Alternative would result in higher building electricity and natural gas demands.

Furthermore, it would also generally result in generating more vehicle miles traveled (VMT) and demand for gasoline and electricity compared to the Proposed Project. Therefore, while this Alternative would also result in less than significant impacts, it would have greater impacts than the Proposed Project.

7.4.7 Geology and Soils

This Alternative would result in development as envisioned under the Approved Project. Compliance with local and states regulations, as well as mitigation measures would reduce impacts to geology, soils, and paleontological resources to less than significant. This Alternative and the Proposed Project would essentially result in a similar development pattern. Therefore, impacts would be similar and less than significant with mitigation incorporated.

7.4.8 Greenhouse Gas Emissions

This Alternative would result in development as envisioned under the Approved Project. As shown for the Approved Project in Table 5.8-4 of Section 5.8, *Greenhouse Gas Emissions*, this Alternative would yield higher overall GHG emissions than the Proposed Project. The primary reason would be due to accommodating more retail/commercial space, which would contribute to generating overall more average daily vehicle trips (see Table 5.17-7 in Section 5.17, *Transportation*), VMT, energy demand, and solid waste generation compared to the Proposed Project. Thus, this Alternative would not provide the overall net reductions in GHG emissions compared to the Proposed Project. Furthermore, because the Alternative would not result in a net decrease in VMT, it would be inconsistent with the VMT reduction priority area of the CARB Scoping Plan and would be inconsistent with all three of the priority areas (i.e., transportation electrification, VMT reduction, and building decarbonization), while the Proposed Project would be inconsistent two of the three (i.e., transportation electrification and building decarbonization). Similar to the Proposed Project, this Alternative would be consistent with *Connect SoCal* and the City of Yucaipa CAP. However, the level of consistency for the Alternative would be a little less because though it would meet the Citywide VMT threshold, it would yield a higher VMT per capita (see Table 5.17-4 in Section 5.17, *Transportation*) compared to the Proposed Project. Additionally, though the Alternative would still utilize recycled water, it would result in higher potable water demand. Overall, this Alternative would also result in significant and unavoidable GHG emissions impacts and would have greater impacts than the Proposed Project.

7.4.9 Hazards and Hazardous Materials

In both this Alternative and the Proposed Project, future development would be required to comply with existing federal, state, and local regulations governing use, storage, transport, and disposal of hazardous materials and hazardous wastes. Structures built in fire hazard severity zones would be required to comply with building standards in the California Building Code and the California Fire Code. The Proposed Project was determined to have less than significant impacts. Hazards and hazardous materials impacts under this Alternative would be similar to the Proposed Project.

7.4.10 Hydrology and Water Quality

The development pattern under this Alternative and Proposed Project would be similar. With the implementation of mitigation measures as well as local, state, and federal regulations, impacts would be less than significant. Therefore, this Alternative would result in similar impacts and would be less than significant with mitigation incorporated.

7.4.11 Land Use and Planning

The Proposed Project preserves agricultural resources through the Agricultural Tourism and Open Space designations, and natural resources under the Open Space–Conservation designation. Because development would occur within the plan area boundaries, this Alternative would not divide an established community. Compared to the Proposed Project, which determined impacts would be less than significant, this Alternative would result in similar impacts to land use and planning.

7.4.12 Mineral Resources

Yucaipa does not contain any mineral resources of statewide or regional importance; the entire city falls within Mineral Resource Zone (MRZ)-3, which are areas where the significance of mineral deposits cannot be determined from available data. Under this Alternative and the Proposed Project, development would occur within the plan area, which is designated MRZ-3. Therefore, impacts would be similar and less than significant.

7.4.13 Noise

This Alternative would result in development envisioned under the Approved Project. Given that the Proposed Project and this Alternative would result in similar development patterns, construction noise would be similar and less than significant. Under the Proposed Project, operational noise would be similar to this Alternative and would result in significant and unavoidable impacts due to exceeding the City's standards. However, operational noise for the Pacific Oaks Commerce Center project would result in less than significant impacts and would be less than this Alternative. Traffic noise under this Alternative would be greater than the Proposed Project due to the increase in trips (which considers a Passenger Car Equivalent adjustment) under this Alternative; however, traffic noise under this Alternative and the Proposed Project would be significant and unavoidable. Under this Alternative, short-term and long-term vibration would be less than significant and similar to the Proposed Project, and impacts as a result of airport noise under this Alternative would be similar to the Proposed Project and less than significant. Overall, impacts under this Alternative would be greater than the Proposed Project and significant and unavoidable.

7.4.14 Population and Housing

Compared to the Proposed Project, this Alternative would result in a decrease of 25 dwelling units and 69 residents and an increase in 317 jobs. Though the Proposed Project would result in fewer jobs than this Alternative, the Proposed Project would result in higher-paying warehousing jobs, which would result in a

beneficial impact from an economic perspective. Given that the difference in dwelling units, residents, and jobs between the Approved Project and Proposed Project is nominal, impacts would be similar.

7.4.15 Public Services

Like the Proposed Project, this Alternative would result in an increase in demand for school services, emergency services (fire and police), and library services. This Alternative would generate slightly fewer residential units but slightly more employment in the plan area. Given that this Alternative and the Proposed Project would result in a similar development pattern, impacts to public services would be similar.

7.4.16 Recreation

This Alternative would create a demand for 23.64 acres of parkland, and the Proposed Project would create a demand for 23.88 acres of parkland (a difference of 0.24 acre). Under both this Alternative and the Proposed Project, the city would continue to have surplus parkland for residents throughout the city. This Alternative results in a nominal decrease in residents (69 residents) compared to the Proposed Project. Impacts of the Proposed Project were determined to be less than significant; impacts to recreation under this Alternative would be similar.

7.4.17 Transportation

Compared to the Proposed Project, this Alternative would comply with adopted policies, plans, and programs for alternative transportation and would result in a less than significant impact to emergency access, but would result in an increase in vehicle trips and VMT. Table 7-3, *Daily Trips and VMT Under the No Project (Approved Project) Alternative,* compares the weekday trips of this Alternative with those of the Proposed Project. As shown in Table 7-3, this Alternative would result in 86,300 more weekday trips and a 17 percent increase in VMT compared to the Proposed Project. The increases in weekday trips and VMT are primarily a result of the increase in passenger vehicle trips associated with commercial retail land uses compared to business park land uses.

Table 7-3 Daily Trips and VMT Under the No Project (Approved Project) Alternative

	Weekday Trips		
	Proposed Project	No Project (Approved Project) Alternative	Net Change
Passenger Vehicles	71,258	157,558	86,300
Trucks	2,165	N/A	N/A
Total	**73,423**	**157,558**	**86,300**
	Weekday Horizon Year Project Generated VMT		
	Proposed Project	No Project (Approved Project) Alternative	Net Change
Without Wildwood Canyon Interchange Project	352,380	412,815	60,435
With Wildwood Canyon Interchange Project	348,078	407,882	59,804

Transportation impacts under the Proposed Project were determined to be less than significant based on the City's VMT thresholds and methodology. Table 7-4, *VMT/SP Under the No Project (Approved Project) Alternative*, would result in an increase in VMT per service population (VMT/SP) compared to the Proposed Project, and the total VMT/SP of the Approved Project (both criteria) would exceed the City's VMT thresholds. This Alternative would therefore result in greater impacts than the Proposed Project, and these impacts would be significant and unavoidable.

Table 7-4 VMT/SP Under the No Project (Approved Project) Alternative

	VMT/SP			
	Proposed Project	No Project (Approved Project) Alternative	Net Change	VMT Threshold
Without Wildwood Canyon Interchange Project				
Project Generated VMT Baseline Year	31.2	**33.9**	**2.7**	28.9
Project Generated VMT Horizon Year	32.4	**38.5**	**6.1**	30.1
With Wildwood Canyon Interchange Project				
Project Generated VMT Horizon Year	32.0	**38.2**	**6.2**	14.6

7.4.18 Tribal Cultural Resources

Under this Alternative, impacts to tribal cultural resources were determined to be potentially significant due to ground-disturbing activities, but would be mitigated to less than significant levels. While the Proposed Project would require more landform modification than the Approved Project, the development pattern would essentially be similar under the Approved Project and Proposed Project. Therefore, impacts to tribal cultural resources would be similar.

7.4.19 Utilities and Service Systems

Because the plan area is predominantly undeveloped, future development under both this Alternative and the Proposed Project would extend utility service through new and existing connections. New connections would be designed and constructed to meet service provider standards. Sewer, water, stormwater, and solid waste would be treated pursuant to regional and State laws. Under this Alternative, a decrease in wastewater flows and water demand and an increase in solid waste generation would occur. Overall, this Alternative would result in less impacts compared to the Proposed Project, and impacts would be less than significant.

7.4.20 Wildfire

Portions of the plan area are designated as having moderate fire threat. The plan area would be characterized as a wildland-urban interface due to development under both this Alternative and the Proposed Project. Under this Alternative, more vehicles would need to evacuate the plan area than under the Proposed Project due to the increase in trips under this Alternative. All development in the plan area would be required to comply with regulations of the Office of State Fire Marshal as contained in the California Building Code,

California Fire Code, and California Referenced Standards Code. This Alternative would not exacerbate the uncontrolled spread of wildfire or pollutant concentrations due to slope, prevailing winds, or fuels compared to the Proposed Project. Under both this Alternative and the Proposed Project, the installation of roadways, power lines, and other utilities could increase the risk of wildfires, but power lines and other utilities would be installed underground, which would minimize risks. Under this Alternative, less land would be designated as open space within the floodplains; however, both this Alternative and the Proposed Project would include development in areas of high landslide susceptibility and would be required to comply with the most recent version of the California Building Code and development standards pertaining to landslides and floodplains in the Yucaipa Municipal Code. Overall, this Alternative and the Proposed Project would result in a similar development pattern. Therefore, wildfire impacts would be similar and less than significant.

7.4.21 Conclusion

Impacts of the No Project (Approved Project) Alternative would be similar for aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, tribal cultural resources, and wildfire. Impacts would be less for utilities and service systems. Impacts would be greater for agriculture and forestry resources, energy, greenhouse gas emissions, noise, and transportation. In addition, this alternative would result in a significant and unavoidable VMT impact. As with the Proposed Project, impacts to traffic noise and long-term operational noise (Specific Plan only) would be significant and unavoidable.

The No Project (Approved Project) Alternative would meet all of the project objectives except for Objective 8, as this Alternative would not support existing agricultural operations.

7.5 REDUCED WAREHOUSING INTENSITY ALTERNATIVE

Under the Reduced Warehousing Intensity Alternative, warehousing square footage and jobs would be reduced by approximately 50 percent compared to the Proposed Project as a result of the following changes:

- **BP 1**. This alternative would result in an approximately 50 percent reduction in acreage for BP 1, corresponding with a 50 percent reduction in square footage. The remaining area would be open space.
- **BP 2.** Planning area BP 2 would not be developed under this alternative and would be left as open space.
- **BP 3.** No changes to this BP would occur under this alternative.
- **BP 4.** Planning area BP 4 would not be redeveloped for business park uses and would remain a truck stop.
- **BP 5.** This alternative would result in an approximately 50 percent reduction in acreage for BP 5, corresponding with a 50 percent reduction in square footage. The remaining area would be open space.

- **BP 6.** Planning area BP 6 would result in development of the Countyline Warehouse project but the remaining acreage in BP 6 would be open space.

The residential units and regional commercial square footage would not change. A reduction in warehousing and acreage designated BP and a corresponding increase in acres left as open space would result in reduced grading and impacts to hillsides. For the Pacific Oaks Commerce Center project, this would also be a reduction of approximately 50 percent. Table 7-5, *Reduced Warehousing Intensity Alternative Buildout Summary,* shows the net change in buildout between the Proposed Project and Reduced Warehousing Intensity Alternative.

Table 7-5 Reduced Warehousing Intensity Alternative Buildout Statistical Summary

	Proposed Project	Reduced Warehousing Intensity Alternative	Net Change
Specific Plan			
Dwelling Units	2,472	2,472	0
Population	6,823	6,823	0
Employment	2,682	1,755	-927
Nonresidential Square Footage	5,093,265	3,136,200	-1,957,065
Jobs-to-Housing Ratio	1.08	0.71	-0.37
Pacific Oaks Commerce Center			
Employment	973	474	-499
Nonresidential Square Footage	2,054,000	1,001,500	-1,052,500

7.5.1 Aesthetics

Under this Alternative, a reduction in warehousing intensity would occur in the Specific Plan area and Pacific Oaks Commerce Center project site, resulting in less grading, which would preserve more hillsides compared to the Proposed Project. While all projects in the plan area would be required to comply with the development standards and design guidelines of the FCSP as well as the City's standards on protecting ridgelines and grading, given that this Alternative would result in less landform modification in the Specific Plan area and the Pacific Oaks Commerce Center project site, impacts to scenic vistas would be less than for the Proposed Project as more ridgelines would be protected. As with the Proposed Project, this Alternative would not result in significant impacts to visual character and scenic highways, and light and glare impacts would be less than significant with mitigation incorporated. Overall, impacts would be reduced under this Alternative and would be less than significant with mitigation incorporated.

7.5.2 Agriculture and Forestry Resources

Under this Alternative, agricultural resources would be preserved through the Agricultural Tourism and Open Space designations, which allow agricultural uses. As with the Proposed Project, development in the Specific Plan area and Pacific Oaks Commerce Center project site under this Alternative would not result in significant impacts to Williamson Act contracts and forestlands. No impacts to agricultural resources would occur, and impacts would be similar.

7.5.3 Air Quality

Under this Alternative, less grading and landform modification would occur. This Alternative would have less intensive development because the amount of warehousing space would be reduced, so regional and localized air quality impacts during construction would be reduced. Additionally, fewer truck and vehicle trips associated with the proposed warehouses would occur due to the reduction in warehousing, which would also reduce the number of off-road equipment pieces used in daily business operations (e.g., forklifts) and transport refrigeration units (TRU). Thus, this Alternative would reduce regional and localized air quality impacts from operational activities. Overall, this Alternative would result in less construction and operation regional and localized air quality impacts than the Proposed Project. However, it would still result in a significant and unavoidable impacts.

7.5.4 Biological Impacts

Under this Alternative, less landform modification and grading would occur, so there would be a reduction in disturbed land. This would result in less impact to biological resources compared to the Proposed Project; impacts would be less than significant with mitigation incorporated.

7.5.5 Cultural Resources

Under this Alternative, less landform modification and grading in the Specific Plan area and Pacific Oaks Commerce Center project site would reduce the amount of disturbed land. This would result in less impact compared to the Proposed Project; impacts would be less than significant with mitigation incorporated.

7.5.6 Energy

Under this Alternative, less grading, landform modification, and development would reduce construction intensity and construction-related energy demand. The reduction in warehousing uses would result in fewer truck and vehicle trips, off-road equipment, and TRUs associated with the proposed warehouses, which would reduce operational transportation fuel use. The reduction in warehousing would also reduce building energy demand. Therefore, this Alternative would also result in less than significant impacts and a reduction in energy impacts compared to the Proposed Project.

7.5.7 Geology and Soils

Under this Alternative, less landform modification and grading would reduce the area of disturbed land. The potential to discover paleontological resources would be reduced, and fewer structures and people would be at risk of seismic events. This would result in fewer impacts compared to the Proposed Project; impacts would be less than significant with mitigation incorporated.

7.5.8 Greenhouse Gas Emissions

Less grading, landform modification, and land use development under this Alternative would reduce construction-related GHG emissions because it would reduce the amount and intensity of construction. A

reduction in warehousing uses would reduce operation-phase emissions associated with building energy demand, water demand, wastewater generation, and solid waste generation. Additionally, there would be a reduction in truck and vehicle trips, VMT, off-road equipment, and TRUs, which would reduce the amount of GHG emissions generated from these sources. The further reduction in VMT under this Alternative compared to the Proposed Project would result in consistency with the VMT reduction priority area of the CARB Scoping Plan. However, similar to the Proposed Project, this Alternative would be inconsistent with the transportation electrification and building decarbonization priority areas and would thus be inconsistent with the Scoping Plan overall. Similar to the Proposed Project, this Alternative would be consistent with *Connect SoCal* and the City of Yucaipa CAP. Overall, while this Alternative would lessen impacts compared to the Proposed Project, but it would still also result in significant and unavoidable GHG emissions impacts.

7.5.9 Hazards and Hazardous Materials

Under this Alternative, less warehousing would reduce the use, transportation, and storage of hazardous materials from the Proposed Project. As with all development, compliance with local, State, and federal regulations pertaining to hazardous materials would be required. A reduction in square footage would also result in less wildfire risks to structures and people compared to the Proposed Project. Impacts would be less than significant and less than the Proposed Project.

7.5.10 Hydrology and Water Quality

Under this Alternative and the Proposed Project, future development would be required to prepare and implement project-specific water quality management plans and Stormwater Pollution Prevention Plans to reduce stormwater pollutants during operation and construction activities. With less warehousing under this Alternative, impacts to hydrology and water quality would be less than the Proposed Project. Impacts would be less than significant with mitigation.

7.5.11 Land Use and Planning

Development in the Specific Plan area and the Pacific Oaks Commerce Center project site under this Alternative or the Proposed Project would not divide an established community. Although this Alternative would result in fewer jobs compared to the Proposed Project due to the reduction of warehousing, the Alternative would be consistent with the General Plan and *Connect SoCal*. Impacts would be less than significant and similar to the Proposed Project.

7.5.12 Mineral Resources

The City of Yucaipa does not contain any mineral resources of statewide or regional importance; the entire city falls within MRZ-3, which are areas where the significance of mineral deposits cannot be determined from available data. Under this Alternative and the Proposed Project, development would occur within the plan area, which is designated MRZ-3. Therefore, impacts would be similar and less than significant.

7.5.13 Noise

Under this Alternative, less grading and landform modification would reduce construction noise. The reduction in warehousing would result in less truck and vehicle traffic associated with warehouses, which would reduce operational noise. Overall, while this Alternative would lessen impacts compared to the Proposed Project, but it would still also result in significant and unavoidable impacts.

7.5.14 Population and Housing

Under this Alternative, the Specific Plan area and Pacific Oaks Commerce Center project site would have 1,957,605 fewer square feet of nonresidential uses and 927 fewer employees compared to the Proposed Project. This Alternative would result in greater impacts to employment and the jobs-housing ratio due to the reduction in warehousing jobs. From an economic perspective, warehousing jobs are higher paying than retail, and therefore this Alternative would result in less economic benefit. Though impacts under this Alternative would be less than significant, impacts would be greater than for the Proposed Project.

7.5.15 Public Services

Impacts on public services, including fire, police, school, and library services, would be slightly reduced under this Alternative given the reduction in warehousing and jobs in the Specific Plan area and Pacific Oaks Commerce Center project site. However, it should be noted that residential uses typically have a higher demand for public services than nonresidential uses. Because the residential uses under this Alternative would remain unchanged, impacts would be less than significant and similar to the Proposed Project. In addition, the City would not be able to collect as much Development Impact Fees to support the City's growth.

7.5.16 Recreation

Residential uses typically result in a higher demand for recreational facilities than nonresidential uses. Because the residential component under this Alternative would remain unchanged, impacts would be less than significant and similar to the Proposed Project.

7.5.17 Transportation

This Alternative would result in a reduction of warehousing square footage and jobs in the Specific Plan area and Pacific Oaks Commerce Center project site, which would reduce the number of associated truck and vehicle trips compared to the Proposed Project, as shown in Table 7-6, *Daily Trips Under the Reduced Intensity Alternative*. As with the Proposed Project, this Alternative would not conflict with plans or policies related to alternative transportation or result in inadequate emergency access. Given the reduction in daily trips and associated VMT, impacts would remain less than significant and would be less than the Proposed Project.

Table 7-6 Daily Trips Under the Reduced Intensity Alternative

	Weekday Trips		
	Proposed Project	Reduced Warehousing Intensity Alternative	Net Change
Specific Plan			
Passenger Vehicles	71,258	68,958	-2,300
Trucks	2,165	1,514	-651
Total	**73,423**	**70,472**	**-2,951**
Pacific Oaks Commerce Center			
Passenger Vehicles	2,798	1,507	-1,291
Trucks	1,557	1,187	-370
Total	**4,355**	**2,694**	**-1,661**

7.5.18 Tribal Cultural Resources

Under this Alternative, less landform modification and grading would reduce the area of disturbed land. This would result in less impact compared to the Proposed Project; impacts would be less than significant with mitigation incorporated.

7.5.19 Utilities and Service Systems

Future connections would be designed and constructed to meet service provider standards. Sewer, water, stormwater, and solid waste would be treated pursuant to regional and state laws. As this Alternative would result in less development and employees, the demand for water and generation of solid waste, wastewater, and stormwater would be reduced compared to the Proposed Project. Impacts would be less than significant.

7.5.20 Wildfire

Portions of the plan area are designated as having moderate fire threat. The plan area would be characterized as a wildland-urban interface due to the development under both this Alternative and the Proposed Project. However, fewer structures and people would be at risk of wildfires under this Alternative because there would be less development. Under this Alternative, fewer vehicles would need to evacuate the plan area than under the Proposed Project due to the decrease in employees under this Alternative. All development in the plan area would be required to comply with regulations of the Office of State Fire Marshal as contained in the California Building Code, California Fire Code, and California Referenced Standards Code. This Alternative would not exacerbate the uncontrolled spread of wildfire or pollutant concentrations due to slope, prevailing winds, or fuels, compared to the Proposed Project. Under both this Alternative and the Proposed Project, the installation of roadways, power lines, and other utilities could increase the risk of wildfires; however, power lines and other utilities would be installed underground, which would minimize risks. Although less warehousing would occur under this Alternative, both this Alternative and the Proposed Project would include development in floodplains and areas of high landslide susceptibility, and therefore would be required to comply with the most recent version of the California Building Code and development standards pertaining to landslides and floodplains in the Yucaipa Municipal Code. Overall, because this

Alternative would result in less development than the Proposed Project, wildfire impacts would be reduced and less than significant.

7.5.21 Conclusion

Impacts of the Reduced Warehousing Intensity Alternative would result in less impact to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emission, hazards and hazardous materials, hydrology and water quality, noise, transportation, tribal cultural resources, utilities and service systems, and wildfire. Impacts would be similar for agriculture and forestry resources, land use and planning, mineral resources, public services, and recreation. Impacts would be greater for population and housing.

The Reduced Warehousing Intensity Alternative would meet all of the project objectives, but would meet Objective 3 and Objective 6 to a lesser extent due to the reduction in employment opportunities. However, the removal of the BP designation area to BP 6 and BP 4 would impact the existing land use rights to the subject properties as the Approved Project currently allows for future development on those sites.

7.6 INCREASED OPEN SPACE–CONSERVATION ALTERNATIVE

The biological resources evaluation and jurisdictional delineation identified that portions of the site contain sensitive habitat and/or serve as a high-functioning wildlife corridor. Additionally, portions of the site with the jurisdictional areas also are within the 100-year floodplain. To avoid and/or minimize impacts to these areas, this Alternative would result in the following changes:

- **Wilson Creek Avoidance Area**. Planning areas PA3, PA4, PA5, PA6, C1, C2, C3, PA8, and PA9 abut the Wilson Creek drainage west of Live Oak Canyon Road. The OS-C and OS designation are overlain on the Wilson Creek drainage and where Wilson Creek and Wildwood Creek merge. The listed planning areas would be reduced by 50 percent to accommodate a larger setback from the jurisdictional areas, habitat, and floodplains under this alternative.

- **Wildwood Canyon Creek Avoidance Area**. Planning area C6 overlaps a critical wildlife corridor and the floodplain as well as habitat and jurisdictional areas. In addition, portions of the Wildwood Canyon interchange project overlap this site. Therefore, planning area C6 would be reduced by 75 percent to accommodate larger setbacks from Wildwood Canyon Creek under this alternative. Additionally, a portion of PA11 also overlaps Wildwood Creek. Therefore, PA11 would be reduced by 25 percent to accommodate wider setbacks.

- **Prominent Ridgeline Avoidance Area**. Planning areas BP2 and PA10 overlap prominent ridgelines identified in the City's 2016 General Plan. Though the grading of key ridgelines are avoided facing I-10, the development of the Pacific Oaks Commerce Center project would result in substantial grading that affects these prominent ridgelines. To substantially avoid the ridgelines, it is assumed that no development in planning areas PA10 and BP2 could occur.

7. Alternatives to the Proposed Project

Because the plan area is identified in the City's 2021-2029 Housing Element, this Alternative would also require upzoning of the residential planning areas within the FCSP to ensure no net loss of residential housing capacity in accordance with Senate Bill (SB) 330 and SB 166. Therefore, while this Alternative would pull back several of the residential planning areas from jurisdictional areas, these planning areas and other residential planning areas would have a higher density compared to the Proposed Project to ensure no net loss of housing capacity in the Housing Element.

Table 7-7, *Increased Open Space–Conservation Alternative Buildout Summary,* shows the net change in buildout between the Proposed Project and the Increased Open Space–Conservation Alternative. This alternative would result in 158.1 acres of additional OS-C compared to the proposed project. However, the additional setbacks would result in a reduction of 744 jobs and 1,393,630 square feet of nonresidential uses compared to the Proposed Project. For the Pacific Oaks Commerce Center project, this would be a reduction of approximately 50 percent.

Table 7-7 Increased Open Space–Conservation Alternative Buildout Statistical Summary

	Proposed Project	Increased Open Space–Conservation Alternative	Net Change
Specific Plan			
Dwelling Units	2,472	2,472	0
Population	6,823	6,823	0
Employment	2,682	1,938	-744
Nonresidential Square Footage	5,093,265	3,699,635	-1,393,630
Open Space–Conservation (OS-C) acreage	159.5	317.6	158.1
Jobs-to-Housing Ratio	1.08	0.78	N/A
Pacific Oaks Commerce Center			
Employment	973	474	-499
Nonresidential Square Footage	2,054,000	1,001,500	-1,052,500

Note: The Increased Open Space-Conservation Alternative would require compliance with SB 330 and SB 166, which would require upzoning of residential planning areas within the FCSP.

7.6.1 Aesthetics

Under this Alternative, the acreage of land designated OS-C would increase by 158.1 acres (i.e., double) compared to the Proposed Project, while nonresidential square footage would decrease by 1,393,630 square feet under the Specific Plan and 1,052,500 square feet under the Pacific Oaks Commerce Center project. The OS-C designation provides protection for hillsides, ridgelines, drainage courses, and sensitive habitats. Under this Alternative, more prominent views would be protected. Impacts to visual character and scenic highways under this Alternative would not be significant, and light and glare impacts under this Alternative would be less than significant with mitigation incorporated, as with the Proposed Project. As this Alternative would result in an increase in open space, impacts to scenic vistas would be substantially reduced compared to the Proposed Project. Impacts would be reduced, and light and glare impacts would be less than significant with mitigation.

7.6.2 Agriculture and Forestry Resources

The OS-C designation does not allow agricultural uses. As with the Proposed Project, this Alternative would allow agricultural uses on land designated Agricultural Tourism and Open Space. Therefore, no impacts to agricultural resources, Williamson Act contracts, and forestlands would occur, and impacts would be similar.

7.6.3 Air Quality

Removing development from PA10 and BP2 under this Alternative would eliminate a large portion of the 238-acre area that would be graded under the Proposed Project. Construction activities associated with the Alternative could still result in exceeding regional and localized emissions thresholds due to the scale of development that the Alternative would still propose. However, both regional and localized construction-related impacts would be less compared to the Proposed Project. This Alternative would also reduce long-term operational phase emissions because it would reduce vehicle trips, energy use, architectural coatings, and the number of pieces of off-road equipment. Table 7-8, *Planning Area BP3 Maximum Regional Emissions*, shows emissions from development of BP3 under this Alternative. As shown, emissions in BP3 alone would exceed the South Coast AQMD regional significance thresholds under the Alternative, but the Alternative would result in a net decrease in all criteria air pollutants compared to the Proposed Project. Overall, while this Alternative would still result in the same significant and unavoidable impacts, it would reduce emissions and lessen impacts compared to the Proposed Project.

Table 7-8 Planning Area BP3 Maximum Daily Regional Operation Emissions

Source	Maximum Daily Emissions (lbs/day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile (Passenger)[1]	6	6	82	<1	19	5
Mobile (Truck)[1]	2	120	54	1	42	12
Area	31	<1	44	<1	<1	<1
Energy[2]	0	0	0	0	0	0
Off-Road Equipment[3,4]	11	72	177	<1	3	3
Transport Refrigeration Units[3,5]	8	7	1	<1	<1	<1
Total	**58**	**205**	358	2	64	20
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**Yes**	**Yes**	No	No	No	No
Maximum Daily Emissions – Alternative	58	205	358	2	64	20
Maximum Daily Emissions -- Proposed	117	340	688	3	97	32
Net Change	(59)	(135)	(330)	(1)	(33)	(12)

Source: CalEEMod Version 2022.1. Highest winter or summer emissions are reported (see also Appendix C).
Notes: lbs = Pounds.
[1] Based on calendar year 2026 CalEEMod vehicle emissions data. Vehicle fleet mix based on default CalEEMod vehicle fleet mix adjusted to vehicle fleet mix provided by Translutions for the proposed warehousing (see Appendix P).
[2] The proposed buildings would not be connected to natural gas per the project applicant.
[3] Based on calendar year 2026 emission rates for a 175-horsepower industrial forklift and 175-horsepower industrial yard goat from OFFROAD2021, Version 1.0.5.
[4] Based on 120 diesel-powered forklifts and 4 diesel-powered yard trucks operating for eight hours per day.
[5] Based on 94 trucks with TRUs per day and 90 minutes of idling per TRU per day.

7.6.4 Biological Impacts

Under this Alternative, land designated OS-C would double as a result of pulling back development from the jurisdictional areas and floodplains and redesignating these areas OS-C. The OS-C designation would protect sensitive habitat. Therefore, this Alternative would result in substantially reduced impacts to biological resources, which would be less than significant with mitigation.

7.6.5 Cultural Resources

This Alternative would preserve more land in perpetuity compared to the Proposed Project. Compared to the Proposed Project, this Alternative would result in a reduction of nonresidential square footage (1,393,630 square feet under the Specific Plan and 1,052,500 square feet under the Pacific Oaks Commerce Center project). The reduction in buildable area would result in a reduction of ground-disturbing activities, which would reduce the potential to uncover cultural and historic resources compared to the Proposed Project. Impacts to human remains would be less than significant upon compliance with State regulations, as with the Proposed Project. Therefore, impacts would be reduced under this Alternative and would be less than significant with mitigation.

7.6.6 Energy

Increasing the amount of open space and reducing the amount of development and developable area under this Alternative would reduce the amount of construction activity and intensity. Thus, construction-related energy demand would be reduced compared to the Proposed Project as there would be fewer construction-related vehicle trips (e.g., workers, vendors, and hauling) and fewer pieces of construction equipment operating. For operation, the reduction in development would substantially reduce building energy demand in addition to demand in fuels and energy associated with vehicle trips, truck trips, transport refrigeration units, and off-road equipment used in daily operations, compared to the Proposed Project. Overall, this Alternative also result in less than significant energy impacts and would lessen overall energy impacts compared to the Proposed Project.

7.6.7 Geology and Soils

Under this Alternative, less landform modification and grading would occur as more land would be preserved in perpetuity, which would reduce the area of disturbed land. Potential to discover paleontological resources would be reduced, and fewer structures and people would be at risk of seismic events. This would result in less impact compared to the Proposed Project; impacts would be less than significant with mitigation incorporated.

7.6.8 Greenhouse Gas Emissions

Reducing the amount of development and developable area under this Alternative would reduce the amount of construction activity and intensity. Thus, this Alternative would reduce construction-related GHG emissions compared to the Proposed Project. Operation-phase GHG emissions would also be reduced overall because of the reduction in building energy demand, truck and vehicle trips, off-road equipment,

TRUs, waste demand, wastewater generation, and solid waste generation. Table 7-9, *Planning Area BP3 GHG Emissions,* shows emissions from development of BP3 under the Alternative. As shown, development in BP3 alone would still exceed the no-net-increase threshold under the Alternative, but this Alternative would result in a net decrease in GHG emissions compared to the Proposed Project.

Table 7-9 Planning Area BP3 GHG Emissions

Source	Alternative $MTCO_2e$	Proposed $MTCO_2e$	Net Change $MTCO_2e$
Mobile[1]	3,047	5,657	(2,610)
Mobile - Trucks	23,445	31,130	(7,685)
Area	20	42	(21)
Energy	2,239	4,525	(2,286)
Water	92	169	(78)
Solid Waste	2,514	4,641	(2,127
Refrigerants	1,105	2,266	(1,161)
Off-Road Equipment[2]	4,936	10,099	(5,164)
Transport Refrigeration Units[3]	254	522	(268)
Amortized Construction[4]	n/a	377	n/a
Total Emissions	**37,652**	**59,429**	**(21,401)**
Exceeds No Net Increase Threshold	**Yes**	**Yes**	**N/A**

Source: CalEEMod v. 2022.1. (See Appendix C)
Note: NA = not applicable; () = negative value
1 Based on calendar year 2026 CalEEMod default vehicle emissions data. Vehicle fleet mix for the Proposed Project based on default CalEEMod vehicle fleet mix adjusted to vehicle fleet mix provided by Translutions for the proposed warehousing (see Appendix 6).
2 Based on calendar year 2026 emission rates for a 175-horsepower industrial forklift and 175-horsepower industrial yard goat from OFFROAD2021, Version 1.0.4.
3 Based on calendar year 2026 Instate Trailer TRU emission rates for HHDT and Instate Truck TRU emissions rates for MHDT obtained from OFFROAD2021, Version 1.0.5.
4 Construction emissions are amortized over a 30-year project lifetime per recommended South Coast AQMD methodology (South Coast AQMD 2009).

The further reduction in VMT under this Alternative compared to the Proposed Project would result in consistency with the VMT reduction priority area of the CARB Scoping Plan. However, similar to the Proposed Project, this Alternative would be inconsistent with the transportation electrification and building decarbonization priority areas and would thus be inconsistent with the Scoping Plan overall. Similar to the Proposed Project, this Alternative would be consistent with *Connect SoCal* and the City of Yucaipa CAP. Overall, while this Alternative would lessen impacts compared to the Proposed Project but would still also result in significant and unavoidable impacts for GHG emissions.

7.6.9 Hazards and Hazardous Materials

Under this Alternative, there would be less building square footage, so the use, transportation, and storage of hazardous materials would be less than for the Proposed Project. As with all development, compliance with local, state, and federal regulations pertaining to hazardous materials would be required. A reduction in square footage would also result in less wildfire risk to structures and people compared to the Proposed Project. Impacts would be less than significant and less than the Proposed Project.

7.6.10 Hydrology and Water Quality

Under this Alternative and the Proposed Project, future development would be required to prepare and implement project-specific water quality management plans and Stormwater Pollution Prevention Plans to reduce stormwater pollutants during operation and construction activities. Under this Alternative, no development would occur in the floodplain (C5), and impacts would be reduced. Additionally, with less building square footage under this Alternative due to more land being preserved in perpetuity, impacts to hydrology and water quality would be less than for the Proposed Project. Impacts would be less than significant with mitigation.

7.6.11 Land Use and Planning

The development pattern under this Alternative and the Proposed Project would be similar; neither this Alternative nor the Proposed Project would divide an established community and, as with the Proposed Project, this Alternative would be consistent with the General Plan and *Connect SoCal*. Impacts would be similar and less than significant.

7.6.12 Mineral Resources

The City of Yucaipa does not contain any mineral resources of statewide or regional importance; the entire city falls within MRZ-3, which are areas where the significance of mineral deposits cannot be determined from available data. Under this Alternative and the Proposed Project, development would occur within the plan area, which is designated MRZ-3. Therefore, impacts would be similar and less than significant.

7.6.13 Noise

Reducing the amount of development and developable area under this Alternative would reduce the amount of construction activity and intensity, which would reduce construction-related noise compared to the Proposed Project. Operational and traffic noise would also be reduced overall with the reduction in employees. Overall, this Alternative would lessen impacts compared to the Proposed Project, but it would still also result in significant and unavoidable impacts.

7.6.14 Population and Housing

This Alternative would reduce employment by 744 jobs under the Specific Plan and 499 jobs under the Pacific Oaks Commerce project. Therefore, this Alternative would provide fewer job opportunities compared to the Proposed Project. As with the Proposed Project, this Alternative would not displace people or housing. Therefore, impacts would be greater than for the Proposed Project but still less than significant.

7.6.15 Public Services

This Alternative would reduce employment by 744 jobs under the Specific Plan and 499 jobs under the Pacific Oaks Commerce project compared to the Proposed Project. This Alternative would reduce the demand for public services and the number of structures and people in areas that would be susceptible to

wildfires. Therefore, impacts to public services would be reduced under this Alternative. Impacts would be less than significant.

7.6.16 Recreation

This Alternative would reduce employment by 744 jobs under the Specific Plan and 499 jobs under the Pacific Oaks Commerce project compared to the Proposed Project. Typically, residential uses create a demand for recreational facilities. As the number of dwelling units and residents would remain unchanged compared to the Proposed Project, impacts would be similar and less than significant.

7.6.17 Transportation

This Alternative would reduce employment by 744 jobs under the Specific Plan and 499 jobs under the Pacific Oaks Commerce project compared to the Proposed Project. Table 7-10, *Daily Trips Under the Increase Open Space–Conservation Alternative,* provides an estimate of weekday trips associated with this Alternative. Because it would result in a reduction in weekday trips, this Alternative would result in less VMT compared to the Proposed Project. Like the Proposed Project, this Alternative would also comply with adopted policies, plans, and programs for alternative transportation, and would result in a less than significant impact to emergency access. Therefore, impacts would be reduced compared to the Proposed Project and would remain less than significant.

Table 7-10 Daily Trips Under the Increased Open Space–Conservation Alternative

	Weekday Trips		
	Proposed Project	Increased Open Space–Conservation Alternative	Net Change
Specific Plan			
Passenger Vehicles	71,258	55,316	-15,942
Trucks	2,165	1,795	-370
Total	**73,423**	57,111	-16,312
Pacific Oaks Commerce Center			
Passenger Vehicles	2,798	1,507	-1,291
Trucks	1,557	1,187	-370
Total	**4,355**	**2,694**	**-1,661**

Note: The Increased Open Space-Conservation Alternative would require compliance with SB 330 and SB 166, which would require upzoning of residential parcels within the city. For the purpose of this alternative, it is assumed that this could occur offsite or onsite. If onsite, there would be no change in residential units or population within the plan area.

7.6.18 Tribal Cultural Resources

This Alternative would preserve more land in perpetuity compared to the Proposed Project. Compared to the Proposed Project, this Alternative would result in a reduction of nonresidential square footage (1,393,630 square feet under the Specific Plan and 1,052,500 square feet under the Pacific Oaks Commerce Center project). The reduction in buildable area would reduce ground-disturbing activities, which would reduce the

potential to uncover tribal cultural resources compared to the Proposed Project. As such, impacts would be reduced under this Alternative and would be less than significant with mitigation.

7.6.19 Utilities and Service Systems

Future connections would be designed and constructed to meet service provider standards. Sewer, water, stormwater, and solid waste would be treated pursuant to regional and State laws. As this Alternative would result in less development and employees, the demand for water and generation of solid waste, wastewater, and stormwater would be reduced compared to the Proposed Project. Impacts would be less than significant.

7.6.20 Wildfire

Portions of the plan area are designated as having moderate fire threat. The plan area would be characterized as a wildland-urban interface due to the development that would occur under either this Alternative or the Proposed Project. However, fewer structures and people would be at risk of wildfires under this Alternative because there would be less development. Under this Alternative, fewer vehicles would need to evacuate the plan area than under the Proposed Project due to the decrease in employees. All development in the plan area would be required to comply with regulations of the Office of State Fire Marshal as contained in the California Building Code, California Fire Code, and California Referenced Standards Code. This Alternative would not exacerbate the uncontrolled spread of wildfire or pollutant concentrations due to slope, prevailing winds, or fuels, compared to the Proposed Project. Under both this Alternative and the Proposed Project, the installation of roadways, power lines, and other utilities could increase the risk of wildfires; however, power lines and other utilities would be installed underground, which would minimize risks. Under this Alternative, no development would occur in the floodplain (C5), and therefore impacts of post-fire floods to development would be reduced. However, both this Alternative and the Proposed Project would include development in areas of high landslide susceptibility, and therefore would be required to comply with the most recent version of the California Building Code and development standards pertaining to landslides in the Yucaipa Municipal Code. Overall, as this Alternative would result in less development compared to the Proposed Project, and wildfire impacts would be reduced and less than significant.

7.6.21 Conclusion

Impacts of the Increased Open Space–Conservation Alternative would result in less impacts to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation, tribal cultural resources, utilities and service systems, and wildfire. Impacts would be similar for agriculture and forestry resources, land use and planning, mineral resources, and recreation. Impacts would be greater for population and housing.

The Increased Open Space–Conservation Alternative would meet all of the project objectives, but would meet Objective 3 and Objective 6 to a lesser extent due to the reduction in employment.

7.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" and, in cases where the "No Project" Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. One alternative has been identified as "environmentally superior" to the Proposed Project:

- Increased Open Space–Conservation Alternative

The Increased Open Space–Conservation Alternative has been identified as the environmentally superior alternative because it would either lessen or result in similar impacts to the Proposed Project. As shown in Table 7-11, *Summary of Impacts of Alternatives Compared to the Proposed Project,* and Table 7-12, *Ability of Each Alternative to Meet the Project Objectives,* this Alternative lessens impacts to aesthetics, biological resources, cultural resources, hydrology and water quality, and tribal cultural resources while achieving the benefits of the project objectives.

Table 7-11 Summary of Impacts of Alternatives Compared to the Proposed Project

Topic	Proposed Project	No Project (Approved Project) Alternative	Reduced Warehousing Intensity Alternative	Increased Open Space–Conservation Alternative
Aesthetics	LTS/M	=	-	-
Agriculture and Forestry Resources	NI	+	=	=
Air Quality	SU	=	-	-
Biological Resources	LTS/M	=	-	-
Cultural Resources	LTS/M	=	-	-
Energy	LTS	+	-	-
Geology and Soils	LTS/M	=	-	-
GHG Emissions	SU	+	-	-
Hazards and Hazardous Materials	LTS	=	-	-
Hydrology and Water Quality	LTS/M	=	-	-
Land Use and Planning	LTS	=	=	=
Mineral Resources	LTS	=	=	=
Noise	SU	+	-	=
Population and Housing	LTS	=	+	+
Public Services	LTS	=	=	-
Recreation	LTS	=	=	=
Transportation	LTS	++	-	-
Tribal Cultural Resources	LTS/M	=	-	-
Utilities and Service Systems	LTS	-	-	-
Wildfire	LTS	=	-	-

Notes: LTS = Less than Significant; LTS/M = Less than Significant with Mitigation Incorporated, SU = Significant and Unavoidable
(-) The alternative would result in less of an impact than the proposed project.
(+) The alternative would result in greater impacts than the proposed project.
(++) This alternative would result in greater impacts than the proposed project and would generate a new significant unavoidable impact.
(=) The alternative would result in the same/similar impacts as the proposed project.
Impacts in this table reflect the summary of impacts for the Pacific Oaks Commerce Center project as well as the Specific Plan Update.

7. Alternatives to the Proposed Project

Table 7-12 Ability of Each Alternative to Meet the Project Objectives

Objective	Proposed Project	No Project (Approved Project) Alternative	Reduced Warehousing Intensity Alternative	Increased Open Space–Conservation Alternative
1. Create a place that reflects the unique character of Yucaipa and ultimately supports the community's needs into the future.	Yes	Yes	Yes	Yes
2. Allow a degree of flexibility for development that can provide a standard of quality without stifling opportunities or imposing inflexible regulations that would preclude creative development response.	Yes	Yes	Yes	Yes
3. Offer a mixture of residential, commercial, and business park development that reflects the changing conditions in Yucaipa brought about by decline in demand for brick-and-mortar stores and increase in demand for logistics/distribution.	Yes	Yes	Yes, but to a lesser extent	Yes, but to a lesser extent
4. Support and facilitate opportunities to meet the City's housing requirements as reflected by the Regional Housing Needs Assessment for current and future housing cycles.	Yes	Yes	Yes	Yes
5. Provide community amenities such as trails and permanent open space areas that will preserve major ridgelines and drainage corridors.	Yes	Yes	Yes	Yes
6. Provide employment as well as retail and entertainment opportunities for those living in the community.	Yes	Yes	Yes, but to a lesser extent	Yes, but to a lesser extent
7. Take advantage of the freeway visibility and access to serve both local and regional needs.	Yes	Yes	Yes	Yes
8. Support the existing agricultural operations at the Live Oak Canyon Pumpkin Farm.	Yes	No	Yes	Yes
9. Design a safe and efficient circulation system that adequately supports the anticipated level of vehicular, pedestrian, and bicycle traffic in and around the project.	Yes	Yes	Yes	Yes
10. Comprehensively plan the FCSP area with consideration of other contiguous areas to ensure compatible and complementary development, circulation patterns, infrastructure, and services.	Yes	Yes	Yes	Yes

Impacts in this table reflect the summary of impacts for the Pacific Oaks Commerce Center project as well as the Specific Plan Update.

8. Impacts Found Not to Be Significant

California Public Resources Code Section 21003 (f) states: "…it is the policy of the state that…[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in the State California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15126.2(a), which states that "[a]n EIR [Environmental Impact Report] shall identify and focus on the significant environmental impacts of the proposed project" and Section 15143, which states that "[t]he EIR shall focus on the significant effects on the environment." The Guidelines allow use of an Initial Study to document project effects that are less than significant (Guidelines Section 15063[a]). Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant, and were therefore not discussed in detail in the Draft SEIR.

As described in the Notice of Preparation (NOP) prepared for the proposed project, the City of Yucaipa determined a full-scope Draft SEIR would be required to evaluate all impacts within the 20 environmental categories; therefore, all categories are evaluated in Chapter 5, *Environmental Analysis,* of this Draft SEIR.

8. Impacts Found Not to Be Significant

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9. Significant Irreversible Changes Due to the Proposed Project

Section 15126.2(c) of the CEQA Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Specifically, the CEQA Guidelines state:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvements which provide access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

In the case of the Proposed Project, implementation would cause the following significant and irreversible changes:

- Implementation of the Proposed Project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Operationally, development within the Plan Area would require the use of natural gas and electricity, fossil fuels, and water. The commitment of resources required for the construction and operation of the Proposed Project would limit the availability of such resources for future generations or other uses during the life of the Proposed Project. This impact is similar to that of the Approved Project.

- An increased commitment of social services and public maintenance services (e.g., police, fire, schools, libraries, and sewer and water services) would also be required. The energy and social service commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed. This impact is similar to that of the Approved Project.

- Population growth associated with the Proposed Project would increase vehicle trips over the long-term. Emissions associated with such vehicle trips would contribute to the South Coast Air Basin's nonattainment designation for ozone (O^3) and particulate matter ($PM_{2.5}$ and PM_{10}). This impact is similar to that of the Approved Project.

- Development in the Plan Area in accordance with the Freeway Corridor Specific Plan is a long-term irreversible commitment of land. This impact is similar to that of the Approved Project.

9. Significant Irreversible Changes Due to the Proposed Project

Given the low likelihood that the land would revert to the uses and intensity envisioned under the Approved Project, or for the land to remain in its current condition, the Proposed Project would generally commit future generations to these environmental changes.

10. Growth-Inducing Impacts of the Proposed Project

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the Proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?
- Would this project result in the need to expand one or more public services to maintain desired levels of service?
- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this SEIR.

Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

Approval and implementation of the Proposed Project would not remove obstacles to growth. The Plan Area consists primarily of agricultural land (ranching and farming), a limited number of residences, a wastewater treatment plant, and miscellaneous commercial uses such as an outdoor pottery store and storage, which are currently served by infrastructure. As with the Approved Project, the Proposed Project would allow for further development in the Plan Area which would include construction of infrastructure extensions and improvements, such as roadways, storm drains, water pipes, solid waste collection systems, and energy/communication extensions. In addition, the Proposed Project would increase the demand of electricity and natural gas that could require expansion of energy infrastructure, as provided by Southern

10. Growth-Inducing Impacts of the Proposed Project

California Edison and Southern California Gas Company. As infrastructure is extended throughout the Plan Area, obstacles would be removed. Impacts to existing utilities and service systems, and potential needs for future improvements are discussed further in Section 5.19, *Utilities and Service Systems.*

Buildout of the Proposed Project may require additional/expanded public services facilities (fire, police, schools, libraries), due to the slight increase in population compared to the Approved Project. Impacts of the Proposed Project on public services facilities are discussed in detail in Section 5.15, *Public Services*. The construction of roadways and multimodal trails would accommodate growth within the Plan Area. Transportation impacts are analyzed in Section 5.17, *Transportation.*

Would this project result in the need to expand one or more public services to maintain desired levels of service?

As stated above, the Proposed Project may require additional/expanded public services facilities (fire, police, schools, libraries) in order to maintain desired levels of service. As described in Section 5.15, *Public Services,* and Section 5.19, *Utilities and Service Systems,* impacts would be less than significant with review of individual site plans by the fire and police department for site specific requirements and payment of developer impact fees.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

During construction of the Proposed Project, a number of design, engineering, and construction jobs would be created. Construction employees would be absorbed from the regional labor force, and the construction of the Proposed Project would not attract a substantial number of new workers to the region. The operation of the Proposed Project would result in 6,823 residents and 2,682 employees, which is an increase of 69 residents and a decrease of 317 employees, compared to the Approved Project (see Section 5.14, *Population and Housing*). Residents of the Proposed Project would seek shopping, entertainment, employment, home improvement, auto maintenance, and other economic opportunities in the City of Yucaipa and surrounding areas. While this would create an increased demand for such economic goods and services, as discussed in Section 5.14, *Population and Housing,* the Proposed Project would not exceed the growth forecasts in SCAG's 2020-2045 RTP/SCS. Therefore, although the Proposed Project would have a growth-inducing effect, growth in the region has already been assumed to occur.

Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

The Specific Plan would implement design guidelines and development standards that would guide development in the Plan Area. The Specific Plan indicates that all buildings under the Proposed Project are authorized to comply with the Specific Plan and relevant provisions of the Municipal Code. The Specific Plan is intended to replace City zoning regulations except where noted within the Specific Plan. Upon approval of the Proposed Project, all development under the Proposed Project would be required to comply with the Specific Plan and applicable City policies and ordinances, which would ensure that there are no conflicts with adopted land development regulations and that any environmental impacts are minimized. Therefore, the Proposed Project would not be a precedent-setting action.

11. Organizations and Persons Consulted

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11. Organizations and Persons Consulted

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12. Qualifications of Persons Preparing EIR

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