

SAN BERNARDINO
ASSOCIATED GOVERNMENTS
**SAN BERNARDINO COUNTY REGIONAL
GREENHOUSE GAS EMISSIONS
INVENTORIES AND REDUCTION PLAN**
Environmental Impact Report

SCH No. 2012111046

Volume XXI: Draft EIR (Section 4.20 [City of Yucaipa])

Prepared for



San Bernardino Associated Governments
SANBAG Planning Department
1170 W. 3rd Street, 2nd Floor
San Bernardino, California 92410-1715

Prepared by

ATKINS
650 E. Hospitality Lane, Suite 460
San Bernardino, California 92408

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Contents

- Volume I: Draft EIR (Chapter 1 to Section 4.0)**
- Volume II: Draft EIR (Section 4.1 [City of Adelanto])**
- Volume III: Draft EIR (Section 4.2 [City of Big Bear Lake])**
- Volume IV: Draft EIR (Section 4.3 [City of Chino])**
- Volume V: Draft EIR (Section 4.4 [City of Chino Hills])**
- Volume VI: Draft EIR (Section 4.5 [City of Colton])**
- Volume VII: Draft EIR (Section 4.6 [City of Fontana])**
- Volume VIII: Draft EIR (Section 4.7 [City of Grand Terrace])**
- Volume IX: Draft EIR (Section 4.8 [City of Hesperia])**
- Volume X: Draft EIR (Section 4.9 [City of Highland])**
- Volume XI: Draft EIR (Section 4.10 [City of Loma Linda])**
- Volume XII: Draft EIR (Section 4.11 [City of Montclair])**
- Volume XIII: Draft EIR (Section 4.12 [City of Needles])**
- Volume XIV: Draft EIR (Section 4.13 [City of Ontario])**
- Volume XV: Draft EIR (Section 4.14 [City of Rancho Cucamonga])**
- Volume XVI: Draft EIR (Section 4.15 [City of Redlands])**
- Volume XVII: Draft EIR (Section 4.16 [City of Rialto])**
- Volume XVIII: Draft EIR (Section 4.17 [City of San Bernardino])**
- Volume XIX: Draft EIR (Section 4.18 [City of Twentynine Palms])**
- Volume XX: Draft EIR (Section 4.19 [City of Victorville])**

Volume XXI: Draft EIR (Section 4.20 [City of Yucaipa])

4.20	City of Yucaipa.....	4.20-1
4.20.0	Introduction to the Analysis	4.20-1
4.20.1	Aesthetics.....	4.20.1-1
4.20.2	Agriculture/Forestry Resources	4.20.2-1
4.20.3	Air Quality	4.20.3-1
4.20.4	Biological Resources	4.20.4-1
4.20.5	Cultural Resources.....	4.20.5-1
4.20.6	Geology/Soils	4.20.6-1
4.20.7	Greenhouse Gas Emissions.....	4.20.7-1
4.20.8	Hazards/Hazardous Materials.....	4.20.8-1
4.20.9	Hydrology/Water Quality	4.20.9-1
4.20.10	Land Use/Planning	4.20.10-1
4.20.11	Mineral Resources	4.20.11-1
4.20.12	Noise	4.20.12-1
4.20.13	Population/Housing.....	4.20.13-1
4.20.14	Public Services	4.20.14-1
4.20.15	Recreation.....	4.20.15-1
4.20.16	Transportation/Traffic.....	4.20.16-1
4.20.17	Utilities/Service Systems	4.20.17-1

4.20.18 Mandatory Findings of Significance 4.20.18-1

Volume XXII: Draft EIR (Section 4.21 [Town of Yucca Valley])
Volume XXIII: Draft EIR (Chapter 5 to Appendix B)

Figures

Figure 4.20-1 Location Map 4.20-2
 Figure 4.20-2 Emissions Reduction Profile for Yucaipa 4.20-16
 Figure 4.20-3 Emissions by Sector for Yucaipa 4.20-16
 Figure 4.20-4 Emissions Reduction by Control and Sector for Yucaipa 4.20-18
 Figure 4.20.5-1 Cultural and Paleontological Resources Sensitivity 4.20.5-5
 Figure 4.20.6-1 Geologic Overlay Districts 4.20.6-3
 Figure 4.20.8-1 Fire and Flood Hazard Zones 4.20.8-3
 Figure 4.20.9-1 Storm Dram Plan 4.20.9-3
 Figure 4.20.10-1 General Plan Land Use Map 4.20.10-3
 Figure 4.20.16-1 General Roadway Hierarchy 4.20.16-3
 Figure 4.20.16-2 Bicycle Routes 4.20.16-4
 Figure 4.20.16-3 Multi-Use Trails Network 4.20.16-5
 Figure 4.20.17-1 Water Districts Map 4.20.17-2

Tables

Table 4.20-1 Socioeconomic Data for Yucaipa 4.20-1
 Table 4.20-2 Yucaipa General Plan Policies 4.20-3
 Table 4.20-3 Emission Reduction by Sector for Yucaipa 4.20-17
 Table 4.20-4 GHG Reduction Measures and Estimated 2020 Reduced Emissions for Yucaipa 4.20-18
 Table 4.20-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Yucaipa 4.20-21
 Table 4.20.3-1 Ambient Air Quality Monitoring in the City of Yucaipa 4.20.3-6
 Table 4.20.3-2 State and Federal Ambient Air Quality Standards 4.20.3-7
 Table 4.20.3-3 Attainment Status of Basin 4.20.3-10
 Table 4.20.3-4 SCAQMD Thresholds of Significance 4.20.3-11
 Table 4.20.3-5 City of Yucaipa Regional Emissions (lb/day) 4.20.3-14
 Table 4.20.4-1 Rare or Endangered Species in the City of Yucaipa 4.20.4-2
 Table 4.20.7-1 2008 Net Total Emissions 4.20.7-2
 Table 4.20.7-2 GHG Emission Inventories and Reductions in the City of Yucaipa 4.20.7-17
 Table 4.20.12-1 Sound Levels of Typical Noise Sources and Noise Environments 4.20.12-2
 Table 4.20.12-2 Land Use Compatibility for Community Noise Exposure 4.20.12-6
 Table 4.20.12-3 California Interior and Exterior Noise Standards 4.20.12-7
 Table 4.20.13-1 Socioeconomic Data for Yucaipa 4.20.13-1

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4.20 CITY OF YUCAIPA

4.20.0 Introduction to the Analysis

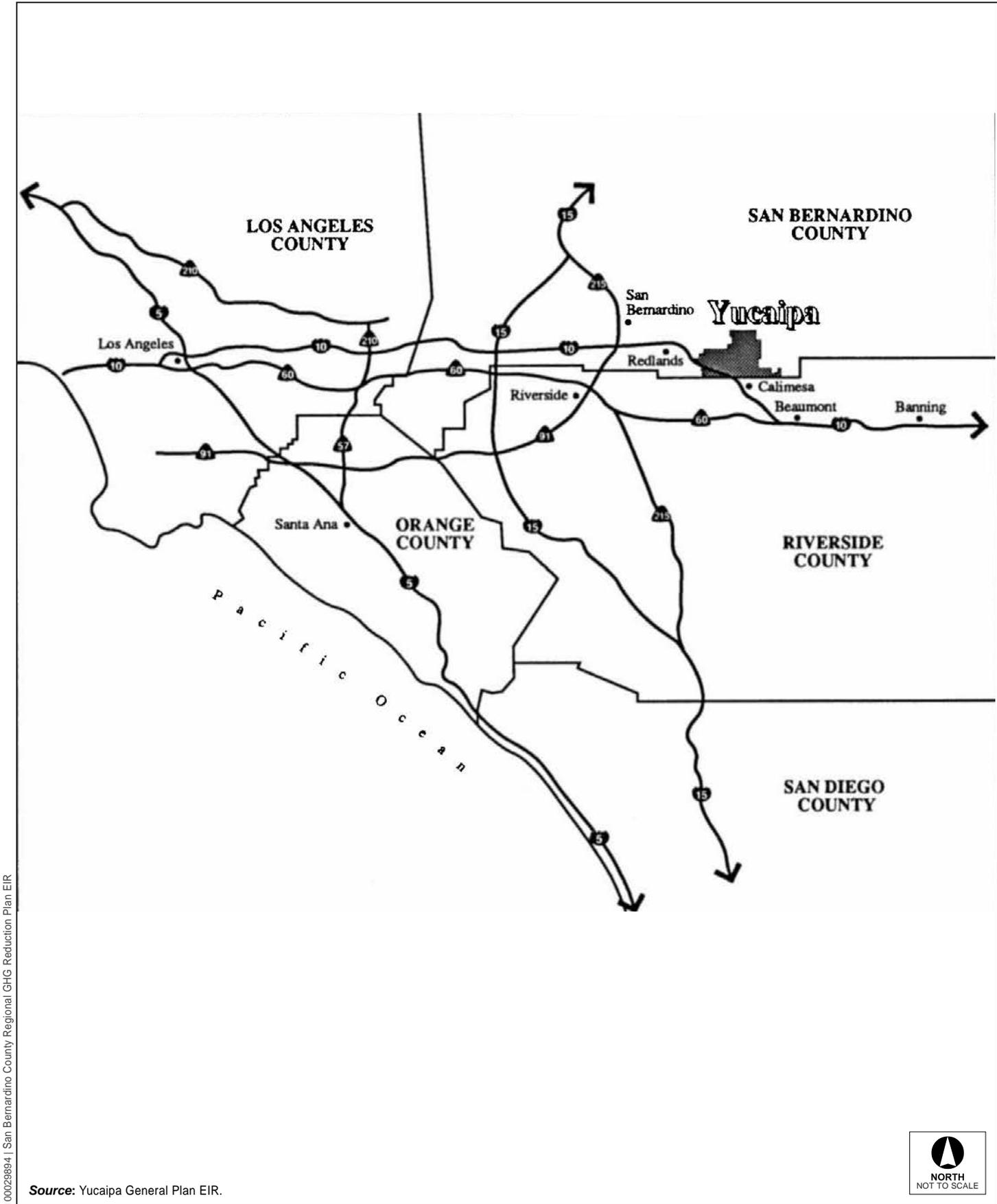
This section of the EIR analyzes the potential environmental effects in the City of Yucaipa from implementation of the Regional Reduction Plan. Yucaipa is located in the foothills of the San Bernardino Mountains, at the far eastern end of the San Bernardino Valley, approximately 10 miles east of San Bernardino, and just southeast of Redlands along Interstate 10 (I-10) freeway before it ascends over the San Gorgonio Pass (Figure 4.20-1 [Location Map]).

Yucaipa covers approximately 28 square miles and is largely residential. Yucaipa is unique for its larger mobile home park communities. With 42 mobile home park communities comprising 4,347 units, Yucaipa has the largest number of mobile homes of any city in San Bernardino County. Commercial and industrial land uses comprise only 665 of 17,763 acres and agricultural uses are approximately 1,000 acres. Because commercial and industrial activity in the City is limited, residents typically commute to other areas of San Bernardino and Riverside counties for work.

The population of Yucaipa in 2010 was 51,367 (51,217 in 2008) and is expected to increase to 55,821 by 2020, an increase of 9 percent over 2008. Employment is expected to increase by a comparable amount before 2020.

Table 4.20-1 (Socioeconomic Data for Yucaipa) presents socioeconomic data for Yucaipa including population, housing (single-family and multifamily), and employment (agricultural, industrial, retail, and nonretail).

Table 4.20-1 Socioeconomic Data for Yucaipa		
<i>Category</i>	2008	2020
Population	51,217	55,821
Housing (du)	18,176	20,692
Single-Family (du)	11,987	13,742
Multifamily (du)	6,189	6,950
Employment (jobs)	9,761	10,923
Agricultural (jobs)	107	150
Industrial (jobs)	1,837	2,409
Retail Commercial (jobs)	2,078	2,107
Nonretail Commercial (jobs)	5,739	6,257
du = dwelling unit		



100029894 | San Bernardino County Regional GHG Reduction Plan EIR

Source: Yucaipa General Plan EIR.

Figure 4.20-1
Location Map

Two documents are used in reviewing the potential environmental impacts and mitigation within the City of Yucaipa from implementation of the Regional Reduction Plan. The first document is the Yucaipa General Plan, which is the planning document for the City and includes the required General Plan elements and General Plan goals and policies. Within the General Plan are policies that are used in the environmental analysis to form thresholds of significance including the level of service (LOS) standard for traffic impacts, as one example, and the basis for programmatic mitigation measures. The second document is the Regional Reduction Plan City of Yucaipa chapter that describes the reduction measures and reduction targets chosen by the City of Yucaipa. This document is the proposed project as it pertains to the City of Yucaipa.

■ Yucaipa General Plan

The Yucaipa General Plan is the long-range guide for growth and development for the City of Yucaipa. It contains goals, policies, and implementing actions for a variety of issues including natural and man-made hazards and natural and man-made resources, and it sets the framework for decision-making regarding the City’s long-term development and utilization of resources. The City’s General Plan contains the seven mandatory elements required by state planning law: Land Use, Housing, Circulation, Conservation, Open Space, Noise, and Safety. The City has included other optional elements: Urban Design, Growth Management, Economic Development, and Infrastructure and Public Facilities. The City’s current General Plan was adopted in 2004. The City has begun the process of preparing a general plan update. The current Housing Element was adopted in April 2013.

The Yucaipa General Plan policies that are relevant to the Regional Reduction Plan implementation are listed in Table 4.20-2 (Yucaipa General Plan Policies).

Table 4.20-2 Yucaipa General Plan Policies	
Policy No.	Policies
LAND USE ELEMENT	
LU-2A	Because the City wants to promote and provide safe, attractive, varied residential areas convenient to public facilities, employment and shopping centers, the following actions shall be implemented: 2. Allow varied approaches to residential development in order to foster a variety of housing types and densities and more efficient use of the land. 5. Provide additional signalized intersections where traffic volumes warrant. 6. Promote the use of public transit through the placement of benches for public use and through the designation of bus pullout locations in commercial areas.
LU-4A	Concentrate higher density residential land uses close to employment and commercial centers to help reduce the use of energy.
LU-4B	Provide for additional commercial and employment opportunities within the City to maintain a better jobs/housing balance and reduce the number of vehicle trips made out of the City for employment purposes.
URBAN DESIGN ELEMENT	
UD-1F	Because innovate housing design and construction techniques may reduce the cost of housing without sacrificing quality, the following action programs shall be implemented or pursued. 3. Adopt energy efficient design and siting guidelines that are responsive to local climatic conditions and to revisions in State law.

Table 4.20-2 Yucaipa General Plan Policies

<i>Policy No.</i>	<i>Policies</i>
HOUSING ELEMENT	
HE-1.3	Public Services and Infrastructure. Provide quality community facilities, infrastructure, traffic management, public safety, and other services to maintain the livability, safety, and vitality of residential neighborhoods.
HE-2.1	Focus Areas. Direct the development of multiple-family housing to major transportation corridors, in uptown, and other appropriate locations consistent with specific plans and land use designations.
HE-2.2	Housing Design. Require quality housing through the use of materials and colors, building treatments, landscaping, open space, parking, sustainable concepts, and environmentally sustainable design practices.
GROWTH MANAGEMENT ELEMENT	
GM-1A	<p>Because long-term City-wide commitments to levels of service and development standards are [sic] necessary for efficient capital improvement programming and will promote the orderly provision of needed and desired improvements to maintain the quality of life, the following procedures addressing service level boundaries and development standards shall be implemented.</p> <ol style="list-style-type: none"> 6. Areas designated for low-intensity development shall not be converted to accommodate higher intensity development until the infrastructure facilities and public services required by higher intensity development are provided or acquired by the applicant. 7. Proposed Land Use Map amendments must be consistent Improvement Levels, and proposed amendments to expand or create higher intensity Improvement Levels must include findings that the changes are consistent with the General Plan Land Use District criteria and Capital Improvement Programs. If a higher intensity Improvement Level is created as a result of an amendment, cumulative environmental impacts must be addressed during the environmental review process (especially with regard to regional concerns such as water quality and air quality) and appropriate findings adopted.
GM-3A	<p>Because urban infilling promotes more efficient use of existing infrastructure and decreases the need for extension of services, the following incentive actions to encourage urban infill shall be implemented.</p> <ol style="list-style-type: none"> 1. Designate urban infill areas on the Infrastructure Overlay Map as the highest intensity Improvement Level except where prohibited by other regulations and policies. 2. Recommend Land Use Map changes to reflect higher intensity and compatible uses in urban infill areas, except where prohibited by other regulations and policies. 3. Reduce processing times for “urban projects” (commercial, industrial and residential of four more dwelling units per acre) that fall within Improvement Level 1 that will use underutilized infrastructure capacities as determined by the Planning Director.
ECONOMIC DEVELOPMENT ELEMENT	
E-3A	Designate bike/trail locations, and encourage tie-ins.
E-3B	Work with OMNITRANS to expand bus service.
TRANSPORTATION ELEMENT	
T-1A	Develop the extension of Wildwood Canyon Road to connect to Calimesa Boulevard, Interstate 10 and the outer Highway 10 frontage road.
T-1B	Share land use information with the Southern California Association of Governments (SCAG) and the San Bernardino Association of Governments (SANBAG) for the continual update of their transportation models.
T-1C	Support the development of a State freeway system which meets the needs of the City.

Table 4.20-2 Yucaipa General Plan Policies	
Policy No.	Policies
T-1E	<p>Because transportation planning is both local and regional in nature, the City shall implement the following actions.</p> <ol style="list-style-type: none"> 2. Continue to participate in a Council of Governments (SANBAG) which acts as the transportation and planning coordinator for all local agencies in San Bernardino County, and regularly attend meetings of SANBAG to discuss planning terms of mutual concern. 3. Integrate the transportation plans of SANBAG, which acts as the County Transportation Commission, with the City of Yucaipa's General Plan through the General Plan amendment/update process. 4. Continue active participation in the regional Council of Governments (SCAG) for the Southern California region. 5. Integrate the transportation plans of SCAG, including the Regional Mobility Plan, with the General Plan through General Plan amendment/update process.
T-1F	<p>Because the development approval process is dependent upon a balance between new development, transportation facilities and the timing of needed construction or improvement of transportation facilities, the City shall implement the following action programs.</p> <ol style="list-style-type: none"> 1. Approve development proposals only when they are consistent with the City's objective of maintaining a level of service "C" on highways and intersections affected by the development. 2. Actively work with local and regional transportation agencies to ensure transportation system improvements in locations where facilities are approaching or have exceeded capacity. 4. Develop and implement a systematic and ongoing City-wide assessment of regional and local transportation facility needs and a traffic analysis system utilizing traffic modeling techniques based on maximum potential build-out, as defined in the General Plan, in conjunction with SANBAG. 5. Manage future development so that sufficient levels of service and approved alternative transportation management systems are provided.
T-2A	Development and implement a Transportation Demand Management Ordinance.
T-2B	Promote the establishment and development of a City bicycle lane program. Use transportation rights-of-way for multiple transportation modes including recreation.
T-3B	Maintain and implement the City-wide Congestion Management Plan and Traffic Mitigation Fee Program.
T-3F	The City shall continue to pursue the goal of reducing traffic impacts and increasing safety through the implementation of the City-wide Capital Improvements Program for Roadway Facilities, following the general recommendations of the City Wide Traffic Analysis and Mitigation Study prepared in April of 1993 and amended in December of 2004.
T-4C	<p>Because there must be correlation between land use and the transportation/circulation system pursuant to Government Code Section 65302(b), the City shall implement the following actions.</p> <ol style="list-style-type: none"> 1. Consider the ability of existing roads to handle projected traffic increases in the review of new development proposals. If level of service "C" cannot be maintained, require improvements that will work toward achieving and maintaining that standard. 2. Require traffic studies as appropriate for development proposals that will have an impact on traffic circulation.
T-5A	<p>Because it is an objective to achieve and maintain level of service "C" on all highways and intersections and because the level of service is affected by design standards, the City shall implement the following action items.</p> <ol style="list-style-type: none"> 3. Protect and increase the designed vehicular capacity of all vehicular thoroughfares and highways.
T-5B	Continue to monitor the effects of road improvements and project approvals on City-wide traffic volumes.
T-6A	Coordinate with OMNITRANS for the provision of appropriate public transit routes and issues for the elderly and other City residents.
T-6B	Develop incentive programs for the use of alternative transportation modes, such as City sponsored vanpools and other measures such as flexible working hours and four-day work weeks.
T-6C	Design land use patterns in new developments that minimize the number of automobile trips by providing neighborhood shopping facilities and pedestrian and bicycle paths.

Table 4.20-2 Yucaipa General Plan Policies

Policy No.	Policies
T-6D	Encourage the design and implementation of land uses, development standards, and capital improvement programs which maximize the use of public transit.
T-6E	Work with regional agencies (SCAG, Caltrans, SANBAG, Commuter Computer) to develop ridesharing programs and public transit.
T-6F	Designate existing Park-and-Ride facilities on the General Plan Circulation Maps; work with Caltrans to identify appropriate future Park-and-Ride facilities, and develop a program to acquire and develop sites for such facilities in areas where there is an identified need.
T-6G	Because public transit is a vital element in meeting transportation demands in urban areas, the City shall implement the following actions. <ol style="list-style-type: none"> 1. Assist OMNITRANS and other transit agencies in coordinating the location and scheduling of public transit services and facilities. 2. Urge the timely extension of public transit between residential areas and industrial/urban employment centers. 3. Support the establishment of transportation services and public transit between Ontario Airport, Orange County Airport and Los Angeles International Airport.
T-7A	Require site development plans to provide adequate sidewalk and safe pedestrian trails.
T-9A	Encourage new commercial and office developments to develop and employ Transportation Demand Management (TDM) and TSM measures.
T-9B	Encourage citizens to utilize TDM and TSM strategies.
Trails and Paths	
TP-1A	Bicycle and pedestrian routes shall provide access to existing and proposed commercial areas, schools, parks and scenic routes.
TP-1B	Bicycle and pedestrian routes shall be coordinated and integrated with routes proposed or established in surrounding communities.
TP-1E	Coordinate with neighboring counties and cities to establish regional systems, construction standards and signage.
TP-1F	Promote safe and convenient access through trails and paths to existing and proposed local and regional recreation areas and points of interest.
Scenic Highways	
SH-1A	Require the provision of architectural controls, additional setbacks and height limitations to assure positive scenic quality along scenic highways.
NOISE ELEMENT	
N-1A	Require effective noise mitigation measures be incorporated into the design of new noise-generating and new noise-sensitive land uses.

Table 4.20-2 Yucaipa General Plan Policies	
Policy No.	Policies
N-1B	<p>Because excessive noise can interfere with sleep, speech and health, yet can be mitigated to acceptable levels through land use design requirements, the following actions shall be implemented.</p> <ol style="list-style-type: none"> 2. New development or residential or other noise-sensitive land uses will not be permitted in noise-impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels to the standards of Tables VIII-6 and VIII-7. Noise-sensitive land uses include residential uses, schools, hospitals, nursing homes, churches and libraries. 4. Prior to approval of proposed development of new residential or other noise-sensitive land uses in a noise-impacted area or a new noise-generating use in an area which could affect existing noise-sensitive land uses, an acoustical analysis shall be required. The appropriate time for requiring an acoustical analysis is during the environmental review process so that noise mitigation can be an integral part of the project design. 5. The City of Yucaipa shall develop and employ procedures to ensure that requirements imposed pursuant to the finding of an acoustical analysis are implemented as part of the project review and building permit process. 6. The City of Yucaipa shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC).
INFRASTRUCTURE AND PUBLIC FACILITIES ELEMENT	
IPF-1A	<p>Because water suppliers within the City of Yucaipa are primarily local, the City shall implement measures to reduce per capita water consumption and increase supplies.</p> <ol style="list-style-type: none"> 1. All proposed land use district changes shall evaluate the impacts the proposal would have on water supplies and consumption. The evaluation shall also detail mitigation measures which would reduce the impacts to levels acceptable by the Yucaipa water purveyor. Mitigation methods may include, but shall not be limited to, the use of reclaimed water, the installation of low-water consumption fixtures, retrofitting existing developments with low-water consumption fixtures, contributions to groundwater recharge operations and development of existing resources.
IPF-2B	<p>Because water conservation measures are an essential element in water management practices necessary to meet present and future needs, the following actions shall be implemented by the City.</p> <ol style="list-style-type: none"> 1. Encourage the responsible authorities to develop new and strengthen existing conservation and reclamation programs to reduce water consumption and prevent loss or waste of water. 2. Continue promoting public education programs to increase consumer awareness about the need for and benefits of water conservation. 3. Develop water conservation guidelines that can be implemented through land use planning and the development approval process. 4. Develop lists of drought-resistant, water conserving plants to be required for landscaping in new development in the City. The requirements for drought-resistant landscaping will also apply to one model home per tract. 5. Require low-volume flush toilets and low-flow plumbing fixtures as conditions of approval for all new development pursuant to the Uniform Plumbing Code and State requirements. 6. Require new development to utilize water conservation measures recommended by the water agency or purveyor that supplies the development with water. 8. Develop ordinances to regulate non-essential water use and to establish water conservation measures in areas experiencing groundwater supply problems or overdraft as defined by State and local agencies. 9. Encourage landscape and irrigation plants which use water conserving irrigation systems and landscape design.
IPF-2C	<p>Because certain types of major industrial or commercial development have the potential to consume vast quantities of water, a program shall be developed with the responsible authority to require such uses to recycle and/or provide offsets for water consumed via purchase of imported supplies or contribution to future conveyance systems.</p>
IPF-3B	<p>Because more and more water resources require treatment before they can be used, the City and responsible authority shall implement the following actions.</p> <ol style="list-style-type: none"> 3. Assist in the development of groundwater quality management plans with emphasis on protection of the quality of underground waters from non-point pollution sources.

Table 4.20-2 Yucaipa General Plan Policies

Policy No.	Policies
IPF-4B	<p>Because long term local or regional area-wide commitments to water supply and distribution services are necessary for the orderly development of urban areas, the City shall pursue the following actions.</p> <ol style="list-style-type: none"> 1. Encourage new development to local in those areas already served or capable of being served by an existing approved domestic water supply system, with priority given to those areas suitable for infill development.
IPF-5B	<p>Require water reclamation systems and the use of reclaimed wastewater and other non-potable water to the maximum extent feasible for the following land uses:</p> <ol style="list-style-type: none"> a. Agricultural Uses; b. Industrial Uses; c. Recreational Uses; d. Landscape Irrigation; e. Groundwater Recharge Projects.
IPF-5C	<p>Apply water conservation and water reuse (reclamation) measures which are consistent with policies/regulations on wastewater.</p>
SAFETY AND HAZARDOUS WASTE ELEMENT	
S-1A	<p>Aggressively enforce all federal, state and local regulations pertaining to the transportation, storage and use of all hazardous materials.</p>
S-1E	<p>Because the risks from many geologic hazards can be successfully mitigated through a combination of engineering, construction, land use and developmental standards, the City shall implement the following actions.</p> <ol style="list-style-type: none"> 2. Require sites to be developed and all structures designed in accordance with recommendations contained in any required geotechnical or geologic reports, through conditions, construction plans and field inspections. 3. Require that all recommended mitigation measures be clearly indicated and described on all grading and construction plans. 5. Require all facilities to meet appropriate geologic hazard specifications as determined by the City Engineer for discretionary and ministerial authorizations.
S-1G	<p>Because the County is traversed by many major active faults resulting in a relatively high level of risk, the City shall implement the following actions.</p> <ol style="list-style-type: none"> 2. Require new structures and facilities to be designed and constructed to meet seismic safety and related design requirements of the most recent Uniform Building Code, or more stringent requirements if indicated by site investigations.
S-1H	<p>Because of the potential for displacement along faults not classified as active, the City shall reserve the right to require site-specific geotechnical analysis and mitigation for development located contiguous to potentially active faults, if deemed necessary by the City Engineer.</p>
S-1L	<p>Because the purpose of the Alquist-Priolo Special Studies Zone Act is only applicable to fault rupture areas (in close proximity to faults) and because the entire San Bernardino Valley area is subject to severe hazard from the effects of shaking due to an earthquake, the City shall implement the following actions.</p> <ol style="list-style-type: none"> 2. Design and construct all structures in areas determined by the City Engineer to be subject to significant seismic shaking to withstand ground shaking forces of a minor earthquake without damage, and of a major earthquake without collapse. 3. Require all new construction to meet the most current and applicable lateral force requirements.
S-1M	<p>Because liquefaction can cause devastating structure damage and because there is a high potential for saturation when the groundwater level is within 50 feet of alluvial material, the City shall implement the following actions.</p> <ol style="list-style-type: none"> 1. Require that each site located within the Liquefaction Hazard Overlay shall be evaluated by a licensed geologist prior to design, land disturbance or construction for soil type, history of the water table's fluctuation and adequacy of the structural engineering to withstand the effects of liquefaction. 2. Apply the Land Use Compatibility Chart for Liquefaction Areas when reviewing all discretionary and ministerial actions.

Table 4.20-2 Yucaipa General Plan Policies	
Policy No.	Policies
S-1N	<p>Because portions of the City have moderate landslide potential, posing measurable risk to life and property, and because once landslides are recognized, many can be safely mitigated, the City shall implement the following actions.</p> <ol style="list-style-type: none"> 1. Require that a stability analysis be required in Landslide Hazard areas designated “Generally Susceptible” and “Mostly Susceptible” on the Hazards Overlay Maps and where required by the Geologist. 2. Require site development and construction in compliance with soil and geologic investigation and report recommendations. 3. Apply the Land Use Compatibility Chart for Landslide when reviewing all discretionary and ministerial actions. 6. Restrict grading to minimal amounts necessary to provide access and require grading permits to have an approved site plan which minimizes grading and conforms to the recommendations of any required geologic investigation.
S-1O	<p>Because of limited specific information on the extent of subsidence in the City, the City shall implement the following actions.</p> <ol style="list-style-type: none"> 3. Require that all site-specific geotechnical investigations conducted for proposed development include an assessment of potential impacts and mitigation measures related to expansive reactive soils and erosion.
S-1P	<p>Because the City has entered into an agreement to participate in the National Flood Insurance Program (NFIP) which provides flood insurance within designated floodplains, the following actions shall be implemented by the City.</p> <ol style="list-style-type: none"> 3. All new development, including filling, grading and construction, proposed within designated floodplains shall require submission of a written assessment prepared by a qualified hydrologist or engineer, in accordance with the latest “San Bernardino County Hydrology Manual” and the various detention basin policies to determine whether development will significantly increase flood hazard and to show that all new structures will be adequately protected. Development shall be conditioned on receiving approval of this assessment by the City engineer. 4. All new construction in the Floodplain Overlay areas shall be required to be flood-proofed and shall be located and designed to allow unrestricted flow of floodwaters. 5. The Land Use Compatibility Chart for the 100-Year Flood Plains shall apply when reviewing all discretionary and ministerial actions in the designated floodplain. 6. Lands within floodplain areas may be developed with non-critical and non-essential uses if mitigation measures are incorporated so as to ensure that the proposed development will not be hazardous, increase flood depths or velocities downstream, or degrade water quality.
S-1Q	<p>Because the FEMA mapping and studies do not yet identify all flood hazard areas in the entire City, the following actions shall be implemented.</p> <ol style="list-style-type: none"> 4. The siting of residential and other types of development requiring substantial structures shall be prohibited on playas or dry lake beds as shown on the Floodplain Overlay Map. Industrial, commercial, recreational, or transportation or other uses which utilize the playa or dry lake as a resource may be permitted. 6. Site studies shall be performed in areas where development is proposed which have been tentatively identified as subject to flooding. 7. Construction shall take place in compliance with study recommendations as described in the site study required under action item #6.
S-1S	<p>Because substantial development has already occurred in floodways and floodplains, the City shall implement the following actions.</p> <ol style="list-style-type: none"> 3. Require implementation of flood protection measures when any additions to the original structure are proposed.
S-1T	<p>Because drainage from adjacent development contributes to fire hazards, the following actions shall be implemented.</p> <ol style="list-style-type: none"> 1. The run-off provisions of the Erosion and Sediment Control Ordinance shall apply City-wide. 2. Surface run-off from new development shall be controlled by on-site measures.

Table 4.20-2 Yucaipa General Plan Policies	
Policy No.	Policies
S-1Y	<p>Because rapid urban development has resulted in potential fire hazards in wildland/urban intermix areas County-wide, the City shall implement the following actions.</p> <ol style="list-style-type: none"> 1. Apply the regulations of the "Greenbelt" Fire Safety Overlay Ordinance as found in the Development Code to all City areas subject to wildland/urban intermix fire hazards; the provisions of the Hillside and Foothill Hazard Overlay Ordinances as found in the Development Code shall be incorporated into the Fire Hazard Overlay, insuring the following: <ol style="list-style-type: none"> e. Require incorporation of High Fire Hazard Area criteria in the review of proposed General Plan amendments and in the development of Specific Plans.
S-1CC	<p>Because erosion control is an important concern of the property owner and because many areas in the City are highly susceptible to erosion, the City shall implement the following actions.</p> <ol style="list-style-type: none"> 1. Apply the provisions of the adopted Erosion and Sediment Control Ordinance City-wide. 2. Regulate grading, land clearance and grazing in susceptible areas to prevent erosion.
S-2E	<p>Because of the potential relationship between seismic activity and landsliding effects, the City shall require that a seismic analysis be included as part of landslide stability studies when required by the City Engineer.</p>
S-2F	<p>Because individual developments may to subject to spot flooding from all streams or unmapped areas adjacent to mapped flood areas, the City shall require specific hydrology and hydraulic studies to be prepared at the time developments are proposed as follows.</p> <ol style="list-style-type: none"> 1. Identify existing drainage conditions, upstream and downstream drainage conditions at buildout of the General Plan, and measures which must be taken within the development project or downstream from the project to preclude impacts on the proposed development or increased impacts to downstream development. These studies should be submitted and reviewed by the Engineering Department.

AIR QUALITY ELEMENT

Government Organization, Roles and Responsibilities

1.b.ii	<p>Integrate with Related Programs. Because other mandated programs have similar and conflicting requirements, the City shall coordinate a process to integrate the implementation, monitoring and reporting of related functional programs as follows.</p> <ol style="list-style-type: none"> (b) Participate with the San Bernardino Association of Governments (SANBAG) in defining and implementing a Congestion Management Program for the City of Yucaipa. (c) Establish and maintain an implementation/monitoring system devised as part of the preparation of the Air Quality Plan. Integrate with monitoring and reporting systems required for purposes which overlap with the Air Quality Plan.
1.b.iv	<p>Encourage Community Participation. Because alleviation of air quality problems requires action of the part of all City residents, the City shall involve environmental groups, the business community, special interests and the general public in the formulation and implementation of programs which will effectively reduce airborne pollutants as follows.</p> <ol style="list-style-type: none"> (a) Design and conduct efforts to involve the public and affected/interested parties in the adoption of local air quality elements and the implementation of air quality improvement programs.
1.b.v	<p>Support Innovative Approaches. Because utilization of all available means of improving air quality will be necessary to meet attainment requirements, the City shall advocate and support innovative strategies to improve air quality such as the following.</p> <ol style="list-style-type: none"> (a) Support new approaches to improving air quality. Potential actions could include the following: <ol style="list-style-type: none"> (6) Institute time of day, seasonal and place control measures. (7) Implement an auto buy-back program for older makes and/or high emissions vehicles. (9) Investigate the feasibility of highway electrification and automation.

Table 4.20-2 Yucaipa General Plan Policies	
Policy No.	Policies
Ground Transportation	
2.b.1	Eliminate Vehicle Trips. Because the elimination of vehicle trips (VT) is one of the most effective ways of reducing airborne emissions, the City shall use incentives, regulations and/or Transportation Demand Management (TDM) in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made. (a) Establish and implement a Transportation Demand Management Program. (b) Define and implement auto limitation procedures in selected areas and at selected time, provided that alternative transportation modes are available to limit direct auto access to special event centers and in auto-free zones during peak periods. (c) Establish incentives and/or regulations to eliminate work trips.
Congestion Management	
2.c.i	Modify Work Schedules. Because increased traffic congestion results in increased emissions, the City shall promote and establish modified work schedules which reduce peak period travel.
2.c.ii	Establish High Occupancy Vehicle (HOV) Lanes. Because HOV lanes help to reduce traffic congestion, the City shall participate in efforts to achieve increased designation, construction and operation of HOV lanes on freeways in Los Angeles, Orange, Riverside and San Bernardino counties.
2.c.iii	Integrate Congestion Management Program. Because many of the provisions of the Congestion Management Program are the same or complementary to air quality programs, the City shall coordinate overlapping components of the State-mandated Congestion Management Program and the Air Quality Element.
2.c.iv	Establish Congestion Fees. Because congestion fees can discourage vehicle trips, thereby reducing vehicle emissions, the City may promote market-based incentives and disincentives to relieve peak hour/peak direction congestion within highly congested travel corridors.
Expanded Transit System and Services	
2.d.i	Expand Transit in the County. Because alternative forms of transit are now required to encourage or allow the reduction of low occupant vehicle use, the City shall cooperate in efforts to expand bus, rail and other forms of transit in the portion of the South Coast Air Basin within the City and surrounding area.
2.d.ii	Expand Transit in the Air Basin. Because the reduction of interregional trips will reduce vehicle trips and thereby reduce mobile emissions, the City shall promote the expansion of all forms of transit in the urbanized portions of San Bernardino, Orange, Los Angeles, and Riverside counties.
Non-Motorized Means of Transportation	
2.e.i	Promote Non-Motorized Transportation. Because reduced emissions are promoted by the use of bicycles and pedestrian facilities as alternative forms of transportation, the City shall provide bicycle and pedestrian pathways to encourage non-motorized trips.
Parking Management	
2.f.i	Manage Parking Supply. Because the reduction of parking discourages low occupancy vehicle use, the City shall manage parking supply to discourage auto use, while ensuring that economic development goals will not be sacrificed.
2.f.ii	Encourage Market Incentives and Disincentives. Because charging the market value for parking discourages vehicle usage, the City shall promote a regional approach to increasing parking costs in order to discourage low vehicle occupancy.
Cleaner Fuels	
2.g.ii	Institute Clean Fuel Systems. Because government vehicles contribute to vehicle trips and vehicle miles traveled, the City shall invest in clean fuel systems on new local government fleet vehicles.
Land Use	
4.b.i	Manage Growth. Because congestion resulting from increased growth is expected to result in a significant increase in the air quality degradation of the air basin, the City may manage growth by insuring the timely provision of infrastructure to serve new development.

Table 4.20-2 Yucaipa General Plan Policies	
Policy No.	Policies
4.b.ii	Balance Growth. Because a more even distribution between jobs and housing will result in fewer vehicle trips and vehicle miles traveled, the City shall manage growth in order to create a more efficient urban form.
4.b.iv	Integrate Planning Process. Because the interrelationship of land use and transportation has a significant effect on air quality, the City shall integrate air quality planning with the land use and transportation process.
Particulate Emissions	
5.b.i	Control Dust. Because particulate emissions exceed federal and state standards in the air basin, the City shall reduce particulate emissions from roads, parking lots, construction sites and agricultural lands.
5.b.ii	Reduce Emissions from Building Materials and Methods. Because particulate emissions are affected by the type of materials and methods utilized, the City shall reduce emissions from building materials and methods which generate excessive pollutants.
Energy Conservation	
7.b.i	Conserve Energy. Because energy sources produce significant amounts of air pollution, the City shall reduce energy consumption through conservation improvements and requirements.
7.b.ii	Limit Water Heater Emissions. Because heaters emit air pollutants, the City shall reduce water heating emissions from swimming pool heaters and residential and commercial water heaters.
7.b.iii	Recycle Wastes. Because recycling can reduce the pollutants emitted from the generation of new materials, the City shall promote the local recycling of wastes and the use of recycled materials.
OPEN SPACE AND CONSERVATION ELEMENT	
OS-1A	Because the quality of life is related to the variety and abundance of all species, commonly occurring species shall be conserved. The following requirements shall be incorporated into the conditions of approval for all proposed discretionary land use proposals. <ol style="list-style-type: none"> 1. Land clearing shall be regulated to reduce soil loss due to erosion, pursuant to the Plant Protection and Management Ordinance and erosion control regulations. 2. Grading and cut and fill operations shall be minimized to reduce soil and vegetation loss, pursuant to the Hillside/Ridgeline Preservation Ordinance. 4. The infilling of vacant land where urban levels of service are available shall be encouraged.
OS-2A	Require cultural resource surveys for all discretionary land use proposals in areas identified as sensitive.
OS-2B	Require compliance with all mitigation measures as identified by the County Museum.
OS-2C	Require compliance with all provisions of the Regional Air Quality Management Plan.
OS-2D	Require compliance with the Transportation Demand Management Ordinance to reduce the overall number of trips and vehicle miles traveled.
OS-2E	Require compliance with all Regional Water Quality Control Board regulations.
OS-4A	Because water suppliers within the City of Yucaipa are local and outside sources are not currently available, the City shall implement measures to reduce per capita water consumption and increase supplies.

Table 4.20-2 Yucaipa General Plan Policies	
Policy No.	Policies
OS-5A	<p>Because all rare, endangered and threatened species' habitats require management for preservation, the following actions shall be taken.</p> <ol style="list-style-type: none"> 1. All proposed Land Use Map changes and discretionary land use proposals for areas identified on the Biological Resources map shall be accompanied by a report that identifies all biotic resources on the site and those on adjacent parcels which could be adversely affected by the proposal. The report shall outline mitigation measures designed to eliminate or reduce impacts to protected resources and shall be prepared by an appropriate expert such as a qualified biologist, botanist, herpetologist, or other professional "life scientist." The mitigation plan shall be prepared following guidelines outlined on pages 58 through 59 of the General Plan's Final Environmental Impact Report. 2. The conditions of approval for any land use application shall incorporate the identified mitigation measures to protect and preserve the habitats of the protected species. 3. The following management policies shall be applied to all proposed Land Use Map changes and discretionary land use proposals within areas included on the Biological Resources Map as recommended in the required Biological Resource Report. <ol style="list-style-type: none"> a. Provide for mitigation measures that would reduce impacts to populations, where feasible. b. Provide for mitigation measures that would reduce impacts to habitat areas due to encroachment of incompatible land uses or fragmentation of habitat areas, where feasible. c. Provide for mitigation measures that enhance populations, where feasible. d. Provide for mitigation measures that enhance habitat areas, such as buffer areas, where feasible.
OS-7A	<p>Because the preservation and conservation of biological resources depends upon mitigation measures adopted as conditions of approval, monitoring programs shall be established as follows.</p> <ol style="list-style-type: none"> 1. All discretionary approvals requiring mitigation measures for impacts to biological resources shall include the condition that the mitigation measures be monitored and modified if necessary, unless a finding is made that such monitoring is not feasible. 2. The monitoring program shall be designed specifically for the potential impacts identified in the Biological Resources Report. 3. The monitoring program shall be designed to determine if the mitigation measures were implemented and if they were effective.
OS-9C	All development, and particularly commercial and industrial development, shall install and maintain a minimum 10% on-site landscaping that is drought tolerant and compatible with the regional environment. Lawns shall not be permitted to cover more than one-fourth of the total landscaped area requirements.
OS-9D	Development shall be controlled on prominent ridgelines.
OS-9F	Review site planning, including architectural design, to prevent obstruction of scenic views and to blend with the surrounding landscape.
OS-9G	Require compliance with grading and vegetation removal standards as set forth in the Scenic Routes Overlay District.
OS-11A	<p>Because portions of the City could have cultural resource sensitivity, the following measures are required for all new project proposals that are located in areas identified by the County Museum as having potential cultural resources.</p> <ol style="list-style-type: none"> 1. A cultural resource field survey and evaluation prepared by a qualified professional shall be required with project submittal. The format of the report and standards for evaluation shall follow the "Guidelines for Cultural Resource Management Reports submitted to the San Bernardino County Office of Planning." 2. Mitigation of impacts to important cultural resources shall follow the standards established in Appendix K of the CEQA Guidelines as amended to date.

Table 4.20-2 Yucaipa General Plan Policies	
Policy No.	Policies
OS-11B	<p>Because archaeological and historic resources occur in all environmental and topographic contexts, including many areas not mapped on the Cultural Resource Overlay of the Resource Overlay Maps, all land use applications in planning areas lacking Cultural Resource Overlays and in land outside of planning areas that involve disturbance of previously undisturbed ground shall be subject to a review of potential impacts to cultural resources as follows.</p> <ol style="list-style-type: none"> 1. A preliminary cultural resource review shall be conducted by the Archaeological Information Center at the San Bernardino County Museum prior to application acceptance. 2. Should the preliminary review indicate the presence of known cultural resources or moderate to high sensitivity for the potential presence of cultural resources, a field survey and evaluation prepared by a qualified professional shall be required with project submittal. The format of the report and standards for evaluation shall follow the "Guidelines for Cultural Resource Management Reports submitted to the San Bernardino County Office of Planning." 3. Mitigation measures for impacts to important cultural resources shall follow the standards established in Appendix K of the CEQA Guidelines as amended to date.
OS-11C	<p>When such resources cannot be feasibly preserved in place, preserve the information they contain through implementation of appropriate data recovery programs in conjunction with the Yucaipa Valley Historical Society.</p>
OS-11D	<p>Because the underlying purpose of both avoidance/preservation in place and data recovery as forms of mitigation of impacts to cultural resources is the preservation of information and heritage values such resources contain, standards for reporting, curation and site avoidance shall be as follows:</p> <ol style="list-style-type: none"> 1. Site record forms and reports of surveys, test excavations and data recovery programs shall be filed [sic] with the Archaeological Information Center at the San Bernardino County Museum and shall be reviewed and approved in consultation with that office. Preliminary reports verifying that all necessary archaeological and historical field work has been completed shall be required prior to project grading and/or building permits. Final reports shall be submitted and approved prior to project occupancy permits. 2. Any artifacts collected or recovered as a result of cultural resource investigations shall be catalogued per County Museum guidelines and adequately curated in an institution with appropriate staff and facilities for their scientific information potential to be preserved. 3. When avoidance or preservation of an archaeological site or historic structure is proposed as a form of mitigation, a program detailing how such long-term avoidance or preservation is assured shall be developed and approved prior to conditional approval.
OS-12A	<p>Because contemporary Native Americans have expressed concern over the handling of the remains of their ancestors, particularly with respect to archaeological sites containing human burials or cremations, artifacts of ceremonial or spiritual significance and rock art, the following actions shall be taken when decisions are made regarding the disposition of archaeological sites that are the result of prehistoric or historic Native American cultural activity.</p> <ol style="list-style-type: none"> 1. The Native American Heritage Commission and local reservation, museum and other concerned Native American leaders shall be notified in writing of any proposed evaluation or mitigation activities that involve excavation of Native American archaeological sites and their comments and concerns solicited. 2. The concerns of the Native American community shall be fully considered in the planning process.

Table 4.20-2 Yucaipa General Plan Policies	
Policy No.	Policies
OS-13A	<p>Because development activities that involve substantial grading in areas of known or potential paleontologic sensitivity have the potential to destroy significant fossil resources, such projects mapped on the Paleontologic Overlay shall be subject to the following standards.</p> <ol style="list-style-type: none"> 1. In areas of potential but unknown sensitivity, field surveys prior to grading shall be required to establish the need for paleontologic monitoring. 2. Projects requiring grading plans that are located in areas of known fossil occurrences on the overlay or demonstrated in a field survey to have fossils present shall have all rough grading (cuts greater than three feet) monitored by trained paleontologic crews working under the direction of a qualified professional so that fossils exposed during grading can be recovered and preserved. Fossils include large and small vertebrate fossils, the latter recovered by screen washing of bulk samples. 3. All recovered specimens shall be prepared to the point of identified and adequately curated into retrievable collections of an institution with appropriate staff and facilities for their scientific information potential to be preserved. 4. A report of findings with an itemized accession inventory shall be prepared as evidence that monitoring has been successfully completed. A preliminary report shall be submitted and approved prior to granting of building permits, and a final report shall be submitted and approved prior to the granting of occupancy permits. The adequacy of paleontologic reports shall be determined in consultation with the Curator of Earth Science of the San Bernardino County Museum.
<p>SOURCE: City of Yucaipa, <i>Yucaipa General Plan</i> (1992, updated September 2004); City of Yucaipa, <i>City of Yucaipa General Plan Housing Element 2014–2021</i> (March 21, 2013).</p>	

■ The Yucaipa Chapter of the San Bernardino County Regional GHG Reduction Plan

The City of Yucaipa has selected a goal to reduce its community GHG emissions to a level that is 15 percent below its 2008 GHG emissions level by 2020. The City will meet and exceed this goal through a combination of state (~80 percent) and local (~20 percent) efforts. The Pavley vehicle standards, the state’s low carbon fuel standard, the RPS, and other state measures will reduce GHG emissions in Yucaipa’s on-road and building energy sectors in 2020. An additional reduction of 17,944 metric tons (MT) of carbon dioxide equivalents (CO₂e) will be achieved primarily through the following local measures, in order of importance: Implement SBX 7-7 (Water-4); GHG Performance Standard for New Development (PS-1); and Solar Installations for Existing Housing (Energy-7). Yucaipa’s Plan has the greatest impacts on GHG emissions in the on-road transportation, building energy, and water conveyance sectors.

Figure 4.20-2 (Emissions Reduction Profile for Yucaipa) shows Yucaipa’s 2008 GHG emissions total, 2020 BAU emissions forecast total, and the total emissions remaining after meeting the city’s emissions reduction target (i.e., 15 percent below the 2008 emissions level). The contribution of state/county and local reductions are overlaid on the 2020 BAU emissions forecast total (“2020 Plan”), representing the total emissions reductions achieved in 2020. As stated above, state/county reductions account for the majority (~80 percent) of the total reductions needed to achieve the 2020 target.

Figure 4.20-3 (Emissions by Sector for Yucaipa) presents emissions by sector, for both the 2020 BAU and the 2020 reduction or “Plan” scenarios. The largest emissions contributions are in the on-road transportation, building energy, and off-road equipment emissions sectors.

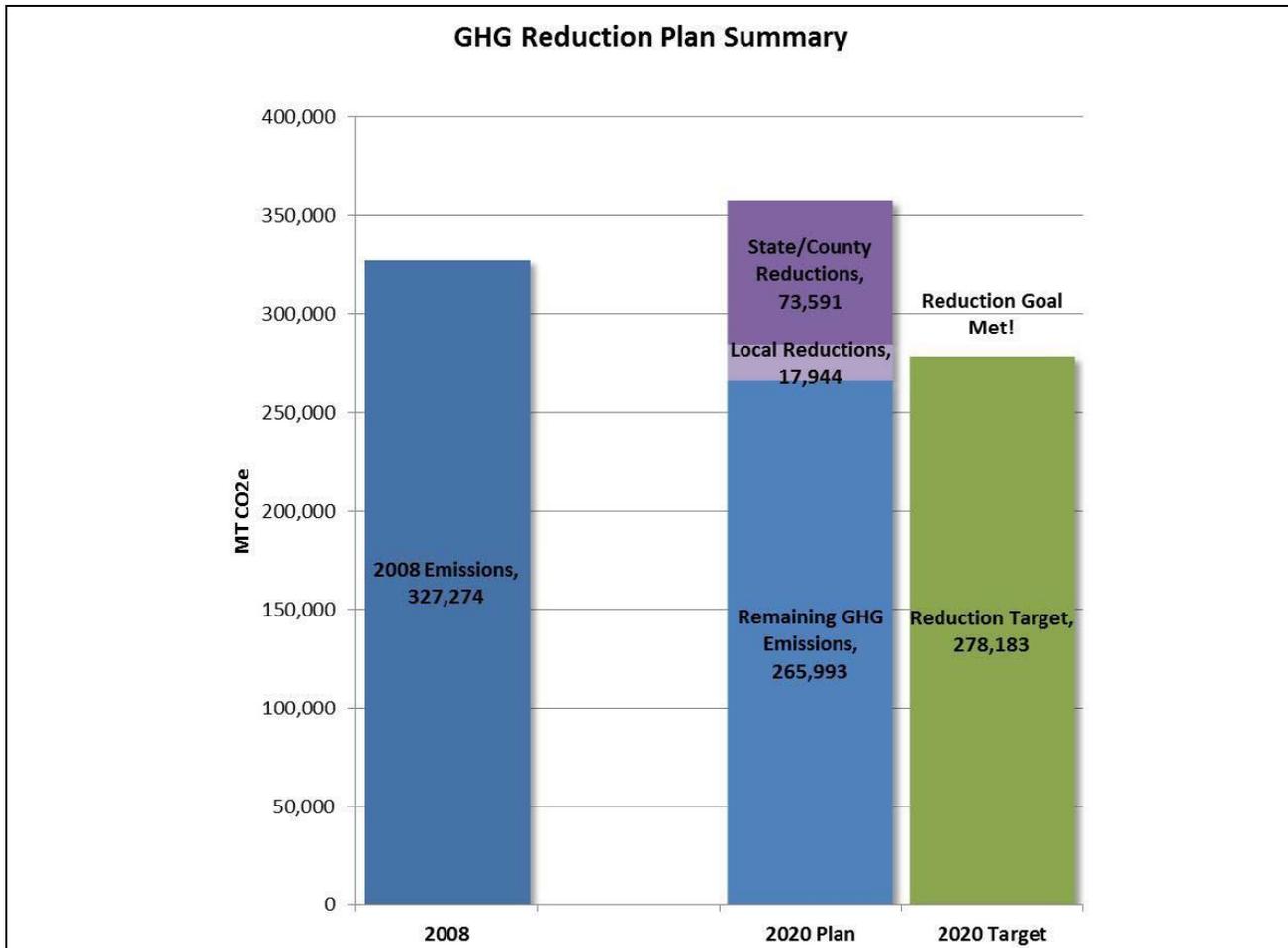


Figure 4.20-2 Emissions Reduction Profile for Yucaipa

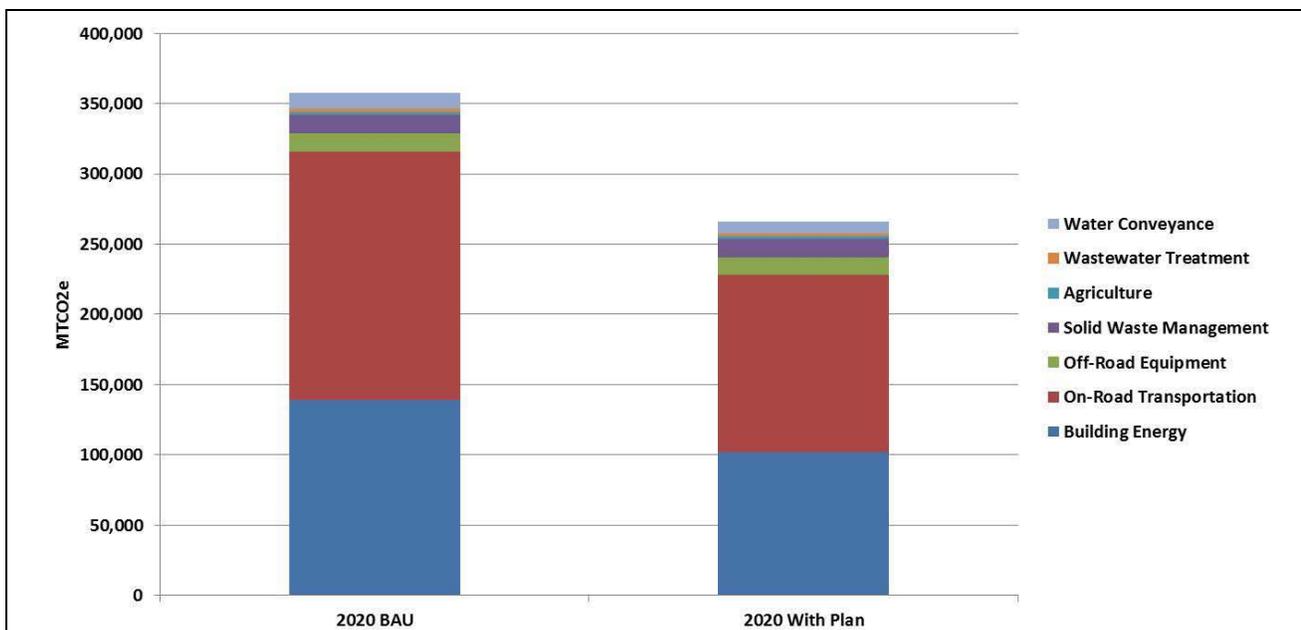


Figure 4.20-3 Emissions by Sector for Yucaipa

Table 4.20-3 (Emission Reduction by Sector for Yucaipa) summarizes the 2008 inventory, 2020 BAU forecast, and GHG reduction (“Plan”) results by sector. It shows the percent reduction in each sector’s emissions in 2020 and demonstrates that Yucaipa exceeds its emissions reduction goal. Emissions sectors with the greatest percent reduction include the on-road transportation, building energy, and water conveyance sectors.

Table 4.20-3 Emission Reduction by Sector for Yucaipa					
Sector	2008	2020 BAU	Reductions	2020 Emissions with Plan	% Reduction
Building Energy	122,591	139,098	35,462	106,635	25.5%
On-Road Transportation	168,613	176,393	49,529	126,864	28.1%
Off-Road Equipment	12,035	13,167	1,176	11,991	8.9%
Solid Waste Management	11,875	13,430	233	13,197	1.7%
Agriculture	3,967	2,022	0	2,022	0.0%
Wastewater Treatment	2,071	2,272	121	2,150	5.3%
Water Conveyance	6,122	11,147	2,303	8,844	20.7%
GHG Performance Standard*	—	—	2,710	—	—
Total Emissions	372,274	357,528	91,535	265,993	25.6%
Reduction Goal	—	—	79,346	278,183	22.2%
Met Goal?	—	—	Yes	Yes	Yes
Reductions Beyond Goal	—	—	12,190	—	—
Per-Capita Emissions	6.4	6.4	—	4.8	—
Per-Job Emissions	33.5	32.7	—	24.4	—
Excluded Stationary Source Emissions	23,188	26,466	—	—	—

SOURCE: San Bernardino Associated Governments, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, Draft, Prepared by ICF International (December 2012). Values may not sum due to rounding.

* The GHG Performance Standard for New Development is not a sector of the inventory, but it provides broad reductions and contributes toward the City’s reduction goal by promoting reductions in multiple sectors.

Figure 4.20-4 (Emission Reductions by Control and by Sector for Yucaipa) presents emission reductions by sector and by control (i.e., state/county control versus local or city control). As stated previously, the majority of emissions reductions are due to state/county measures. Of the state/county measures, the majority of reductions are in the building energy and on-road transportation sectors. Of the local measures, the majority of reductions are in the building energy sector due to the implementation of SBX 7-7 (Water-4).

Table 4.20-4 (GHG Reduction Measures and Estimated 2020 Reductions for Yucaipa) presents each reduction measure evaluated for Yucaipa. For each measure, the short title and estimated GHG reductions in 2020 are listed. Measures are organized by state/county control and local control and listed by sector. The physical impacts of implementing the Local Measures are reviewed in this chapter of the EIR to determine the significance of the Regional Reduction Plan as it relates to the City of Yucaipa.

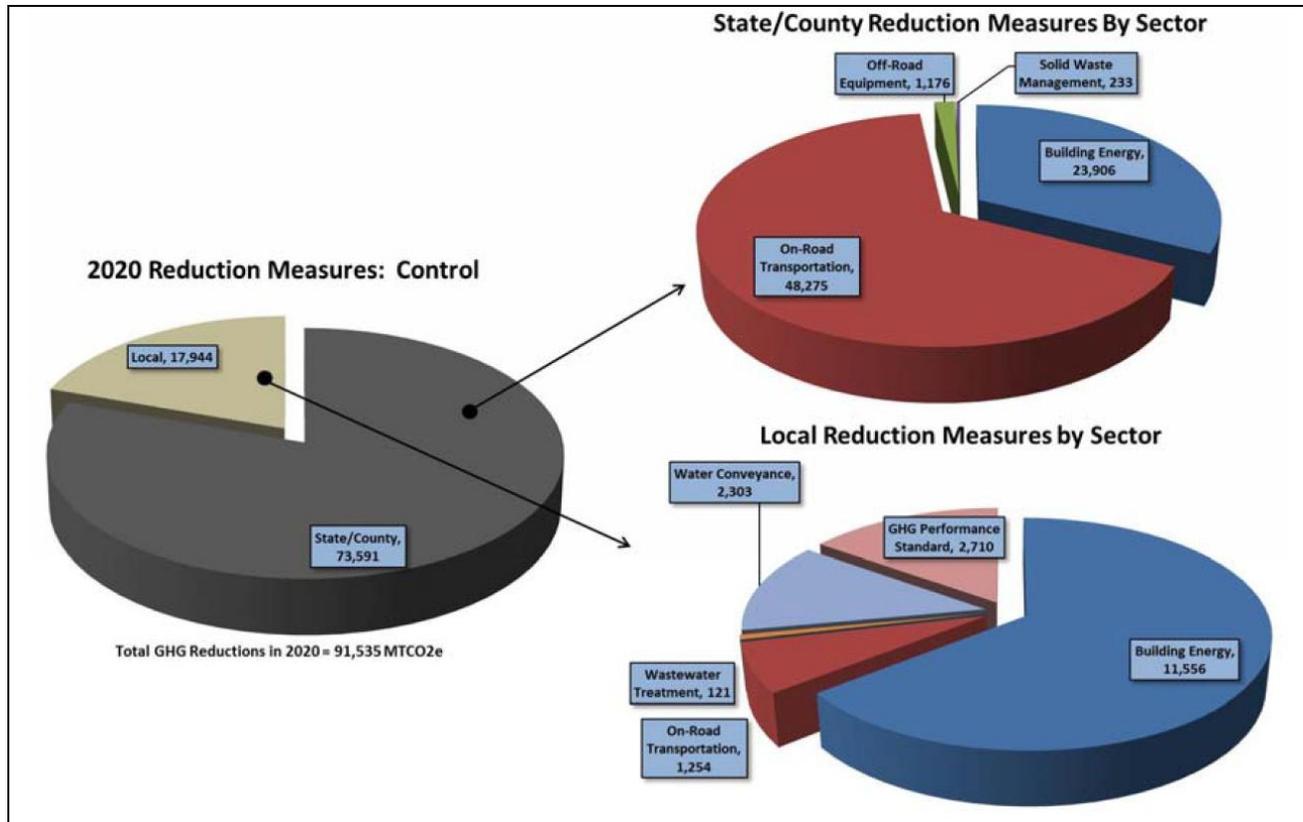


Figure 4.20-4 Emissions Reduction by Control and Sector for Yucaipa

Table 4.20-4 GHG Reduction Measures and Estimated 2020 Reduced Emissions for Yucaipa		
Reduction Measure Number	Description	Emissions Reductions
STATE AND COUNTY MEASURES		
State-1	Renewable Portfolio Standard	15,602
State-2	Title 24	3,389
State-3	AB 1190	4,574
State-4	Solar Water Heating	172
State-5	Industrial Boiler Efficiency	170
State-6	Pavley and Low Carbon Fuel Standard	44,365
State-7	AB 32 Transportation Reduction Strategies	3,910
State-8	Low Carbon Fuel Standard-Off-road	1,176
State-9	AB 32 Methane Capture	0
County-1	County GHG Reduction Plan Landfill Controls	233

Table 4.20-4 GHG Reduction Measures and Estimated 2020 Reduced Emissions for Yucaipa		
Reduction Measure Number	Description	Emissions Reductions
LOCAL MEASURES		
Building Energy		
Energy-7	Solar Installation for Existing Housing	1,087
Energy-8	Solar Installation for Existing Commercial/Industrial	96
<i>Water-4 (BE)</i>	<i>Implement SBX 7-7</i>	<i>10,373</i>
On-Road Transportation		
Transportation-1	Sustainable Communities Strategy	818
Transportation-2	Smart Bus Technologies	436
Wastewater Treatment		
<i>Water-4 (WT)</i>	<i>Implement SBX 7-7</i>	<i>121</i>
Water Conveyance		
Water-3	Water Efficient Landscaping Practices	598
Water-4	Implement SBX 7-7	974
<i>Wastewater-3 (WC)</i>	<i>Recycled Water</i>	<i>730</i>
GHG Performance Standard for New Development		
PS-1	GHG Performance Standard for New Development (30% below Projected BAU emissions for projects)	2,710
Total Reductions		91,535

SOURCE: San Bernardino Associated Governments, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, Draft, Prepared by ICF International (December 2012).

BE = building energy; WT = wastewater treatment; WC = water conveyance

Values may not sum due to rounding.

The Low Carbon Fuel Standard (LCFS) reduces emissions in both the on-road transportation and off-road equipment sectors, because the standard reduces the carbon content of fuels used in both sectors.

Measures in *italics* result in GHG reductions in multiple sectors. For example, Water-1 reduces the amount of water consumed in the city, which reduces emissions for conveying that water (water conveyance sector), the energy needed to heat that water (building energy sector), and the energy required to treat the associated wastewater (wastewater treatment sector).

■ Summary of Environmental Impacts and Mitigation Measures

The Regional Reduction Plan City of Yucaipa chapter describes the proposed project including the reduction measures and reduction targets chosen by the City of Yucaipa. The physical impacts of implementing these reduction measures and achieving the reduction targets is reviewed in this chapter of the EIR to determine the significance of the Regional Reduction Plan as it relates to the City of Yucaipa. No comment letters specific to the City of Yucaipa were received in response to the notice of preparation (NOP) circulated for the proposed project.

Table 4.20-5 (Summary of Environmental Impacts of Implementing Local Reduction Measures in Yucaipa) summarizes the environmental impacts of implementing the Regional Reduction Plan local reduction measures by issue area.

Mitigation measures were identified to reduce the following potentially significant impact to less-than-significant levels:

Cultural Resources (Historical Resources)

MM4.20.5-1 *Prior to activities that would physically affect known historical resources or any buildings or structures 50 years old or older or affect their historic setting, a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History will be consulted to determine if the proposed solar installation activities would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. The investigation shall include, as determined appropriate by the cultural resource professional and the City of Yucaipa, archival research, including, if necessary, a records search of the Archaeological Information Center (AIC) of the California Historical Resources Information System (CHRIS) and a pedestrian survey of the proposed improvements area to determine if any significant historic-period resources would be adversely affected by the proposed Regional Reduction Plan activities. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any historical resources within the improvements area and includes recommendations and methods for eliminating or reducing impacts on historical resources. Methods could include, but are not limited to, written and photographic recordation of the resource in accordance with the level of Historic American Building Survey (HABS) documentation that is appropriate to the significance (local, state, national) of the resource.*

Table 4.20-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Yucaipa

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	Regional Reduction Plan Local Reduction Measure						
	Energy-7	Energy-8	Transportation-1	Transportation-2	Water-3	Water-4	PS-1
Aesthetics							
Scenic vistas	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI
Scenic highways	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI
Visual character or quality	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI
Light and glare	LS/PR	LS/PR	LS/PR	LS	NI	NI	NI
Cumulative impacts	LS/PR	LS/PR	LS/PR	LS	NI	NI	NI
Agriculture/Forestry Resources							
Convert farmland to nonagricultural use	NI	NI	NI	NI	NI	NI	NI
Conflict with existing agricultural zoning or Williamson Act	NI	NI	NI	NI	NI	NI	NI
Conflict with existing forest land or timberland zoning	NI	NI	NI	NI	NI	NI	NI
Loss or conversion of forest land to nonforest land	NI	NI	NI	NI	NI	NI	NI
Other changes causing conversion of farmland to nonfarmland use or forest land to nonforest land use	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI
Air Quality							
Conflict or obstruct air quality management plan	LS	LS	LS	NI	LS	LS	LS
Violation of air quality standard	LS	LS	LS	NI	NI	NI	LS
Exposure of sensitive receptors	LS	LS	LS	NI	NI	NI	NI
Creation of objectionable odors	LS	LS	LS	NI	NI	NI	NI
Cumulatively considerable net increase of any nonattainment criteria pollutant	LS	LS	LS	NI	LS	LS	LS

Table 4.20-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Yucaipa

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	Regional Reduction Plan Local Reduction Measure						
	Energy-7	Energy-8	Transportation-1	Transportation-2	Water-3	Water-4	PS-1
Biological Resources							
Special-status species	LS/PR	NI	LS/PR	NI	NI	NI	NI
Riparian habitat or other sensitive natural community	LS/PR	NI	LS/PR	NI	NI	NI	NI
Protected wetlands	LS/PR	NI	LS/PR	NI	NI	NI	NI
Wildlife movement	LS/PR	NI	LS/PR	NI	NI	NI	NI
Conflict with any local policies or ordinances protecting biological resources	LS/PR	NI	LS/PR	NI	NI	NI	NI
Conflict with habitat conservation plan	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS/PR	NI	LS/PR	NI	NI	NI	NI
Cultural Resources							
Substantial adverse change in significance of a historical resource	LS/MM	LS/MM	LS/MM	NI	NI	NI	NI
Substantial adverse change in significance of a archaeological resource	LS/PR	NI	LS/PR	NI	NI	NI	NI
Destruction of a unique paleontological resource or site or unique geologic feature	LS/PR	NI	LS/PR	NI	NI	NI	NI
Disturb any human remains	LS/PR	NI	LS/PR	NI	NI	NI	NI
Cumulative impacts	LS/MM	LS/MM	LS/MM	NI	NI	NI	NI
Geology/Soils							
Fault rupture, strong seismic groundshaking, seismic-related ground failure, including liquefaction, landslides	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI
Substantial soil erosion or loss of topsoil	LS/PR	NI	LS/PR	NI	NI	NI	NI
Located on a geologic unit or soil that is unstable, resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse	LS/PR	NI	LS/PR	NI	NI	NI	NI
Located on expansive soil	LS/PR	NI	LS/PR	NI	NI	NI	NI

Table 4.20-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Yucaipa

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	Regional Reduction Plan Local Reduction Measure						
	Energy-7	Energy-8	Transportation-1	Transportation-2	Water-3	Water-4	PS-1
Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI
Greenhouse Gas Emissions/Global Climate Change							
Generate greenhouse gas emissions	LS	LS	LS	LS	LS	LS	LS
Conflict with an applicable plan, policy, or regulation to reduce greenhouse gas emissions	LS	LS	LS	LS	LS	LS	LS
Hazards/Hazardous Materials							
Create significant hazard through the routine transport, use, or disposal of hazardous materials	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI
Create significant hazard through release of hazardous materials	NI	NI	NI	NI	NI	NI	NI
Emit hazardous emissions or handle acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school	NI	NI	NI	NI	NI	NI	NI
Located on a site that is included on a list of hazardous materials sites, creating significant hazard	NI	NI	LS	NI	NI	NI	NI
Located within 2 miles of a public airport or public use airport	NI	NI	NI	NI	NI	NI	NI
Located within the vicinity of a private airstrip	NI	NI	NI	NI	NI	NI	NI
Impair or interfere with an adopted emergency response plan or emergency evacuation plan	LS/PR	NI	LS/PR	NI	NI	NI	NI
Risk of loss, injury, or death involving wildland fires	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI
Cumulative impacts	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI
Hydrology/Water Quality							
Violate any water quality standards or waste discharge requirements	LS/PR	NI	LS/PR	NI	NI	NI	NI
Deplete groundwater supplies or interfere with groundwater recharge	NI	NI	LS	NI	NI	NI	NI
Alter the existing drainage pattern of the site or area, resulting in substantial erosion or siltation	LS/PR	NI	LS/PR	NI	NI	NI	NI

Table 4.20-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Yucaipa

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	Regional Reduction Plan Local Reduction Measure						
	Energy-7	Energy-8	Transportation-1	Transportation-2	Water-3	Water-4	PS-1
Alter the existing drainage pattern of the site or area, resulting in on- or off-site flooding	LS/PR	NI	LS/PR	NI	NI	NI	NI
Exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff	LS	NI	LS/PR	NI	NI	NI	NI
Otherwise degrade water quality	LS/PR	NI	LS	NI	NI	NI	NI
Place housing within a 100-year flood hazard area	NI	NI	NI	NI	NI	NI	NI
Place within a 100-year flood hazard area structures that would impede or redirect flood flows	LS/PR	NI	LS/PR	NI	NI	NI	NI
Risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam	LS	NI	LS/PR	NI	NI	NI	NI
Inundation by seiche, tsunami, or mudflow	LS	NI	LS/PR	NI	NI	NI	NI
Cumulative impacts	LS/PR	NI	LS/PR	NI	NI	NI	NI
Land Use/Planning							
Physically divide an established community	NI	NI	NI	NI	NI	NI	NI
Conflict with any applicable land use plan, policy, or regulation	LS	LS	LS	LS	LS	LS	LS
Conflict with any applicable habitat conservation plan or natural community conservation plan	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS	LS	LS	LS	LS	LS	LS
Mineral Resources							
Loss of availability of a known mineral resource	NI	NI	NI	NI	NI	NI	NI
Loss of availability of a locally important mineral resource recovery site	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI
Noise							
Noise levels in excess of standards established in the local general plan or noise ordinance	LS/PR	LR/PR	LS/PR	NI	NI	NI	NI

Table 4.20-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Yucaipa

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

<i>Environmental Impacts</i>	<i>Regional Reduction Plan Local Reduction Measure</i>						
	<i>Energy-7</i>	<i>Energy-8</i>	<i>Transportation-1</i>	<i>Transportation-2</i>	<i>Water-3</i>	<i>Water-4</i>	<i>PS-1</i>
Excessive groundborne vibration or groundborne noise levels	NI	NI	LS/PR	NI	NI	NI	NI
Permanent increase in ambient noise levels	NI	NI	LS/PR	NI	NI	NI	NI
Temporary or periodic increase in ambient noise levels	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI
Excessive noise levels within 2 miles of a public airport or public use airport	NI	NI	NI	NI	NI	NI	NI
Excessive noise levels within the vicinity of a private airstrip	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI
Population/Housing							
Induce substantial population growth	NI	NI	NI	NI	NI	NI	NI
Displace substantial numbers of existing housing	NI	NI	NI	NI	NI	NI	NI
Displace substantial numbers of people	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI
Public Services							
Provision or need of new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public services	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI
Recreation							
Physical deterioration of recreational facilities	NI	NI	NI	NI	NI	NI	NI
Construction or expansion of recreational facilities	NI	NI	LS/PR	NI	NI	NI	NI
Cumulative impacts	NI	NI	LS/PR	NI	NI	NI	NI

Table 4.20-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Yucaipa

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	Regional Reduction Plan Local Reduction Measure						
	Energy-7	Energy-8	Transportation-1	Transportation-2	Water-3	Water-4	PS-1
Transportation/Traffic							
Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system	NI	NI	LS	LS	NI	NI	LS
Conflict with an applicable congestion management program	NI	NI	LS	LS	NI	NI	LS
Change in air traffic patterns that results in substantial safety risks	NI	NI	NI	NI	NI	NI	NI
Increase hazards due to a design feature or incompatible uses	LS/PR	NI	LS/PR	LS	NI	NI	NI
Inadequate emergency access	LS/PR	NI	LS/PR	NI	NI	NI	NI
Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities	NI	NI	LS/PR	LS	NI	NI	LS
Cumulative impacts	LS/PR	NI	LS/PR	LS	NI	NI	LS
Utilities/Service Systems							
Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board	NI	NI	NI	NI	NI	NI	NI
Construction or expansion of new or existing water or wastewater treatment facilities	NI	NI	NI	NI	LS	LS	NI
Construction or expansion of new or existing stormwater drainage facilities	NI	NI	LS	NI	NI	NI	NI
Insufficient water supplies from existing entitlements and resources, or need new or expanded entitlements	NI	NI	NI	NI	LS	LS	NI
Inadequate wastewater treatment capacity	NI	NI	NI	NI	NI	NI	NI
Insufficient permitted solid waste disposal capacity	NI	NI	LS	NI	NI	NI	NI
Noncompliance with federal, state, or local statutes and regulations related to solid waste	NI	NI	LS	NI	NI	NI	NI
Cumulative impacts	NI	NI	LS	NI	LS	LS	NI

4.20.1 Aesthetics

This section of the EIR analyzes the potential environmental effects on aesthetics in the City of Yucaipa from implementation of the Regional Reduction Plan. Data for this section were taken from the Yucaipa General Plan (1992a) and associated environmental documents (1999b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing aesthetics were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

■ Environmental Setting

Visual Character

Yucaipa is located in the foothills of the San Bernardino Mountains, at the far eastern end of the San Bernardino Valley, just southeast of the City of Redlands before it ascends over the San Gorgonio Pass. Notable topographic features in the area include Zanja Peak and the San Bernardino Mountains. The City is primarily a residential community, with a large percentage of mobile home parks. Residential development is represented by diversity and patchwork of vacant lots adjacent to older homes on long, narrow lots next to multi-family, attached development or new tract development, which lack any definite pattern of development, and is not aesthetically significant. Some areas, particularly in the North Bench area and near Dunlap Acres, as well as some portions of the Central Core area, include the raising and keeping of farm animals. This, along with natural open space areas, parks, and agricultural areas comprising nearly one-half of the total City area, contributes greatly to a rural-appearing landscape. The undeveloped portions of the City are characterized by rolling hills, sandy stream bottoms, and grassy, oak-dotted plateaus.

Light and glare in the City's planning area is generally limited to the urbanized parts of the city along the Interstate 10 (I-10) freeway, Yucaipa Boulevard, Bryant Avenue, and the Central Core business district, and street lighting in some residential areas.

Scenic Resources

The City of Yucaipa has not designated any specific scenic vistas in the City, but the Yucaipa General Plan notes important scenic and visual resources to the City, including the surrounding hills and mountains, the two major creeks which transverse the City and create major "bench areas," and the gently sloping flatlands. These scenic and visual resources provide view orientation over a wide area of the City, along roadways and in developed areas for an array of scenic vistas and a unique visual orientation to the City. The City has adopted a Scenic Resources Overlay District. Another scenic aspect of the City is its vegetation. The concentration of oak woodlands along Wildwood Canyon, and the grasslands, coastal sage scrub, and other areas of vegetation within the northern portion of the City add to its scenic character. The introduced vegetation, which includes mature trees, within the developed portion of the City is also an important scenic resource. Other distinctive areas of introduced vegetation include the groves along the foothills of Crafton Hills, the Yucaipa Regional Park, and the local parks within the City.

Scenic Roadways

The City of Yucaipa has designated two roadways, Live Oak Canyon Road southwest of I-10 and Wildwood Canyon Road east of Fremont Street as scenic highways. Additionally, four other roadways, Yucaipa Boulevard, Bryant Street, Oak Glen Road, and Wildwood Canyon Road west of Fremont Street are highways proposed to be adopted as scenic highways. I-10 is designated by Caltrans as eligible for state scenic highway status.

■ Regulatory Framework

Federal

There are no federal regulations pertaining to visual quality.

State

State Scenic Highways Program

The State Scenic Highways program administered by the California Department of Transportation identifies scenic highways. No highways located within the City are designated by Caltrans as scenic. I-10 is designated by Caltrans as eligible for state scenic highway status.

Outdoor Lighting Energy-Efficiency Standards

California Code of Regulations (CCR) Title 24, Parts 1 and 6 (Building Energy Efficiency Standards), establishes requirements for outdoor lighting for residential and nonresidential development. The standards regulate lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. Different lighting standards are set by classifying areas by lighting zone, which are designated as LZ1 (dark), LZ2 (rural), or LZ3 (urban).

Solar Energy Systems

Government Code Section 65850.5 provides statewide standards to promote development of solar energy by providing timely and cost-effective administrative review of these systems for installation within residential, agricultural, and business areas. The law prohibits local jurisdictions from adopting ordinances that create unreasonable barriers to development of solar energy systems and specifically identifies design review for aesthetic purposes as an unreasonable barrier.

Regional

San Bernardino County General Plan Open Space Element

The San Bernardino County General Plan Open Space Element Policy OS-5.2 designates I-10 between the City of Redlands and the City of Yucaipa and Sand Canyon Road between Crafton Avenue and the City of Yucaipa as scenic highways.

San Bernardino County Ordinance

Chapter 83.07 regulates glare, outdoor lighting, and night sky protection. For instance, outdoor lighting of commercial or industrial land uses in the Valley Region must be fully shielded to preclude light pollution or light trespass. Lighting fixtures used to illuminate a new off-site sign and exterior illuminated on-site signs in the Mountain and Desert regions are required to be mounted on the top of the sign structure and must comply with the shielding requirements specified in detail in the County Code. The purpose of Chapter 83.07 is to encourage outdoor lighting practices and systems that will minimize light pollution, glare, and light trespass; conserve energy and resources while maintaining nighttime safety, visibility, utility, and productivity; and curtail the degradation of the nighttime visual environment.

Local

City of Yucaipa Municipal Code

The Development Code contains regulations governing permitted land uses in the City and defines applicable use regulations, site development criteria, performance standards, and general design regulations. Applicable regulations include General Design Standards (Division 7), Specific Use Design Standards (Division 8), and Hillside and/or Ridgeline development regulations (Division 7, Chapter 11). In addition, under the Plant Protection and Management standards (Division 9), Sections 89.0501 to 89.0520 establish permitting requirements for Oak Tree Conservation to value the aesthetic environment that nature provides.

The City has also adopted regulations for solar energy installations, incorporating the Uniform Code for Solar Energy Installations (2009 edition). Section 15.04.060 regulates the design, construction, quality of materials, erections, installation, alteration, repair, location, replacement, addition to, use or maintenance of solar energy systems.

Yucaipa General Plan

The Yucaipa General Plan policies that are applicable to aesthetics¹ are as follows:

Transportation Element, Scenic Highways

- Policy SH-1A** Require the provision of architectural controls, additional setbacks and height limitations to assure positive scenic quality along scenic highways.

Open Space and Conservation Element

- Policy OS-9D** Development shall be controlled on prominent ridgelines.

Scenic Resources Overlay District

Yucaipa Development Code Division 5, Chapter 3, Article 6, provides development standards that protect, preserve, and enhance aesthetic resources of the City. Design considerations can be incorporated to allow development to coexist and not interfere with the preservation of unique natural resources,

¹ These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

roadside views, and scenic corridors of natural resources. The Scenic Resources Overlay District implements the state and federal programs and regulations regarding scenic highway status.

■ Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on aesthetics if it would do any of the following:

- Have a substantial adverse effect on a scenic vista
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
- Substantially degrade the existing visual character or quality of the site and its surroundings
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area

Analytic Method

Impacts regarding visual character typically include changes to the style or ambiance of a community, the insertion of a prominent feature that changes the original visual character of an area, or the elimination of a significant natural feature (or open space). Regional Reduction Plan reduction measures were reviewed to determine if they would include elements that, if implemented, would result changes in the viewshed that could be subjectively perceived as adverse or negative, or if implementation of the measures would be inconsistent with applicable General Plan goals or City standards pertaining to community design and visual quality.

Effects Not Found to Be Significant

Threshold	Would the project have a substantial adverse effect on a scenic vista?
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The City of Yucaipa has not designated any specific scenic vistas in the City, but the Yucaipa General Plan notes important scenic and visual resources to the City, including the surrounding hills and mountains, the two major creeks which transverse the City and create major “bench areas,” and the gently sloping flatlands.

The Regional Reduction Plan does not propose specific development. However, measures that promote transit-oriented development (TOD) along existing and planned transit corridors (e.g., On-Road-1.4) could be situated where they could affect views of natural landforms. The City would require TOD project design to be consistent with General Plan Transportation Element Policy SH-1A, which requires the provision of architectural controls, additional setbacks and height limitations to assure views are not adversely affected. Implementation of the Regional Reduction Plan could result in the installation of photovoltaic arrays on existing buildings. The City adopted regulations for solar energy installations (Municipal Code Section 15.04.060) that regulate the design and location of solar energy systems. Open Space and Conservation Element Policy OS-9D limits development on prominent ridgelines.

Further, the City requires that all projects be reviewed for consistency with the General Plan policies and Development Code prior to approval. Therefore, any projects constructed under the Regional Reduction Plan would be evaluated for conformance to these policies to ensure that scenic vistas are not adversely affected. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
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The City of Yucaipa has designated Live Oak Canyon Road and Wildwood Canyon Road east of Fremont Street as scenic highways. Additionally, Yucaipa Boulevard, Bryant Street, Oak Glen Road, and Wildwood Canyon Road west of Fremont Street are highways proposed to be adopted as scenic highways. There are no State-designated scenic highways in Yucaipa. Scenic resources in Yucaipa include the major bench areas and concentration of oak woodlands along Wildwood Canyon, among others.

The Regional Reduction Plan does not propose specific development. However, measures that promote transit-oriented development (TOD) along existing and planned transit corridors (e.g., On-Road-1.4) could be situated along existing or proposed scenic highways or corridors. The City would require TOD project design to be consistent with General Plan Transportation Element Policy SH-1A, which requires the provision of architectural controls, additional setbacks and height limitations to assure positive scenic quality along scenic highways. Implementation of the Regional Reduction Plan could result in the installation of photovoltaic arrays on existing housing, commercial, and industrial buildings. The City has adopted regulations for solar energy installations (Municipal Code Section 15.04.060) that regulate the design and location of solar energy systems. Further, the City requires that all projects be reviewed for consistency with the General Plan policies and Development Code Scenic Resources Overlay District standards (Municipal Code Section 85.030610) prior to approval. With implementation of adopted policies and regulations, this would ensure that scenic resources are not adversely affected. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?
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The City's aesthetic quality is characterized by a diverse residential development pattern that is not visually significant within a larger rural landscape with gently rolling, vegetated hills set against a backdrop of mountain ridges.

The Regional Reduction Plan does not propose specific development. Rather, it encourages increased sustainability in existing and future development, furthering the goals of the General Plan. The Regional Reduction Plan establishes policies that encourage installation of energy-saving solar systems on existing residential, commercial and industrial buildings. These features would likely be visible to visitors, employees, and residents, and screening would inhibit energy production. City Municipal Code Section 15.04.060 regulates the design, construction, quality of materials, and location of solar energy systems, which would reduce impacts.

Implementation of Reduction Measure PS-1 under the Regional Reduction Plan would include several options, including energy efficiency measures, transportation reduction measure and/or renewable

energy measures. Future development that would incorporate renewable energy systems on the building, such as photovoltaic panels, would be required to comply with General Plan policies that regulate the design of new buildings as well as protect the existing visual quality of the City. For example, Policy OS-9D limits development along prominent ridgelines. As previously mentioned, Municipal Code Section 15.04.060 regulates the design, construction, quality of materials, erections, installation, alteration, repair, location, replacement, addition to, use or maintenance of solar energy systems. Future development and redevelopment would need to comply with the City’s existing design provisions that relate to aesthetics and visual quality. All development or redevelopment projects would undergo further environmental and design review on a project-by-project basis to ensure that the visual quality of the surrounding environment is not substantially compromised.

The Regional Reduction Plan does not propose specific development. However, measures that promote transit-oriented development (TOD) along existing and planned transit corridors (e.g., On-Road-1.4) could involve new development along existing or planned transit corridors. The City would require TOD project design to be consistent with applicable General Plan policies such as SH-1A and OS-9D and development standards in the Development Code to minimize visual quality impacts. On-Road elements of the Regional Reduction Plan selected by the City of Yucaipa that could result in new or expanded park-and-ride lots and pedestrian/bicycle enhancements would result in a change in the visual quality of a site, but the features would not be of a height, mass, or scale that would contribute to visual quality degradation. This impact would be *less than significant*. No mitigation is required.

Threshold	Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?
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Ambient light and glare from urban uses is present in the urbanized portions of the City Rural areas, which comprise a large portion of the City, contain few sources of light and glare. Implementation of Regional Reduction Plan measures that promote transit-oriented development along existing and planned transit corridors (e.g., On-Road-1.4) could involve new development, which would be within urbanized areas or areas planned for development. New TOD projects, along with new transit facilities such as bus shelters and park-and-ride lots, could be a source glare or light. However, the City would require TOD project design to be consistent with applicable General Plan policies and design standards to minimize light and glare impacts. Section 87.0605(f) of the Development Code requires all parking area lighting must reflect light and glare away from public thoroughfares and any adjacent residences. Other on-Road elements of the Regional Reduction Plan selected by the City of Yucaipa that could include pedestrian/bicycle network enhancements would not be expected to be a source of light or glare.

Implementation of the Regional Reduction Plan could result in the installation of photovoltaic arrays on existing housing and commercial/industrial buildings. Rooftop solar panels, to be effective, must be oriented to maximize solar radiation absorption. Solar panels are designed to maximize sunlight absorption and are generally constructed of dark, light-absorbing materials and are composed of a minimum of reflective surfaces. Therefore, it is not anticipated that solar arrays would result in an increased amount of glare even if they were oriented in such a way as to face sensitive receptors or motorists. City Municipal Code Section 15.04.060 identifies specific design requirements for alternative energy systems, which would reduce potential glare impacts. Therefore, light and glare impacts would be *less than significant*. No mitigation is required.

■ Cumulative Impacts

The City's General Plan EIR concluded future development in the City would impact existing scenic resources as viewed from arterial highways, because future development would block views from many of those areas. In addition, development of the major vacant and undeveloped areas (approximately 10,000 acres) may impact the scenic quality and aesthetics of the City. The EIR noted the architectural style and landscape treatment of future development would impact the overall City character and image. Future parking lots, streetlights and ornamental lighting, as well as reflective parking surfaces could adversely affect adjoining land uses. The City concluded cumulative impacts would not be significant with implementation City goals, policies, and standards.

The Regional Reduction Plan does not propose specific development. Implementation of projects that could be developed under On-Road-1 and energy-saving solar features on new and existing development projects would not result in significant aesthetics impacts, as explained above, because all projects would be required to be consistent with adopted policies and standards to reduce impacts. Therefore, the proposed project would not result in a cumulatively considerable contribution to aesthetics effects. ***Cumulative aesthetics impacts would be less than significant.***

■ References

San Bernardino, County of. 2007. *County of San Bernardino 2007 General Plan*, March 13.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

Yucaipa, City of. 1992a, updated 2004. *Yucaipa General Plan*, September.

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4.20.2 Agriculture/Forestry Resources

This section of the EIR analyzes the potential environmental effects on agriculture/forestry resources in the City of Yucaipa from implementation of the Regional Reduction Plan. Data for this section were taken from the Yucaipa General Plan (1992a) and associated environmental documents (1999b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing agriculture/forestry resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

■ Environmental Setting

The State of California designates land into eight categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. These maps and data are used to help preserve productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all Important Farmland and are collectively referred to as Important Farmland in this EIR. The highest rated Important Farmland is Prime Farmland. These maps are created and maintained by the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP). Additional information on the FMMP is provided in this section under “Regulatory Framework,” “State.” The following summarizes the various lands mapped by the State.

- **Prime Farmland**—This has the best combination of physical and chemical features and is able to sustain long-term agricultural production. The land has the soil quality, growing season, and moisture supply needed to produce sustained high yields and it must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Farmland of Statewide Importance**—This is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. The land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Unique Farmland**—This has lesser-quality soils and is used for the production of the state’s leading agricultural crops. The land is usually irrigated, but may include non-irrigated orchards or vineyards, as found in some climatic zones in California. The land must also have been cropped at some time during the four years prior to the mapping date.
- **Farmland of Local Importance**—This is of importance to the local agricultural economy, as determined by each county’s board of supervisors and a local advisory committee.
- **Grazing Land**—This has existing vegetation that is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen’s Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
- **Urban and Built-Up Land**—This land is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad,

and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

- **Other Land**—This land is not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines or borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.
- **Water**—These are areas with perennial water bodies with an extent of at least 40 acres.

Within the City of Yucaipa there exists soil which is considered potentially valuable for agricultural uses. There are currently 1,324 acres in the City designated for agricultural uses. Approximately 250 acres of prime farmland exist in Yucaipa. Over 150 acres of Farmland of State-wide importance and approximately 13 acres of unique farmland exist in Yucaipa. Additionally, over 6,000 acres of land is suitable for grazing within the City limits of Yucaipa. The majority of this land is fallow or intermittently used for dry farm grains. Most of the actively used agricultural land is devoted to citrus, Christmas tree, and poultry production.

■ Regulatory Framework

Federal

There are no federal regulations pertaining to agricultural resources.

State

Williamson Act

The California Land Conservation Act of 1965, or the Williamson Act, allows city or county governments to preserve agricultural land or open space through contracts with landowners. Contracts last ten years and are automatically renewed unless a notice of nonrenewal is issued. The preservation of agricultural land through Williamson Act contracts is meant to discourage premature and unnecessary conversion to urban uses. Landowners benefit from the contract by receiving property tax assessments that are much lower than the normal rates, based on farming and open space land values rather than urban full market values.

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of Important Farmland. It divides the state's land into eight categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. The maps and data are used to help preserve productive farmland and to analyze impacts on farmland.

Regional

County of San Bernardino Development Code

The County of San Bernardino Development Code includes Agricultural Land Use Zoning Districts that provide sites for commercial agricultural operations, agricultural support services, rural residential uses

and similar and compatible uses. Open space and recreation uses may occur on nonfarmed lands within these AG (Agriculture) land use zoning district. In addition, the Development Code also includes Additional Agriculture (AA) Overlays, which are intended to create, preserve, and improve areas for small-scale and medium-scale agricultural uses utilizing productive agricultural lands for raising, some processing, and the sale of plant crops, animals, or their primary products. It is an overlay where agricultural uses exist compatibly with a variety of rural residential lifestyles. Agricultural Preserve (AP) Overlays were also established for properties that may be subject to a Land Conservation Contract executed between the landowner and the Board.

Local

There are no local regulations pertaining to agricultural/forestry resources.

■ Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on agriculture/forestry resources if it would do any of the following:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use
- Conflict with existing zoning for agricultural use or with a Williamson Act contract
- 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))
- Result in the loss of forest land or conversion of forest land to nonforest use
- Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use

Analytic Method

The following analysis reviews potential impacts to agricultural/forestry resources within the City of Yucaipa.

Effects Not Found to Be Significant

Threshold	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?
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Implementation of the Regional Reduction Plan includes densification and development of transit oriented development near transit stations in developing the Regional Sustainable Communities Strategy (SCS) and commercial/residential mixed-use development within the urbanized portions of Yucaipa, but these areas near transit or urbanized mixed-use development do not include changing any existing agricultural lands. In addition, the Regional Reduction Plan includes energy efficiency retrofits of existing buildings, but does not convert any agricultural use to a nonagricultural use. In addition, the Regional Reduction Plan includes renewable energy generation facilities. The renewable energy generation facilities on existing agricultural land would be complementary to the agricultural use and not be the primary use on agricultural land, such as a solar or wind farm. As an example, a large dairy might include photovoltaic (PV) solar panels on the rooftops and a methane capture system that collects methane as a renewable fuel. However PV solar and the methane capture system described in this example would not change or convert agricultural land to non-agricultural use or in any way degrade the dairy farm as an agricultural use. Therefore, implementation of the proposed Regional Reduction Plan would not convert any of the existing agricultural use to nonagricultural use, and does not include designated Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. There would be *no impact*.

Threshold	Would the project conflict with existing zoning for agricultural use or with a Williamson Act contract?
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Implementation of the Regional Reduction Plan includes densification and development near transit stations and within urbanized portions of Yucaipa, but does not include conversion of agricultural land that would conflict with existing Williamson Act Contracts. Therefore, there would be *no impact*.

Threshold	Would the project 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))?
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Implementation of the Regional Reduction Plan includes densification and development near transit stations and within urbanized portions of Yucaipa, but does not include conversion of forest land/timberland that would conflict with existing zoning. There would be *no impact*.

Threshold	Would the project result in the loss of forest land or conversion of forest land to nonforest use?
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The City of Yucaipa is urbanized and does not contain forest land. There would be ***no impact***.

Threshold	Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use?
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For the reasons described above, no other changes are anticipated that would result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use. There would be ***no impact***.

■ Cumulative Impacts

Implementation of the Regional Reduction Plan in Yucaipa would not result in any impacts on agricultural or forest lands at the project level. Therefore, impacts would not be cumulatively considerable, and there would be ***no cumulative impact***.

■ References

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

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4.20.3 Air Quality

This section of the EIR analyzes the potential environmental effects on air quality in the City of Yucaipa from implementation of the Regional Reduction Plan. Data for this section were taken from the Yucaipa General Plan (1992a) and associated environmental documents (1999b), the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (2012 AQMP), SCAQMD's CEQA Air Quality Handbook and online updates (accessed 2012), and SCAQMD air monitoring data. Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing air quality were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

■ Environmental Setting

The portion of the proposed project under jurisdiction of the City of Yucaipa is located within the South Coast Air Basin (Basin). The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Climate change within the Basin is influenced by a wide range of emission sources, such as utility usage, heavy vehicular traffic, industry, and meteorology.

The annual average temperature varies little throughout the Basin, 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 average low is reported at 41°F in January and the average high is 95°F in July. All areas in the Basin have recorded temperatures above 100°F in recent years. January is typically the coldest month in this area of the Basin, with minimum temperatures in the 30s.

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast with slightly heavier shower activity in the east and over the mountains. Rainfall averages around 20 inches per year in the project area.

Wind patterns across the south coastal region are characterized by westerly and 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, both 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 Basin, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished. The mountain ranges surrounding the Basin affect the transport and diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the Basin 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.

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

Air Pollutants of Concern

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. These are known as criteria air pollutants and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb) are primary air pollutants. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O₃) and nitrogen dioxide (NO₂) are the principal secondary pollutants.

Presented below is a description of each of the primary and secondary criteria air pollutants and their known health effects. Other pollutants, such as carbon dioxide, a natural by-product of animal respiration that is also produced in the combustion process, have been linked to such phenomena as global warming (see Section 4.13.7 [Greenhouse Gas Emissions]).

Carbon monoxide (CO) is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005).

Volatile organic compounds (VOC) are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. VOCs are synonymous with reactive organic gases. Other sources of VOC include evaporative emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by VOC, but rather by reactions of VOC to form secondary pollutants such as ozone (SCAQMD 2005).

Nitrogen oxides (NO_x) serve as integral participants in the process of photochemical smog production. The two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO₂). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO₂ is a reddish-brown irritating gas formed by the combination of NO and oxygen. NO_x acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens (SCAQMD 2005).

NO₂ is a by-product of fuel combustion. The principal form of NO₂ produced by combustion is NO, but NO reacts with oxygen to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x.

NO₂ acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO₂ is only potentially irritating. There is some indication of a relationship between NO₂ and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 part per million (ppm). NO₂ absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO₂ also contributes to the formation of PM₁₀, PM_{2.5}, and ozone (SCAQMD 2005).

Sulfur dioxide (SO₂) is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. Fuel combustion is the primary source of SO₂. At sufficiently high concentrations, SO₂ may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO₂ may do greater harm by injuring lung tissue. A primary source of SO₂ emissions is high-sulfur-content coal. Gasoline and natural gas have very low sulfur content and hence do not release significant quantities of SO₂ (SCAQMD 2005).

Particulate matter (PM) consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized. Inhalable coarse particles, or PM₁₀, include the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 one-millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or PM_{2.5}, have an aerodynamic diameter of 2.5 microns (i.e., 2.5 one-millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind action on arid landscapes also contributes substantially to local particulate loading. Both PM₁₀ and PM_{2.5} may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to breathing problems (SCAQMD 2005). Diesel particulates are classified by the California Air Resources Board (ARB) as a carcinogen.

Fugitive dust primarily poses two public health and safety concerns. The first concern is that of respiratory problems attributable to the particulates suspended in the air. The second concern is that of motor vehicle accidents caused by reduced visibility during severe wind conditions. Fugitive dust may also cause significant property damage during strong windstorms by acting as an abrasive (much like sandblasting). Finally, fugitive dust can result in a nuisance factor due to the soiling of proximate structures and vehicles (SCAQMD 2005).

Ozone (O₃), or smog, is one of a number of substances called photochemical oxidants that are formed when VOC and NO_x (both by-products of the internal combustion engine) react with sunlight. O₃ is present in relatively high concentrations in the South Coast Air Basin (Basin), and the damaging effects of photochemical smog are generally related to the concentrations of O₃. O₃ poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Additionally, O₃ has been tied to crop damage, typically in the form of stunted growth and premature death. O₃ can also be a corrosive, resulting in property damage such as the degradation of rubber products (SCAQMD 2005).

Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The 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.” A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal Clean Air Act (42 United States code Section 7412(b)) is a toxic air contaminant. Under state law, the California Environmental Protection Agency (CalEPA), acting through the California ARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics “Hot Spot” Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for California ARB to designate substances as TACs. Once a TAC is identified, California ARB adopts an “airborne toxics control measure” for sources that emit designated TACs. If there is a safe threshold for a substance (a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. California ARB has, to date, established formal control measures for 11 TACs, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics “Hot Spot” Information and Assessment Act of 1987. Under AB 2588, toxic air contaminant 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 in the form of notices and public meetings.

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

In 1998, the California ARB identified particulate emissions from diesel-fueled engines (diesel PM) as a TAC. Previously, the individual chemical compounds in the diesel exhaust were considered as TACs. Almost all diesel exhaust particle mass is 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 lung.

In 2000, SCAQMD conducted a study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,400 in a million. The largest contributor to this risk was diesel exhaust, accounting for 71 percent of the air toxics risk. In 2008, the SCAQMD conducted its third update to their study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, accounting for approximately 84 percent of the air toxics risk (SCAQMD 2008).

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project site and the City of Yucaipa are best documented by measurements made by the SCAQMD. The City is in the eastern portion of Source Receptor Area (SRA) 35 (San Bernardino Valley [East San Bernardino Valley]). The SCAQMD air quality monitoring station that is closest to the City is the Redlands and San Bernardino Monitoring Station. Data from these two stations are summarized in Table 4.20.3-1 (Ambient Air Quality Monitoring in the City of Yucaipa). The data show recurring violations of both the state and federal O₃ standards. The data also indicate that the area regularly exceeds the state PM₁₀ and federal PM_{2.5} standards. The CO, SO₂, and NO₂ standards have not been violated in the last 5 years at the stations.

■ Regulatory Framework

Federal

U.S. Environmental Protection Agency and the Federal Clean Air Act

The federal Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the U.S. Environmental Protection Agency (USEPA) to establish National Ambient Air Quality Standards (NAAQS), with States retaining the option to adopt more stringent standards or to include other specific pollutants. These NAAQS standards are the levels of air quality considered safe, along with an adequate margin of safety to protect the public health and welfare. They are designed to protect those 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.

The CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The CAA Amendments dictate that states containing areas violating the NAAQS must revise their SIPs to include extra control measures to reduce air pollution. California's SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The SIP is periodically modified to reflect the latest emissions inventories, plans and rules and regulations of the various agencies with jurisdiction over the State's air basins. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

State

California Air Resources Board

The California ARB, a part of CalEPA, is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, ARB conducts research, sets State ambient air quality standards (California Ambient Air Quality Standards), compiles emission inventories, develops suggested control measures and provides oversight of local programs. ARB also establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints and barbecue lighter fluid) and various types of commercial equipment. It

also sets fuel specifications to further reduce vehicular emissions. ARB has primary responsibility for the development of California’s SIP and works closely with the federal government and the local air districts.

Table 4.20.3-1 Ambient Air Quality Monitoring in the City of Yucaipa

Pollutant/Standard	Number of Days Air Quality Standards Were Exceeded per Year and Maximum Level of Concentrations in Each Year ^a				
	2007	2008	2009	2010	2011
Ozone (O₃)					
State 1-Hour ≥ 0.09 ppm	48	62	53	27	40
State 8-Hour ≥ 0.07 ppm	74	90	79	63	66
Federal 8-Hour ≥ 0.075 ppm ^b	51	62	62	40	39
Maximum 1-Hour Average Concentration (ppm)	0.153	0.162	0.150	0.143	0.144
Maximum 8-Hour Average Concentration (ppm)	0.122	0.124	0.128	0.105	0.124
Carbon Monoxide (CO)					
State/Federal 8-Hour > 9.0 ppm	0	0	0	0	0
Maximum 8-Hour Average Concentration (ppm)	1.8	1.9	1.9	1.7	1.7
Nitrogen Dioxide (NO₂)					
State 1-Hour ≥ 0.18 ppm ^c	0	0	0	0	0
Maximum 1-Hour Average Concentration (ppm)	0.09	0.10	0.08	0.07	0.08
Sulfur Dioxide					
State 24-Hour ≥ 0.04 ppm	0	0	0	0	0
Federal-24 Hour ≥ 0.14 ppm	0	0	0	0	0
Maximum 24-Hour Average Concentration (ppm)	0.004	0.003	0.002	0.002	0.007
Suspended Particulates (PM₁₀)					
State 24-Hour > 50 µg/m ³	33	19	13	9	3
Federal-24 Hour > 150 µg/m ³	0	0	0	0	0
Maximum 24-Hour Average Concentration (µg/m ³)	136	76	75	63	56
Fine Particulates (PM_{2.5})					
Federal-24 Hour ≥ 35 µg/m ^{3d}	11	6	3	2	2
Maximum 24-Hour Average Concentration (µg/m ³)	77.5	49.0	46.4	42.6	32.5

SOURCE: SCAQMD, Ambient Air Quality Monitoring Data (obtained January 2012).

ppm = parts per million; µg/m³ = micrograms per meter cubed

a. Data obtained from the Central San Bernardino Valley 1 or Central San Bernardino Valley 2 Monitoring Stations.

b. USEPA recently updated the 8-hour ozone standard from 0.8 ppm to 0.075 ppm.

c. California ARB updated the state nitrogen dioxide standard in 2007 from 0.25 ppm to 0.18 ppm.

d. USEPA recently updated the 24-hour PM_{2.5} standard from 65 µg/m³ to 35 µg/m³.

Table 4.20.3-2 (State and Federal Ambient Air Quality Standards) shows the California Ambient Air Quality Standards and NAAQS for each of the criteria pollutants.

Table 4.20.3-2 State and Federal Ambient Air Quality Standards				
<i>Pollutant</i>	<i>Averaging Time</i>	<i>California Standard</i>	<i>Federal Primary Standard</i>	<i>Major Sources</i>
Ozone (O ₃) ^a	1 hour	0.09 ppm	—	Internal combustion engines, coatings, and solvents
	8 hours	0.070 ppm	0.075 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines
	8 hours	9 ppm	9 ppm	
Nitrogen Dioxide (NO ₂) ^b	Annual Average	0.030 ppm	0.053 ppm	Internal combustion engines and industrial processes
	1 hour	0.18 ppm	—	
Sulfur Dioxide	Annual Average	—	0.03 ppm	Internal combustion engines, chemical plants, sulfur recovery, and metal processing
	1 hour	0.25 ppm	—	
	24-hours	0.04 ppm	0.14 ppm	
Suspended Particulates (PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³	—	Dust from agricultural and construction, combustion, natural activities
	24 hours	50 µg/m ³	150 µg/m ³	
Fine Particulates (PM _{2.5}) ^c	Annual Arithmetic Mean	12 µg/m ³	15 µg/m ³	Primarily from Internal combustion engines
	24 hours	—	35 µg/m ³	
Lead (Pb)	Monthly	1.5 µg/m ³	—	Lead smelters and lead battery manufacturing & recycling.
	Quarterly	—	1.5 µg/m ³	
Sulfates (SO ₄)	24 hours	25 µg/m ³		Industrial processes

SOURCE: California ARB (2012).

ppm = parts per million; µg/m³ = micrograms per meter cubed

a. USEPA recently updated the 8-hour ozone standard from 0.8 ppm to 0.075 ppm

b. California ARB updated the state nitrogen dioxide standard in 2007 from 0.25 ppm to 0.18 ppm

c. USEPA recently updated the 24-hour PM_{2.5} standard from 65 µg/m³ to 35 µg/m³

Regional

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy, community development and the environment. Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use and energy conservation measures that affect air quality. SCAG's Regional Comprehensive Plan and Guide (RCPG) provide growth forecasts that are used in the development of air quality related land use and transportation control strategies by SCAQMD.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional

challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM₁₀, PM_{2.5}, ultrafine), and carbon monoxide

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

South Coast Air Quality Management District

SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin, which includes the counties of Los Angeles, Riverside, San Bernardino, and Orange. In order to provide GHG emission guidance to the local jurisdictions within the Basin, the SCAQMD has organized a Working Group to develop GHG emissions analysis guidance and thresholds.

SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is the lead agency. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The tiered approach defines projects that are exempt under CEQA and projects that are within the jurisdiction of and subject to the policies of a GHG Reduction Plan as less than significant.

Air Quality Management Plan

The SCAQMD and the SCAG are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. Once adopted, the AQMP becomes a portion of California's SIP describing the plan to bring the Basin into attainment with the NAAQS and California Ambient Air Quality Standards. The most recent plan is the 2012 AQMP adopted on December 7, 2012. The 2012 AQMP is designed to meet the state and federal Clean Air Act planning requirements and focuses on new federal ozone and PM_{2.5} standards. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show vehicle miles travelled (VMT) emissions offsets following the recent changes in USEPA requirements.

Table 4.20.3-3 (Attainment Status of Basin) shows the attainment status for criteria air pollutants in the Basin.

<i>Pollutant</i>	<i>State</i>	<i>Federal</i>
Ozone: 1-hour	Extreme Nonattainment	Extreme Nonattainment
Ozone: 8-hour	Extreme Nonattainment	Severe-1 Nonattainment
Carbon Dioxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO ₂)	Attainment	Attainment/Maintenance
Sulfur Dioxide (SO ₂)	Attainment	Attainment
Suspended Particulates (PM ₁₀)	Serious Nonattainment	Serious Nonattainment
Fine Particulates (PM _{2.5})	Nonattainment	Nonattainment
Lead	Attainment	Attainment
Sulfates (SO ₄)	Unclassified	Unclassified

SOURCE: California ARB (2012).

Local

Yucaipa General Plan

The Yucaipa General Plan policies that are applicable to air quality and air pollutant emissions² are as follows:

- Policy T-2A** Promote the establishment and development of a City bicycle lane program Use transportation right of ways for multiple transportation modes including recreation.
- Policy T-6C** Design land use patterns in new developments that minimize the number of automobile trips by providing neighborhood shopping facilities and pedestrian and bicycle paths.
- Policy T-6D** Encourage the design and implementation of land uses development standards and capital improvement programs which maximize the use of public transit.
- Policy T-6E** SCAG Caltrans SANBAG Commuter Computer to develop ridesharing programs and public transit.
- Policy T-6F** Designate existing Park and Ride Facilities on the General Plan Circulation Maps work with Caltrans to identify appropriate Future Park and Ride Facilities and develop a program to acquire and develop sites for such facilities in areas where there is an identified need.
- Policy T-6G** **Action 2:** Urge the timely extension of public transit between residential areas and industrial employment centers.
- Policy LU-4A** Concentrate higher density residential land uses close to employment and commercial centers to help reduce the use of energy.

² These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy LU-4B Provide for additional commercial and employment opportunities within the City to maintain a better housing balance and reduce the number of vehicle trips made out of the City for employment purposes.

■ Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on air quality if it would do any of the following:

- Conflict with or obstruct implementation of the applicable air quality plan
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)
- Expose sensitive receptors to substantial pollutant concentrations
- Create objectionable odors affecting a substantial number of people

The SCAQMD has developed CEQA air pollutant thresholds for projects within the Basin. The SCAQMD thresholds of significance for air quality are shown in Table 4.20.3-4 (SCAQMD Thresholds of Significance).

Table 4.20.3-4 SCAQMD Thresholds of Significance		
<i>Pollutant</i>	<i>Construction Phase</i>	<i>Operational Phase</i>
Volatile Organic Compounds (VOC; an ozone precursor)	75 lb/day	55 lb/day
Nitrogen Oxides (both NO ₂ and NO _x as an ozone precursor)	100 lb/day	55 lb/day
Sulfur Oxides (SO _x , both SO ₂ and SO ₄)	150 lb/day	150 lb/day
Carbon Monoxide (CO)	550 lb/day	550 lb/day
Suspended Particulates (PM ₁₀)	150 lb/day	150 lb/day
Fine Particulates (PM _{2.5})	55 lb/day	55 lb/day

SOURCE: SCAQMD (2012).

In addition, SCAQMD's health related thresholds associated with toxic air contaminants are as follows:

- Emission of (or exposure to) carcinogenic toxic air contaminants that increase maximum cancer risk by 10 in one million
- Emission of (or exposure to) toxic air contaminants that increase the maximum hazard quotient by 1

Analytic Method

The impact analysis for the Regional Reduction Plan is based on the air quality emissions analysis in the Yucaipa General Plan EIR, and predicted air pollutant reductions that would be expected from implementation of the Regional Reduction Plan.

Effects Not Found to Be Significant

Threshold	Would the project conflict with or obstruct implementation of the applicable air quality plan?
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The 2012 AQMP is the applicable air quality management plan for the region and is designed to meet the state and federal Clean Air Act planning requirements with a focus on new federal ozone and PM_{2.5} standards. The 2012 AQMP incorporates significant new control strategies, including transportation conformity budgets that show VMT emissions offsets following the recent changes in USEPA requirements.

The proposed project (Regional Reduction Plan) would implement measures within Yucaipa designed to increase energy efficiency and reduce VMT. While these reduction strategies were formulated to reduce greenhouse gases, they also act to improve overall air quality by reducing emissions of criteria pollutants.

The City will implement transportation measures to improve air quality. These include VMT reduction strategies such as Regional Reduction Plan reduction Transportation-1 (Sustainable Communities Strategy) and Transportation-2 (“Smart Bus” Technologies). Implementation of Transportation-1 would reduce regional VMT through land use planning and associated transportation patterns. Transportation-2 would lead to more fuel-efficient bus operations for Omnitrans and could potentially attract more transit riders who may switch modes from automobile use.

The Regional Reduction Plan includes pedestrian and bicycle infrastructure planning for bikeways and pedestrian paths to be build that connect various land uses. A key benefit to the implementation of pedestrian and bicycle infrastructure within the City will be a reduction in traffic and improved air quality. Implementation of these measures through the Regional Reduction Plan would improve air quality by reducing vehicle-related air pollutant emissions through the reduction of VMT. In addition, energy efficiency measures to reduce electricity use and renewable energy generation will reduce both GHG emissions and air pollutants at power plants generating electricity in the region. Energy efficiency measures in the Regional Reduction Plan will also reduce natural gas combustion at residential, commercial, and industrial land uses within the City, which will reduce criteria air pollution locally. The implementation of the Regional Reduction Plan will further the goals of the Air Quality Management Plan for the Basin. Therefore, this impact would be *less than significant*. No mitigation is required.

Threshold	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?
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Construction activities, such as building energy retrofits and grading or excavation activities, if required, for installation of energy-generating structures or bicycle/pedestrian paths and transit infrastructure, would result in temporary, short-term emissions of air pollutants. The primary source of NO_x, CO, and

SO_x emissions is the operation of construction equipment. The primary sources of particulate matter (PM₁₀ and PM_{2.5}) emissions include activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary source of VOC emissions is the application of architectural coating and off-gas emissions associated with asphalt paving. Because information regarding specific facilities and building details required to implement the Regional Reduction Plan reduction measures is not available, short-term construction emissions from these activities cannot be quantified. However, these temporary, short-term emissions would not be substantial, and would be offset by the operation of renewable energy project, pedestrian and bicycle paths and transit infrastructure that are part of the reduction measures in the Regional Reduction Plan that would result in an overall reduction in both GHG and criteria air pollutant emissions.

While we may not be able to quantify short-term construction emissions, long-term emissions of criteria pollutants from operation of the energy efficiency measures, renewable energy generation, water conservation measures, solid waste diversion programs, and the various transportation measures are better understood at a regional level. This is because of the level of commitment that the City of Yucaipa has chosen in implementing the reduction measures in the Regional Reduction Plan. Table 4.20.3-5 (City of Yucaipa Regional Emissions) compares the criteria pollutant emissions predicted in the Yucaipa General Plan with the predicted reductions in those emissions through implementation of the Regional Reduction Plan.

The proposed project (Regional Reduction Plan) will reduce anticipated criteria air pollutant emissions resulting from buildout of the Yucaipa General Plan, but the net emissions from buildout of the Yucaipa General Plan are still over the SCAQMD Thresholds. This significant impact was addressed in the Yucaipa General Plan EIR. Impacts from the Regional Reduction Plan reduce criteria pollutants and benefit air quality in Yucaipa. Therefore, the impact for the proposed project would be *less than significant*. No mitigation is required.

Threshold	Would the project expose sensitive receptors to substantial pollutant concentrations?
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As discussed in Table 4.20.3-5, the Regional Reduction Plan will reduce criteria pollutant emissions within the City of Yucaipa. The emissions reduction strategies selected by the City do not include any new facilities that would result in a new source of TAC emissions, including diesel particulate matter. Therefore, the Regional Reduction Plan would not expose sensitive receptors in the City to substantial pollutant concentrations. This impact would be *less than significant*. No mitigation is required.

Threshold	Would the project create objectionable odors affecting a substantial number of people?
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Implementation of the Regional Reduction Plan will not create objectionable odors. None of reduction measures in the Regional Reduction Plan selected by the City of Yucaipa include components that typically generate odors. Therefore, this impact would be *less than significant*. No mitigation is required.

Table 4.20.3-5 City of Yucaipa Regional Emissions (lb/day)

<i>Emission Sources</i>	<i>VOC</i>	<i>NO_x</i>	<i>CO</i>	<i>PM₁₀</i>
Existing Land Use Emissions				
Transportation	593	1,649	7,332	383
Area Sources:				
Natural Gas	2	23	6	0
<i>Subtotal Area Sources</i>	2	23	6	0
Total Existing Emissions	594	1,672	7,338	383
Yucaipa General Plan Buildout 2002				
Transportation	1,808	5,935	21,695	1,514
Area Sources:				
Natural Gas	3	45	11	0
<i>Subtotal Area Sources</i>	3	45	11	0
Total Yucaipa General Plan Emissions	1,811	5,980	21,706	1,514
Changes in Emissions with the Regional Reduction Plan^a				
Transportation	-508	-1,668	-6,096	-425
Area Sources:				
Natural Gas	0	-2	0	0
<i>Subtotal Area Sources</i>	0	-2	0	0
GHG Performance Standard ^b	-54	-177	-643	-45
Changes to Emissions Totals	-562	-1,847	-6,739	-470
Emission Comparison				
Net General Plan Emissions with implementation of the Regional Reduction Plan	1,249	4,133	14,966	1,044
Estimated Regional Reduction Plan Percent Reduction in Air Pollution	-31%	-31%	-31%	-31%
SCAQMD Threshold	0	0	0	0
Yucaipa General Plan with Regional Reduction Plan Reductions Significant?	Yes	Yes	Yes	Yes
Regional Reduction Plan Significant?	No	No	No	No

lbs/day = pounds per day

- a. Regional Reduction Plan reductions based on percentage reductions by sector (energy sector = natural gas, etc.).
- b. GHG Performance Standard is not sector specific. Estimated reductions based upon expected reductions of totals for new development.

■ Cumulative Impacts

Threshold	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?
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As shown in Table 4.20.3-5, the Regional Reduction Plan will reduce criteria pollutant emissions within the City of Yucaipa. Regionally, additional air pollutant reductions will take place at power plants due to reductions in electrical demand and increases in renewable energy generation. Therefore, the Regional Reduction Plan will have a cumulatively net reduction in criteria air pollutants. However, this environmental benefit does not reduce air pollutants enough to cause buildout of the Yucaipa General Plan to be less than cumulatively considerable. Therefore, the net emissions resulting from the Yucaipa General Plan with implementation of the Regional Reduction Plan reductions is still a **cumulatively considerable** contribution to criteria air pollutants for which the Basin is in nonattainment (ozone, suspended particulates, and fine particulates). This significant impact of the Yucaipa General Plan was identified in the Yucaipa General Plan EIR.

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4.20.4 Biological Resources

This section of the EIR analyzes the potential environmental effects on biological resources in the City of Yucaipa from implementation of the Regional Reduction Plan. Data for this section were taken from the Yucaipa General Plan (1992a) and associated environmental documents (1999b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing biological resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

■ Environmental Setting

As set forth in CEQA Guidelines Section 15125(a) this section describes the physical environmental conditions in the City and SOI at the time the environmental analysis commenced. It constitutes the baseline physical conditions by which the Lead Agency and the City of Yucaipa will determine whether Biological Resources impact is significant.

Existing Habitats and Vegetation Communities

The status of biological resources in the City is generally declining due to increased urbanization and encroachment into previously rural areas. Housing demand has spurred growth in all areas of the City, affecting many species directly through habitat loss and indirectly through the increased use of open space and recreational lands. Recreational uses also commonly occur on lands designated for conservation and may impact sensitive resource.

Many rare, endangered and protected species occur in the region. These species are listed for protection by various federal, state, and local agencies for maintenance of long-term productivity of the environment and protection of the ecosystem. In addition, several specialized habitat areas exist throughout the local region. These areas provide habitat for species that may become endangered through habitat loss or species that naturally have limited occurrence. Table 4.20.4-1 lists rare and endangered species that could potentially occur in the Yucaipa region.

The predominant vegetation types within the undeveloped areas of the City are chaparral, coastal sage scrub, deciduous woodlands, grasslands and wetlands. Vegetation in urbanized areas consists primarily of introduced landscape and agricultural species. Endangered flora that may potentially be found within the City include the Slender-horned spine flower (*Centrostegia leptoceras*), the Santa Ana River woolly star (*Eriastrum densifolium* spp. *sanctorum*) and the Nevin's barberry (*Mahonia nevinii*). The Parish's checkerbloom (*Sidalcea hickmanii* spp. *parishii*) is classified as rare. The California gnatcatcher (*Polioptila californica*) and the Stephen's kangaroo rat (*Dipodomys stephens*) are species of special concern. The most sensitive vegetation types found within the City are wetlands, including riparian woodland, riparian scrub and freshwater marsh. Wetlands are considered a valuable but declining resource both locally and State-wide and support a high diversity of wildlife species. Many of these are dependent on these habitats for some life function. The best example and most representative riparian woodlands in the City are those along the eastern portion of Wilson Creek near Oak Glen Road and along Wildwood Canyon.

Table 4.20.4-1 Rare or Endangered Species in the City of Yucaipa			
<i>Scientific Name</i>	<i>Common Name</i>	<i>Habitat</i>	<i>Federal/State Listing Status</i>
<i>Centrostegia leptoceras</i>	Slender-horned spineflower	Riversidean or Alluvial Fan Sage Scrub.	Endangered/ Endangered
<i>Eriastrum densifolium</i> spp. <i>Sanctorum</i>	Santa Ana River woolly star	Riversidean or Alluvial Fan Sage Scrub.	Endangered/ Endangered
<i>Mahonia nevinii</i>	Nevin's barberry	Chaparral, Coastal Sage Scrub.	Category 1 ^a / Endangered
<i>Sidalcea hickmanii</i> spp. <i>parishii</i>	Parish's checkerbloom	Chaparral, lower montane conifer forest.	Category 2 ^b / Rare
<i>Polioptila californica</i>	California gnatcatcher	Coastal Sage Scrub, Grassland Riversidean or Alluvial Fan Sage Scrub.	Threatened/ Threatened
<i>Dipodomys stephensi</i>	Stephens' kangaroo rat	Coastal Sage Scrub, Grassland Riversidean or Alluvial Fan Sage Scrub.	Endangered/ Threatened
<i>Dipodomys merriami parvus</i>	San Bernardino Kangaroo Rat	Coastal Sage Scrub, Grassland Riversidean or Alluvial Fan Sage Scrub.	Endangered/ Not Designated
<i>Phrynosoma coronatum blainvillei</i>	San Diego Horned Lizard	Coastal Sage Scrub, Grassland Riversidean or Alluvial Fan Sage Scrub.	Candidate/ Not Designated

SOURCE: City of Yucaipa 1992a.

a. Enough data are on file to support the Federal listing.

b. Threat and/or distribution data are insufficient to support the Federal listing.

■ Regulatory Framework

Federal

Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, was promulgated to protect and conserve any species of plant or animal that is endangered or threatened with extinction and the habitats in which these species are found. “Take” of endangered species is prohibited under FESA Section 9. Take, as defined under the FESA, means to “harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct.” FESA Section 7 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. FESA Section 4(a) requires that critical habitat be designated by the USFWS “to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened.”

Critical habitat consists of specific areas, both occupied and unoccupied by a federally protected species, that are essential to the conservation of a listed species and that may require special management considerations or protection. The location of a proposed project within critical habitat typically warrants a habitat assessment and, if suitable habitat is present, focused (protocol) surveys to determine presence or absence of the listed species. Any project involving a federal agency, federal monies, or a federal permit that falls within an area designated as critical habitat requires the project proponent to consult

with the USFWS regarding potential impacts to the listed species and conservation measures to offset identified impacts.

Critical habitat is formally designated by USFWS to provide guidance for planners/managers and biologists with an indication of where suitable habitat may occur and where high priority of preservation for a particular species should be given. Critical habitat receives protection under Section 7 of the act through the prohibition against destruction or adverse modification of critical habitat with regard to actions carried out, funded, or authorized by a federal agency. Federal agencies and proponents of other projects involving federal funding or permits that are proposing projects within critical habitat are required to consult with USFWS as to the impacts such projects may have on protected species, and mitigation for any such impacts. FESA Section 10 provides the regulatory mechanism that allows the incidental take of a listed species by private interests and nonfederal government agencies during lawful activities. Habitat conservation plans (HCPs) for the impacted species must be developed in support of incidental take permits for nonfederal projects to minimize impacts to the species and develop viable mitigation measures to offset the unavoidable impacts.

Migratory Bird Treaty Act

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

Clean Water Act, Sections 401 and 402

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

Clean Water Act, Section 404

The United States Army Corps of Engineers (USACE) regulates discharges of dredged or fill material into waters of the United States¹ including wetlands and non-wetland bodies of water that meet specific criteria. Pursuant to Section 404 of the CWA, a permit is required for any filling or dredging in waters of the US. The permit review process entails an assessment of potential adverse impacts to USACE wetlands and jurisdictional waters, wherein the USACE may require mitigation measures. Where a federally listed species may be affected, a Section 7 consultation with USFWS may be required. If there is

potential for cultural resources to be present, Section 106 review may be required. Also, where a Section 404 permit is required, a Section 401 Water Quality Certification would also be required from the Regional Water Quality Control Board (RWQCB).

State

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. Known and recorded occurrences of sensitive species are listed on the CDFW's California Natural Diversity Data Base (CNDDB) project. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

California Fish and Game Code, Section 1600

California Fish and Game Code Section 1600 requires that a project proponent notify the CDFW of any proposed alteration of streambeds, rivers, and lakes. The intent is to protect habitats that are important to fish and wildlife. CDFW may review a project and place conditions on the project as part of a Streambed Alteration Agreement. The conditions are intended to address potentially significant adverse impacts within CDFW's jurisdictional limits.

Regional

San Bernardino Kangaroo Rat Critical Habitat

The San Bernardino kangaroo rat (*Dipodomys merriamiparvus*) was emergency listed as federally endangered in January 1998, when its population had been reduced by approximately 95 percent due to habitat loss, urban development, degradation, water conservation activities, and fragmentation owing to sand and gravel mining operations. The species is typically found on alluvial fans, in floodplains, along washes, in adjacent upland areas, and in areas with historic braided channels.

Local

City of Yucaipa Municipal Code

The City, through Development Code Division 9 (Plant Protection and Management), 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 property or combinations of property under private or public ownership. The

Code consists of provisions and guidelines related to tree protection from insects and diseases, mountain forest and valley tree conservation, riparian plant conservation, and oak tree conservation.

Yucaipa General Plan

The General Plan goals, policies, and actions that are applicable to biological resources³ are as follows:

Action OS-4A.B The following plans and programs shall be established and implanted:

1. Habitat Conservation Plans
2. Land Ownership Transfer Programs
3. Land Conservation Easement Programs
4. Natural Communities Conservation Planning

Action OS-4A.C Prepare and maintain biotic resource overlays for use by City staff and the general public for land management and planning.

Goal OS-5 Preserve rare and endangered species, and protect areas of special habitat value.

Goal OS-6 Conserve existing populations of native plant and wildlife species by preserving adequate habitat wherever appropriate.

Goal OS-7 Establish an effective environmental mitigation monitoring process.

■ Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on biological resources if it would do any of the following:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- 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

³ These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

Analytic Method

The following analysis reviews potential impacts to biological resources within the City of Yucaipa.

Effects Not Found to Be Significant

Threshold	Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
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Implementation of the Regional Reduction Plan would not directly result in removal of vegetation or wildlife in the City because the Regional Reduction Plan does not confer entitlements for development. The Regional Reduction Plan does include an increase in renewable energy sources within the City. Renewable energy generation facilities could potentially be built on vacant land that might contain habitat.

Sensitive plant and animal species that may occur within the City are discussed above under Environmental Setting. The undeveloped areas of the City contain a variety of habitats with the potential to support sensitive species.

Renewable energy projects considered for approval on vacant land under the Regional Reduction Plan would be required to provide independent CEQA review and would be required to comply with the City's project approval process. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Mitigation for impacts to sensitive species is often in the form of acquisition or restoration of habitat, on site or off site, at a ratio to the area of impacted land that would be determined by the CDFW or USFWS. For projects proposed by federal agencies, or projects that would involve federal permits or funding, and that are sited within critical habitat for a listed species, the project proponent would be required under the FESA to consult with the USFWS regarding impacts and mitigation respecting listed species.

After compliance with the requirements of the City's development process, and the California and federal endangered species acts, including requirements of the USFWS regarding critical habitat, implementation of the proposed Regional Reduction Plan would not have substantial adverse impacts on sensitive animal species. Therefore, this impact would be *less than significant*. No mitigation is required.

Threshold	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
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Implementation of the Regional Reduction Plan would not directly result in removal of vegetation or wildlife in the City because the Regional Reduction Plan does not confer entitlements for development. The Regional Reduction Plan does include an increase in renewable energy sources within the City. Renewable energy generation facilities could potentially be built on vacant land that might contain riparian habitat; however, impacts to these habitats would be limited with compliance with the City's General Plan.

In addition, as stated previously, individual projects undergoing the City's development approval process would be required to survey for sensitive biological resources. The City requires compliance with all applicable regulations pertaining to riparian habitat. Prior to the issuance of grading permits for any project potentially affecting riparian habitat, the applicant is required to provide evidence that all necessary permits have been obtained from the CDFW (California Fish and Game Code Sections 1601–1603). If there are any impacts to riparian areas, the impacts would be required to be mitigated by the California Fish and Game Code Sections 1601–1603. In conclusion, projects affecting riparian habitat in the City would be required through the existing permitting process to mitigate potential impacts to riparian areas. Consequently, impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
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Implementation of the Regional Reduction Plan includes sustainable communities strategy, smart bus technologies, and renewable energy facilities for existing residential, commercial, and industrial development. Implementation of these reduction measures will not affect bodies of water or wetlands.

Increased renewable energy generation will also be developed during implementation of the proposed Regional Reduction Plan. However, these types of projects are not likely to affect bodies of water or wetlands. In the unlikely event that a renewable energy project results in impacts to federally protected wetlands or waters of the state, that project would be subject to approval by the USACE through a Section 404 Permit and/or approval by the CDFW through Streambed Alteration Agreements. If a Section 404 Permit from the USACE is required, a Section 401 Water Quality Certification will also be required from the RWQCB. The applicable permits would require mitigation as determined by the USACE, RWQCB, and/or CDFW for any consequent impacts. Consequently, impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
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San Timoteo Creek, little Gorgonio Creek, and Noble Creek are likely to function as regional wildlife corridors in the area. These corridors terminate in the San Bernardino National Forest.

The Regional Reduction Plan includes an increase in renewable energy sources for existing development within the City. Additionally, the Regional Reduction Plan proposes sustainable communities strategies as well as smart bus technologies. All developments under the Regional Reduction Plan would only be constructed in areas that have been previously developed. Solar installation would be limited to existing house, commercial, and industrial uses. Transit facilities and infrastructure would be developed consistent with the General Plan in areas that have been previously developed. Therefore, implementation of the Regional Reduction Plan is not anticipated to impair the use of the wildlife corridors.

There are trees and shrubs scattered throughout the City that may be used for nesting or roosting by migrating birds. The Regional Reduction Plan would not grant specific entitlements for development; therefore, implementation of the Regional Reduction Plan would not directly impact vegetation that could be used by migrating birds. Development of renewable energy generation projects under the Regional Reduction Plan would be required to comply with the federal MBTA. Therefore, the Regional Reduction Plan is not anticipated to have substantial adverse impacts to migratory birds and impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
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Implementation of the Regional Reduction Plan would be required to comply with the General Plan policies and the Plant Protection and Management regulations as outlined in the City's Development Code. The regulations prohibit the damaging or destruction of trees on City property, except under conditions specified in the Municipal Code. General Plan Goals OS-4 through OS-7 support the protection of biological resources through the establishment, restoration, and conservation of high quality habitat areas. Projects that implement the Regional Reduction Plan would be required to comply with Municipal Code as well as restrictions in locally protected biological resource conservation areas developed under the General Plan Open Space Conservation Element. Consequently, impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?
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There are no local habitat conservation plans or natural community conservation plans that apply to the City. Consequently, *no impacts* would occur.

■ Cumulative Impacts

Threshold	Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
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As discussed at a project-level analysis, the Regional Reduction Plan does not directly result in removal of vegetation or wildlife in the City because the Regional Reduction Plan does not confer entitlements for development. The Regional Reduction Plan does include an increase in renewable energy sources within the City. Renewable energy generation facilities could potentially be built on vacant land that might contain habitat. After compliance with the City's survey requirements and applicable requirements of the California and federal endangered species acts, including requirements of the USFWS regarding critical habitat, renewable energy facilities built during implementation of the proposed Regional Reduction Plan would not have substantial adverse impacts on sensitive animal species at a project level. Because the City, state, and federal biological resources requirements are intended to protect biological resources at a regional level, and individual projects implementing the Regional Reduction Plan would be in compliance with these regional protections, the project's ***cumulative impact would also be less than significant.***

Threshold	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
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Increased renewable energy generation for existing homes and commercial buildings could be proposed during implementation of the proposed Regional Reduction Plan. As stated previously, individual projects undergoing development review in the City would be required to determine whether there is potential habitat on site for sensitive species. If sensitive species were found on site, the project proponent would be required to consult with the CDFW and other agencies as applicable regarding impacts to sensitive species and ensuing mitigation. Projects affecting riparian habitat in the City would be required through the existing permitting process to mitigate potential impacts to riparian areas. This existing permitting process substantially limits degradation of habitat on a regional level. Therefore, on a cumulative level, implementation of the proposed project would not substantially degrade the riparian habitat on a regional basis, and the ***cumulative impact would be less than significant.***

Threshold	Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
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Increased renewable energy generation could be proposed during implementation of the proposed Regional Reduction Plan. However, these types of projects are not likely to affect bodies of water or wetlands as they would be placed in areas where development already exists. In the unlikely event that a renewable energy project results in impacts to waters of the state, that project would be subject to approval by the USACE through a Section 404 permit and/or the CDFW through Streambed Alteration Agreements and would require mitigation as determined by the USACE and/or CDFW for any

consequent impacts. With Section 404 permits and Streambed Alteration Agreements, impacts to water bodies would be minimal and not result in cumulative impacts. The ***cumulative impact would be less than significant.***

Threshold	Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
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San Timoteo Creek, little Gorgonio Creek, and Noble Creek are likely to function as regional wildlife corridors in the area. These corridors terminate in the San Bernardino National Forest.

The Regional Reduction Plan includes an increase in renewable energy sources for existing development within the City. Additionally, the Regional Reduction Plan proposes sustainable communities strategies as well as smart bus technologies. All developments under the Regional Reduction Plan would only be constructed in areas that have been previously developed. Solar installation would be limited to existing house, commercial, and industrial uses. Infill development, transit facilities and infrastructure would be constructed consistent with the General Plan, in areas that have been previously developed. Therefore, implementation of the Regional Reduction Plan is not anticipated to impair the use of the wildlife corridors.

There are trees and shrubs scattered throughout the City that may be used for nesting or roosting by migrating birds. The Regional Reduction Plan would not grant specific entitlements for development; therefore, implementation of the Regional Reduction Plan would not directly impact vegetation that could be used by migrating birds. Because the Regional Reduction Plan would have no impact on wildlife corridors at a project level, the Regional Reduction Plan will not participate in a cumulative impact. Furthermore, compliance with the MBTA reduces both potential project-level and cumulative impacts to migratory birds to less than significant. Consequently, the ***cumulative impact would be less than significant.***

Threshold	Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
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Projects proposed under the Regional Reduction Plan and cumulative projects in the City would be required to demonstrate compliance with City requirements related to biological resources during the project's development review process. Therefore, there would be ***no cumulative impact.***

Threshold	Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?
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There are no local habitat conservation plans or natural community conservation plans that apply to the City. Consequently, there would be ***no cumulative impact.***

■ References

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

Yucaipa, City of. 1992a, updated 2004. *Yucaipa General Plan*, September.

———. 1992b. *Final Program Environmental Impact Report for the Yucaipa General Plan*, August.

———. n.d. *City of Yucaipa Municipal Code*.

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4.20.5 Cultural Resources

This section of the EIR analyzes the potential environmental effects on cultural resources in the City of Yucaipa from implementation of the Regional Reduction Plan. Data for this section were taken from the Yucaipa General Plan (1992a), associated environmental documents (1999b), and searches conducted on-line for resources listed in the NRHP and CRHR (Yucaipa 1992a, 1992b; OHP 2013). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing cultural resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

■ Environmental Setting

Cultural resources are frequently defined in terms of tangible materials attributed to a culture. These include districts, sites, structures, artifacts, and other evidence of human use considered important to a culture or community for scientific, traditional, religious, or other reasons. Resources may be historical, archaeological, architectural, or archival in nature. Cultural resources may also consist of less tangible attributes, such as landscapes considered sacred to particular groups.

Prehistoric Setting

The City of Yucaipa lies within an area known to contain prehistoric archaeological resources, which include the material culture reflective of groups that preceded Euro-American contact and settlement. The prehistoric setting for this area includes several thousand years of land use and resource adaptation evidenced by artifacts and features throughout the City. Of note, a Serrano village site is located in the vicinity of modern Dunlap Acres (Yucaipa 1992a, 1992b).

Ethnohistoric Setting

Yucaipa is found in an ethnographic transitional region, and is situated near the borders of the traditional use areas of the Gabrieliño/Tongva, Serrano and Cahuilla groups. The City is found near the eastern-most portion of the Gabrieliño/Tongva tribal territory, which is mapped as extending north from Aliso Creek to just beyond Topanga Canyon along the Pacific Coast, and inland to the City of San Bernardino. The Serrano traditional use is mapped as encompassing the San Bernardino Mountains from the Cajon Pass in the west to beyond modern Twentynine Palms in the east, and from about Victorville in the north to near the San Gorgonio Pass in the south. The City is also located adjacent to the northwestern-most portion of documented Cahuilla territory, mapped as extending just beyond the City of Riverside (Heizer 1978).

The City notes occupation of the area by the Serrano, and the name of the City is derived from the Indian word “Yukaipat,” which means “a wet place.” This word may refer to a small lake that once existed in the modern Dunlap Acres area. A Serrano village was located on the shore of this lake, which was occupied during the majority of the year due to plentiful natural resources (Yucaipa 1992a, 1992b).

Historic Setting

The history of the modern City of Yucaipa relates to the Mission San Gabriel, established in 1771 in the Los Angeles area. In the early decades of the nineteenth century, the Missions began establishing ranchos for the purpose of expanding their agricultural holdings (Yucaipa 1992a). The first documented Spanish settlement within San Bernardino Valley was established in 1810, and was dedicated as the Rancho de San Bernardino of Mission San Gabriel. In 1819, a second Rancho de San Bernardino was established at a site known as the Guachama Rancheria. This site is located within the modern City of Loma Linda (Redlands 1995).

Mexico achieved independence from Spain in 1821, and the former mission lands were secularized and subdivided into land grants under a law adopted by the Mexican congress in 1833. In 1842, the Lugo family was granted lands in the San Bernardino and Yucaipa Valleys, and the City of Yucaipa is located on lands associated with the San Bernardino Rancho (Redlands 1995; Yucaipa 1992a). Don Lugo and family moved in and made the rancho their permanent home, and Lugo's nephew, Diego Sepulveda, was assigned the Yucaipa Valley. Sepulveda may have then built the Sepulveda Adobe, though the date of construction and its association with Sepulveda have been questioned. Nonetheless, this resource is located near the intersection of modern 16th and Kentucky, is a California Historical Landmark (CHL), and is considered important to the City (Yucaipa 1992a).

California was ceded to the United States under the Treaty of Guadalupe Hidalgo at the end of the Mexican-American War, and thereafter, Mexican ranchos were subdivided or sold. In 1851, nearly 500 Mormons arrived in the valley. After purchasing 35,000 acres of the San Bernardino Rancho, the Mormon settlers built a stockade around the rancho and named it Fort San Bernardino. The immigrants established an irrigation system and farmlands outside of the fort (Redlands 1995). When Brigham Young recalled the Mormons to Salt Lake City in 1857, their lands were purchased by homesteaders and farmers (Redlands 1995; Yucaipa 1992a). The Yucaipa Valley then became the property of James Walters and then the Dunlap family (Yucaipa 1992a).

By 1909, seven families were living in the greater Yucaipa Valley area, and many more families moved to the area in the ensuing years. Around the turn of the century, a variety of buildings were constructed to support the growing population, including the Casa Blanca, Cherry Croft School, the Yucaipa Bank, and the Grower's Co-op. These buildings are identified as important resources in the City (Yucaipa 1992a).

Over time, development was spurred by the actions of the Redlands-Yucaipa Land Company. The settlement was named Yucaipa City, and was known as the "Land of the Big Red Apple." However, it was soon discovered that the climate was too warm for the viable production of apples, and instead, suited for peaches and plums. The production of these crops, in conjunction with poultry farming, led to a thriving agricultural community. By the 1950s, the population in Yucaipa had greatly expanded and the City was incorporated on November 27, 1989 (Yucaipa 1992a).

Around the time of incorporation, the population of the City was 32,824, and had grown to 52,100 in 2012. Currently, the City boasts fourteen City parks and is in the process of revitalizing the Uptown Business District (Yucaipa 2013).

Historical Resources in Yucaipa

Designation Process

Significant cultural resources can include archaeological resources, historical structures, historical districts, traditional cultural properties, and landscapes. Such resources can be recognized in the context of national, state, regional or local history. Designation can occur at the federal level in the National Register of Historic Places (NRHP) and at the state level in the California Register of Historical Resources (CRHR). At the state level, resources can additionally be recognized as CHLs and as California Points of Historic Interest (PHIs). Resources can often be designated locally; however, the City of Yucaipa has not established criteria or a register to address resources at the local level. The criteria for consideration as an NRHP or CRHR resource are further discussed below, in the Regulatory Framework.

No NRHP or CRHR listed resources are located in the City (Yucaipa 1992a, 1992b; OHP 2013). However, resources may be present in the City which may be found eligible for listing on the NRHP or the CRHR upon future identification and evaluation.

California Historical Landmarks and Points of Historical Interest

CHLs are sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. In order to be considered a CHL, the landmark must meet at least one of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values; and (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

If a site is primarily of local or countywide interest, it may meet the criteria for the California PHI Program. PHIs are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. To be eligible for designation as a PHI, a resource must meet at least one of the following criteria: (1) the first, last, only, or most significant of its type in the local geographic region (city or county); (2) be associated with an individual or group having a profound influence on the history of the local area; (3) a prototype of, or an outstanding example of, a period, style, architectural movement or construction; or (4) is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder. PHIs designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historical resource may be designated as both a CHL and a PHI. If a PHI is subsequently granted status as a CHL, the PHI designation will be retired.

The CHLs in the City of Yucaipa are (Yucaipa 1992a, 1992b; OHP 2013):

- Yucaipa Adobe
- Yucaipa Rancheria

The California PHIs in the City of Yucaipa are (OHP 2013):

- California Department of Forestry, Yucaipa Station
- Yucaipa Women's Clubhouse

Locally Important Resources

The Yucaipa Historical Society has identified more than 100 structures that are considered to have historical value (Yucaipa 1992b). Of these resources, the following are considered the most important and worthy of potential registration and/or preservation (Yucaipa 1992a). The locations of these resources are depicted in Figure 4.20.5-1 (Cultural and Paleontological Resources Sensitivity).

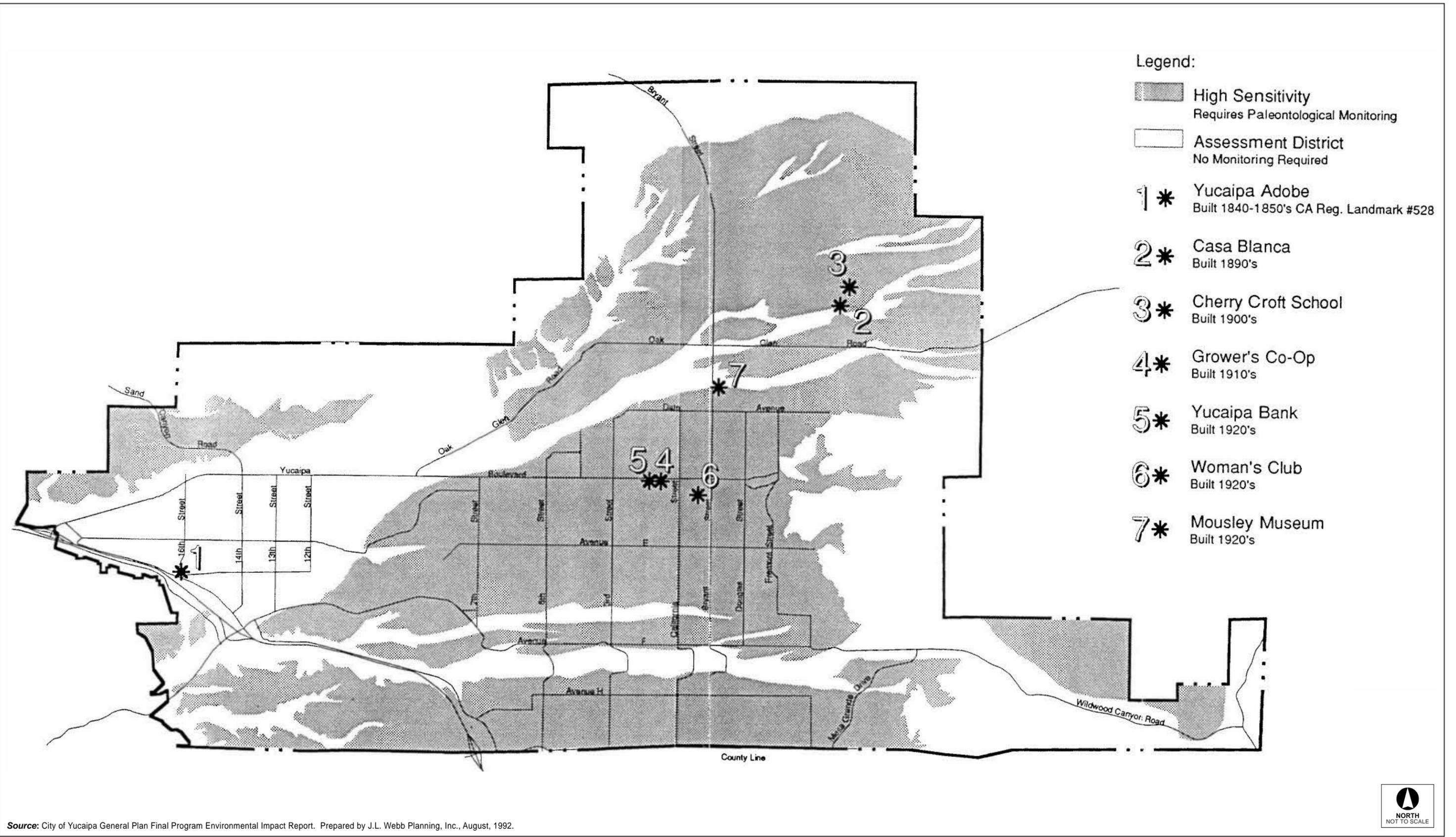
- Yucaipa Adobe (currently listed as a CHL)
- Casa Blanca
- Cherry Croft School
- Grower's Co-op
- Yucaipa Bank
- Yucaipa Woman's Club (currently listed as a PHI)
- Mousley Museum

Archaeological Resources

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic. Archaeological sites contain significant evidence of human activity. Generally a site is defined by a significant accumulation or presence of: food remains, waste from the manufacturing of tools, tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, and/or human skeletal remains. Known archaeological resources exist in the City, and a Serrano village site located in the vicinity of modern Dunlap Acres has been identified as an important archaeological resource (Yucaipa 1992a, 1992b).

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These are valued for the information they yield about the history of the earth and its past ecological settings. There are two types of resources: vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are those 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. While there are no known SBCM paleontological resource localities within the City, sensitive units are known to occur, such as Pleistocene older alluvium. In addition, the fossiliferous San Timoteo Formation is located beneath a thin veneer of recent soils in areas to the south of the City. This formation is found in Beaumont and in the vicinity of the cities of Banning and Calimesa, and has yielded a variety of fossilized mammal remains. Areas considered to have a high sensitivity for paleontological resources are depicted



Source: City of Yucaipa General Plan Final Program Environmental Impact Report. Prepared by J.L. Webb Planning, Inc., August, 1992.



Figure 4.20.5-1
Cultural and Paleontological Resources Sensitivity

in Figure 4.20.5-1. High sensitivity is assigned to areas containing units known to have high potential for containing significant, nonrenewable paleontological resources. In these areas, monitoring is recommended by a qualified professional (Yucaipa 1992b).

■ Regulatory Framework

Federal

Federal regulations for cultural resources are primarily governed by National Historic Preservation Act of 1966 (NHPA) Section 106, which applies to actions taken by federal agencies. The goal of the Section 106 review process is to offer a measure of protection to sites that are listed or determined eligible for listing on the NRHP. The criteria for determining NRHP eligibility are found in 36 Code of Federal Regulations (CFR) Part 60. NHPA Section 106 requires federal agencies to take into account the effects of their undertakings on Historic Properties and affords the federal Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, "Protection of Historic Properties," are found in 36 CFR Part 800. The NRHP criteria (36 CFR 60.4) are used to evaluate resources when complying with NHPA Section 106. Those criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and any of the following:

- (a) Are associated with events that have made a significant contribution to the broad patterns of our history
- (b) Are associated with the lives of persons significant in our past
- (c) Embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction
- (d) Have yielded or may be likely to yield, information important to history or prehistory

Eligible properties must meet at least one of the criteria and exhibit integrity. Historical integrity is measured by the degree to which the resource retains its historical attributes and conveys its historical character, the degree to which the original fabric has been retained, and the reversibility of changes to the property.

Historic Districts derive their importance from being considered a unified entity, even though they are often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties. A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development. A district's significance and integrity should help determine the boundaries.

Within historic districts, resources are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archaeological values for which a district is significant because it was either present during the period of significance, relates to the significance of the district, and retains its physical integrity; or it independently meets the criteria for listing in the NRHP.

Archaeological site evaluation assesses the potential of each site to meet one or more of the criteria for NRHP eligibility based upon visual surface and subsurface evidence (if available) at each site location, information gathered during the literature and records searches, and the researcher's knowledge of and familiarity with the historic or prehistoric context associated with each site.

Paleontological resources are considered under NHPA Section 106 primarily when found in a culturally related context (i.e., fossil shells included as mortuary offerings in a burial or a rock formation containing petrified wood used as a chipped stone quarry). In such instances, the material is considered a cultural resource and is treated in the manner prescribed for the site by Section 106.

The Antiquities Act of 1906 (Title 16, United States Code, Sections 431-433) protects any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Government of the United States from appropriation, excavation, injure or destruction without the permission of the Secretary of the Department of the Government having jurisdiction over the lands on which the antiquities are situated. The California Department of Transportation, the National Park Service, Bureau of Land Management, U.S. Forest Service, and other federal agencies have interpreted objects of antiquity to include fossils. The Antiquities Act provides for the issuance of permits to collect fossils on lands administered by federal agencies and requires projects involving federal lands to obtain permits for both paleontological resource evaluation and mitigation efforts.

The federal Paleontological Resources Preservation Act of 2002 was enacted to codify the generally accepted practice of limiting the collection of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers; these researchers must obtain a permit from the appropriate state or federal agency and agree to donate any materials recovered to recognized public institutions, where they will remain accessible to the public and to other researchers.

State

Under CEQA, public agencies must consider the impacts of their actions on both historical resources and unique archaeological resources. Pursuant to Public Resources Code (PRC) Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources.

Historical resource is a term with a defined statutory meaning (refer to PRC Section 21084.1 and CEQA Guidelines, Section 15064.5(a) and (b)). The term applies to any resource listed in or determined to be eligible for listing in the CRHR. The CRHR includes California resources listed in or formally determined eligible for listing in the NRHP, as well as certain CHLs and PHIs.

Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1 and California Code of Regulations Title 14, Section 4850). Unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the CRHR.

In addition to assessing whether historical resources potentially impacted by a proposed project are listed or have been identified in a survey process, lead agencies have a responsibility to evaluate them against the CRHR criteria prior to making a finding as to a proposed project's impacts to historical resources (PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a)(3)). In general, a historical resource, under this approach, is defined as any object, building, structure, site, area, place, record, or manuscript that:

- (a) Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and
- (b) Meets any of the following criteria:
 - 1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - 2) Is associated with the lives of persons important in our past;
 - 3) 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) Has yielded, or may be likely to yield, information important in prehistory or history.

(CEQA Guidelines Section 15064.5(a)(3))

Archaeological resources can sometimes qualify as historical resources (CEQA Guidelines Section 15064.5(c)(1)). In addition, PRC Section 5024 requires consultation with the Office of Historic Preservation when a project may impact historical resources located on state-owned land.

For historic structures, CEQA Guidelines Section 15064.5(b)(3) indicate that a project that follows the Secretary of the Interior (SOI) Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or the SOI Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, shall mitigate impacts to a level of less than significant. Potential eligibility also rests upon the integrity of the resource. Integrity is defined as the retention of the resource's physical identity that existed during its period of significance. Integrity is determined through considering the setting, design, workmanship, materials, location, feeling, and association of the resource.

As noted above, CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources. PRC Section 21083.2(g) states that 'unique archaeological resource means 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:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

(PRC Section 21083.2(g))

Treatment options under Section 21083.2 include activities that preserve such resources in place and in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation, or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a unique archaeological resource).

Advice on procedures to identify cultural resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the series produced by the Governor's Office of Planning and Research (OPR). The technical advice series produced by OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including, but not limited to, museums, historical commissions, associations, and societies, be solicited as part of the process of cultural resources inventory. In addition, 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.

CEQA affords protection to paleontological resources, as CEQA Guidelines indicate that a project would have a significant environmental impact if it would disturb or destroy a unique paleontological resource or site or unique geologic feature. Although CEQA does not specifically define a unique paleontological resource or site, the definition of a unique archaeological resource (Section 21083.2) can be applied to a unique paleontological resource or site and a paleontological resource could be considered a historical resource if it has yielded, or may be likely to yield, information important in prehistory or history under Section 15064.5 (a)(3)(D).

California Public Resources Code 5097.5

California PRC Section 5097.5 provides protection for cultural and paleontological resources, where PRC 5097.5(a) states, in part, that:

No person shall 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.

California Health and Safety Code Sections 7050.5, 7051, and 7054

California Health and Safety Code Section 7050.5(b) specifies protocol when human remains are discovered. The code states:

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 human remains are discovered has determined, in accordance with Chapter 10 (commencing with section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning 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 Public Resources Code.

California Public Resources Code Section 5097.98

Section 5097.98 requires the NAHC to notify the most likely descendants regarding the discovery of Native American human remains upon notification by a county coroner. This enables the descendants to inspect the site of the discovery of Native American human remains within 48 hours of notification by the NAHC, and to recommend to the landowner or the person responsible for the excavation work means for treating or disposition, with appropriate dignity, the human remains and any associated grave goods. Further, this section requires the owner of the land upon which Native American human remains were discovered, in the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or the land owner rejects the recommendation of the descendant, to reinter the remains and burial items with appropriate dignity on the property in a location not subject to further disturbance.

Senate Bill 18

As of March 1, 2005, Senate Bill 18 (Government Code Sections 65352.3 and 65352.4) requires that, prior to the adoption or amendment of a general plan proposed on or after March 1, 2005, a city or county must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects located within that jurisdiction.

Regional

County of San Bernardino Development Code

The County of San Bernardino Development Code defines Cultural Resources Preservation (CP) Overlays. The CP Overlay is established by Development Code Sections 82.01.020 and 82.01.030, and is intended to provide for the identification and preservation of important archaeological resources. The County requires that a proposed project within the CP Overlay includes a report prepared by a qualified professional archaeologist that determines the presence or absence of archaeological and/or historical resources on the project site, as well as appropriate data recovery or protection measures. The CP Overlay may be applied to areas where archaeological and historic sites that warrant preservation are known or are likely to be present, as determined by cultural resources research and/or inventory. In highly sensitive CP Overlay Districts, the local Native American tribe would be notified in the event of uncovering evidence of Native American cultural resources. If requested by the tribe, a Native American Monitor shall be required during such grading or excavation to ensure all artifacts are properly protected and/or recovered (Section 82.12.050).

A Paleontologic Resources (PR) Overlay is also defined by the County under San Bernardino County Development Code Section 82.01.020 (Land Use Plan and Land Use Zoning Districts) and Section 82.01.030 (Overlays). The PR Overlay may be applied to those areas where paleontological resources are known to occur or are likely to be present (determined through a paleontological records search). Detailed criteria for evaluation of paleontological resources and paleontologist qualifications are described in Development Code Sections 82.20.030 and 82.20.40.

The CP and PR Overlays are applicable to County lands; however, each local municipality has its own criteria for the preservation of local historic and prehistoric resources within their jurisdiction, as outlined below.

Local

City of Yucaipa Municipal Code

The City of Yucaipa Municipal Code addresses cultural and paleontological resources through the establishment of Overlay Districts in the Development Code. Article 3 establishes Cultural Resources Preservation (CP) Overlay Districts and Article 5 defines Paleontologic Resources (PR) Overlay Districts. The purpose of the CP and PR Overlay Districts is to provide for the identification and preservation of archaeological resources, historical resources, and significant paleontological resources. The locations of such districts are depicted on the City of Yucaipa Natural Resource Overlay Map, and projects occurring within these areas are subject to specific evaluation criteria to ensure compliance with the intent of the overlay.

CP Overlay Districts are intended to address areas where archaeological and historic sites that warrant preservation are known or are likely to be present. The identification of known sites is indicated by listing in one or more of the following inventories:

- California Archaeological Inventory
- California Historic Resources Inventory
- CHL
- PHI
- NRHP

When land use is proposed within a CP Overlay District, identification and treatment efforts outlined in Section 85.030315 are required. These efforts include an appropriate investigation performed by qualified personnel to determine the presence or absence of archaeological or historical resources, and a report of findings to be submitted with the project application. In the event that important cultural resources are identified by qualified personnel, then data recovery; recordation; mapping and surface collection with curation; excavation with appropriate curation; or preservation in an open space easement or dedication to an institution, are appropriate treatment methods. Archaeological and historical resources which are determined to be extremely important should be preserved as open space or dedicated to a public institution, when possible.

PR Overlay Districts are meant to address areas where paleontological resources are known to occur or are likely to be present. The identification of known fossil occurrences or potential paleontological sensitivity is indicated by listing in the locality files of one or more of the following institutions:

- San Bernardino County Museum (SBCM)
- University of California
- Los Angeles County Museum

When land use is proposed within a PR Overlay District, the following efforts are required to ensure compliance with the intent of the overlay, as outlined in Section 85.030520: field surveys in areas of unknown, but potential sensitivity; monitoring for mass grading in areas with known fossil occurrences; preparation of recovered specimens; and the completion of a report of findings to be reviewed by the SBCM. In addition, Section 85.030520 places limitations on the cost for mitigation programs in relation to the type and size of a proposed project.

Yucaipa General Plan

The Yucaipa General Plan addresses cultural and paleontological resources in the Open Space and Conservation Element. The following goals, policies, and actions are applicable to cultural and paleontological resources⁴:

- Goal OS-11** Preserve and protect the City’s historical, archaeological, and cultural resources.
- Policy A** Because portions of the City could have cultural resources sensitivity, the following measures are required for all new project proposals that are located in areas identified by the SBCM as having potential cultural resources.
- Action 1** A cultural resource field survey and evaluation prepared by a qualified professional shall be required with project submittal. The format of the report and standards for evaluation shall follow the “Guidelines for Cultural Management Reports submitted to the San Bernardino County Office of Planning.”
- Action 2** Mitigation of impacts to important cultural resources shall follow the standards established in Appendix K of the CEQA Guidelines as amended to date.
- Policy B** Because archaeological and historic resources occur in all environmental and topographic contexts, including many areas not mapped on the Cultural Resource Overlay of the Resource Overlay Maps, all land use applications in planning areas lacking Cultural Resource Overlays and in lands outside planning areas that involve disturbance of previously undisturbed ground shall be subject to a review of potential impacts to cultural resources as follows.
- Action 1** A preliminary cultural resource review shall be conducted by the Archaeological Information Center (AIC) at the SBCM prior to application acceptance.
- Action 2** Should the preliminary review indicate the presence of known cultural resources or moderate to high sensitivity for the potential presence of cultural resources, a field survey and evaluation prepared by a qualified professional shall be required with project submittal. The format of the report and standards for evaluation shall follow the “Guidelines for Cultural Management Reports submitted to the San Bernardino County Office of Planning.”

⁴ These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Action 3 Mitigation of impacts to important cultural resources shall follow the standards established in Appendix K of the CEQA Guidelines as amended to date.

Policy C When such resources cannot feasibly be preserved in place, preserve the information they contain through implementation of appropriate data recovery programs in conjunction with the Yucaipa Valley Historical Society.

Policy D Because the underlying purpose of both avoidance/preservation in place and data recovery as forms of mitigation of impacts to cultural resources is the preservation of information and heritage values such resources contain, standards for reporting, curation, and site avoidance shall be as follows.

Action 1 Site record forms and reports of surveys, text excavations and data recovery programs shall be filed with the AIC at the SBCM and shall be reviewed and approved in consultation with that office. Preliminary reports verifying that all necessary archaeological and historical fieldwork has been completed shall be required prior to project grading and/or building permits. Final reports shall be submitted and approved prior to project occupancy permits.

Action 2 Any artifacts collected or recovered as a result of cultural resources investigations shall be catalogued per SBCM guidelines and adequately curated in an institution with appropriate staff and facilities for their scientific information potential to be preserved.

Action 3 When avoidance or preservation of an archaeological site or historic structure is proposed, a program detailing how such long-term avoidance or preservation is assured shall be developed and approved prior to conditional approval.

Policy E Because it is desirable for as much of the City as possible to be covered by mapped cultural resource overlays to aid both planners and the public in anticipating when field surveys and evaluation studies will be necessary, cultural resource overlays will be prepared for the entire City, including information already available through the County's efforts.

Goal OS-12 Ensure that community objectives for cultural resources avoid or minimize potential conflicts with traditional Native American beliefs and concerns.

Policy A Because contemporary Native Americans have expressed concern over the handling of the remains of their ancestors, particularly with respect to archaeological sites containing human burials or cremations, artifacts of ceremonial or spiritual significance and rock art, the following actions shall be taken when decisions are made regarding the disposition of archaeological sites that are the result of prehistoric or historic Native American cultural activity.

Action 1 The Native American Heritage Commission and local reservation, museum and other concerned Native American leaders shall be notified in writing of any proposed evaluation or mitigation activities that involve excavation of Native

American archaeological sites and their comments and concerns solicited.

Action 2 The concerns of the Native American community shall be fully considered in the planning process.

Goal OS-13 Ensure that significant paleontologic resources exposed during grading are received and preserved for their scientific value.

Policy A Because development activities that involve substantial grading in areas of known or potential paleontologic sensitivity have the potential to destroy significant fossil resources, such projects mapped on the Paleontologic Overlay shall be subject to the following standards.

Action 1 In areas of potential but unknown sensitivity, field surveys prior to grading shall be required to establish the need for paleontologic monitoring.

Action 2 Projects requiring grading plans that are located in areas of known fossil occurrences on the overlay or demonstrated in a field survey to have fossils present shall have all rough grading (cuts greater than three feet) monitored by trained paleontologic crews working under the direction of a qualified professional so that fossils exposed during grading can be recovered and preserved. Fossils include large and small vertebrate fossils, the latter recovered by screen washing of bulk samples.

Action 3 All recovered specimens shall be prepared to the point of identification and adequately curated into retrievable collections of an institution with appropriate staff and facilities for their scientific information potential to be preserved.

Action 4 A report of findings with an itemized accession inventory shall be prepared as evidence that monitoring has been successfully completed. A preliminary report shall be submitted and approved prior to the granting of building permits, and a final report shall be submitted and approved prior to the granting of occupancy permits. The adequacy of paleontologic reports shall be determined in consultation with the Curator of Earth Science at the SBCM.

■ Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on cultural resources if it would do any of the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature
- Disturb any human remains, including those interred outside of formal cemeteries

Analytic Method

The following analysis considers the presence and absence of historical, archaeological, or paleontological resources within the City. Historical resources include any resource listed in or determined to be eligible for listing in the NRHP, CRHR, certain CHLs and PHIs, as well as resources of regional or local significance that have been identified in a local historical resources inventory. Such regional or locally designated resources are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise. The presence of historical, archaeological, or paleontological resources is then considered against the potential impacts on such resources from implementation of the Regional Reduction Plan. To gather information on known resources within Yucaipa, City planning documents were reviewed, and searches were conducted on-line for resources listed in the NRHP and CRHR (Yucaipa 1992a, 1992b; OHP 2013).

Effects Not Found to Be Significant

Threshold	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?
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The City is known to have been home to Native American groups prior to settlement by Euro-Americans. Archaeological materials associated with occupation of the planning area are known to exist and have the potential to provide important scientific information regarding history and prehistory. Ground-disturbing activities, particularly in areas that have not previously been developed with urban uses (“native soils,” which include agricultural lands), in the vicinity of Dunlap Acres, areas identified by the AIC at the SBCM as sensitive (Yucaipa 1992a, 1992b), and in CP Overlay Districts as defined by City of Yucaipa Development Code Article 3, have the potential to damage or destroy historic or prehistoric archaeological resources that may be present on or below the ground surface. Such resources may be considered as historical resources, as defined in Section 15064.5(a)(3)(D) (“[h]as yielded, or may be likely to yield, information important in history or prehistory”). In addition to the status of archaeological resources as historical resources, a resource may also be a “unique archaeological resource,” as defined in CEQA Section 21083.2(g)(1)–(3). Further, archaeological resources are often of cultural or religious importance to Native American groups.

Adoption of land use planning policies that promote transit-oriented development along existing and planned transit corridors (e.g., On-Road-1.4) could involve some limited amount of ground disturbance. Such ground disturbance would be an indirect effect of the Regional Reduction Plan, as the Regional Reduction Plan does not directly confer development approvals for such land uses. Thus, the Regional Reduction Plan does not include activities that would directly result in extensive ground disturbing activities in previously undisturbed soils.

A goal, policies, and actions in the Yucaipa General Plan address archaeological resources, and include directives for identifying and inventorying such resources; preservation and conservation, where feasible; and appropriate mitigation, if necessary (Goal OS-11/Policies A through E and all associated Actions). In addition, the General Plan provides for consideration of Native American perspectives during the planning process and when evaluation or mitigation activities occur within Native American archaeological sites (Goal OS-12/Policy A/Action 1 and 2). All applicable projects within the City of Yucaipa are required to follow these policies. Adherence to these policies and actions reduces impacts to archaeological resources to a less than significant level by requiring the protection of resources through identification and adequate mitigation, which would ensure that important scientific information regarding history or prehistory is not lost. Consequently, potential impacts to archaeological resources as a result of implementation of the Regional Reduction Plan would be *less than significant*.

Threshold	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
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Sediments known to yield paleontological resources are located within the City, and include Pleistocene older alluvium and the San Timoteo Formation (Yucaipa 1992a, 1992b). Areas including units with high sensitivity are depicted in Figure 4.20.5-1, Cultural and Paleontological Resources Sensitivity. Thus, impacts to such sediments could result in the damage or destruction of paleontological resources. Adoption of land use planning policies that promote transit-oriented development along existing and planned transit corridors (e.g., On-Road-1.4) could involve some limited amount of ground disturbance. Such ground disturbance would be an indirect effect of the Regional Reduction Plan, as the Regional Reduction Plan does not directly confer development approvals for such land uses. Thus, the Regional Reduction Plan does not include activities that would directly result in extensive ground disturbing activities in previously undisturbed soils, and the potential for impacts to paleontological resources is considered low.

A goal, policy, and actions in the Yucaipa General Plan address paleontological resources, and include directives for identifying and inventorying such resources; mitigation monitoring in sensitive areas; curation; and reporting (Goal OS-13/Policy A/Actions 1 through 4). Adherence to this policy reduces impacts to paleontological resources to a less than significant level by ensuring that important scientific information is not lost. Thus, potential impacts to paleontological resources as a result of implementation of the Regional Reduction Plan would be *less than significant*.

Threshold	Would the project disturb any human remains, including those interred outside of formal cemeteries?
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The Regional Reduction Plan does not include activities that would directly result in extensive ground disturbing activities within previously undisturbed soils, which renders it unlikely that human burials would be disturbed as a result of project implementation. In addition, and in the event human remains are encountered, the discovery is required to comply with California Public Resources Health and Safety Code Sections 7050.5-7055. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are discovered during excavation of a site. As required by state law, the requirements and procedures set forth in California PRC Section 5097.98 would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission,

and consultation with the individual identified by the Native American Heritage Commission to be the Most Likely Descendant. If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been contacted, the remains investigated, and appropriate recommendations made for the treatment and disposition of the remains. Given compliance with existing state regulations that detail the appropriate actions necessary in the event human remains are encountered, potential impacts associated with the implementation of the Regional Reduction Plan would be reduced to *less than significant*.

Project Impacts and Mitigation Measures

Implementation of the Regional Reduction Plan will include the installation of solar on existing housing and existing commercial/industrial properties. These activities could be proposed at the site of an historical resource or at the site of a resource considered to be a potential historical resource. Future activities related to the installation of solar has the potential to result in significant impacts on historical resources within the City, including resources listed in or eligible for listing in the NRHP and/or CRHR. Significant impacts could include the delisting or loss of eligibility of such resources. In addition, the completion of energy-efficiency retrofit activities and the installation of solar have the potential to result in significant impacts on buildings or structures of historic age (50 years old or older), or buildings or structures which may eventually be of historic age, and which may qualify as historical resources pursuant to CEQA upon evaluation.

CEQA Guidelines Section 15064.5(b) states that “a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” The Regional Reduction Plan may allow for solar installation on existing housing and existing commercial/industrial buildings, and these activities have the potential to cause a substantial adverse change in the significance of an historical resource through alteration of a historical resource’s physical characteristics that conveys its historical significance. This is considered a potentially significant impact.

With the application of the General Plan policies for cultural resources, as well as mitigation measure MM4.20.5-1, impacts would be reduced to *less than significant*.

MM4.20.5-1 *Prior to activities that would physically affect known historical resources or any buildings or structures 50 years old or older or affect their historic setting, a cultural resource professional who meets the Secretary of the Interior’s Professional Qualifications Standards for Architectural History will be consulted to determine if the proposed solar installation activities would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. The investigation shall include, as determined appropriate by the cultural resource professional and the City of Yucaipa, archival research, including, if necessary, a records search of the Archaeological Information Center (AIC) of the California Historical Resources Information System (CHRIS) and a pedestrian survey of the proposed improvements area to determine if any significant historic-period resources would be adversely affected by the proposed Regional Reduction Plan activities. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any historical resources within the improvements area and includes recommendations and methods for eliminating or reducing impacts on historical resources. Methods could include, but are not limited to, written and photographic recordation of the resource in accordance with the level of*

Historic American Building Survey (HABS) documentation that is appropriate to the significance (local, state, national) of the resource.

■ Cumulative Impacts

The cumulative analysis for impacts on cultural resources considers a broad regional system of which the resources are a part. The cumulative context for the cultural resources analysis is the San Bernardino Valley and Prado Basin within San Bernardino and Riverside Counties. In these areas, common patterns of prehistoric and historic development have occurred. The analysis accounts for anticipated cumulative growth within the region.

Past development has disturbed human remains, including those interred outside of formal cemeteries. This has led to the implementation of specific requirements to preserve such remains, as codified in CEQA Guidelines Section 15064.5(e) and PRC Section 5097.98. There is always the possibility that ground-disturbing activities during future construction may uncover previously unknown and buried human remains. Treatment of human remains is covered under these standard regulatory requirements. Therefore, there is no significant cumulative impact with respect to disturbance of human remains. The proposed Regional Reduction Plan would be subject to the same regulations, and ***cumulative impacts would be less than significant.***

Based upon existing studies outlining intense resource use in this region, and the documented, observable material culture (i.e., artifacts) recovered from the prehistoric era to the present, the San Bernardino Valley and Prado Basin are known to have high archaeological sensitivity, and past development has resulted in substantial adverse changes in the significance of various archaeological resources prior to the implementation of regulations enacted for the purpose of avoiding disturbance, damage, or degradation of these resources. Future development may uncover or disturb known or previously unknown archaeological resources. Impacts to such resources would be determined on a discretionary case-by-case basis, and follow CEQA, existing City of Yucaipa Ordinances, and the Yucaipa General Plan Goals, Policies and Actions applicable to archaeological resources (Goal OS-11/Policies A through E and all associated Actions and Goal OS-12/Policy A/Action 1 and 2). For future discretionary projects occurring under the Regional Reduction Plan, environmental review would occur at project-level. This would include studies to determine the presence or absence of resources in areas with a documented or inferred archaeological resource presence. Thereafter, properties with resources would be addressed through preservation and/or mitigation programs, as appropriate, and based on the recommendations of a qualified professional. Therefore, ***cumulative impacts would be less than significant.***

Past development has resulted in destruction of unique paleontological resources and unique geologic features. Based upon the geologic history of the San Bernardino Valley and Prado Basin, and the paleontological sensitivity of the rock units within this region, there is always the possibility that ground-disturbing activities during future construction may uncover previously unknown paleontological resources or sites or unique geologic features. Impacts to such resources would be determined on a discretionary case-by-case basis, and follow CEQA, existing City of Yucaipa ordinances, and the Yucaipa General Plan goal, policy, and action relating to paleontological resources (OS-13/Policy A/Actions 1 through 4). For future discretionary projects occurring under the Regional Reduction Plan,

environmental review would occur at project-level. This would include studies to determine the presence or absence of resources in areas with a potential to yield paleontological resources. Thereafter, properties with resources would be addressed through mitigation programs, as appropriate, and based on the recommendations of a qualified professional. Therefore, *cumulative impacts would be less than significant*.

Urban development that has occurred over the past several decades in the San Bernardino Valley and Prado Basin has resulted in the demolition and alteration of innumerable historical resources, and it is reasonable to assume that present and future development activities will continue to result in impacts on historical resources. Because all historical resources are unique and nonrenewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. Federal, state, and local laws protect historical resources in most instances. Even so, it is not always feasible to protect historical resources, particularly when preservation in place would prevent implementation of projects. However, compliance with existing City Ordinances and General Plan Policies and Actions, and the implementation of mitigation measure MM4.20.5-1, requires qualified professionals to conduct site-specific cultural resource investigations for future activities associated with the Regional Reduction Plan. Compliance with existing policies and MM4.20.5-1 will ensure that impacts on historical resources are appropriately assessed and that mitigation is performed, as necessary. In this manner, the project's incremental contribution to cumulative effects on historical resources would not be cumulatively considerable, and *cumulative impacts would be less than significant*.

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4.20.6 Geology/Soils

This section of the EIR analyzes the potential environmental effects on geology/soils in the City of Yucaipa from implementation of the Regional Reduction Plan. Data for this section were taken from the Yucaipa General Plan (1992a) and associated environmental documents (1999b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing geology/soils were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

■ Environmental Setting

Geology and Physiography

The City of Yucaipa is located in a tectonically-active region near the boundary of the Pacific and North American crustal plates. This boundary is generally marked by the San Andreas fault zone, which extends through the southwestern portion of San Bernardino County. Compressive forces related to displacement along the fault zone caused the uplift of both the San Gabriel and San Bernardino mountains, and this movement continues today. The San Bernardino Mountains bound the northernmost part of the City and to the northwest, and the Crafton Hills form one of the most prominent boundaries. The Yucaipa Hills form the eastern part of the City and on the southeast, along the freeway the low hills of the San Timoteo Badlands border the City.

This active tectonic environment has strongly influenced the physiography of the City, such as gently sloping flatlands surrounded by hills and mountains and two major creeks traversing the City. Through erosion, each of these major creeks has created elevation changes adjacent to the creeks, which are sometimes referred to as “benches.” These “bench” areas contribute to the City’s landform character, and the entire northern part of Yucaipa is referred to as “North Bench.”

Most of the City is on alluvial deposits consisting of gravelly river-washed material located on the flatlands and benches. Younger deposits are generally associated with the river wash areas near Oak Glen Creek and Yucaipa Creek. The rugged Crafton Hills and eastern hills are composed of gneiss/schist formations and include quartzite and marble. Sandstone comprises the hilly area at the northern city limits and includes the Yucaipa ridge landform. This formation is made up of hardened non-marine conglomerates and some limestone.

Faults and Seismic Hazards

There are a number of active and potentially active fault zones in the City, including Alquist-Priolo Earthquake Fault Zones. These include the Western Heights fault, Chicken Hill fault, and Casa Blanca fault. Together, six of these faults make up the Crafton Hills fault zone. The zones of greatest seismic hazard have been delineated by the State as Alquist-Priolo Earthquake Fault Zones. These include the Western Heights fault in the Dunlap Acres area and the Chicken Hill fault located south of the Western Heights fault. The City has developed a “Geologic Overlay Districts” map that shows the locations of Alquist-Priolo Earthquake Fault Zones (Figure 4.20.6-1 [Geologic Overlay Districts]). Groundshaking

due to movement of these faults and ground rupture associated with the Western Heights fault are potential hazards in Yucaipa.

Areas where alluvial soils combined with shallow groundwater are present, such as in the vicinity of Oak Glen Creek, Wilson Creek, and Wildwood Canyon, are potential liquefaction areas. Areas of potential liquefaction hazard are shown in Figure 4.20.6-1.

Other Geologic Hazards

Landslides

The City of Yucaipa is at low to moderate risk of landslides, which are generally associated with the river wash and hilly areas. One small area in the northeast corner of the City has a moderate to high susceptibility to landslides and contains two mapped landslide areas, which correspond to the sandstone formation. Areas of potential landslide hazard are shown in Figure 4.20.6-1.

■ Regulatory Framework

Federal

There are no federal regulations related to geologic and soil resources and hazards.

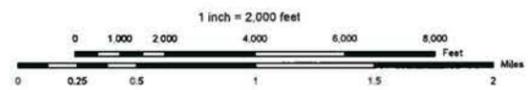
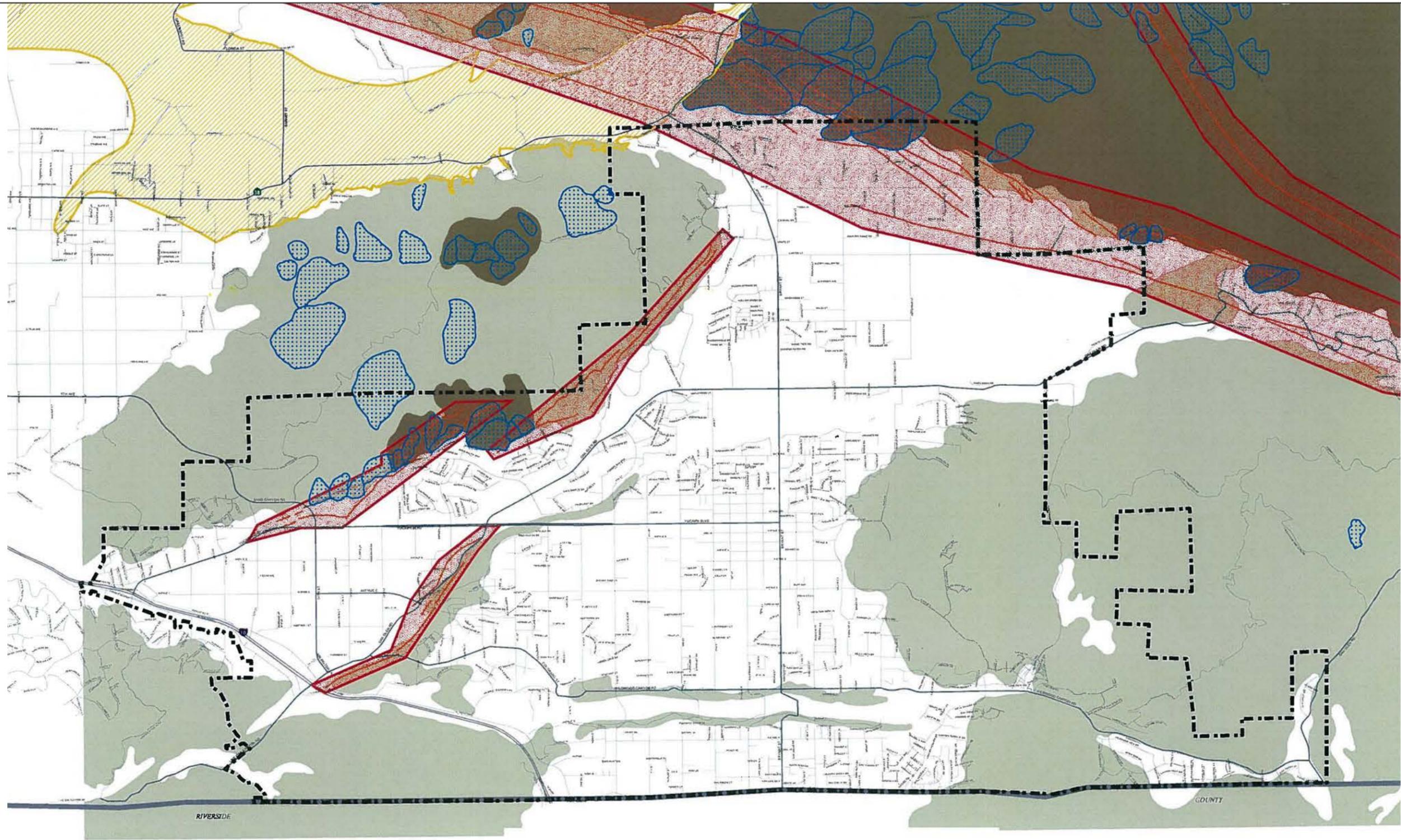
State

California Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972. Its primary purpose is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The act requires the State Geologist to delineate “Earthquake Fault Zones” along faults that are “sufficiently active” and “well defined.” The act also requires that cities and counties withhold development permits for sites within an Earthquake Fault Zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault. As noted above, the State has delineated an Earthquake Fault Zone in Yucaipa.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was adopted by the state in 1990 for the purpose of protecting the public from the effects of nonsurface fault rupture earthquake hazards, 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 State has not published maps that cover the portion of San Bernardino County where Yucaipa is located.



- LANDSLIDE SUSCEPTIBILITY
 - Low To Moderate
 - Moderate To High
- High Liquefaction Susceptibility
- Alquist-Priolo Seismic Safety Zones
- Alquist-Priolo Fault Lines
- Mapped, Existing Landslides
- City Limit



Source: City of Yucaipa, General Plan.

Figure 4.20.6-1
Geologic Overlay Districts

Senate Bill 547

After the 1933 Long Beach earthquake, building codes changed prohibiting unreinforced masonry buildings, and few have been built in California since then; however, there are unreinforced concrete buildings that remain and pose a danger of collapse during seismic events. Senate Bill 547 (Government Code Sections 8875 et seq.), requires local governments to conduct an inventory of unreinforced concrete buildings within their jurisdiction and assess the hazard posed by this class of building. The Senate bill does not specify the level of performance required or expected, but leaves it up to each community.

California Building Code (2010)

California Code of Regulations (CCR), Title 24, Part 2, the California Building Code (CBC), provides minimum standards for building design in the state. The 2010 CBC, effective January 1, 2011, is the current code and is based on the current (2009) International Building Code (IBC).

Each jurisdiction in California may adopt its own building code based on the 2010 CBC. Local codes are permitted to be more stringent than the 2010 CBC, but, at a minimum, are required to meet all state standards and enforce the regulations of the 2010 CBC beginning January 1, 2011. The City of Yucaipa has adopted the 2010 CBC (Municipal Code Section 15.04.010, Ordinance 305, 2010).

CBC Chapter 16 addresses structural design requirements governing seismically resistant construction (Section 1604), including, but not limited to, factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design (Sections 1613.5 through 1613.7). Chapter 18 includes, but is not limited to, the requirements for foundation and soil investigations (Section 1803); excavation, grading, and fill (Section 1804); allowable load-bearing values of soils (Section 1806); and the design of footings, foundations, and slope clearances (Sections 1808 and 1809), retaining walls (Section 1807), and pier, pile, driven, and cast-in-place foundation support systems (Section 1810). Chapter 33 includes, but is not limited to, requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes (Section 3304). Appendix J of the CBC includes, but is not limited to, grading requirements for the design of excavations and fills (Sections J106 and J107) and for erosion control (Sections J109 and J110). Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in Cal-OSHA regulations (CCR Title 8).

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a “Natural Hazard Disclosure Statement” when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. California law also requires that when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report and a booklet titled “The Homeowners Guide to Earthquake Safety.” This publication was written and adopted by the California Seismic Safety Commission.

Regional

No regional regulations exist pertaining to geologic and soil resources and hazards. Each local jurisdiction has their own criteria for regulating geologic and soil resources and hazards.

Local

City of Yucaipa Municipal Code

Yucaipa Municipal Code Section 15.04.010 implements the provisions of the 2010 CBC. Under Section 15.12.180 (Grading and Excavation Code), a soil engineering and engineering geology report is required for grading projects, unless otherwise waived by the city official. The reports must include information appropriate for the site including any information required by the city official. Recommendations included in the reports and approved by the city official must be incorporated in the grading plans or specifications.

Grading and excavation must be conducted per the requirements provided in Section 15.12 (Grading and Excavation Code). In addition, Development Code Division 1, Chapter 2, sets forth standards for erosion and sediment control. Section 810.0220 (Soil Erosion and Sediment Control Plan) establishes that no land clearing or grading, other than those activities listed as exempted by the Development Code or as determined by the City Engineer, may occur unless the land clearing or grading is in compliance with an approved Soil Erosion and Sediment Control Plan and/or permit issued in accordance with the provisions of the Development Code, Chapter 2. Grading and excavation must also adhere to the City of Yucaipa Grading Manual.

The Development Code establishes development requirements on hillside areas and prominent ridges. These are included in the City of Yucaipa Regulation of Hillside and/or Ridgeline Developments, otherwise known as the Hillside Development Standards (City of Yucaipa Development Code Sections 87.1105 to 87.1180).

Yucaipa General Plan

The Yucaipa General Plan policies that are applicable to geologic and soil resources and hazards⁵ are as follows:

Safety and Hazardous Waste Element

Policy S-1E Because the risks from many geologic hazards can be successfully mitigated through a combination of engineering, construction, land use and developmental standards, the City shall implement the following actions.

Action 2 Require sites to be developed and all structures designed in accordance with recommendations contained in any required geotechnical or geologic reports, through conditions, construction plans and field inspections.

⁵ These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Action 3 Require that all recommended mitigation measures be clearly indicated and described on all grading and construction plans.

Action 5 Require all facilities to meet appropriate geologic hazard specifications as determined by the City Engineer for discretionary and ministerial authorizations.

Policy S-1G Because the County is traversed by many major active faults resulting in a relatively high level of risk, the City shall implement the following actions.

Action 2 Require new structures and facilities to be designed and constructed to meet seismic safety and related design requirements of the most recent Uniform Building Code, or more stringent requirements if indicated by site investigations.

Policy S-1H Because of the potential for displacement along faults not classified as active, the City shall reserve the right to require site-specific geotechnical analysis and mitigation for development located contiguous to potentially active faults, if deemed necessary by the City Engineer.

Policy S-2E Because of the potential relationship between seismic activity and landsliding effects, the City shall require that a seismic analysis be included as part of landslide stability studies when required by the City Engineer.

Policy S-2L Because the purpose of the Alquist-Priolo Special Studies Zone Act is only applicable to fault rupture areas (in close proximity to faults) and because the entire San Bernardino Valley area is subject to severe hazard from the effects of shaking due to an earthquake, the City shall implement the following actions.

Action 2 Design and construct all structures in areas determined by the City Engineer to be subject to significant seismic shaking to withstand ground shaking forces of a minor earthquake without damage, and of a major earthquake without collapse.

Action 3 Require all new construction to meet the most current and applicable lateral force requirements.

Policy S-2M Because liquefaction can cause devastating structure damage and because there is a high potential for saturation when the groundwater level is within 50 feet of alluvial material, the City shall implement the following actions.

Action 1 Require that each site located within the Liquefaction Hazard Overlay shall be evaluated by a licensed geologist prior to design, land disturbance or construction for soil type, history of the water table's fluctuation and adequacy of the structural engineering to withstand the effects of liquefaction.

Action 2 Apply the Land Use Compatibility Chart for Liquefaction Areas when reviewing all discretionary and ministerial actions.

Policy S-2N Because portions of the City have moderate landslide potential, posing measurable risk to life and property, and because once landslides are recognized, many can be safely mitigated, the City shall implement the following actions.

- Action 1** Require that a stability analysis be required in Landslide Hazard areas designated “Generally Susceptible” and “Mostly Susceptible” on the Hazards Overlay Maps and where required by the Geologist.
- Action 2** Require site development and construction in compliance with soil and geologic investigation and report recommendations.
- Action 3** Apply the Land Use Compatibility Chart for Landslide when reviewing all discretionary and ministerial actions.
- Action 6** Restrict grading to minimal amounts necessary to provide access and require grading permits to have an approved site plan which minimizes grading and conforms to the recommendations of any required geologic investigation.

Policy S-2O Because of limited specific information on the extent of subsidence in the City, the City shall implement the following actions.

- Action 3** Require that all site-specific geotechnical investigations conducted for proposed development include an assessment of potential impacts and mitigation measures related to expansive reactive soils and erosion.

Policy S-2CC Because erosion control is an important concern of the property owner and because many areas in the City are highly susceptible to erosion, the City shall implement the following actions.

- Action 1** Apply the provisions of the adopted Erosion and Sediment Control Ordinance City-wide.
- Action 2** Regulate grading, land clearance and grazing in susceptible areas to prevent erosion.

Open Space and Conservation Element

Policy OS-1A Because the quality of life is related to the variety and abundance of all species, commonly occurring species shall be conserved. The following requirements shall be incorporated into the conditions of approval for all proposed discretionary land use proposals.

- Action 1** Land clearing shall be regulated to reduce soil loss due to erosion, pursuant to the Plant Protection and Management Ordinance and erosion control regulations.
- Action 2** Grading and cut and fill operations shall be minimized to reduce soil and vegetation loss, pursuant to the Hillside/Ridgeline Preservation Ordinance.

■ Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on geology/soils if it would do any of the following:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - > Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42
 - > Strong seismic groundshaking
 - > Seismic-related ground failure, including liquefaction
 - > Landslides
- Result in substantial soil erosion or the loss of topsoil
- 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
- Be located on expansive soil, as defined in 2010 California Building Code Section 1803.5.2, creating substantial risks to life or property
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater

Analytic Method

Baseline information to characterize geologic and soils conditions that could affect or be affected by the proposed project was compiled from readily available publications, including the General Plan, and available resource mapping. GHG reduction measures selected by the City of Yucaipa in the Regional Reduction Plan were reviewed to determine which actions could result in physical changes to the environment that could affect or be affected by seismic hazards, erosion, or other geologic or soils hazards.

Effects Not Found to Be Significant

Threshold	<p>Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> ■ 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 ■ Strong seismic groundshaking ■ Seismic-related ground failure, including liquefaction ■ Landslides
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There is an Alquist-Priolo Earthquake Fault Zone associated with the Western Heights fault (Figure 4.20.6-1), indicating the potential for surface rupture. The presence of this fault, other local faults, and regional faults have the potential to cause strong groundshaking, liquefaction, and other seismic hazards in Yucaipa.

The Regional Reduction Plan does not propose new development, but implementation of the reduction measures in the Regional Reduction Plan that could involve energy efficiency retrofits, and transit-oriented development, park-and-ride lots, and trail networks described in reduction measure On-Road Transportation-1 (Sustainable Communities Strategy) could be affected by seismic hazards. Potential impacts would be specific to future project sites. Projects would be required to comply with applicable seismic safety provisions of the 2010 CBC. Special study and mitigation would be required for projects within the Alquist-Priolo Earthquake Fault Zone, and no structures would be allowed within 50 feet of an active fault trace as determined by the Alquist-Priolo Earthquake Fault Zoning Act and the Seismic Hazards Mapping Act.

Projects would also be required to comply with seismic safety provisions of the 2010 CBC. With implementation of General Plan Policies S-1E, S-1G, S-1H, S-2E, S-2L, and S-2M and Municipal Code Section 15.04.010 and Section 15.12.180 requirements, this would reduce potential fault rupture and seismic hazards to the extent required by law. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be *less than significant*. No mitigation is required.

Threshold	Would the project result in substantial soil erosion or the loss of topsoil?
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Grading associated with improvements that could be implemented for reduction measure Transportation-1 would involve soil disturbance, which could increase erosion potential temporarily. Potential erosion impacts would be specific to future project sites that could be developed as a result of implementing reduction measures in the Regional Reduction Plan such as TOD projects and park-and-ride lots, solar systems for existing housing, and energy-efficiency features in new development (PS-1) would depend largely on the areas affected and the length of time soils are subject to erosion.

Grading and excavation must be conducted per the requirements provided in Development Code Section 15.12 (Grading and Excavation Code) and Section 810.0220. Grading and excavation must also

adhere to the City of Yucaipa Grading Manual. The City also regulates grading on hillsides. Therefore, potential erosion impacts as a result of implementation of the Regional Reduction Plan would be **less than significant**. No mitigation is required.

Threshold	Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
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Native soils that underlie the City consist of alluvial sediments that have the potential for settlement or collapse unless properly engineered for structures placed on top of them. Little information is available on subsidence. Landslide-prone areas have been mapped in the northeast part of the City.

Implementation of Regional Reduction Plan measures that promote transit-oriented development (TOD) along existing and planned transit corridors (e.g., On-Road-1.4) could involve new development. New park-and-ride lots could also be constructed. These projects could be exposed to hazards from unstable soil or rock conditions. Project-specific geotechnical reports and soil surveys would be required for development project applications to identify where unstable soils and landslide hazard could pose a risk and to develop mitigation to reduce hazards. Compliance with 2010 CBC standards, General Plan Policies S-1E, S-2N, and S-2O, and the City's Development Code would ensure that all future development and redevelopment activities fully respond to these constraints. Impacts would be **less than significant**. No mitigation is required.

Threshold	Would the project be located on expansive soil, as defined in 2010 California Building Code Section 1803.5.2, creating substantial risks to life or property?
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Expansive soils are soils that shrink when dry and swell when wet. These characteristics generally apply to soils with a high percentage of clay. Movement that occurs during expansion can exert enough pressure to crack sidewalks, driveways, basement floors, pipelines, and even foundations. The majority of the planning area is underlain by granular soils that contain little clay and, therefore, have a low potential for expansion. Potential expansive soil impacts would be specific to future project sites that could be developed as a result of implementing reduction measures in the Regional Reduction Plan such as TOD projects would depend largely on the areas affected. However, site-specific investigation would be required to confirm the presence or absence of expansive soils, and mitigate as necessary, as required under General Plan Policy S-2O and the City's Development Code. With implementation of polices and adopted regulations, impacts would be **less than significant**. No mitigation is required.

Threshold	Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?
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None of the reduction measures are related to or require the need for septic tanks or alternative wastewater disposal systems. There would be **no impact**.

■ Cumulative Impacts

Future growth envisioned in the General Plan could be affected by seismic hazards or other geotechnical conditions, or could cause erosion. Geologic and soils hazards and erosion are typically site-specific and do not combine to produce cumulative effects. Policies in the General Plan and adherence to CBC and City standards for development, as established in the Municipal Code, would reduce impacts of new development to the extent required by law.

The Regional Reduction Plan would not result in any direct or indirect significant effects related to geology and soils, and, therefore, implementation of the Regional Reduction Plan would not create impacts that are cumulatively considerable. Therefore, *cumulative impacts would be less than significant*.

■ References

- California Geological Survey, Seismic Hazards Mapping Program. 2008. *Official Maps Released in Southern California*.
- San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.
- Yucaipa, City of. 1992a, updated 2004. *Yucaipa General Plan*, September.
- . 1992b. *Final Program Environmental Impact Report for the Yucaipa General Plan*, August.
- . n.d. *City of Yucaipa Municipal Code*.

4.20.7 Greenhouse Gas Emissions

This section of the EIR analyzes the potential environmental effects on greenhouse gas (GHG) emissions in the City of Yucaipa from implementation of the Regional Reduction Plan. Data for this section were taken from the Yucaipa General Plan (1992a), associated environmental documents (1999b), and publications prepared by a number of professional associations and agencies that have suggested approaches and strategies for complying with CEQA's environmental disclosure requirements. Such organizations include the California Attorney General's Office (AGO), the California Air Pollution Controls Officers Association (CAPCOA), the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the Climate Registry, and the Association of Environmental Professionals (AEP). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing greenhouse gas emissions were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

■ Environmental Setting

The proposed project is located within the South Coast Air Basin (Basin). The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Climate change within the Basin is influenced by a wide range of emission sources, such as utility usage, heavy vehicular traffic, industry, and meteorology.

The City of Yucaipa emitted approximately 327,274 metric tons (MT) of carbon dioxide equivalents (CO₂e) in 2008. The emissions were calculated based on the 2012 RTP traffic modeling, data from utilities, and land use. The largest portion of the City's 2008 emissions were from transportation (51.5 percent), followed by emissions from electricity and natural gas use in buildings (37.5 percent). Table 4.20.7-1 (2008 Net Total Emissions) summarizes the City's net 2008 emissions of CO₂e as broken down by emissions category. This represents the baseline against which GHG emissions as a result of implementation of the Regional Reduction Plan are analyzed. A detailed breakdown of 2008 emissions by category is available in the Regional Reduction Plan.

■ Climate Change Background

Parts of the earth's atmosphere act as an insulating blanket of the right thickness to trap sufficient solar energy and keep the global average temperature in a suitable range. The "blanket" is a collection of atmospheric gases called "greenhouse gases" based on the idea that these gases trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone (O₃), and chlorofluorocarbons (CFCs), all act as effective global insulators, reflecting visible light and infrared radiation back to earth. Human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of these gases in the atmosphere. This in turn is causing the earth's temperature to rise. A warmer earth may lead to changes

in rainfall patterns, smaller polar ice caps, a rise in sea level, and a wide range of impacts on plants, wildlife, and humans.

<i>Category</i>	<i>Metric tons of CO₂e</i>
Building Energy	122,591
On-Road Transportation	168,613
Off-Road Equipment	12,035
Solid Waste	11,875
Agriculture	3,967
Wastewater Treatment	2,071
Water Conveyance	6,122
Total	327,274
Excluded Stationary Sources under Title V Permits ^a	23,188

a. Excluded from target setting and reductions due to lack of jurisdictional control (see "Analytical Method" section below)

The relationships of water vapor and ozone as GHGs are poorly understood. It is unclear how much water vapor acts as a GHG. The uncertainty is due to the fact that water vapor can also produce cloud cover, which reflects sunlight away from earth and can counteract its effect as a GHG. Also, water vapor tends to increase as the earth warms, so it is not well understood whether the increase in water vapor is contributing to or rather a result of climate change. Ozone tends to break down in the presence of solar radiation but is not understood well enough for evaluation. For these reasons, methodologies approved by the IPCC, United States Environmental Protection Agency (USEPA), and the California Air Resources Board (ARB) focus on carbon dioxide, nitrous oxide, methane, and chlorofluorocarbons. The following provides a brief description of each of these GHGs.

Carbon Dioxide

The natural production and absorption of carbon dioxide occurs through the burning of fossil fuels (e.g., oil, natural gas, and coal), solid waste, trees and wood products, and as a result of other chemical reactions, such as those required to manufacture cement. Globally, the largest source of CO₂ emissions is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. A number of specialized industrial production processes and product uses, such as mineral or metal production, and the use of petroleum-based products, leads to CO₂ emissions.

CO₂ is removed from the atmosphere (or sequestered) when it is absorbed by plants as part of the biological carbon cycle. Natural sources of CO₂ occur within the carbon cycle where billions of tons of atmospheric CO₂ are removed by oceans and growing plants and are emitted back into the atmosphere through natural processes. When in balance, total CO₂ emissions and removals from the entire carbon cycle are roughly equal. Since the Industrial Revolution in the 1700s, human activities, including burning of oil, coal, and gas and deforestation, increased CO₂ concentrations in the atmosphere by 35 percent as of 2005.

Methane

Methane is emitted from a variety of both human-related and natural sources. CH₄ is emitted during the production and transport of coal, natural gas, and oil, from livestock and other agricultural practices, and from the decay of organic waste in municipal solid waste landfills. It is estimated that 60 percent of global CH₄ emissions are related to human activities. Natural sources of CH₄ include wetlands, gas hydrates,⁶ permafrost, termites, oceans, freshwater bodies, nonwetland soils, and wildfires. CH₄ emissions levels from a particular source can vary significantly from one country or region to another. These variances depend on many factors, such as climate, industrial and agricultural production characteristics, energy types and usage, and waste management practices. For example, temperature and moisture have a significant effect on the anaerobic digestion process, which is one of the key biological processes resulting in CH₄ emissions from both human and natural sources. Also, the implementation of technologies to capture and utilize CH₄ from sources such as landfills, coal mines, and manure management systems affects the emissions levels from these sources.

Nitrous Oxide

Concentrations of nitrous oxide also began to rise at the beginning of the Industrial Revolution reaching 314 parts per billion (ppb) by 1998. Microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen, produce nitrous oxide. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to the atmospheric load of N₂O.

Chlorofluorocarbons

Chlorofluorocarbons have no natural source, but were synthesized for uses as refrigerants, aerosol propellants, and cleaning solvents. Since their creation in 1928, the concentrations of CFCs in the atmosphere have been rising. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken, and levels of the major CFCs are now remaining static or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years. Since they are also a GHG, along with such other long-lived synthesized gases as CF₄ (carbontetrafluoride) and SF₆ (sulfurhexafluoride), they are of concern. Another set of synthesized compounds called HFCs (hydrofluorocarbons) are also considered GHGs, though they are less stable in the atmosphere and therefore have a shorter lifetime and less of an impact. CFCs, CF₄, SF₆, and HFCs have been banned and are no longer available. Therefore, these GHGs are not included further in this analysis.

■ Potential Effects of Global Climate Change

Climate change could have a number of adverse effects. Although these effects would have global consequences, in most cases they would not disproportionately affect any one site or activity. In other words, many of the effects of climate change are not site-specific. Emission of GHGs would contribute

⁶ Gas hydrates are crystalline solids that consist of a gas molecule, usually methane, surrounded by a “cage” of water molecules.

to the changes in the global climate, which would in turn, have a number of physical and environmental effects. A number of general effects are discussed below.

Water Supply. California Health and Safety Code Section 38501(a) recognizes that climate change “poses a serious threat to the economic well-being, public health, natural resources, and the environment of California,” and notes, “the potential adverse impacts of [climate change] include...reduction in the quality and supply of water to the state from the Sierra snowpack.” As most of the state, including the City of Yucaipa, depends on surface water supplies originating in the Sierra Nevada, this potential water supply reduction is a concern.

Most of the scientific models addressing climate change show that the primary effect on California’s climate would be a reduced snow pack and a shift in stream-flow seasonality. A higher percentage of the winter precipitation in the mountains would likely fall as rain rather than as snow in some locations, reducing the overall snowpack. Further, as temperatures rise, snowmelt is expected to occur earlier in the year. As a result, peak runoff would likely come a month or so earlier. The end result of this would be that the state may not have sufficient surface storage to capture the early runoff, and so, absent construction of additional water storage projects, a portion of the current supplies would flow to the oceans and be unavailable for use in the state’s water delivery systems.

Water Quality. Climate change could have adverse effects on water quality, which would in turn affect the beneficial uses (habitat, water supply, etc.) of surface water bodies and groundwater. The changes in precipitation discussed above could result in increased sedimentation, higher concentration of pollutants, higher dissolved oxygen levels, increased temperatures, and an increase in the amount of runoff constituents reaching surface water bodies. Sea level rise, discussed above, could result in the encroachment of saline water into freshwater bodies.

Ecosystems and Biodiversity. Climate change could have effects on diverse types of ecosystems, from alpine to deep sea habitat. As temperatures and precipitation change, seasonal shifts in vegetation would occur, which would potentially have an effect on the distribution of associated flora and fauna species. As the range of species shifts, habitat fragmentation could occur, with acute impacts on the distribution of certain sensitive species. The IPCC states that “20 percent to 30 percent of species assessed may be at risk of extinction from climate change impacts within this century if global mean temperatures exceed 2 to 3°C (3.6 to 5.4°F) relative to pre-industrial levels” (IPCC 2007). Shifts in existing biomes⁷ could also make ecosystems vulnerable to invasive species encroachment. Wildfires, which are an important control mechanism in many ecosystems, may become more severe and more frequent, making it difficult for native plant species to repeatedly re-germinate. In general terms, climate change would put a number of stressors on ecosystems, with potentially catastrophic effects on biodiversity.

Human Health Impacts. Climate change may increase the risk of vector-borne infectious diseases, particularly those found in tropical areas and spread by insects—malaria, dengue fever, yellow fever, and encephalitis (USEPA 2008). While these health impacts would largely affect tropical areas in other parts of the world, effects would also be felt in California. Warming of the atmosphere would be expected to increase smog and particulate pollution, which could adversely affect individuals with heart and

⁷ A biome is a major ecological community classified by the predominant vegetation, and hence animal inhabitants.

respiratory problems, such as asthma. Extreme heat events would also be expected to occur with more frequency, and could adversely affect the elderly, children, and the homeless. Finally, the water supply impacts and seasonal temperature variations which could occur as a result of climate change could affect the viability of existing agricultural operations, making the food supply more vulnerable.

■ Potential Effects of Human Activity on Climate Change

The burning of fossil fuels, such as coal and oil, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO₂ emissions (and thus substantial increases in atmospheric concentrations). In 1994, atmospheric CO₂ concentrations were found to have increased by nearly 30 percent above pre-industrial (c. 1760) concentrations.

The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential (GWP), and is expressed as a function of how much warming would be caused by the same mass of CO₂. Thus, GHG emissions are typically measured in terms of pounds or tons of CO₂ equivalents (CO₂e), and are often expressed in metric tons (MT) or millions of metric tons (MMT) of CO₂e.

- **Global Emissions**—Worldwide emissions of GHGs in 2004 were nearly 30 billion tons of CO₂e per year (including both on-going emissions from industrial and agricultural sources, but excluding emissions from land-use changes) (United Nations 2007).
- **U.S. Emissions**—In 2004, the United States emitted 7.1 billion tons of CO₂e. Of the four major sectors nationwide—residential, commercial, industrial, and transportation—transportation accounts for the highest percentage of GHG emissions (approximately 35 to 40 percent); these emissions are entirely generated from direct fossil fuel combustion. In 2008, the United States emitted 6.9 billion tons of CO₂e, with transportation accounting for the highest percentage of GHG emissions, approximately 32 percent (USEPA 2011).
- **State of California Emissions**—In 2004, California emitted approximately 483 million tons of CO₂e, or about 6 percent of the U.S. emissions. This large number is due primarily to the sheer size of California compared to other states. By contrast, California has one of the fourth lowest per-capita GHG emission rates in the country, due to the success of its energy-efficiency and renewable energy programs and commitments that have lowered the state's GHG emissions rate of growth by more than half of what it would have been otherwise. Another factor that has reduced California's fuel use and GHG emissions is its mild climate compared to that of many other states. In 2008, California's GHG emissions were approximately 478 million metric tons CO₂e, generally attributed to the reduced travel, and therefore, transportation emissions (USEPA 2010).
 - > The California Energy Commission (CEC) found that transportation is the source of approximately 41 percent of the state's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 23 percent, and industrial sources at 20 percent. Agriculture and forestry is the source of approximately 8.3 percent, as is the source categorized as "other," which includes residential and commercial activities (CEC 2007).

Various aspects of constructing, operating, and eventually discontinuing (demolition and disposal of waste) the use of industrial, commercial, and residential development will result in GHG emissions. Operational GHG emissions result from energy use associated with heating, lighting, and powering

buildings (typically through natural gas and electricity consumption), pumping and processing water (which consumes electricity), as well as fuel used for transportation and decomposition of waste associated with building occupants. New development can also create GHG emissions in its construction and demolition phases in connection with the use of fuels in construction equipment, creation and decomposition of building materials, vegetation clearing, and other activities. However, it is noted that new development does not necessarily create entirely new GHG emissions. Occupants of new buildings are often relocating and shifting their operational-phase emissions from other locations.

■ Regulatory Framework

Federal

U.S. Environmental Protection Agency

The USEPA is responsible for implementing federal policy to address global climate change. The federal government administers a wide array of public-private partnerships to reduce GHG intensity generated by the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO₂ gases, agricultural practices, and implementation of technologies to achieve GHG reductions.

Federal Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, USEPA released its final Greenhouse Gas Reporting Rule (Reporting Rule). The Reporting Rule is a response to the fiscal year (FY) 2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110–161), which required USEPA to develop “mandatory reporting of greenhouse gasses above appropriate thresholds in all sectors of the economy ...” The Reporting Rule would apply to most entities that emit 25,000 MT CO₂e or more per year. Starting in 2010, facility owners were required to submit an annual GHG emissions report with detailed calculations of facility GHG emissions. The Reporting Rule also mandates recordkeeping and administrative requirements in order for USEPA to verify annual GHG emissions reports.

USEPA Endangerment and Cause and Contribute Findings

On December 7, 2009, USEPA signed the Endangerment and Cause or Contribute Findings for GHGs under Clean Air Act (CAA) Section 202(a). Under the Endangerment Finding, USEPA finds that the current and projected concentrations of the six key well-mixed GHGs—carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), perfluorinated carbons (PFCs), sulfur hexafluoride (SF₆), and hydrofluorocarbons (HFCs)—in the atmosphere threaten the public health and welfare of current and future generations. Under the Cause or Contribute Finding, USEPA found that the combined emissions of these well-mixed GHGs from new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare. These findings did not by themselves impose any requirements on specific industries or other entities. However, this action was a prerequisite to finalizing USEPA’s CAA Title V permitting regulations known as the “Tailoring Rule” under the for new, large point source emitters and corporate average fuel economy (CAFE) standards for light-duty vehicles for future years.

Clean Air Act Permitting (Tailoring Rule) for GHG Emissions

On January 2, 2011 USEPA required states to implement new pollution control measures designed to reduce GHG emissions from new large emission sources such as power plants and refineries. The new GHG standards fall under CAA Title V; while the USEPA oversees compliance with the CAA, individual states are in control of issuing CAA Title V air permits. All states have adapted their air permit programs to comply with the GHG standards of the CAA except for Arizona and Texas. For these two states, the USEPA will take over the issuing of air permits until such a time that the state can resume compliance. The final rule, called the “Tailoring Rule,” established a phased schedule that focuses the GHG permitting programs on the largest sources with the most CAA permitting experience in the first step. Then, in step two, the rule expands to cover large sources of GHGs that may not have been previously covered by the CAA for other pollutants. The rule also describes USEPA’s commitment to future rulemaking that will describe subsequent steps for GHG permitting. The “Tailoring Rule” requires all new sources or modifications of existing sources subject to the New Source Review Prevention of Significant Deterioration (PSD) for another regulated air pollutant under the CAA to also provide Best Available Contract Technology (BACT) if the source has a potential to emit (PTE) at least 75,000 MT CO₂e per year. In addition new sources that are not regulated under the CAA for other air pollutants, but have a PTE of at least 100,000 MT CO₂e per year must provide BACT for GHG emissions.

Updated Corporate Average Fuel Economy (CAFE) Standards

The current Federal CAFE standards (for model years 2011 to 2016) incorporate stricter fuel economy requirements promulgated by the federal government and the state of California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in fleet average of 35.5 miles per gallon [mpg] by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be deemed in compliance with state requirements. The federal government issued new standards in summer 2012 for model years 2017–2025, which will require a fleet average in 2025 of 54.5 mpg.

State

California Air Resources Board

California ARB, a part of the California EPA, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, California ARB conducts research, sets state ambient air quality standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. California ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. California ARB has primary responsibility for the development of California’s State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHGs in California. California ARB has determined the statewide levels of GHG emissions in 1990 to be 427 MMT CO₂e. California ARB has adopted the Climate Change Scoping Plan, which outlines the state's strategy to achieve the 2020 GHG limit set by AB 32. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health.

Part of California's strategy for achieving GHG reductions under AB 32 are the early action greenhouse gas reduction measures, which include the following: a low carbon fuel standard; reduction of emissions from nonprofessional servicing of motor vehicle air conditioning systems; and improved landfill methane capture (California ARB 2007).

Assembly Bill (AB) 1493—Pavley Rules

Known as "Pavley I," AB 1493 standards were the nation's first GHG standards for automobiles. AB 1493 requires the California ARB to adopt vehicle standards that will lower GHG emissions from new light-duty autos to the maximum extent feasible beginning in 2009. Additional strengthening of the Pavley standards (referred to previously as "Pavley II", now referred to as the "Advanced Clean Cars" measure) has been proposed for vehicle model years 2017–2025. Together, the two standards are expected to increase average fuel economy to roughly 43 mpg by 2020 (and more for years beyond 2020) and reduce GHG emissions from the transportation sector in California by approximately 14 percent. In June 2009, USEPA granted California's waiver request enabling the state to enforce its GHG emissions standards for new motor vehicles beginning with the current model year. USEPA and the California ARB have worked together on a joint rulemaking to establish GHG emissions standards for model-year 2017–2025 passenger vehicles. As noted above, the federal government completed rulemaking in summer 2012 resulting in adoption of new standards that would lead to fleet average of 54.5 mpg in 2025.

Senate Bill (SB) 1078, SB 107, and SB 2—Renewable Portfolio Standard

SB 1078 and SB 107, California's Renewable Portfolio Standard (RPS), obligates investor-owned utilities (IOUs), energy service providers (ESPs), and Community Choice Aggregations (CCAs) to procure an additional 1 percent of retail sales per year from eligible renewable sources until 20 percent is reached, no later than 2010. The California Public Utilities Commission (CPUC) and CEC are jointly responsible for

implementing the program. SB 2 (2011) set forth a longer-range target of procuring 33 percent of retail sales by 2020.

Executive Order S-01-07—Low Carbon Fuel Standard

Executive Order S-01-07 mandates (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 and (2) that an LCFS for transportation fuels be established in California. The executive order initiated a research and regulatory process at California ARB. California ARB developed the LCFS regulation pursuant to the authority under AB 32 and adopted it in 2009. In late 2011, a federal judge issued a preliminary injunction blocking enforcement of the LCFS, ruling that the LCFS violates the interstate commerce clause (Georgetown Climate Center 2012). The injunction was lifted in April 2012 so that California ARB can continue enforcing the LCFS pending California ARB's appeal of the federal district court ruling.

Senate Bill (SB) 375

SB 375, which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs, such as the Southern California Council of Governments (SCAG), which includes Orange County, will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. SCAG's reduction target for per capita vehicular emissions is 8 percent by 2020 and 13 percent by 2035 (California ARB 2010). The MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule; to date, no region has adopted an SCS. The first of the RTP updates with SCS strategies are expected in 2012.

Senate Bill (SB) 97

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. In March 2010, the California Office of Administrative Law codified into law CEQA amendments that provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions, as found in CEQA Guidelines Section 15183.5. To streamline analysis, CEQA provides for analysis through compliance with a previously adopted plan or mitigation program under special circumstances.

Executive Order S-13-08

Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, provides clear direction for how the state should plan for future climate impacts. The first result is the 2009 California Adaptation Strategy (CAS) report which summarizes the best known science on climate change impacts

in the state to assess vulnerability and outlines possible solutions that can be implemented within and across state agencies to promote resiliency.

California Code of Regulations (CCR) Title 24

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to increase the baseline energy efficiency requirements. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions. The 2008 standards are the most recent version which went into effect in January 1, 2010.

CCR Title 24, Part 11 (California's Green Building Standard Code) (CALGreen) was adopted in 2010 and went into effect January 1, 2011. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions in CALGreen will reduce the use of VOC-emitting materials, strengthen water conservation, and require construction waste recycling.

Greenhouse Gas Cap-and-Trade Program

On October 20, 2011, California ARB adopted the final cap-and-trade program for California. The California cap-and-trade program will create a market-based system with an overall emissions limit for affected sectors. The program is currently proposed to regulate more than 85 percent of California's emissions and will stagger compliance requirements according to the following schedule: (1) electricity generation and large industrial sources (2012) and (2) fuel combustion and transportation (2015). The first auction will be in late 2012 with the first compliance year in 2013.

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG regional plans cover San Bernardino County, which includes the City and SOI, and five other counties within Southern California.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM₁₀, PM_{2.5}, ultrafine), and carbon monoxide

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 RTP and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other nonvehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies.

SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin, which includes the counties of Los Angeles, Riverside, San Bernardino, and Orange. In order to provide GHG emission guidance to the local jurisdictions within the Basin, the SCAQMD has organized a Working Group to develop GHG emissions analysis guidance and thresholds.

SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is the lead agency. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The tiered approach defines projects that are exempt under CEQA and projects that are within the jurisdiction of and subject to the policies of a GHG Reduction Plan as less than significant.

Air Quality Management Plan

The SCAQMD and the SCAG are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. The most recent comprehensive plan is the 2012 AQMP adopted on December 7, 2012. The 2012 AQMP is designed to meet the state and federal CAA planning requirements and focuses on new federal ozone and PM_{2.5} standards. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show vehicle miles traveled (VMT) emissions offsets following the recent changes in USEPA requirements.

San Bernardino County GHG Reduction Plan

Following San Bernardino County's adoption of its General Plan in March 2007, the California Attorney General filed a lawsuit alleging that the EIR prepared for the General Plan Update did not comply with the requirements of CEQA in its analysis of GHG emissions and climate change. Subsequently, the County and the Attorney General entered into an agreement to settle the lawsuit, which included an agreement by the County to (1) prepare an amendment to its General Plan adding a policy that describes the County's goal of reducing those GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations and (2) prepare a GHG Emissions Reduction Plan, which includes inventories, a reduction target, and reduction measures to meet the reduction target, by regulating those sources of GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations.

The County's GHG Reduction Plan fulfilled the requirements of the settlement agreement and includes a comprehensive analysis and inventory of GHG emissions within the unincorporated County areas and emissions from County government operations within municipalities, 2020 forecasted emissions, a set of reduction measures used to reduce 2020 emission levels down to the reduction targets for the County, and a monitoring and updating framework designed to keep the County on track toward achieving the reduction targets.

The technical data, emission inventory processes, and methodology used in the San Bernardino County GHG Reduction Plan became the foundational inventory processes and methodology used in this Regional Reduction Plan.

Local

Yucaipa General Plan

The General Plan policies that are applicable to GHG emissions and reductions⁸ are as follows:

- | | |
|----------------------|--|
| Policy T-2A | Promote the establishment and development of a City bicycle lane program Use transportation right of ways for multiple transportation modes including recreation. |
| Policy T-6C | Design land use patterns in new developments that minimize the number of automobile trips by providing neighborhood shopping facilities and pedestrian and bicycle paths. |
| Policy T-6D | Encourage the design and implementation of land uses development standards and capital improvement programs which maximize the use of public transit. |
| Policy T-6E | SCAG Caltrans SANBAG Commuter Computer to develop ridesharing programs and public transit. |
| Policy T-6F | Designate existing Park and Ride Facilities on the General Plan Circulation Maps work with Caltrans to identify appropriate Future Park and Ride Facilities and develop a program to acquire and develop sites for such facilities in areas where there is an identified need. |
| Policy T-6G.2 | Urge the timely extension of public transit between residential areas and industrial employment centers. |
| Policy LU-4A | Concentrate higher density residential land uses close to employment and commercial centers to help reduce the use of energy. |
| Policy LU-4B | Provide for additional commercial and employment opportunities within the City to maintain a better housing balance and reduce the number of vehicle trips made out of the City for employment purposes. |

■ Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on greenhouse gas emissions if it would do any of the following:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases

⁸ These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Analytic Method

The impact analysis for the Regional Reduction Plan is based on a GHG emissions analysis, which is presented in the environmental analysis, below. The Regional Reduction Plan document includes community-wide GHG emissions inventories for the City of Yucaipa for the following scenarios: 2008, 2020 business-as-usual, and 2020 reduced. The 2008 inventory is the baseline; this was the most recent year for which adequate data was available and uniform to all the Partnership Cities. The baseline emissions inventory was also used to establish the reduction target for the year 2020.

As stated above the GHG Reduction Target for the City is to reduce the GHG emissions predicted for 2020 business as usual by at least 15 percent.

The 2020 business-as-usual (BAU) scenario represents the forecasted emissions for the City without the incorporation of recently adopted measures to reduce GHG emissions. The 2020 reduced scenario demonstrates the effects of the Regional Reduction Plan reduction measures and their ability to reduce Highland's emissions to levels at or below the reduction target. The methodology and assumptions used in this analysis are detailed in Appendices A and B of the Regional Reduction Plan. Refer to in the Regional Reduction Plan (included in Appendix B of this EIR) for model inputs and sources, model output and detailed calculations. A summary of the Regional Reduction Plan methodology is provided below.

The following summarizes the basis of the GHG calculations by emission source. The emissions and emissions reduction calculations performed for the Regional Reduction Plan followed guidance provided by the CAPCOA, other reference sources (such as the USEPA, California Energy Commission, California Air Resource Board, and Intergovernmental Panel on Climate Change), and ICF International's professional experience obtained from preparing climate action plans for other jurisdictions in California. Baseline emissions inventories were completed by quantifying GHG sources in the region based on information provided by local utility providers, SCAG, and local land use information. These sources were multiplied by GHG emissions factors from a variety of sources, including EMFAC2011, and guidance from the reference sources listed above. Year 2020 business-as-usual emissions were estimated based on anticipated growth in the residential and commercial/industrial areas, and the projected increase in VMT determined by SCAG. Refer to Appendices A and B of the Regional Reduction Plan for a detailed methodology of the GHG emissions and emission reduction calculations. The complete Regional Reduction Plan is included in Appendix B of this EIR.

Because the impact each GHG has on climate change varies, a common metric of CO₂e is used to report a combined impact from all of the GHGs. The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential, and is expressed as a function of how much warming would be caused by the same mass of CO₂. Thus, GHG emissions in this analysis are measured in terms of metric tons of CO₂ equivalents (MT CO₂e).

Note that some stationary sources within the City are permitted under CAA Title V. Permitted industrial process such as oil and gas production (combustion), petroleum production and marketing, chemical production, mineral processes, and other permitted industrial processes are strictly regulated under the CAA by SCAQMD, California ARB, and USEPA. The City cannot change in any way the industrial process and BACT emission reduction devices on these permitted sources. Because the City does not

have jurisdictional control over these point source industrial processes, GHG emissions from these permitted stationary sources were not included in determining GHG Reduction Target setting or subject to City-administered reduction measures associated with them in the Regional Reduction Plan. However, SCAQMD permit regulations, and in some cases the USEPA Tailoring Rule and California Cap and Trade Program, will regulate and reduce GHG emissions from these permitted industrial process sources. GHG emissions from these permitted stationary sources in the City of Yucaipa totaled 23,188 MT CO₂e in 2008.

Effects Not Found to Be Significant

Threshold	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
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Implementation of the Regional Reduction Plan in the City of Yucaipa would result in the reduction of GHG emissions over the long term, which would be a beneficial effect. Area source reduction strategies such as landscape strategies, cool roofs, cool pavement, and parking lot shading would reduce GHG emissions. Construction activities, such as grading or excavation activities, if required, for installation of energy-generating structures, would result in temporary, short-term emissions of GHGs. These temporary, short-term emissions would not be substantial, and would be offset by the operation of renewable energy projects that are part of the reduction measures in the CAP that would result in an overall reduction in GHG emissions.

The Regional Reduction Plan would implement additional reduction strategies that build from these existing programs such as transit oriented development and infill development. Table 4.20.7-2 (GHG Emission Inventories and Reductions in the City of Yucaipa) quantitatively shows the reductions of GHG emissions in 2020 that result would result from implementation of the Regional Reduction Plan in the City of Yucaipa and compares the reduced emissions with the City Reduction Target.

The reduction measures that reduce GHG emissions down to levels below the Reduction Target are discussed in Section 4.20.0 (Introduction to the Analysis) of this EIR. Regional Reduction Plan Chapter 4 has additional details of these reduction measures.

The Regional Reduction Plan includes emission inventories, forecasted emissions, a reduction target and reduction measures and quantification demonstrating that the reduction measures achieve the reduction target for the City of Yucaipa.

The proposed project will result in a reduction of GHG emissions. Therefore, this impact would be ***less than significant***. No mitigation is required.

Table 4.20.7-2 GHG Emission Inventories and Reductions in the City of Yucaipa					
Category/Emission Source	Metric tons of CO₂e				
	2008	2020 BAU	Plan Reductions	2020 with Plan	% Reduction
Building Energy	122,591	139,098	35,462	103,635	25.5%
On-Road Transportation	168,613	176,393	49,529	126,864	28.1%
Off-Road Equipment	12,035	13,167	1,176	11,991	8.9%
Solid Waste Management	11,875	13,430	233	13,197	1.7%
Agriculture	3,967	2,022	0	2,022	0%
Wastewater Treatment	2,071	2,272	121	2,150	5.3%
Water Conveyance	6,122	11,147	2,303	8,844	20.7%
GHG Performance Standard for New Development	—	—	2,710	—	—
Total	327,274	357,528	91,535	265,993	25.6%
Reduction Target	—	—	79,346	278,183	22.2%
Does the Plan Meet the Reduction Target?			Yes	Yes	Yes
Reductions Beyond Target	—	—	12,190	—	—
Excluded Stationary Sources under Title V Permits ^b	23,188	26,466	—	—	—

Values may not sum due to rounding.

a. The GHG Performance Standard for New Development is not a sector of the inventory, but it contributes toward the reduction target by promoting reductions in multiple sectors. See the Regional Reduction Plan Chapter 4 for a complete description of this measure.

b. Excluded from target setting and reductions due to lack of jurisdictional control (see Analytical Method section, above).

Threshold	Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?
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The proposed project is a GHG reduction plan and includes a baseline GHG emissions inventory for the year 2008, an emission reduction target for the year 2020, a forecasted emissions inventory under a business-as-usual scenario for 2020, and a reduced 2020 inventory that demonstrates the emissions reductions achieved with the implementation of the Regional Reduction Plan reduction measures. Table 4.20.7-2 summarizes the 2008 GHG emissions for the City. The emissions in 2008 totaled 327,274 MT CO₂e. The largest source of emissions was transportation, followed closely by energy use.

The 2020 BAU emissions inventory for the City was estimated in the Regional Reduction Plan using the General Plan and SCAG growth rates for the City from 2008 to the year 2020. The BAU inventory represents the projected City emissions without the incorporation of recently adopted sustainability measures or reduction measures included in the proposed project. Table 4.20.7-2 summarizes the 2020 BAU emissions inventory. The emissions are an estimated at 357,528 MT CO₂e, an increase of 30,254 MT CO₂e (or 8.5 percent) from the 2008 baseline. Similar to the 2008 inventory, the largest source of emissions is predicted to be transportation followed closely by emissions associated with energy use. The difference between the BAU-forecasted emissions and the established reduction target for the year 2020 is 79,346 MT CO₂e. This is the amount the City must reduce in order to reach their target. Implementation of the Regional Reduction Plan reduces 91,535 MT CO₂e of emissions in 2020 which exceeds the reduction goal by approximately 12,190 MT CO₂e. This is a reduction of

approximately 25.6 percent in 2020. Therefore the Regional Reduction Plan fulfills its own GHG reduction planning.

AB 32 is implemented through the Scoping Plan which is the statewide plan for the reduction of GHG emissions. The Regional Reduction Plan builds complements the statewide efforts of the Scoping Plan by building upon the reduction measures administered by the State. Solar installation for new housing shown in the reduction measures of the Regional Reduction Plan, provide additional renewable energy sources beyond what was contemplated in the AB 32 Scoping Plan. In addition, the AB 32 Scoping Plan shows that statewide emissions would be reduced by approximately 29 percent below 2020 BAU. The Montclair chapter of the Regional Reduction Plan demonstrates that the City exceeds that level of reduction. All of the reduction measures in the Montclair chapter of the Regional Reduction Plan complement the reduction efforts of the AB 32 Scoping Plan. Therefore, the Regional Reduction Plan does not conflict with the AB 32 Scoping Plan.

Descriptions of the reduction measures are shown in Section 4.20.0 of this EIR and are described in further detail in Chapter 4 of the Regional Reduction Plan.

SB 375 requires SCAG to provide an SCS that will reduce GHG emissions from passenger vehicles and achieve the Regional Reduction Targets for GHG emissions from light-duty autos and trucks in the SCAG area. The SCS achieves the Regional Reduction Targets by providing changes in land use patterns that promote reductions in VMT and vehicle trips including transit oriented development with a mix of residential and commercial land uses that promote the use of transit rather than individual vehicles. Note that SCAG does not have land use authority in developing a land use pattern that will fulfill the SCS. Because of this, the land use patterns envisioned in the SCAG SCS need to be implemented by the local jurisdictions that have that land use authority.

The Regional Reduction Plan reduction measures for Yucaipa include On-Road Transportation-1 (Sustainable Communities Strategy). This reduction measure provides the land use changes within the City of Yucaipa needed to fulfill Montclair's portion of the Regional SCS land use patterns.

The following is a description of the On-Road Transportation-1 (Sustainable Communities Strategy) in the Regional Reduction Plan:

- **Measure Description:** SB 375 provides for a new planning process that coordinates land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. While Pavley and LCFS seek to reduce fuel consumed and reduce the carbon content of fuel consumed, SB 375 seeks to reduce VMT through land use planning. SB 375 requires regional transportation plans, developed by MPOs to incorporate an SCS in their RTPs. The goal of the SCS is to reduce regional VMT through land use planning and associated transportation patterns. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. The regional GHG reduction target for SCAG is 8 percent by 2020 and 13 percent by 2035, compared to 2005 GHG emissions on a per capita basis. SCAG's 2012–2035 RTP/SCS, if fully implemented would successfully achieve the targets set by California ARB.

In addition Montclair will participate in the Regional Reduction Plan reduction measure On-Road-2 (“Smart Bus” Technology), which helps implement the SCS within Montclair.

- **On-Road-2 “Smart Bus” Technology**—Collaborate with Omnitrans to implement “Smart Bus” technology, global positioning system (GPS), and electronic displays at all transit stops by 2020 to provide customers with “real-time” arrival and departure time information (California Air Pollution Control Officers Association 2009). Smart Bus Technologies include Automatic Vehicle Location (AVL) systems and real-time passenger information at bus stations. Omnitrans plans to implement these technologies systemwide on all bus routes serving San Bernardino Valley (Omnitrans service area) to enable information sharing, enhance rider services, and attract potential riders. The AVL system has already been implemented. The Bus Arrival Prediction Information System (BAPIS) would be installed in two phases. In Phase I, real-time rider information would be available via text messaging, Quick Response (QR), website, Interactive Voice Response (IVR), and mobile phone devices. Completed implementation is slated for December 2012. In Phase II, Omnitrans will install electronic signs at all major transit hubs and provide General Transit Feed Specification (GTFS) data to the general public to build apps for mobile devices like smartphones and tablet computers. Phase II completion is slated for December 2013. GHG emissions are expected to decrease because the AVL technologies could lead to more fuel efficient bus operations for Omnitrans and the BAPIS technologies could potentially attract more transit riders who may switch modes from automobiles. Omnitrans’ Demand Response Services, OmniLink and Access, do not operate on a fixed schedule or route and are not included in this analysis. Omnitrans is primarily responsible for this measure. The City of Yucaipa will coordinate with Omnitrans as appropriate.

The Regional Reduction Plan provides the GHG reductions contemplated by SB 375 by implementing SCAG’s SCS strategy in Montclair. Therefore, this impact would be *less than significant*. No mitigation is required.

■ Cumulative Impacts

The analysis of GHG emissions is cumulative in nature, and no separate analysis is required.

■ References

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

Yucaipa, City of. 1992a, updated 2004. *Yucaipa General Plan*, September.

———. 1992b. *Final Program Environmental Impact Report for the Yucaipa General Plan*, August.

———. n.d. *City of Yucaipa Municipal Code*.

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4.20.8 Hazards/Hazardous Materials

This section of the EIR analyzes the potential environmental effects on hazards/hazardous materials, including hazardous materials, hazardous waste disposal, airport safety, emergency preparedness, and wildfire potential, in the City of Yucaipa from implementation of the Regional Reduction Plan. Geologic and flood hazards are addressed separately in Section 4.20.6 (Geology/Soils) and Section 4.20.9 (Hydrology/Water Quality), respectively. Data for this section were taken from the Yucaipa General Plan (1992a), associated environmental documents (1999b), and the Yucaipa Hazard Mitigation Plan Update (2010). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing hazards/hazardous materials were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

■ Environmental Setting

Hazardous Materials and Hazardous Waste

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. Some sites may require reporting by one or more agencies, depending on the nature of the problem. Licensed transporters of hazardous substances and wastes are also subject to reporting requirements.

Airports

There are no airports in the City of Yucaipa. The nearest airport to Yucaipa is the LA/Ontario International Airport, located approximately 35 miles from the City.

Wildland Fires

The City of Yucaipa is bordered by hills, mountains, open fields and undeveloped lots contiguous to residential development. Residential landscaping, fencing and outbuildings increase fuel loading, spotting and fire intensity. In 1989, a set of standards entitled “Fire Safety Overlay District” (FR) was adopted for use in the City of Yucaipa. This ordinance identifies two types of areas where special fire protection measures must be taken. These are shown as FR1 and FR2 on Figure 4.20.8-1 (Fire and Flood Hazard Zones). Special design and construction standards apply to areas FR1 and FR2. Regulations that apply to areas FR1 are more restrictive than FR2 areas.

■ Regulatory Framework

There are many federal, state, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste, and they are constantly changing. Federal and state statutes, as well as local ordinances and plans regulate hazardous waste management. These regulations can reduce the danger hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

Federal

Hazardous Materials and Hazardous Waste

United States Environmental Protection Agency (USEPA)

The USEPA is the primary federal agency that regulates hazardous materials and waste. In general, the USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. USEPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Under the authority of the RCRA and in cooperation with state and tribal partners, the Waste Management Division manages a hazardous waste program, an underground storage tank program, and a solid waste program that includes development of waste reduction strategies such as recycling.

Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act of 1976 (RCRA) is the principal federal law that regulates the generation, management, and transportation of waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. Treatment is any process that changes the physical, chemical, or biological character of the waste to reduce its potential as an environmental threat. Treatment can include neutralizing the waste, recovering energy or material resources from the waste, rendering the waste less hazardous, or making the waste safer to transport, dispose of, or store.

The RCRA gave the USEPA the authority to control hazardous waste from “cradle to grave,” that is, from generation to transportation, treatment, storage, and disposal. The RCRA also set forth a framework for the management of nonhazardous wastes. The 1986 amendments to RCRA enabled the USEPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. It should be noted that RCRA focuses only on active and future facilities and does not address abandoned or historical sites. The federal Hazardous and Solid Waste Amendments are the 1984 amendments to RCRA that required phasing out land disposal of hazardous waste. Some of the other mandates of this strict law include increased enforcement authority for the USEPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.

Source: Yucaipa General Plan.

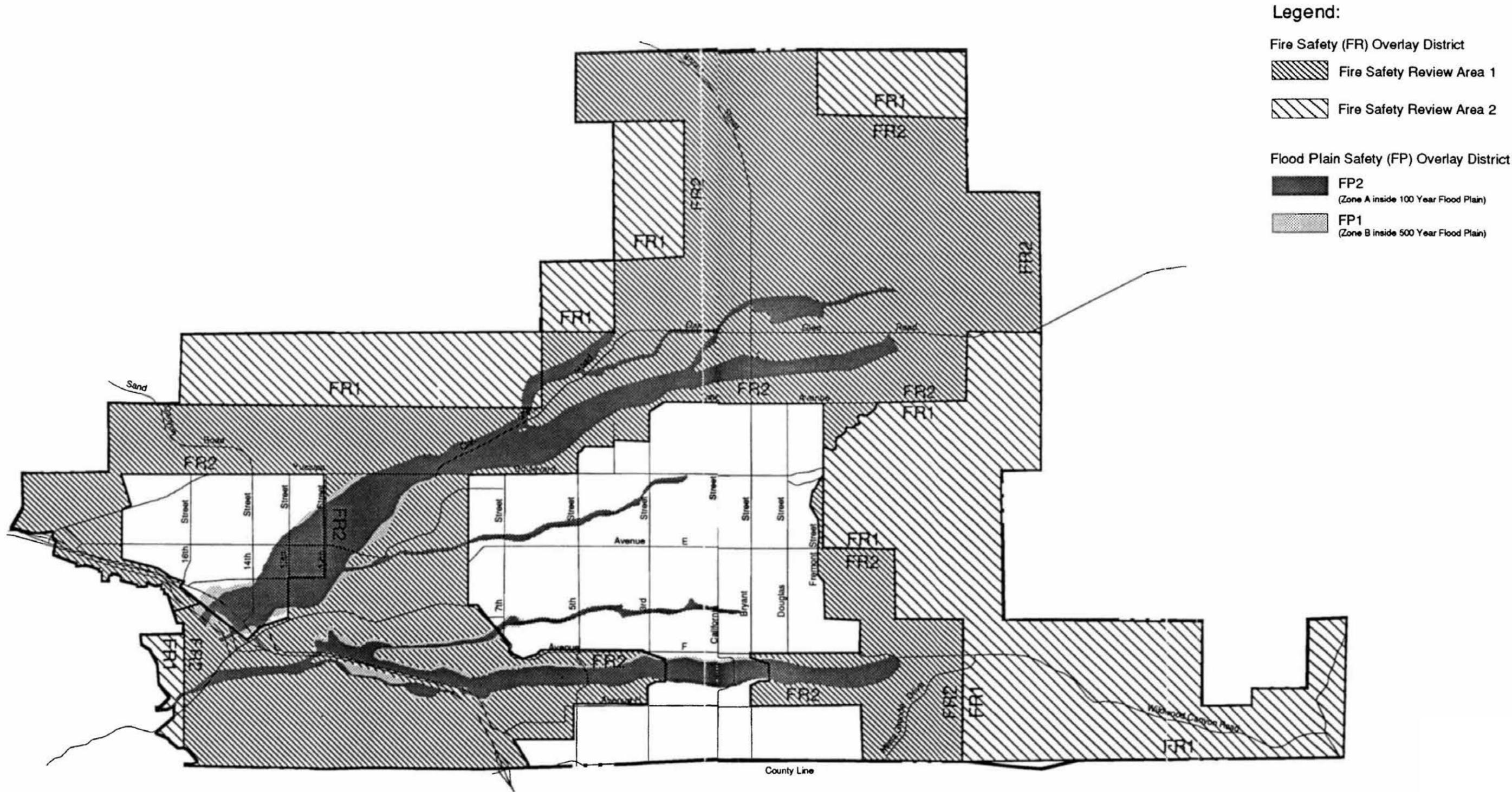


Figure 4.20.8-1
Fire and Flood Hazards Zones

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), commonly known as the Superfund, was enacted to protect the water, air, and land resources from the risks created by past chemical disposal practices such as abandoned and historical hazardous wastes sites. Through the act, the USEPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. This federal law created a tax on the chemical and petroleum industries that went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA also enabled the revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priority List (NPL) of sites, which are known as Superfund sites. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

Superfund Amendments and Reauthorization Act

SARA reauthorized CERCLA to continue cleanup activities around the country. Several site-specific amendments, clarifications, and technical requirements were added to the legislation, including additional enforcement authorities. SARA Title III also authorized the Emergency Planning and Community Right-to-Know Act.

Emergency Planning and Community Right-to-Know Act

EPCRA was enacted by Congress as the national legislation on community safety. This law was designated to help local communities protect public health, safety, and the environment from chemical hazards. The primary purpose of EPCRA is to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored on-site to state and local agencies. These reports help communities prepare to respond to chemical spills and similar emergencies. EPCRA Section 3131 requires manufacturers to report releases to the environment (air, soil, and water) of more than 600 designated toxic chemicals; report off-site transfers of waste for treatment or disposal at separate facilities; pollution prevention measures and activities; and participate in chemical recycling. These annual reports are submitted to the USEPA and state agencies. The USEPA maintains and publishes a database that contains information on toxic chemical releases and other waste management activities by certain industry groups and federal facilities. This online, publicly available, national digital database is called the Toxics Release Inventory (TRI), and was expanded by the Pollution Prevention Act of 1990.

To implement EPCRA, Congress required each state to appoint a State Emergency Response Commission (SERC) to coordinate planning and implementation activities associated with hazardous materials. The SERCs were required to divide their states into Emergency Planning Districts and to name a Local Emergency Planning Committee (LEPC) for each district. In California, the SERC oversees six LEPCs throughout the state. The Governor's Office of Emergency Services (OES) coordinates and provides staff support for the SERC and LEPCs. Broad representation by fire fighters, health officials, government and media representatives, community groups, industrial facilities, and emergency managers ensures that all necessary elements of the planning process are represented.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 was enacted by Congress to give the USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. The USEPA repeatedly screens these chemicals and can require reporting or testing of that may pose an environmental or human health hazard. It can ban the manufacture and import of those chemicals that pose an unreasonable risk. Also, the USEPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It then can control these chemicals as necessary to protect human health and the environment. The act supplements other federal statutes, including the Clean Air Act and the TRI under EPCRA.

Fire Hazards

Federal Emergency Management Agency (FEMA)

The Federal Emergency Management Agency (FEMA) coordinates the federal government's role in preparing for, preventing, mitigating the effects of, responding to, and recovering from all domestic disasters, whether natural or man-made, including fire and acts of terror. The U.S. Fire Administration, a department within FEMA, is the lead Federal agency for fire data collection, public fire education, fire research and Fire Service training.

State

Hazardous Materials and Hazardous Waste

California Department of Toxic Substances Control

California Department of Toxic Substances Control (DTSC) is a department of California Environmental Protection Agency (Cal/EPA), which authorizes DTSC to carry out the RCRA program in California to protect people from exposure to hazardous wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations [CCR] Title 22, Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. San Bernardino County, including the City of Yucaipa, is in DTSC's Southern California region.

DTSC cleans up or oversees approximately 220 hazardous substance release sites at any given time and completes an average of 125 cleanups each year. An additional 250 sites are listed on DTSC's EnviroStor database of properties that may be contaminated. DTSC also maintains a Site Mitigation and Brownfields Reuse Program Database.

Under the DTSC, the Statewide Compliance Division (SCD) administers the technical implementation of the state's Unified Program, a consolidation of six environmental programs at the local level. This program was established under the amendments to the California Health and Safety Code made by Senate Bill 1082 in 1994. The six programs that make up the Unified Program are:

- Hazardous Materials Business Plan/Emergency Response Plan
- Hazardous Waste/Tiered Permitting
- Underground Storage Tanks
- Aboveground Storage Tanks Spill Prevention Control and Countermeasures
- California Accidental Release Prevention Program (CalARP)
- Uniform Fire Code Hazardous Materials Management Plan

The SCD also conducts triennial reviews of Unified Program agencies to ensure their programs are consistent statewide, conform to standards, and deliver quality environmental protection at the local level. SCD also carries out the inspections, enforcement, and complaint response at the state's hazardous waste generators, facilities, and transporters and oversees the hazardous waste generator and on-site waste treatment surveillance and enforcement program carried out by local Unified Programs.

Hazardous Material Spill/Release Notification Guidance

All significant spills, releases, or threatened releases of hazardous materials must be immediately reported. Federal and state emergency notification is required for all significant releases of hazardous materials. Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. Many state statutes require emergency notification of a hazardous chemical release:

- Health and Safety Codes Sections 25270.7, 25270.8, and 25507
- Vehicle Code Section 23112.5
- Public Utilities Code Section 7673, (PUC General Orders #22-B, 161)
- Government Code Sections 51018, 8670.25.5(a)
- Water Code Sections 13271, 13272
- California Labor Code Section 6409.1(b)10

In addition, all releases that result in injuries or workers harmfully exposed must be immediately reported to California Occupational Safety and Health Administration (California Labor Code Section 6409.1(b)). For additional reporting requirements, also refer to the Safe Drinking Water and Toxic Enforcement Act of 1986, better known as Proposition 65, and California Labor Code Section 9030.

Fire Hazards

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CALFIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. The Office of the State Fire Marshal (OSFM) supports the CDF mission to protect life and property through fire prevention engineering programs, law and code enforcement, and education. The OSFM provides for fire prevention by enforcing fire-related laws in state- owned or -operated buildings, investigating arson fires in California, licensing those who inspect and service fire protection systems, approving fireworks as safe and sane 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.

California Uniform Fire Code

CCR Title 24, Part 9, is based on the 2000 Uniform Fire Code and includes amendments from the State of California fully integrated into the code. The California Fire Code contains fire safety-related building standards that are referenced in other parts of CCR Title 24.

California Fire Plan

The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and prevention to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CALFIRE.

Regional

Hazardous Materials and Hazardous Waste

Certified Unified Program Agency (CUPA) is a regional or local agency that has been certified by Cal/EPA to implement the local Unified Program. The CUPA can be a county, city, or joint powers authority. A participating agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A designated agency is a local agency that has not been certified by Cal/EPA to become a CUPA but is the responsible local agency that would implement the six Unified Programs until they are certified.

The Unified Program is related to the state SERCs and LEPCs that were established under both federal (EPCRA) and state authority relative to the Hazardous Materials Business Plan/Emergency Response Plan. While the CUPA structure does not specifically incorporate the SERC and LEPCs, both SERC and CUPA have found it beneficial to establish strong communication and coordination on hazardous materials issues. The CUPA board now has a representative on the SERC, and members of LEPCs are also CUPA board members. Common issues include ensuring that hazardous materials, waste, and tank programs maintain strong coordination and communication for maximum consistency in program implementation. Shared data, joint resources, common forms, provision of emergency information, and regulatory review are other interests that are coordinated by the CUPA Board and SERC/LEPCs.

San Bernardino County is a member of the Southern California Hazardous Waste Management Authority, and works on regional level to solve hazardous waste problems. The San Bernardino County Fire Department, Hazardous Materials Division (HMD) is designated by the state as the CUPA for the County of San Bernardino. The fire department focuses on the management of specific environmental programs at the local government level to address the disposal, handling, processing, storage, and treatment of local hazardous materials and waste products. The CUPAs are also responsible for implementing the leak prevention element of the Underground Storage Tank (UST) Program.

UST Program: Releases of petroleum and other products from USTs are the leading source of groundwater contamination in the United States. The RCRA Subtitle I established regulations governing the storage of petroleum products and hazardous substances in USTs and the prevention and cleanup of leaks. In USEPA Region 9 (California, Arizona, Hawaii, Nevada, Pacific Islands, and over 140 tribal nations) the UST program operates primarily through state agency programs with USEPA oversight.

In California, the State Water Resources Control Board (SWRCB), under the umbrella of Cal/EPA, provides assistance to local agencies enforcing UST requirements. The purpose of the UST program is to protect public health and safety and the environment from releases of petroleum and other hazardous substances. The program consists of four elements: leak prevention, cleanup, enforcement, and tank tester licensing. In September 2004, the SWRCB adopted regulations that require electronic submittal of information for groundwater cleanup programs, including groundwater analytical data, the surveyed locations of monitoring wells, and other data. The SWRCB's Geotracker system currently has information submitted by responsible parties for over 10,000 leaking UST (LUST) sites statewide and has been extended to include all SWRCB groundwater cleanup programs including the LUST, non-LUST (Spill, Leaks, Investigation, and Cleanup), Department of Defense, and landfill programs.

The San Bernardino County Fire Department HMD is charged with the responsibility of conducting compliance inspections of regulated facilities in San Bernardino County. Regulated facilities are those that handle hazardous materials, generate or treat hazardous waste, and/or operate an underground storage tank. All new installations of underground storage tanks require an inspection, along with the removal, under strict chain-of-custody protocol, of the old tanks.

County of San Bernardino Hazardous Waste Management Plan

Assembly Bill 2948 (Chapter 1504, Statutes of 1986), commonly known as the Tanner Bill, authorized counties to prepare Hazardous Waste Management Plans (HWMP) in response to the need for safe management of hazardous wastes. The County of San Bernardino HWMP was adopted by the County of San Bernardino Board of Supervisors and approved by the California Department of Health Services in February 1990. The County HWMP serves as the primary planning document for the management of hazardous waste in San Bernardino County. It identifies the types and amounts of wastes generated in the county; establishes programs for managing these wastes; identifies an application review process for the siting of specified hazardous waste facilities; identifies mechanisms for reducing the amount of waste generated in the county; and identifies goals, policies, and actions for achieving effective hazardous waste management. Hazardous materials and waste are managed by the San Bernardino County Fire Department HMD. As further required by the state, all cities in San Bernardino County must also adopt a City HWMP.

Hazardous Materials Disclosure Programs

All businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, are required to submit a Hazardous Materials Business Plan to its local CUPA.

According to the San Bernardino County Fire Department HMD guidelines, the preparation, submittal, and implementation of a business plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in quantities equal to, or greater than, those outlined below:

- Any business that uses, generates, processes, produces, treats, stores, emits, or discharges a hazardous material in quantities at or exceeding 55 gallons, 500 pounds, or 200 cubic feet (compressed gas) at any one time in the course of a year
- All hazardous waste generators, regardless of quantity generated; any business that handles, stores, or uses Category I or II pesticides, as defined by the federal Insecticide, Fungicide, and Rodenticide Act, regardless of amount
- Any business that handles DOT Hazard Class 1 (explosives, found in 49 CFR), regardless of amount
- Any business that handles extremely hazardous substances in quantities exceeding the threshold planning quantity; extremely hazardous substances are designated pursuant to the EPCRA Section 302, and are listed in 40 CFR Part 355
- Any business subject to the EPCRA, also known as SARA Title III; generally EPCRA includes facilities that handle hazardous substances above 10,000 pounds or extremely hazardous substances above threshold planning quantities; there are some exceptions, including retail gas stations with up to 75,000 gallons of gasoline or 100,000 gallons of diesel fuel in USTs that meet the 1998 upgrade requirements
- Any business that handles radioactive material that is listed in Appendix B of Chapter 1 of 10 CFR.

Businesses are required to update their business plan with the San Bernardino County Fire Department HMD annually. The entire plan must be reviewed and recertified every three years. In addition, the plan must be revised within thirty days of change of owner, business address, business name, emergency contact information, inventory, or other site conditions that may significantly impact emergency response.

Hazardous Materials Incident Response

Under Title III of SARA, the LEPC is responsible for developing an emergency plan for preparing for and responding to chemical emergencies in that community. This emergency plan must include:

- An identification of local facilities and transportation routes where hazardous material are present
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan)
- A plan for notifying the community that an incident has occurred
- The names of response coordinators at local facilities

- A plan for conducting exercises to test the plan

The plan is reviewed by the SERC and publicized throughout the community. The LEPC is required to review, test, and update the plan each year. The San Bernardino County Fire Department HMD is responsible for coordinating hazardous material coordination and inspection in the City.

Fire Hazards

San Bernardino County Office of Emergency Services (OES)

The OES is also a division of the San Bernardino County Fire Department and is responsible for broad disaster planning and emergency services coordination throughout the county, including the City of Yucaipa. OES looks broadly at emergency responses to wildfires, earthquakes, or other disasters affecting the region. 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. While OES does not directly manage field operations, it manages an Incident Command Post to ensure coordination of disaster response and recovery efforts through its day-to-day program management and during an incident/disaster. The division also manages and operates the Emergency Operations Center (EOC), which is the primary coordination point for disasters and major emergencies. In the event of a disaster or an incident requiring complex coordination, preselected and trained responders report to the San Bernardino County Operational Area EOC. More than 100 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 EOC to test the readiness of various types of disasters and large-scale emergencies.

The OES is also responsible for the countywide Emergency Management Plan (EMP), which is currently under revision. The plan identifies hazards and response, roles and responsibilities, and other key activities of government during a disaster. The office also maintains copies of the EMPs for the twenty-four cities/towns in the operational area. The OES assists county unincorporated communities and residents by assigning an OES Officer to assist in meeting their local planning goals and needs. These mostly isolated areas of the county may have the need for special considerations in a disaster.

Local

City of Yucaipa Hazard Mitigation Plan Update

The Yucaipa Hazard Mitigation Plan includes resources and information to assist City residents, public and private sector organizations, and others interested in participating in planning for natural hazards. This Hazard Mitigation Plan provides a list of activities that may assist Yucaipa in reducing risk and preventing loss from future hazard events. The action items address multi-hazard issues, as well as activities for earthquakes, flooding, and wildfires. While we cannot predict or protect ourselves against every possible hazard that may strike the community, we can anticipate many impacts and take steps to reduce the harm they will cause. This Hazard Mitigation Plan starts an ongoing process to evaluate the risks different types of hazards pose to the City, and to engage the City and the community in dialogue to identify which steps are most important to pursue to reduce these risks. The Plan contains a background

on the purpose and methodology used to develop the mitigation plan, a profile of Yucaipa, and sections on hazards that occur within the City.

City of Yucaipa Municipal Code

The City adopted the California Fire Code, 2010 edition, through Municipal Code Section 15.04.110 (California Fire Code Adopted). Additionally, Section 87.1160 (Fire Protection Standards) sets general design regulations to protect buildings and structures from fire hazards. Furthermore, Development Code Division 5 (Overlay District), Chapter 2 (Hazard Protection), Article 1 (Fire Safety [FR] Overlay District), provides specific design and construction requirements for Area FR1 and FR2 fire zones.

Development Code Division 5 (Overlay Districts), Chapter 2 (Hazard Protection), Article 5 (Hazardous Waste [HW] Overlay District), regulates the disposal, storage, generation transfer, treatment, handling and transportation of hazardous waste, materials and substances as defined by the City. It provides specific requirements applicable to the siting or expansion of a hazardous waste facility in order to safeguard life, health, property and the public welfare.

Yucaipa General Plan

The General Plan goals that are applicable to hazardous materials and fire hazards⁹ are as follows:

- Goal S-1** Minimize the potential risks resulting from the exposure of City residents to man-made and natural hazards with the following priorities: loss of life or injury, damage to property, litigation, excessive maintenance and other social and economic costs.
 - Policy A** Aggressively enforce all federal, state and local regulations pertaining to the transportation, storage and use of all hazardous materials.
 - Policy D** Promote the establishment of a household hazardous waste collection center.
- Goal S-2** Continuously integrate new data on natural and man-made hazards into overlay mapping and the review of land use proposals and applications and the enforcement of development standards through the use of mapping overlays, policies and land use designations.
- Goal S-3** Support and expand disaster response programs, and initiate a program for post-disaster planning.

■ Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan

⁹ These goals are not a complete listing of all policies contained in the General Plan; a complete list of policies and actions that would be most applicable to the proposed project can be found in the General Plan.

might have a significant adverse impact on hazards/hazardous materials if it would do any of the following:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- 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
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment
- If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area
- If within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands

Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would create or increase potential hazards or inhibit the ability to respond to hazards.

Effects Not Found to Be Significant

Threshold	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
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The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as renewable energy generation, the reduction of vehicle trips and vehicle miles traveled to reduce transportation related emissions, and water conservation programs. The GHG reductions do not involve the transport or use of hazardous materials. Reduction measures related to hazardous materials are regulated by current federal and state regulations, City ordinances, and the General Plan. Hazardous Waste (HW) Overlay District Chapter of the Municipal Code regulates the disposal, storage, generation transfer, treatment, handling and transportation of hazardous waste, materials and substances in the City. These policies would regulate the handling of hazardous substances to reduce potential releases; exposure; and risks of transporting, storing, treating, and disposing of hazardous materials and wastes. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be **less than significant**. No mitigation is required.

Threshold Would the project 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?

As stated above, the Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as renewable energy generation, the reduction of vehicle trips and vehicle miles traveled to reduce transportation related emissions, and water conservation programs. These activities do not release hazardous materials or create foreseeable upsets or accidents that would present a significant hazard to the public or the environment. The federal, state, and local regulations, permits, and codes reduce the potential for upset conditions and accidents to foreseeable safe conditions within the community. The impact would be *less than significant*. No mitigation is required.

Threshold Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

As discussed under the previous thresholds, implementation of the Regional Reduction Plan will not emit hazardous emissions. The impact would be *less than significant*. No mitigation is required.

Threshold Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The Regional Reduction Plan does not propose siting reduction measures at particular locations. Siting of renewable energy generation would be reviewed by City Planning to ensure that implementation of the Regional Reduction Plan does not create a hazard to the public or the environment. The impact would be *less than significant*. No mitigation is required.

Threshold Would the project, if located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?

There are no airports within the City; therefore, there would be *no impact*.

Threshold Would the project, if within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?

There are no airports within the City; therefore, there would be *no impact*.

Threshold Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as renewable energy generation, the reduction of vehicle trips and vehicle miles traveled to reduce transportation related emissions, and water conservation programs. None of the reduction measures would alter emergency response or evacuation plans. Improvements to transit, bicycle, and pedestrian infrastructure along roadways that would serve emergency response and evacuation within the City

would be reviewed by the City Planning Department to ensure adequate ingress and egress along these roadways. Therefore, the impact would be *less than significant*. No mitigation is required.

Threshold	Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?
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Fire hazard areas in the City are shown in Figure 4.20.8-1. To help protect the City and its residents from fire hazards, the City has adopted building and fire codes that must be followed. All development plans in would be reviewed by the City to ensure their compliance with the fire code. Facilities and infrastructure built as a result of the Regional Reduction Plan implementation within the City would be reviewed for adherence to the building and fire codes. Therefore, the impact would be *less than significant*. No mitigation is required.

■ Cumulative Impacts

Because the Regional Reduction Plan does not create hazards at a project level, implementation of the Regional Reduction Plan will not create impacts related to hazards and hazardous materials that are cumulatively considerable. Therefore, *cumulative impacts would be less than significant*.

■ References

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

Yucaipa, City of. 1992a, updated 2004. *Yucaipa General Plan*, September.

———. 1992b. *Final Program Environmental Impact Report for the Yucaipa General Plan*, August.

———. 2010. *City of Yucaipa Hazard Mitigation Plan Update*, December.

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4.20.9 Hydrology/Water Quality

This section of the EIR analyzes the potential environmental effects on hydrology/water quality, including flood hazards, in the City of Yucaipa from implementation of the Regional Reduction Plan. Data for this section were taken from the Yucaipa General Plan (1992a) and associated environmental documents (1999b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing hydrology/water quality were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

■ Environmental Setting

The Storm Drain Plan, shown in Figure 4.20.9-1 (Storm Drain Plan), reflects the surface water drainage basin or watershed area which most directly affects Yucaipa. This area includes the entire City except for a small portion of the City on the west end of Crafton Hills and near the Interstate 10 (I-10) freeway/Yucaipa Boulevard interchange and comprises a total of approximately 32,860 acres (Yucaipa 1992a). Portions of the City drain to Mill Creek northwest toward Redlands and the Santa Ana River, while the majority of the City drains through Wilson Creek southwest to San Timoteo Creek and on to the Santa Ana River (Yucaipa 1992b).

Existing storm drain facilities in the City include improved channels in Wilson Creek and Oak Glen Creek, as well as reservoirs at the Yucaipa Regional Park and a flood control basin north of Oak Glen Road east of Bryant Street and nearby spreading grounds (Yucaipa 1992b).

Groundwater

The City sits on the Upper Santa Ana Valley Groundwater Basin, within the Yucaipa Sub-basin. The sub-basin is bounded on the north by the San Andreas Fault, on the west by the Redlands fault and the Crafton Hills, on the south by the Banning fault, and on the east by the Yucaipa Hills. The average annual precipitation ranges from 12 to 28 inches. This part of the San Bernardino Valley is drained by Oak Glen, Wilson, and Yucaipa Creeks south and west into San Timoteo Wash, a tributary to the Santa Ana River. Dominant recharge to the subbasin is from percolation of precipitation and infiltration within the channels of overlying streams, particularly Yucaipa and Oak Glen Creeks, underflow from the fractures within the surrounding bedrock beneath the subbasin, and artificial recharge at spreading grounds. Water level records in most parts of the subbasin show relatively small seasonal fluctuations. The subbasin currently is in an overdraft state; however, water levels are at or near historic highs. The total capacity of the subbasin has been estimated to be 807,517 acre-feet (DWR 2004).

Flood Hazards

Portions of the City lie within flood prone areas, and development in these areas is at risk due to flooding. Increased development could subject more people or property to flooding risk. Increased development will result in more impervious surfaces, and thus in increased runoff during rainy periods. This will contribute to downstream flooding problems. Substantial floodplain areas in Yucaipa are

generally associated with the dry river washes known as Gateway Wash, Wilson Creek, Oak Glen Creek and Wildwood Creek, as well as Chicken Springs Wash and Yucaipa Creek. These areas have been mapped by the Federal Emergency Management Agency (FEMA) as Flood Insurance Rate Maps (FIRM), as shown in Figure 4.20.9-1. The majority of the floodplains in Yucaipa are categorized as FP1, with a small portion categorized as FP2 (Yucaipa 1995a).

Seiches

A seiche is a surface wave created when an inland body of water is shaken, usually by earthquake activity. The closest body of water is are the reservoirs at the Yucaipa Lakes Regional Park, which is a flood control basin located north of Oak Glen Road east of Bryant Street and nearby spreading grounds.

Mudflows

A mudflow is a type of landslide composed of saturated rock debris and soil with a consistency of wet cement. The entire City of Yucaipa has been determined to be at very low to moderate risk of landslide hazard. Low to moderate ratings are generally associated with the river wash and hilly areas. One small portion of the northeast corner of the City has been found to have a moderate to high susceptibility to landslides and contains two mapped landslide areas (Yucaipa 1992b).

■ Regulatory Framework

Federal

United States Environmental Protection Agency (USEPA)

The USEPA is the primary federal agency that regulates water quality and water resources principally through the Clean Water Act and Safe Drinking Water Act.

Clean Water Act

The federal Water Pollution Control Act (also known as the Clean Water Act [CWA]) is the principal statute governing water quality. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the USEPA the authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates both the direct and indirect discharge of pollutants into the nation's waters and sets water quality standards for all contaminants in surface waters. It is unlawful for any person to discharge any pollutant from a point source into navigable waters, unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges, requires states to establish site-specific water quality standards, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA also funded the construction of sewage treatment plants and recognized the need for planning to address nonpoint sources of pollution. CWA Section 402 requires a permit for all point source (a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant into waters of the United States.

Source: Yucaipa General Plan.

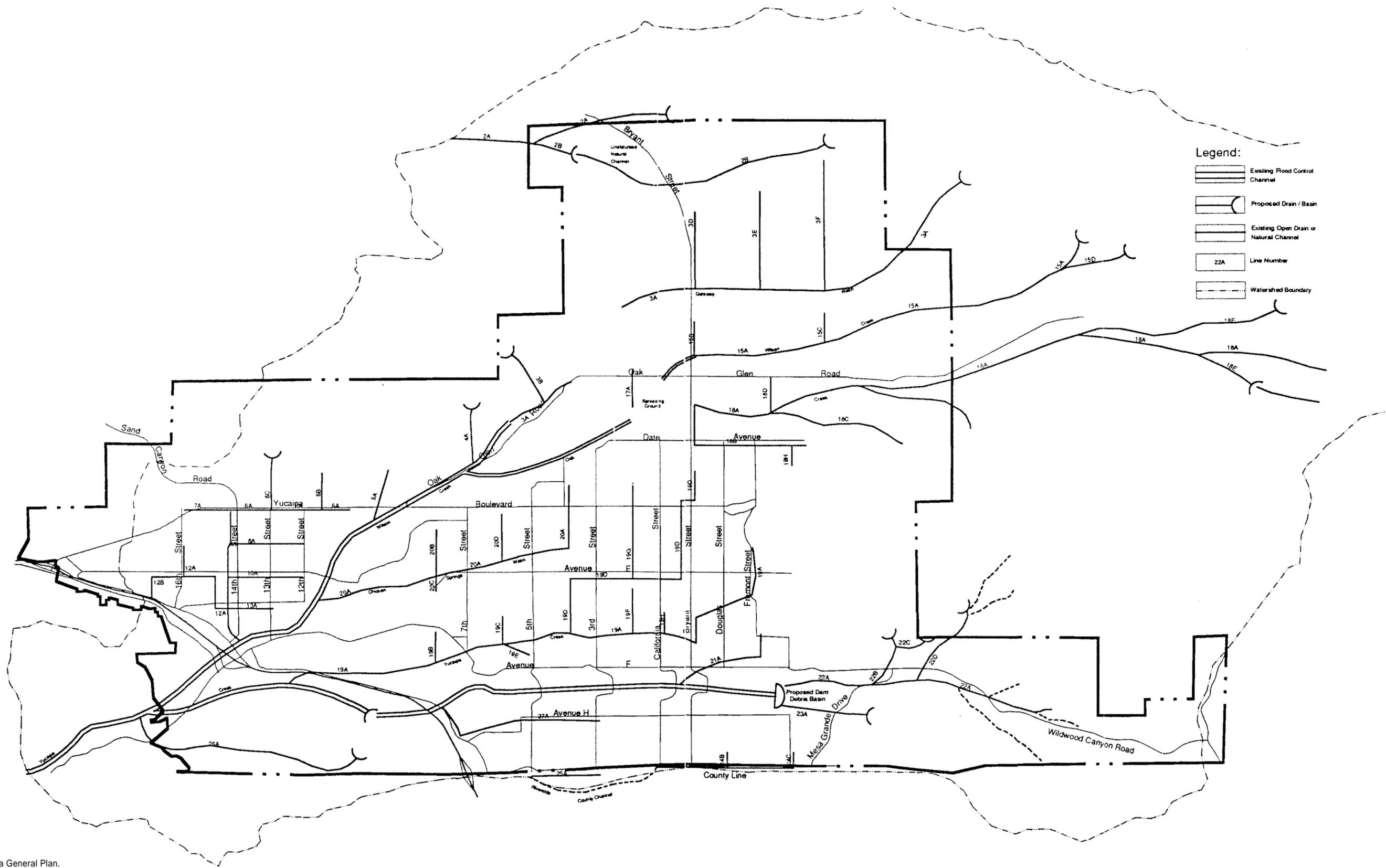


Figure 4.20.9-1
Storm Drain Plan

Safe Drinking Water Act

The federal Safe Drinking Water Act (SDWA) provides regulations on drinking water quality in Yucaipa. The SDWA gives the USEPA the authority to set drinking water standards, such as the National Primary Drinking Water Regulations (NPDWRs or primary standards). The NPDWRs protect drinking water quality by limiting the levels of specific contaminants that are known to occur or have the potential to occur in water and can adversely affect public health. All public water systems that provide service to twenty-five or more individuals are required to satisfy these legally enforceable standards. Water purveyors must monitor for these contaminants on fixed schedules and report to the USEPA when a Maximum Contaminant Level (MCL) has been exceeded. MCL is the maximum permissible level of a contaminant in water that is delivered to any user of a public water system. Drinking water supplies are tested for a variety of contaminants, including organic and inorganic chemicals (e.g., minerals), substances that are known to cause cancer, radionuclides (e.g., uranium and radon), and microbial contaminants (e.g., coliform and *Escherichia coli*). Changes to the MCL list are typically made every three years, as the USEPA adds new contaminants or, based on new research or new case studies, revised MCLs for some contaminants are issued. The California Department of Health Services, Division of Drinking Water and Environmental Management, is responsible for implementation of the SDWA in California.

National Pollution Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES) program promulgated under CWA Section 402, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste discharged into water. Point sources include discharges from publicly owned treatment works (POTWs), discharges from industrial facilities, and discharges associated with urban runoff. While the NPDES program addresses certain specific types of agricultural activities, most agricultural facilities are nonpoint sources and are exempt from NPDES regulation. Pollutants come from direct and indirect sources. Direct sources discharge directly to receiving waters, whereas indirect sources discharge wastewater to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only to direct point-source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows, and the Municipal Storm Water Program. Nonmunicipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are Process Wastewater Discharges, Non-Process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues individual and general permits. Also, the USEPA has recently focused on integrating the NPDES program further into watershed planning and permitting.

NPDES has a variety of measures designed to minimize and reduce pollutant discharges. For example, pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, man-made channels and storm drains, designed or used for collecting and conveying stormwater) are regulated by the USEPA's Storm Water Phase II Final Rule.

The Phase II Final Rule requires an operator (such as a city) of a regulated small municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., best management practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in post-construction runoff to the City's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to one acre. The MS4 permit in effect in the City of Yucaipa is Order R8-2010-0036 issued by the Santa Ana Regional Water Quality Control Board in April 2010 (RWQCB 2010).

National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies called flood insurance studies. Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas on FIRMs.

The Flood Disaster Protection Act requires owners of all structures in identified special flood hazard areas to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members in designated areas are able to participate in the National Flood Insurance Program afforded by FEMA. The program is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the program by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System, a system for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing erosion hazards.

The City of Yucaipa, under the National Flood Insurance Program, has created standards and policies to ensure flood protection. These policies address development and redevelopment, compatibility of uses, required predevelopment drainage studies, compliance with discharge permits, enhancement of existing waterways, and cooperation with the U.S. Army Corps of Engineers and the San Bernardino County Flood Control District for updating, method consistency with the RWQCB, and proposed BMPs.

State

State Water Resources Control Board

The State Water Resources Control Board (SWRCB), a division of the California Environmental Protection Agency (Cal/EPA), regulates water resources including water quality within California. The SWRCB's mission is to preserve, enhance and restore the quality of California's water resources, and ensure their proper allocation and efficient use for the benefit of present and future generations. SWRCB's regulatory authority is based upon USEPA's delegated authority of the NPDES permitting process within the state, and California's Porter-Cologne Water Quality Act. The SWRCB is divided into nine Regional Water Quality Control Boards (RWQCB), each regulating watersheds within their region.

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act (Water Code Sections 13000 et seq.) is the basic water quality control law for California. Under this act, the SWRCB has ultimate control over state water rights and water quality policy. In California, the USEPA has delegated authority to issue NPDES permits to the SWRCB. The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine RWQCBs carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a Water Quality Control Plan, or Basin Plan, that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The City of Yucaipa is in the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. The Water Quality Control Plan for this region was adopted in 1995. This Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards.

Storm Water Pollution Prevention Plans

Pursuant to the CWA, in 2001, the SWRCB issued a statewide general NPDES Permit for stormwater discharges from construction sites (NPDES No. CAS000002). Under this Statewide General Construction Activity permit, discharges of stormwater from construction sites with a disturbed area of 1 acre or more are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each applicant under the General Construction Activity Permit must ensure that an SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list BMPs implemented on the construction site to protect stormwater runoff, and must contain a visual monitoring program, a chemical monitoring program for nonvisible pollutants to be implemented if there is a failure of BMPs, and a monitoring plan if the site discharges directly to a water body listed on the state's 303(d) list of impaired waters.

Regional

County of San Bernardino Stormwater Program

The San Bernardino County Stormwater Program has developed the Model Water Quality Management Plan guidance document to comply with the Santa Ana RWQCB's NPDES permit requirements. This guidance document requires that a project's post-development discharge not exceed predevelopment discharges for 1-, 5-, and 10-year storms; or that a project proponent carry out additional analysis and mitigation to ensure that a project not adversely impact downstream erosion, sedimentation, or stream habitat.

Santa Ana River Basin Water Quality Control Plan

The Water Quality Control Plan for the Santa Ana River Basin, updated in February 2008, establishes water quality standards for groundwater and surface water in the basin; that is, standards for both beneficial uses of specific waterbodies and the water quality levels that must be maintained to protect

those uses. The Basin Plan includes an implementation plan describing actions by the Santa Ana RWQCB and others needed to achieve and maintain the water quality standards. The SARWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface waters. The Basin Plan lists water quality problems in the region, along with causes, where they are known. Plans for improving water quality are included for water bodies with quality below the levels needed to enable all the beneficial uses of the water.

Local

City of Yucaipa Municipal Code

City Development Code Division 5, Chapter 2, Article 2 (Floodplain Safety [FP] Overlay District), sets general provisions and development standards to provide greater public safety, promote public health, and minimize public and private economic losses due to flood conditions by establishing regulations for development and construction within flood-prone areas.

Municipal Code Chapter 15.12.350 (Erosion Control Plan) requires the submission of an erosion control plan for any project under grading permit. Additionally, compliance with Chapter 2 of the Development Code, Erosion and Sediment Control standards, eliminates and prevents conditions of accelerated erosion that have led to, or could lead to, the degradation of water quality, loss of fish habitat, damage to property, loss of topsoil and vegetation cover, disruption of water supply, increase danger from flooding, and the deposition of sediments and associated nutrients.

Development Code Division 7, Chapter 11 (Regulation of Hillside and/or Ridgeline Developments), provides further design guidelines for persons seeking permits to improve lands classified as hillside or ridgeline sensitive. These standards and the guidelines contained in the Hillside/Ridgeline Development Manual shall govern all hillside/ridgeline developments.

Yucaipa General Plan

The General Plan policies that are applicable to hydrology, water quality and flood hazards¹⁰ are as follows:

- Policy OS-2E** Require compliance with all Regional Water Quality Control Board regulations.
- Policy OS-4A** Because water suppliers within the City of Yucaipa are local and outside sources are not currently available, the City shall implement measures to reduce per capita water consumption and increase supplies.
- Policy OS-9A** As development occurs in hillside areas, open space will be needed both for aesthetic and practical reasons, such as the reduction of grading impacts and watershed protection.
- Policy S-1P** Because the City has entered into an agreement to participate in the National Flood Insurance Program (NFIP) which provides flood insurance within designated floodplains, the Actions [listed under this Policy in the General Plan] shall be implemented by the City.

¹⁰ These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

- Policy S-1Q** Because the FEMA mapping and studies do not yet identify all flood hazard areas in the entire City, the Actions [listed under this Policy in the General Plan] shall be implemented.
- Policy S-1R** Because dam failure as a result of earthquake or other causes results in sever risk to downstream properties, the City shall implement the Actions [listed under this Policy in the General Plan].

■ Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on hydrology/water quality if it would do any of the following:

- Violate any water quality standards or waste discharge requirements
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site
- Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff
- Otherwise substantially degrade water quality
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map
- Place within a 100-year flood hazard area structures that would impede or redirect flood flows
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam
- Inundation by seiche, tsunami, or mudflow

Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would impact hydrology, water quality, create or increase the potential for flood hazards or inhibit the ability to respond to flood hazards.

Effects Not Found to Be Significant

Threshold	Would the project violate any water quality standards or waste discharge requirements?
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Water quality degradation in the City from erosion impacts would be specific to future project sites that could be developed and/or retrofitted as a result of implementing reduction measures in the Regional Reduction Plan, and depend largely on the areas affected and the length of time soils are subject to erosion. Although implementation of the Regional Reduction Plan may result in runoff during construction of individual energy-generating facilities, methane capture systems, pedestrian, bicycle, or transit infrastructure that could adversely affect water quality beyond standards specified by the SWRCB, all reduction measure development requiring ground disturbance would be subject to regional and local regulations including the need for an SWPPP under NPDES No. CAS000002. In addition the City requires the obtainment of a grading permit for all developments that would require grading. In turn, all work requiring a grading permit would be required to have an approved Erosion Control Plan. Compliance with SWRCB's General Construction Activity Stormwater Permit regulations requiring an SWPPP, and the grading permit required by the City would reduce the risk of water degradation within the City from soil erosion related to construction activities associated with the Regional Reduction Plan to less than significant. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be *less than significant*. No mitigation is required.

Threshold	Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?
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Implementation of the Regional Reduction Plan would not result in a substantial (if any) increase in impervious surfaces in the City. The Proposed Project would facilitate development in transit-oriented areas and the bicycle and pedestrian infrastructure consistent with the General Plan, which are already developed with impervious surfaces. The Proposed Project would not to substantially increase the impermeable surface area such that groundwater recharge would be substantially affected. Renewable energy systems such as solar arrays or wind turbines would not increase impermeable surface area in the City. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site?
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Passive energy-producing components such as photovoltaic arrays would not alter existing drainage patterns in the City, as they would consist of structural alterations, not an increase in overall building footprint. Some renewable energy-generating facilities that could be constructed on vacant land, hillsides, or open space areas could alter existing drainage patterns; however, as noted above, all construction

would be subject to regulations related to water quality, erosion, and stormwater runoff. Individual projects associated with implementation of the Regional Reduction Plan would be subject to review by the City prior to issuance of a grading permit, which process requires preparation of a drainage study and SWPPP. Consequently, any potential impacts associated with emissions during implementation of the Regional Reduction Plan would be reduced to *less than significant*. No mitigation is required.

Threshold	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?
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Energy facilities under the Regional Reduction Plan could be constructed in a 100-year flood plain. Substantial floodplain areas in Yucaipa are generally associated with the dry river washes known as Gateway Wash, Wilson Creek, Oak Glen Creek and Wildwood Creek, as well as Chicken Springs Wash and Yucaipa Creek. All new development, including facilities constructed pursuant to implementation of the Regional Reduction Plan, would be subject to the provisions of Floodplain Safety (FP) Overlay District standards of the City Municipal Code. FP Overlay District is designed to minimize public and private losses due to flood conditions by ensuring proper design of structures to prevent against flood damages. Additionally, it includes provisions for preventing or regulating the construction of flood barriers that would unnaturally divert floodwaters or which may increase flood hazards in other areas. As such, the development of energy facilities within the City's 100-year flood areas would not result in the redirection of flood flows in a manner that would subsequently lead to the loss of adequate flood conveyance in the City. Furthermore, any new development or work within the City that involves the San Bernardino County Flood Control and Water Conservation District's right of way, easements, or facilities would require the obtainment of an encroachment permit from the District. General Plan Policies S-1P, S-1Q, S-1R, and their supporting actions reduce the risk from flooding throughout the City. Compliance with The General Plan policies is assured through City review of all proposed development. Therefore, the impact would be *less than significant*. No mitigation is required.

Threshold	Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
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The development of any new facilities during implementation of the Regional Reduction Plan within a road right-of-way or other areas that may impact storm drains must be coordinated with the City prior to the beginning of construction. Compliance of City provisions including the Floodplain Safety Overlay District regulations would ensure that people and property are protected from flooding through responsible and efficient stormwater management. Compliance with NPDES permit requirements would ensure that the proposed project would not provide substantial additional sources of polluted runoff. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project otherwise substantially degrade water quality?
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The Regional Reduction Plan would not otherwise substantially degrade water quality. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
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The Regional Reduction Plan does not include a housing component. There would be *no impact*.

Threshold	Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?
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Renewable energy generation facilities could be constructed in a 100-year flood hazard area as a result of Regional Reduction Plan implementation. Floodplain Safety Overlay District includes provisions for preventing or regulating the construction of structures that would unnaturally divert floodwaters or which may increase flood hazards in other areas. As such, the development of energy facilities within the City's 100-year flood areas would not impede or result in the redirection of flood flows in the City. Furthermore, any new development or work within the City that involves the San Bernardino County Flood Control and Water Conservation District's right of way, easements, or facilities would require the obtainment of an encroachment permit from the District. General Plan Policies S-1P, S-1Q, S-1R, and their supporting actions reduce the risk from flooding throughout the City. Compliance with the Municipal Code and the General Plan policies is assured through City review of all proposed development. Therefore, the impact would be *less than significant*. No mitigation is required.

Threshold	Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?
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Transit, pedestrian and bicycle infrastructure, energy retrofits, and passive energy solar arrays built during implementation of the Regional Reduction Plan may have a risk of flooding from dam failure. If wind farms or other energy-producing facilities are built in open space areas, they could be subject to increased risk from dam inundation depending on their location. However, all new development would be subject to the provisions of City Municipal Code Floodplain Safety Overlay District, designed to minimize public and private losses due to flood conditions by ensuring proper design of structures to prevent against flood damages. General Plan Policies S-1P, S-1Q, S-1R, and their supporting actions restrict development in areas subject to flooding, as noted, above. These policies identified in the General Plan would minimize the effects of prospective growth from flooding hazards. Therefore, the impact would be *less than significant*. No mitigation is required.

Threshold	Would the project inundation by seiche, tsunami, or mudflow?
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The City is not located within the immediate area of the Pacific Ocean; thus, there would be no impacts associated with inundation by tsunamis. Seiches could occur downstream of reservoirs due to ground shaking at the reservoirs and low to moderate mudflows are generally associated with the river wash and hilly areas but are not expected to pose a substantial hazard in the City. The City's Floodplain Safety Overlay Designation regulations prohibit encroachments into San Bernardino County Flood Control District's right-of-way (which include drainage channels), with specified exceptions. Drainage channels in the City are maintained by the San Bernardino County Flood Control District, whose approval would be

required for any project that proposed alterations to a channel. General Plan Policies S-1P, S-1Q, S-1R, and their supporting actions reduce impacts on structures associated with seiche flooding to less than significant. Facilities and infrastructure built as a result of the Regional Reduction Plan implementation within the City are reviewed for adherence to the General Plan policies, the Development Code standards, and any San Bernardino County Flood Control District encroachment permits. Therefore, the impact would be *less than significant*. No mitigation is required.

■ Cumulative Impacts

Because the Regional Reduction Plan does not significantly impact hydrology, water quality, or create flood hazards at a project level, implementation of the Regional Reduction Plan will not create impacts to hydrology, water quality or flood hazards that are cumulatively considerable. Therefore, *cumulative impacts would be less than significant*.

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- . 1992b. *Final Program Environmental Impact Report for the Yucaipa General Plan*, August.
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4.20.10 Land Use/Planning

This section of the EIR analyzes the potential environmental effects on land use/planning in the City of Yucaipa from implementation of the Regional Reduction Plan. Data for this section were taken from the Yucaipa General Plan (1992a) and associated environmental documents (1999b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing land use/planning were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

■ Environmental Setting

Yucaipa is located in the eastern portion of the San Bernardino Valley, at the foot of the San Bernardino Mountains, between the cities of Redlands and Calimesa. It is bounded on the northwest by the Crafton Hills, on the south by Calimesa, and on the north and east by mountainous terrain.

The City is primarily a residential community, with a low percentage of commercial and industrial development. Residential development is characterized by the diversity and patchwork of vacant lots adjacent to older homes on long, narrow lots next to multi-family, attached development or new tract development. Residential areas, particularly in the North Bench area and near Dunlap Acres, as well as some portions of the Central Core area, include the raising and keeping of farm animals. The City has an unusually large proportion of mobile home parks. The industrial and commercial areas have been developed in strips as opposed to centers or nodes of development. Except for a few pockets in each area of the City and in Wildwood Canyon, the key land use characteristic is the diversity and the lack of any definite pattern of development.

A major land use feature of Yucaipa is the natural open space areas, parks, and agricultural areas, which comprise nearly one-half of the total City area. Of that area, a large portion is committed for development, including approved and proposed tentative maps and preliminary development plans such as the Freeway Corridor Specific Plan along the Interstate 10 (I-10) freeway corridor to promote major commercial opportunities and employment centers.

The major goals and objectives of the City's General Plan are intended to preserve the community's "rural atmosphere." With 7,230 acres, or 37 percent of the City's total land area designated for Rural Living land uses, the Rural Living Land Use District, with a 1-acre minimum lot size, will continue to represent a significant opportunity for current and future residents to pursue a semi-rural lifestyle. In addition, the maximum number of dwelling units now permitted at buildout will have an overall average density of 1.5 homes per acre. Compared to most Inland Empire cities, which typically average more than three dwellings per acre, this level of development reflects a relatively low level of land use intensity. Coupled with the City's hillside development regulations, this will preserve approximately 6,400 acres in a natural and undisturbed state (Yucaipa 2013). Figure 4.20.10-1 (General Plan Land Use Map) shows the adopted land use plan for Yucaipa.

■ Regulatory Framework

Federal

There are no federal regulations pertaining to land use/planning.

State

California Air Resources Board

The California Air Resources Board (ARB), a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, California ARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. California ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. California ARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

Executive Order S-3-05

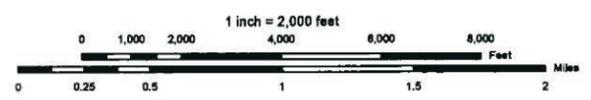
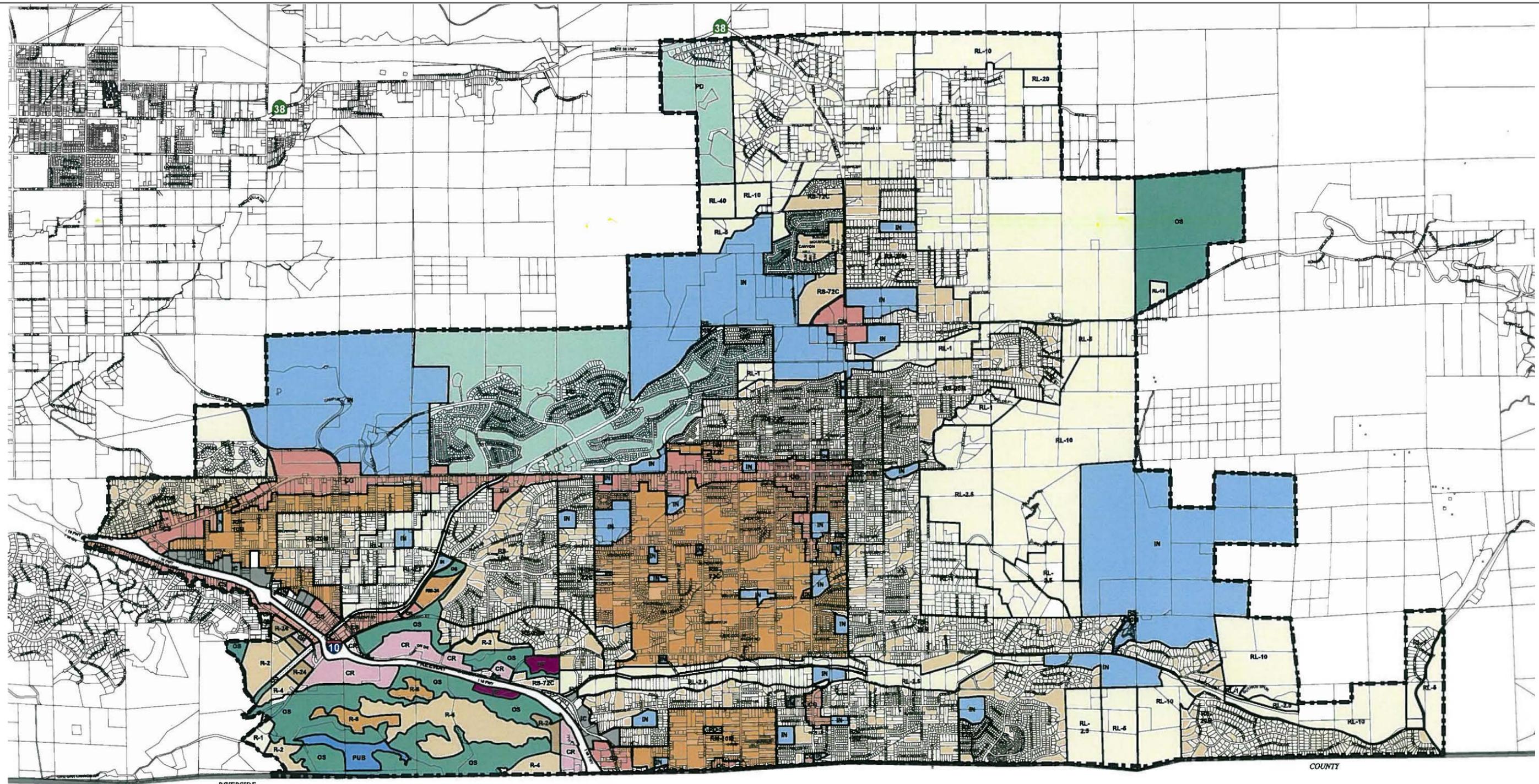
California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

The first California Climate Action Team Report to the Governor in 2006 contained recommendations and strategies to help meet the targets in Executive Order S-3-05. In April 2010, the Draft California Action Team (CAT) Biennial Report expanded on the policy oriented 2006 assessment. The new information detailed in the CAT Assessment Report includes development of revised climate and sea-level projections using new information and tools that have become available in the last two years; and an evaluation of climate change within the context of broader social changes, such as land-use changes and demographic shifts (Cal/EPA 2006). The action items in the report focus on the preparation of the Climate Change Adaptation Strategy, required by Executive Order S-13-08, described below.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHG in California. GHGs as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 required California ARB to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to 1990 statewide levels by 2020. On or before June 30, 2007, California ARB was required to publish a list of discrete early action GHG emission reduction measures that would be implemented by



LAND USE DISTRICT LEGEND

BP	IC	R-4	RL-5
CG	IN	R-8	RM-10M
CN	OS	RL-1	RM-24
CR	PD	RL-10	RM-72C
CS	PUB	RL-2.5	RS-10M
FREEWAY	R-1	RL-2.5-AP	RS-20M
FW	R-2	RL-20	RS-72C
	R-24	RL-40	

R - Residential	OS - Open Space
RL - Rural Living	BP - Business Park
RS - Single Residential	PUB - Public Facility
RM - Multiple Residential	FWY - Freeway
C - Commercial	FW - Floodway
CR - Commercial Regional	
IC - Industrial	
PD - Planned Development	
IN - Institutional (Public)	



Source: City of Yucaipa General Plan.

Figure 4.20.10-1
General Plan Land Use Map

2010. The law further required that such measures achieve the maximum technologically feasible and cost effective reductions in GHGs from sources or categories of sources to achieve the statewide greenhouse gas emissions limit for 2020.

California ARB published its final report for Proposed Early Actions to Mitigate Climate Change in California in October 2007. This report described recommendations for discrete early action measures to reduce GHG emissions. The measures included are part of California's strategy for achieving GHG reductions under AB 32. Three new regulations are proposed to meet the definition of "discrete early action greenhouse gas reduction measures," which include the following: a low carbon fuel standard; reduction of HFC-134a emissions from nonprofessional servicing of motor vehicle air conditioning systems; and improved landfill methane capture (California ARB 2007b). California ARB estimates that by 2020, the reductions from those three measures would be approximately 13 million to 26 million metric tons (MMT) of carbon dioxide equivalent (CO₂e).

Under AB 32, California ARB has the primary responsibility for reducing GHG emissions. California ARB has published a staff report titled California 1990 GHG Emissions Level and 2020 Emissions Limit (California ARB 2007a) that determined the statewide levels of GHG emissions in 1990 to be 427 MMT CO₂e. Additionally, in December 2008, California ARB adopted the Climate Change Scoping Plan, which outlines the state's strategy to achieve the 2020 GHG limit. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health. The plan emphasizes a cap-and-trade program, but also includes the discrete early actions.

Senate Bill 97 (SB 97)

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It directed the California Office of Planning and Research (OPR) to develop draft CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the Resources Agency to certify and adopt the CEQA Guidelines.

On April 13, 2009, OPR submitted the proposed amendments to the Secretary for Natural Resources. The Natural Resources Agency conducted formal rulemaking in 2009, certified, and adopted the amendments in December 2009. The California Office of Administrative Law codified into law the amendments in March 2010. The amendments became effective in June 2010 and provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions.

CEQA Guidelines Section 15183.5 (Tiering and Streamlining the Analysis of GHG Emissions) was added as part of the CEQA Guideline amendments and describes the criteria needed in a Climate Action Plan that would allow for the tiering and streamlining of CEQA analysis for subsequent development projects. The following quote is from the CEQA Guideline amendments:

Section 15183.5. Tiering and Streamlining the Analysis of Greenhouse Gas Emissions.

- (a) Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents

may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions as provided in section 15152 (tiering), 15167 (staged EIRs) 15168 (program EIRs), 15175–15179.5 (Master EIRs), 15182 (EIRs Prepared for Specific Plans), and 15183 (EIRs Prepared for General Plans, Community Plans, or Zoning).

- (b) Plans for the Reduction of Greenhouse Gas Emissions. Public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to sections 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.
 - (1) Plan Elements. A plan for the reduction of greenhouse gas emissions should:
 - (A) Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
 - (B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;
 - (C) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;
 - (D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
 - (E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;
 - (F) Be adopted in a public process following environmental review.
 - (2) Use with Later Activities. A plan for the reduction of greenhouse gas emissions, once adopted following certification of an EIR or adoption of an environmental document, may be used in the cumulative impacts analysis of later projects. An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project's compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.

One of the goals of the Corona Climate Action Plan (C-CAP) is to allow programmatic level review and mitigation of GHG emissions that allows streamlining of CEQA review for subsequent development projects. To accomplish this, the C-CAP framework is designed to fulfill the requirements identified in CEQA Guidelines Section 15183.5.

Executive Order S-13-08

On November 14, 2008, Governor Schwarzenegger issued Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, which provides clear direction for how the State should plan for future climate impacts. Executive Order S-13-08 calls for the implementation of four key actions to reduce the vulnerability of California to climate change:

- Initiate California's first statewide Climate Change Adaptation Strategy (CAS) that will assess the State's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies
- Request that the National Academy of Sciences establish an expert panel to report on sea level rise impacts in California in order to inform State planning and development efforts
- Issue interim guidance to state agencies for how to plan for sea level rise in designated coastal and floodplain areas for new and existing projects
- Initiate studies on critical infrastructure and land-use policies vulnerable to sea level rise

The 2009 CAS report summarizes the best known science on climate change impacts in the state to assess vulnerability, and outlines possible solutions that can be implemented within and across state agencies to promote resiliency. This is the first step in an ongoing, evolving process to reduce California's vulnerability to climate impacts (CNRA 2009).

California Code of Regulations (CCR) Title 24, Part 6

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008, and the Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. The Energy Commission adopted the 2008 changes to the Building Energy Efficiency Standards for several reasons:

- To provide California with an adequate, reasonably priced, and environmentally sound supply of energy
- To respond to AB 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its GHG emissions to 1990 levels by 2020
- To pursue California energy policy, which states that energy efficiency is the resource of first choice for meeting California's energy needs
- To act on the findings of California's Integrated Energy Policy Report (IEPR) that concludes that the Standards are the most cost effective means to achieve energy efficiency, expects the Building Energy Efficiency Standards to continue to be upgraded over time to reduce electricity and peak demand, and recognizes the role of the Standards in reducing energy related to meeting California's water needs and in reducing GHG emissions
- To meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes
- To meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards

Senate Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and a 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule.

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The SCAG regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, “people-scaled” communities
- Providing new housing opportunities, with building types and locations that respond to the region’s changing demographics
- Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reducing emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reversing current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimizing land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM₁₀, PM_{2.5}, ultrafine), and carbon monoxide

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 RTP and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG’s SCS. The 2012 RTP strives to provide a regional investment framework to address the region’s transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other nonvehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region’s TCM strategies. SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

South Coast Air Quality Management District (SCAQMD)

The City of Yucaipa is also located within the South Coast Air Basin (Basin) and is, therefore, within the jurisdiction of the SCAQMD. The 2012 Air Quality Management Plan (AQMP) is a regional and multi-agency effort between the SCAQMD Governing Board, California ARB, Southern California Association of Governments, and the USEPA, and includes control strategies, attainment demonstration, reasonable further progress, and maintenance plans. The AQMP is periodically updated to incorporate more recent scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The AQMP provides guidance to local government about how to incorporate these strategies into land use plans and decisions about development.

SCAG is responsible for generating the socio-economic profiles and growth forecasts on which land use, transportation, air quality management and implementation plans are based. The growth forecasts provide the socioeconomic data used to estimate vehicle trips and vehicle miles traveled (VMT). Emission estimates can then be forecast by SCAQMD based on these projected estimates. Reductions in emissions due to changes in the socio-economic profile of the region are an important way of taking account of changes in land use patterns. For example, changes in jobs/housing balance induced by changes in urban form and transit-oriented development induce changes in VMT by more closely linking housing to jobs. Thus, socio-economic growth forecasts are a key component to guide the Basin toward attainment of the National Ambient Air Quality Standards (NAAQS).

The current 2012 AQMP establishes a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the Basin. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show VMT emissions offsets following the recent changes in USEPA requirements.

Local

City of Yucaipa Municipal Code

Development regulations in Yucaipa are set forth in the City's Development Code. The Development Code addresses land uses, planning areas, general design standards, specific use design standards, and soil and water conservation, among other items.

The City has also adopted regulations for solar energy installations, incorporating the Uniform Code for Solar Energy Installations (2009 edition). Section 15.04.060 regulates the design, construction, quality of materials, erections, installation, alteration, repair, location, replacement, addition to, use or maintenance of solar energy systems.

Yucaipa General Plan

The General Plan policies that are applicable to land use/planning¹¹ are as follows:

Land Use

Policy LU-1A Because the City wants to promote balanced, efficient commercial developments that are functional, safe, attractive and convenient to shoppers, and are capable of strengthening the local economy and enhancing the quality of life of City residents, the following actions shall be implemented:

Action 2 Cluster commercial development, and support the development of specialty clusters of related and mutually-supportive commercial activities in appropriate locations by means of specific plans, mixed use developments and planned developments.

Policy LU-2A Because the City wants to promote and provide safe, attractive, varied residential areas convenient to public facilities, employment and shopping centers, the following actions shall be implemented:

Action 2 Allow varied approaches to residential development in order to foster a variety of housing types and densities and more efficient use of the land.

Policy LU-4A Concentrate higher density residential land uses close to employment and commercial centers to help reduce the use of energy.

Urban Design Element

Policy UD-1F Because innovate housing design and construction techniques may reduce the cost of housing without sacrificing quality, the following action programs shall be implemented or pursued.

Action 3 Adopt energy efficient design and siting guidelines that are responsive to local climatic conditions and to revisions in State law.

¹¹ These policies are not a complete listing of all design policies contained in the City of Yucaipa General Plan; those policies that would be most applicable to the proposed project are included here.

Housing Element

- Policy HE-2.1** Focus Areas. Direct the development of multiple-family housing to major transportation corridors, in uptown, and other appropriate locations consistent with specific plans and land use designations.

Growth Management Element

- Policy GM-1A** Because long-term City-wide commitments to levels of service and development standards are [sic] necessary for efficient capital improvement programming and will promote the orderly provision of needed and desired improvements to maintain the quality of life, the following procedures addressing service level boundaries and development standards shall be implemented.

Action 6 Areas designated for low-intensity development shall not be converted to accommodate higher intensity development until the infrastructure facilities and public services required by higher intensity development are provided or acquired by the applicant.

Action 7 Proposed Land Use Map amendments must be consistent Improvement Levels, and proposed amendments to expand or create higher intensity Improvement Levels must include findings that the changes are consistent with the General Plan Land Use District criteria and Capital Improvement Programs. If a higher intensity Improvement Level is created as a result of an amendment, cumulative environmental impacts must be addressed during the environmental review process (especially with regard to regional concerns such as water quality and air quality) and appropriate findings adopted.

- Policy GM-3A** Because urban infilling promotes more efficient use of existing infrastructure and decreases the need for extension of services, the following incentive actions to encourage urban infill shall be implemented.

Action 1 Designate urban infill areas on the Infrastructure Overlay Map as the highest intensity Improvement Level except where prohibited by other regulations and policies.

Action 2 Recommend Land Use Map changes to reflect higher intensity and compatible uses in urban infill areas, except where prohibited by other regulations and policies.

Action 3 Reduce processing times for “urban projects” (commercial, industrial and residential of four more dwelling units per acre) that fall within Improvement Level 1 that will use underutilized infrastructure capacities as determined by the Planning Director.

Transportation Element

- Policy T-1E** Because transportation planning is both local and regional in nature, the City shall implement the following actions.

- Action 2** Continue to participate in a Council of Governments (SANBAG) which acts as the transportation and planning coordinator for all local agencies in San Bernardino County, and regularly attend meetings of SANBAG to discuss planning terms of mutual concern.
- Action 3** Integrate the transportation plans of SANBAG, which acts as the County Transportation Commission, with the Yucaipa General Plan through the General Plan amendment/update process.
- Action 4** Continue active participation in the regional Council of Governments (SCAG) for the Southern California region.
- Action 5** Integrate the transportation plans of SCAG, including the Regional Mobility Plan, with the General Plan through General Plan amendment/update process.

Policy T-1F Because the development approval process is dependent upon a balance between new development, transportation facilities and the timing of needed construction or improvement of transportation facilities, the City shall implement the following action programs.

- Action 1** Approve development proposals only when they are consistent with the City's objective of maintaining a level of service "C" on highways and intersections affected by the development.

Policy T-6C Design land use patterns in new developments that minimize the number of automobile trips by providing neighborhood shopping facilities and pedestrian and bicycle paths.

Policy T-6D Encourage the design and implementation of land uses, development standards, and capital improvement programs which maximize the use of public transit.

Infrastructure and Public Facilities Element

Policy IPF-4B Because long term local or regional area-wide commitments to water supply and distribution services are necessary for the orderly development of urban areas, the City shall pursue the following actions.

- Action 1** Encourage new development to local in those areas already served or capable of being served by an existing approve domestic water supply system, with priority given to those areas suitable for infill development.

Air Quality Element, Land Use

Policy 4.b.i Manage Growth. Because congestion resulting from increased growth is expected to result in a significant increase in the air quality degradation of the air basin, the City may manage growth by insuring the timely provision of infrastructure to serve new development.

- Policy 4.b.ii** Balance Growth. Because a more even distribution between jobs and housing will result in fewer vehicle trips and vehicle miles traveled, the City shall manage growth in order to create a more efficient urban form.
- Policy 4.b.iv** Integrate Planning Process. Because the interrelationship of land use and transportation has a significant effect on air quality, the City shall integrate air quality planning with the land use and transportation process.

■ Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on land use/planning if it would do any of the following:

- Physically divide an established community
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect
- Conflict with any applicable habitat conservation plan or natural community conservation plan

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable land use plan policies to determine if any inconsistency exists. These land use plans include the SCAQMD 2012 Air Quality Management Plan, SCAG's Regional Comprehensive Plan and Guide (RTP and Compass Growth Visioning), the Yucaipa General Plan, and the City's Development Code.

Effects Not Found to Be Significant

Threshold	Would the project physically divide an established community?
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The City of Yucaipa is a highly urbanized area with well-established communities integrated into the land use plan. Implementation of the Regional Reduction Plan measures selected by Yucaipa would not physically divide an established community. Measures that encourage transit-oriented development (e.g., Road-1.4) along existing and planned transit corridors would not result in the creation of physical barriers that could divide a community. Park-and-ride lots would be situated close to major highways/arterials, and pedestrian and bicycle network improvements would have limited footprints. These types of features that could be implemented by Yucaipa under the Regional Reduction Plan reduction measure Transportation-1 would not include any physical barriers that could divide an established community. The GHG Reduction Performance Standard for New Development includes measures that the City would require of new development, which would be integral to the projects, which would not divide an established community. There would be *no impact*.

Threshold	Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
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Several regionally and locally adopted land use plans, policies, and regulations would be applicable to development of infrastructure and renewable generation under the proposed Regional Reduction Plan. These include the 2012 Air Quality Management Plan, SCAG’s Regional Comprehensive Plan and Guide, 2012 RTP and SCS, and the City’s Development Code.

To fulfill the purposes of the Regional Reduction Plan, the City identified the following goals:

- Provide a list of specific actions that will reduce GHG emissions, with the highest priority given to actions that provide the greatest reduction in GHG emissions and benefits to the community at the least cost.
- Reduce the City of Yucaipa community GHG emissions to a level that is 15 percent below its projected emissions level in 2020.
- Establish a qualified reduction plan for which future development within the City can tier and thereby streamline the environmental analysis necessary under the California Environmental Quality Act (CEQA).

The City will meet and exceed this goal through a combination of state (~80 percent) and local (~20 percent) efforts. The Pavley vehicle standards, the state’s low carbon fuel standard, the RPS, and other state measures will reduce GHG emissions in Yucaipa’s on-road and building energy sectors in 2020. An additional reduction of 17,944 MT CO₂e will be achieved primarily through the following local measures, in order of importance: Implement SBX 7-7 (Water-4); GHG Performance Standard for New Development (PS-1); and Solar Installations for Existing Housing (Energy-7). Yucaipa’s Plan has the greatest impacts on GHG emissions in the on-road transportation, building energy, and water conveyance sectors.

Figure 4.20-2 (Emissions Reduction Profile for Yucaipa) in Section 4.20.0 (Introduction to the Analysis) shows Yucaipa’s 2008 GHG emissions total, 2020 BAU emissions forecast total, and the total emissions remaining after meeting the city’s emissions reduction target (i.e., 15 percent below the 2008 emissions level). The contribution of state/county and local reductions are overlaid on the 2020 BAU emissions forecast total (“2020 Plan”), representing the total emissions reductions achieved in 2020. As stated above, state/county reductions account for the majority (~80 percent) of the total reductions needed to achieve the 2020 target.

Figure 4.20-3 (Emissions by Sector for Yucaipa) in Section 4.20.0 presents emissions by sector, for both the 2020 BAU and the 2020 reduction or “Plan” scenarios. The largest emissions contributions are in the on-road transportation, building energy, and off-road equipment emissions sectors.

Table 4.20-3 (Emission Reduction by Sector for Yucaipa) in Section 4.20.0 summarizes the 2008 inventory, 2020 BAU forecast, and GHG reduction (“Plan”) results by sector. It shows the percent reduction in each sector’s emissions in 2020 and demonstrates that Yucaipa exceeds its emissions

reduction goal. Emissions sectors with the greatest percent reduction include the on-road transportation, building energy, and water conveyance sectors.

Figure 4.20-4 (Emission Reductions by Control and by Sector for Yucaipa) in Section 4.20.0 presents emission reductions by sector and by control (i.e., state/county control versus local or city control). As stated previously, the majority of emissions reductions are due to state/county measures. Of the state/county measures, the majority of reductions are in the building energy and on-road transportation sectors. Of the local measures, the majority of reductions are in the building energy sector due to the implementation of SBX 7-7 (Water-4).

The Regional Reduction Plan reduction measure Transportation-1 (Sustainable Communities Strategy) includes mixed use development and transit oriented development. Mixed land use (i.e., residential developments near work places, restaurants, and shopping centers) with access to public transportation has been shown to save consumers up to 512 gallons of gasoline per year. It is estimated that households in transit-oriented developments drive 45 percent less than residents in auto-dependent neighborhoods. With this reduction, there is less overall energy consumption and fewer greenhouse gas emissions from personal vehicles. Going hand-in-hand with mixed-use development is the development of pedestrian corridors and bike trails that connect residents to work sites, shops, and recreational opportunities, which can also realize a reduction of personal vehicle use and fuel consumption.

Policies in the applicable land use plans identified above are designed to promote sustainability in land use planning. For example, SCAG's RTP provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from increased transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The current AQMP establishes a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the Basin. In addition to setting minimum acceptable exposure standards for specified pollutants, the AQMP incorporates SCAG's growth management strategies that can be used to reduce vehicle trips and VMT, and hence air pollution. These include, for example, co-location of employment and housing, and mixed-use land patterns that allow the integration of residential and nonresidential uses. The goals of the Yucaipa General Plan promote sustainability.

The proposed project furthers the goals and policies in the identified land use plans by providing specific measures and programs that reduce greenhouse gas emissions, improve air quality, and facilitate transit-oriented development, thus reducing VMT. The Regional Reduction Plan facilitates mixed-use development in identified corridors near transit, as identified in the General Plan.

While a separate document, the Regional Reduction Plan will be utilized as a companion document to the Yucaipa General Plan to provide a more comprehensive and detailed framework for land-based policy decisions to reduce greenhouse gas emissions from existing and future development. The Regional Reduction Plan will further the goals and policies of the General Plan with regard to energy conservation and sustainable development by implementing, in addition to City programs already in place, measures

and programs to reduce greenhouse gas emissions and facilitate transit-oriented development. All of the Land Use Element, Urban Design Element, Housing Element, Growth Management, Transportation Element, and Infrastructure and Public Facilities Element policies in the General Plan seek to maximize efficient use of resources, maintain a high quality of life, enhance job opportunities, promote sustainability, and facilitate access to transportation facilities. Policies related to historic resources are designed to protect and preserve recognized historic resources, and any facilities constructed or energy retrofits performed pursuant to the Regional Reduction Plan would be required to be consistent with those policies.

The Regional Reduction Plan does not propose any specific development. Under the GHG Performance Standard for New Development (PS-1) component the Regional Reduction Plan, the City could require new projects to quantify project-generated GHG emissions and adopt feasible reduction measures to reduce project emissions to a level that is a certain percent below BAU project emissions. PS-1 does not require project applicants to implement a pre-determined set of measures. It is anticipated such measures could include energy-efficient appliances and alternative energy sources, water conservation, landscaping, and site design. Any energy-efficiency or energy-generating facilities that would be constructed in new development would require consistency with the applicable specific plans. Thus, there would be no inconsistency with implementation of the Regional Reduction Plan.

Therefore, because the proposed Regional Reduction Plan furthers the goals of the identified land use plans and would not conflict with those plans, including the City's General Plan, it is consistent with these plans. This impact would be *less than significant*. No mitigation is required. Implementation of the proposed project would also ensure compliance with AB 32, which would be a benefit of the project.

Threshold	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?
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There are no adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that are in effect for the City of Yucaipa. There would be *no impact*.

■ Cumulative Impacts

The geographic context for land use impacts with respect to consistency with applicable land use plans is San Bernardino County, which assumes buildout to a horizon year of 2030 in the County General Plan. While the County is part of the larger SCAG region, compliance with SCAG policies is voluntary, and individual municipalities are not required, although they aim to, conform to SCAG policies. In addition, land use decisions are subject to the jurisdiction of the SCAQMD, which implements the AQMP for the South Coast Air Basin, of which the County is a part. All development in this geographic context is required to be consistent with the applicable General Plan, and any inconsistencies with the AQMP must be identified as impacts in the environmental analysis. Therefore, *cumulative impacts would be less than significant*.

■ References

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4.20.11 Mineral Resources

This section of the EIR analyzes the potential environmental effects on mineral resources in the City of Yucaipa from implementation of the Regional Reduction Plan. Data for this section were taken from the Yucaipa General Plan (1992a) and associated environmental documents (1999b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing mineral resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

■ Environmental Setting

The entire City of Yucaipa lies within a Mineral Resource Zone 3 (MRZ-3). This is an “area containing mineral deposits the significance of which cannot be evaluated from available data.” Although detailed mineral resource information is not available, the abundance of alluvial-type geologic formation in Yucaipa suggests the possibility of sand and aggregate resources.

■ Regulatory Framework

United States Department of the Interior

Office of Surface Mining, Reclamation and Enforcement

The Office of Surface Mining Reclamation and Enforcement (OSM) is a bureau within the United States Department of the Interior. OSM is responsible for establishing a nationwide program to protect society and the environment from the adverse effects of surface coal mining operations, under which OSM is charged with balancing the nation’s need for continued domestic coal production with protection of the environment. OSM was created in 1977 when Congress enacted the Surface Mining Control and Reclamation Act. OSM works with State and Indian Tribes to assure that citizens and the environment are protected during coal mining and that the land is restored to beneficial use when mining is finished. OSM and its partners are also responsible for reclaiming and restoring lands and water degraded by mining operations before 1977.

Surface Mining Control and Reclamation Act

The Surface Mining Control and Reclamation Act of 1977 (SMCRA) is the primary federal law that regulates the environmental effects of coal mining in the United States. SMCRA created two programs: one for regulating active coal mines and a second for reclaiming abandoned mine lands. SMCRA also created the Office of Surface Mining, an agency within the Department of the Interior, to promulgate regulations, to fund state regulatory and reclamation efforts, and to ensure consistency among state regulatory programs. Under SMCRA, the federal government can approve a program, which gives the state the authority to regulate mining operations, if the state demonstrates that it has a law that is at least as strict as SMCRA, and that they have a regulatory agency with the wherewithal to operate the program. OSM has delegated authority to the California Department of Conservation for enforcement of SMCRA through California Public Resources Code (PRC) Sections 2710–2796.

State

California Department of Conservation

The California Department of Conservation provides services and information that promote environmental health, economic vitality, informed land-use decisions and sound management of our state's natural resources including mineral resources. The California Department of Conservation maintains information on mineral resources within the state through the California Geological Survey Mineral Resources Project. The California Department of Conservation regulates mining of mineral resources through the Office of mining Reclamation (OMR), who enforce Surface Mining and Reclamation Act.

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act of 1975 (SMARA, PRC Sections 2710–2796) provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. SMARA also encourages the production, conservation, and protection of the state's mineral resources. PRC Section 2207 provides annual reporting requirements for all mines in the state, under which the State Mining and Geology Board is also granted authority and obligations. SMARA, Chapter 9, Division 2 of the PRC, requires the State Mining and Geology Board to adopt state policy for the reclamation of mined lands and the conservation of mineral resources. These policies are prepared in accordance with the Administrative Procedures Act, (Government Code) and are found in California Code of Regulations Title 14, Division 2, Chapter 8, Subchapter 1.

Areas subject to California mineral land classification studies are divided by the State Geologist into various Mineral Resource Zones (MRZ) that reflect varying degrees of mineral potential. The four main classifications are the following:

- **MRZ-1**—Adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2**—Adequate information indicates that significant mineral deposits are present or there is a likelihood of their presence, and development should be controlled.
- **MRZ-3**—The significance of mineral deposits cannot be determined from the available data.
- **MRZ-4**—There is insufficient data to assign any other MRZ designation.

Regional

There are no regional regulations pertaining to mineral resources.

Local

There are no local regulations pertaining to mineral resources that would be most applicable to the Regional Reduction Plan.

■ Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on mineral resources if it would do any of the following:

- 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
- 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

Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would impact mineral resources.

Effects Not Found to Be Significant

Threshold	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
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The entire City of Yucaipa lies within an MRZ-3; therefore, no MRZ-2 designated areas are within the City. This impact would be *less than significant*.

Threshold	Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?
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As stated above, the entire City of Yucaipa lies within an MRZ-3; therefore, no MRZ-2 designated areas are within the City. This impact would be *less than significant*.

■ Cumulative Impacts

Because the Regional Reduction Plan does not significantly impact mineral resources at a project level, implementation of the Regional Reduction Plan will not create impacts to mineral resources that are cumulatively considerable. Therefore, *cumulative impacts would be less than significant*.

■ References

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

Yucaipa, City of. 1992a, updated 2004. *Yucaipa General Plan*, September.

———. 1992b. *Final Program Environmental Impact Report for the Yucaipa General Plan*, August.

———. n.d. *City of Yucaipa Municipal Code*.

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4.20.12 Noise

This section of the EIR analyzes the potential environmental effects on noise in the City of Yucaipa from implementation of the Regional Reduction Plan. Data for this section were taken from the Yucaipa General Plan (1992a) and associated environmental documents (1999b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing noise were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

■ Environmental Setting

Noise Terminology and Effects

Noise is defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the “A weighted” noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling a traffic volume, would increase the noise level by 3 dBA; a halving of the energy would result in a 3 dBA decrease. Table 4.20.12-1 (Sound Levels of Typical Noise Sources and Noise Environments) shows the relationship of various noise levels to commonly experienced noise events.

Average noise levels over a period of minutes or hours are usually expressed as dB L_{eq} , or the equivalent noise level for that period of time. For example, $L_{eq(3)}$ would represent a 3-hour average. When no period is specified, a one hour average is assumed. Noise standards for land use compatibility, which are addressed in the General Plan Noise Element and the Municipal Code Noise Control chapter, are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (L_{dn}). CNEL is a 24-hour weighted average measure of community noise. The computation of CNEL adds 5 dBA to the average hourly noise levels between 7:00 PM and 10:00 PM (evening hours), and 10 dBA to the average hourly noise levels between 10:00 PM and 7:00 AM (nighttime hours). This weighting accounts for the increased human sensitivity to noise in the evening and nighttime hours. L_{dn} is a very similar 24-hour weighted average, which weights only the nighttime hours and not the evening hours.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increases or decreases; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud (Caltrans 1998).

Table 4.20.12-1 Sound Levels of Typical Noise Sources and Noise Environments

Noise Source (at a Given Distance)	Noise Environment	Scale of A-Weighted Sound Level in Decibels	Human Judgment of Noise Loudness (Relative to a Reference Loudness of 70 dB*)
Military Jet Take-off with After-burner (50 ft)	Carrier flight deck	140	<u>Hearing damage without protection</u> 128 times as loud
Civil Defense Siren (100 ft)		130	64 times as loud
Commercial Jet Take-off (200 ft)	Airport Runway	120	<u>Threshold of Pain</u> 32 times as loud
Pile Driver (50 ft) Rock & Roll Band (50 ft)	Construction Site Rock Concert	110	16 times as loud
Ambulance Siren (100 ft) Newspaper Press (5 ft) Power Lawn Mower (3 ft) Motorcycle (25 ft) Propeller Plane Flyover (1000 ft) Diesel Truck, 40 mph (50 ft) Garbage Disposal (3 ft)	Boiler Room Printing Press Plant High Urban Ambient Sound	100 90 89	<u>Very Loud</u> 8 times as loud 4 times as loud 2 times as loud
Passenger Car, 65 mph (25 ft) Living Room Stereo (15 ft) Vacuum Cleaner (3 ft) Electronic Typewriter (10 ft)	Busy Shopping Mall Indoor Sports Park	70	<u>Moderately Loud</u> * 70 dB (Reference Loudness)
Normal Conversation (5 ft) Air Conditioning Unit (100 ft)	Data Processing Center Department Store	60	½ as loud
	Office	50	¼ as loud
	Lower Limit of Urban Ambient Sound	40	<u>Quiet</u> ⅛ as loud
Bird calls (distant)	Rural Residential Area	30	
Soft Whisper (5 ft)	Quiet Bedroom	20	<u>Just Audible</u>
		10	<u>Threshold of Hearing</u>

Existing Setting

In the City of Yucaipa, the primary source of noise is generated from mobile noise sources (roadways). Noise from motor vehicles is generated by engine vibrations, the interaction between tires and the road, and the exhaust system. Reducing the average motor vehicle speed reduces the noise exposure of receptors adjacent to the road. Each reduction of 5 miles per hour reduces noise by about 1.3 dBA. Ldn values at the closest residential locations bordering the I-10 freeway are currently in the range of 70 to 75 dB.

The nearest airport to the City of Yucaipa is the Redlands-Municipal Airport, northwest of Yucaipa. However, the impact from this airport is not significant due to its distance from the City. Additionally, no railroads, railroad facilities, or ground rapid transit systems are within the City.

Stationary sources of noises may occur from all types of land uses. Residential uses would generate noise from landscaping, maintenance activities, and air conditioning systems. Commercial uses would generate noise from heating, ventilation, air conditioning (HVAC) systems, loading docks and other sources. Industrial uses may generate HVAC systems, loading docks and possibly machinery. Noise generated by residential or commercial uses are generally short and intermittent. Industrial uses may generate noise on a more continual basis due to the nature of its activities.

■ Regulatory Framework

Federal

Federal Highways Administration

The Federal Highways Administration (FHWA) administers the protocols and methods of analyzing traffic noise. United States Code of Federal Regulations Title 23, Part 772 (23 CFR 772), provides the procedures for analysis and abatement of highway traffic noise and construction noise. It provides technical assistance to state authorities, in conjunction with other local and federal authorities, to prepare and execute appropriate noise review and abatement programs for roadway and highway construction noise impacts. The maximum highway-related noise level considered acceptable for land uses along highways is 65 dBA CNEL.

Federal Aviation Administration

The primary responsibility of the Federal Aviation Administration (FAA) in regard to noise is the enforcement of the FAA Noise Standards (Title 14, Part 150), which prescribes the procedures, standards and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs, including the process for evaluating and approving or disapproving those programs. Title 14 also identifies those land uses which are normally compatible with various levels of exposure to noise by individuals. It provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate noise compatibility planning and implementation programs. The FAA establishes the 65 dB CNEL contour of an airport as the threshold for evaluation of potential noise impacts. The maximum airport-related noise level considered compatible with NSLU is 65 dBA CNEL.

Federal Transit Administration

The Federal Transit Administration (FTA) establishes noise impact criteria to be used in evaluating noise impacts from mass transit projects, including railroads, in the Transit Noise and Vibration Impact Assessment published in 2006. The FTA criteria do not establish a screening level for potential impacts. Rather, the FTA noise impact criteria are based on comparison of the existing outdoor noise levels and the future outdoor noise levels from the transit project. The noise level that would result from a proposed transit project's implementation is evaluated as having either a low, moderate or severe impact based on the existing noise level and sensitivity of the affected land use. Lands set aside for serenity and

quiet are considered the most sensitive land uses (Category 1), followed by residences and buildings where people normally sleep (Category 2), and institutional land uses with primarily daytime and evening use (Category 3).

State

California Department of Transportation

The California Department of Transportation (Caltrans) administers the FHWA requirements for analysis and abatement of highway traffic noise and construction noise (23 CFR 772) in California. Caltrans also has additional technical methodologies for analysis of roadway and highway construction noise in California. The Caltrans Traffic Noise Analysis Protocol (CATNAP) and Technical Noise Supplement (TENS) provide the methodology and procedures for analysis and abatement of roadway noise in the state.

California Noise Control Act of 1973

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act, finds that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

California Noise Insulation Standards

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings (California Code of Regulations Title 24, Part 2). Title 24 establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a multi-family residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL (or L_{dn}) of 60 dBA or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or L_{dn}) of at least 45 dBA.

California Airport Noise Standards

The 1990 California Airport Noise Standards require airport proprietors, aircraft operators, local governments, pilots, and the California Department of Transportation Division of Aeronautics to work cooperatively to diminish noise. This requirement is accomplished by controlling and reducing noise in the communities in the vicinity of airports. The level of noise acceptable to a person residing in the vicinity of an airport is established as a CNEL value of 65 dBA. The limitation on airport noise in residential communities is established to be 65 dBA CNEL for proposed new airports, active military airports being converted to civilian use, and existing civilian airports.

California Department of Health Services (DHS)

The effects of noise levels on various land uses were studied by The California Department of Health Services (DHS) Office of Noise Control. Based on that study, the DHS established four categories for to determine the severity of noise impacts on these various land uses.

Table 4.20.12-2 (Land Use Compatibility for Community Noise Exposure) details a compatibility chart for community noise with respect to land use as prepared by the California Office of Noise Control. It identifies four categories of exterior noise levels for different land uses. These categories are, normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable. Conditionally acceptable indicates that new development of that land use should only be undertaken after a detailed analysis of the noise and required noise insulation features to reduce interior noise levels have been incorporated into the design. A normally acceptable designation, by contrast, indicates that standard development can occur with no special noise reduction requirements.

The state interior and exterior noise standards for varying land uses are included in Table 4.20.12-3 (California Interior and Exterior Noise Standards). This represents standards for interior noise as well as exterior noise within “habitable” areas.

Regional

There are no regional regulations related to noise.

Local

Yucaipa Noise Ordinance

The City of Yucaipa Noise Ordinance specifies the maximum acceptable levels of noise for land uses in the City. Interior/exterior noise standards, as well as hourly noise level performance standard for stationary and other locally-regulated sources are detailed for the City of Yucaipa.

Yucaipa General Plan

The Yucaipa General Plan policies that are applicable to noise¹² are as follows:

- Policy N-3a** Because City residents are exposed to levels considered to be excessive from stationary sources such as industrial, recreational and construction activities, as well as mechanical and electrical equipment, the City shall enforce the Hourly Noise Level Performance Standards for stationary and other locally-regulated sources through the development and implementation of a noise ordinance.

¹² These policies are not a complete listing of all design policies contained in the Yucaipa General Plan; those policies that would be most applicable to the proposed project are included here.

Table 4.20.12-2 Land Use Compatibility for Community Noise Exposure

Land Use Category	Use	Exterior Noise Level (CNEL)					
		55	60	65	70	75	80
Residential/ Lodging	Single-Family/Duplex/Mobile homes	CLEARLY ACCEPTABLE		NORMALLY ACCEPTABLE		NORMALLY UNACCEPTABLE	
	Multi-Family	CLEARLY ACCEPTABLE		NORMALLY ACCEPTABLE		NORMALLY UNACCEPTABLE	
	Hotel/Motel	CLEARLY ACCEPTABLE		NORMALLY ACCEPTABLE		CLEARLY UNACCEPTABLE	
Public/ Institutional	Schools/Hospitals/Churches, Hospitals, Nursing Homes	CLEARLY ACCEPTABLE		NORMALLY ACCEPTABLE		CLEARLY UNACCEPTABLE	
	Auditoriums/Concert Halls	CLEARLY ACCEPTABLE		NORMALLY UNACCEPTABLE			
Recreational	Sports Arena, Outdoor Spectator Sports	CLEARLY ACCEPTABLE		NORMALLY UNACCEPTABLE			
	Playgrounds, Neighborhood Parks	CLEARLY ACCEPTABLE		NORMALLY UNACCEPTABLE		CLEARLY UNACCEPTABLE	
	Golf Courses, Riding Stables, Water recreation, Cemeteries	CLEARLY ACCEPTABLE		NORMALLY UNACCEPTABLE		CLEARLY UNACCEPTABLE	
Commercial	Office Buildings, business, commercial, and Professional	CLEARLY ACCEPTABLE		NORMALLY UNACCEPTABLE			
Industrial	Industrial, Manufacturing, Utilities, Agriculture	CLEARLY ACCEPTABLE		NORMALLY UNACCEPTABLE			

SOURCE: California Office of Noise Control and the Governor's Office of Planning and Research.

-  CLEARLY ACCEPTABLE—Specified land use is satisfactory, based upon the assumption that buildings involved are of normal conventional construction, without any special noise insulation requirements.
-  NORMALLY ACCEPTABLE—New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.
-  NORMALLY UNACCEPTABLE—New construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with noise insulation features included in the design.
-  CLEARLY UNACCEPTABLE—New construction or development clearly should not be undertaken.

Table 4.20.12-3 California Interior and Exterior Noise Standards			
<i>Land Use</i>		<i>CNEL (dBA)</i>	
<i>Categories</i>	<i>Uses</i>	<i>Interior^a</i>	<i>Exterior^b</i>
Residential	Single and multi-family, duplex	45 ^c	65
	Mobile homes	—	65 ^d
Commercial	Hotel, motel, transient housing	45	—
	Commercial retail, bank, restaurant	55	—
	Office building, research and development, and professional offices	50	—
	Amphitheatre, concert hall, auditorium, movie theatre	46	—
	Gymnasium (Multipurpose)	50	—
	Sports Club	55	—
	Manufacturing, warehousing, wholesale, utilities	65	—
	Movie theatres	45	—
Institutional/Public Space	Hospital, school classroom/playground	45	65
	Church, Library	45	—
Open Space	Park	—	65

SOURCE: California Office of Noise Control and the Governor's Office of Planning and Research.

a. Indoor environment excluding: bathrooms, kitchens, toilets, closets, and corridors.

b. Outdoor Environment Limited to:

- Private yard of single-family dwellings
- Multi-family private patios or balconies accessed from within the dwelling (Balconies 6 feet deep or less are exempt)
- Mobile home parks
- Park Picnic area
- School playgrounds
- Hospital patios

c. Noise level requirement with closed windows, mechanical ventilation or other means of natural ventilation shall be provided in Chapter 12, Section 1205 of the Uniform Building Code.

d. Exterior noise levels should be such that interior noise levels.

■ Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on noise if it would do any of the following:

- Result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
- Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project

- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project
- If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels
- If within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels

Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would impact noise-sensitive receptors.

Effects Not Found to Be Significant

Threshold	Would the project result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
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Implementation of the Regional Reduction Plan would reduce VMT, thus reducing the total vehicular noise in the City. The Regional Reduction Plan would not result in intensification of development around transit corridors beyond what has been previously identified in the Yucaipa General Plan. Implementation of the policies and programs of the Regional Reduction Plan would augment existing City programs and policies with regard to transit-oriented development. The location or extent of new renewable energy-generating facilities structures such as solar arrays that would potentially be developed under the Regional Reduction Plan and their locations, are not specifically identified in the Regional Reduction Plan. Solar arrays would not generate noise.

The Noise Element of the General Plan provides land use noise compatibility information and specifies maximum interior and exterior noise standards for various land use types. All development, including energy-generating facilities, would be required to be designed in such a way, e.g., through setbacks or shielding, that future noise levels do not exceed these standards. Therefore, installation of these energy-generating structures would likely be constructed away from sensitive uses, and would not result in any adverse noise impacts. Yucaipa Noise Ordinance and Yucaipa General Plan Policies would ensure that noise impacts to sensitive uses would be avoided or minimized. Each specific development project would undergo evaluation prior to project approval for consistency with the Yucaipa General Plan policies and standards. Therefore, this impact would be *less than significant*. No mitigation is required.

Threshold	Would the project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
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Construction vibration that could occur during installation of photovoltaic arrays would not be substantial, and if these activities were to occur on or near fragile buildings, all appropriate measures would be required per the Yucaipa Noise Ordinance to reduce the effect of any groundborne vibration at the sensitive receptor. The Municipal Code further restricts construction activities that occur in close proximity to noise- or vibration-sensitive uses to specific hours of the day. Specific limits on the noise

levels associated with construction and mechanical equipment that can be measured at sensitive uses are identified and subject to enforcement. Therefore, this impact would be *less than significant*. No mitigation is required.

Threshold	Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
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Implementation of the Regional Reduction Plan would not result in a substantial increase in noise levels over what was analyzed in the Yucaipa General Plan Final EIR. Yucaipa Noise Ordinance and Yucaipa General Plan Policies would ensure that noise impacts to sensitive uses would be avoided or minimized. Each specific development project that implements the Regional Reduction Plan would undergo evaluation prior to project approval for consistency with the Yucaipa General Plan policies and standards. Therefore, this impact would be *less than significant*. No mitigation is required.

Threshold	Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
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Implementation of the Regional Reduction Plan would not result in a substantial temporary increase in noise levels over what was analyzed in the Yucaipa General Plan EIR. Yucaipa Noise Ordinance and Yucaipa General Plan Policies would ensure that construction noise impacts to sensitive uses would be avoided or minimized. Each specific development project that implements the Regional Reduction Plan would undergo evaluation prior to project approval for consistency with Yucaipa General Plan policies and standards. Therefore, this impact would be *less than significant*. No mitigation is required.

Threshold	Would the project, if located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels?
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The nearest airport to the City of Yucaipa is the Redlands-Municipal Airport, approximately 6 miles northwest of Yucaipa. The Regional Reduction Plan does not provide housing or workplaces that would bring people into the vicinity of the Redlands-Municipal Airport Influence Area. Implementation of the Regional Reduction Plan would not result in a substantial increase in noise levels over what was analyzed in the Yucaipa General Plan EIR. Yucaipa Noise Ordinance, Yucaipa General Plan Policies, and airport compatibility review by the City would ensure that noise impacts to sensitive uses within the vicinity of the airports would be avoided or minimized. Each specific development project that implements the Regional Reduction Plan would undergo evaluation prior to project approval for consistency with the Yucaipa General Plan policies and standards and airport compatibility. Therefore, this impact would be *less than significant*. No mitigation is required.

Threshold	Would the project, if within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels?
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No private airstrips are located within or in close proximity to Yucaipa. Therefore, *no impact* would occur.

■ Cumulative Impacts

Because the Regional Reduction Plan does not create significant noise and groundborne vibration impacts at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, *cumulative impacts would be less than significant*.

■ References

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

Yucaipa, City of. 1992a, updated 2004. *Yucaipa General Plan*, September.

———. 1992b. *Final Program Environmental Impact Report for the Yucaipa General Plan*, August.

———. n.d. *City of Yucaipa Municipal Code*.

4.20.13 Population/Housing

This section of the EIR analyzes the potential environmental effects on population/housing in the City of Yucaipa from implementation of the Regional Reduction Plan. Data for this section were taken from the Yucaipa General Plan (1992a), associated environmental documents (1999b), and the 2014–2021 Housing Element (2013). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing population/housing were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

■ Environmental Setting

The population of Yucaipa in 2010 was 51,367 (51,217 in 2008) and is expected to increase to 55,821 by 2020, an increase of 9 percent over 2008. Employment is expected to increase by a comparable amount before 2020.

Table 4.20.13-1 (Socioeconomic Data for Yucaipa) presents socioeconomic data for Yucaipa including population, housing (single-family and multifamily), and employment (agricultural, industrial, retail, and nonretail).

<i>Category</i>	<i>2008</i>	<i>2020</i>
Population	51,217	55,821
Housing (du)	18,176	20,692
Single-Family (du)	11,987	13,742
Multifamily (du)	6,189	6,950
Employment (jobs)	9,761	10,923
Agricultural (jobs)	107	150
Industrial (jobs)	1,837	2,409
Retail Commercial (jobs)	2,078	2,107
Nonretail Commercial (jobs)	5,739	6,257

du = dwelling unit

The City is primarily a residential community, with a low percentage of commercial and industrial development. Single-family housing comprises 69 percent of all housing units in Yucaipa. Yucaipa’s high proportion of single-family homes relative to the region is also responsible in part for the higher homeownership rate. Small attached products (duplexes, triplexes, and quads) make up 3 percent. Yucaipa is unique for its larger mobile home park communities. With forty-two mobile home park communities comprising 4,347 units, Yucaipa has the largest number of mobile homes of any city in San Bernardino County. Of that total, twenty-one parks provide 2,105 units of senior-restricted housing; the remaining twenty-one parks provide housing for families.

Future growth under the General Plan focuses on Planned Development land uses along the I-10 freeway corridor to promote major commercial opportunities and employment centers. Only a modest increase in housing units is projected.

■ Regulatory Framework

Federal

United States Department of Housing and Urban Development (HUD)

The United States Department of Housing and Urban Development's (HUD) mission is to create strong, sustainable, inclusive communities and quality affordable homes within the United States. HUD is working to strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable rental homes; utilize housing as a platform for improving quality of life; build inclusive and sustainable communities free from discrimination; and transform the way HUD does business. HUD is responsible for enforcement of the federal Fair Housing Act.

Federal Fair Housing Act

In April 1968, at the urging of President Lyndon B. Johnson, Congress passed the federal Fair Housing Act (codified at 42 USC 3601–3619, penalties for violation at 42 USC 3631), Title VIII of the Civil Rights Act of 1968. The primary purpose of the Fair Housing Law of 1968 is to protect the buyer/renter of a dwelling from seller/landlord discrimination. Its primary prohibition makes it unlawful to refuse to sell, rent to, or negotiate with any person because of that person's inclusion in a protected class. The goal is a unitary housing market in which a person's background (as opposed to financial resources) does not arbitrarily restrict access. Calls for open housing were issued early in the twentieth century, but it was not until after World War II that concerted efforts to achieve it were undertaken.

State

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department estimates the relative share of California's projected population growth that would occur in each county in the state based on California Department of Finance (DOF) population projections and historical growth trends. Where there is a regional council of governments, the Housing and Community Development Department provides the regional housing need to the council. The California housing element law (Government Code Sections 65580–65589) requires 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. State law recognizes the vital role local governments play in the supply and affordability of housing.

Senate Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. These regional targets are met within each region through the drafting, adoption, and implementation of a sustainable community strategy (SCS). The SCS outlines the region's plan for combining transportation resources, such as roads and mass transit, with a realistic land use pattern, in order to meet a state target for reducing greenhouse gas emissions. The strategy must take into account the region's housing needs, transportation demands, and protection of resource and farm lands. The metropolitan planning organization (MPO) for each region is responsible for drafting, adoption and implementation of the SCS for that region. SB 375 also modified Housing Element Law to achieve consistency between the land use pattern outlined in the SCS and Regional Housing Needs Assessment allocation. The legislation also substantially improved cities' and counties' accountability for carrying out their housing element plans. After submitting the SCS to the California Air Resources Board, the MPO allocates the Regional Housing Needs Assessment numbers to localities, based on the development pattern shown in the SCS and the existing allocation factors in housing element law. SB 375 extended the duration of housing elements from 5 to 8 years in order to align them with RTP deadlines. One housing element will be completed for every two RTPs. The bill also set the housing element due date at 18 months after the MPO estimates it will adopt the SCS. The MPO for this region is the Southern California Association of Governments (SCAG).

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated MPO for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use and housing into transportation planning with an emphasis on transit and other nonvehicle transportation modes.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region’s mobility, livability and prosperity.

Local

Yucaipa General Plan

The Yucaipa General Plan policies that are applicable to housing¹³ in the context of implementing the Regional Reduction Plan are as follows:

Land Use Element

- Policy LU-2A** Because the City wants to promote and provide safe, attractive, varied residential areas convenient to public facilities, employment and shopping centers, the following actions shall be implemented:
- Action 2** Allow varied approaches to residential development in order to foster a variety of housing types and densities and more efficient use of the land.
- Policy LU-4A** Concentrate higher density residential land uses close to employment and commercial centers to help reduce the use of energy.
- Policy LU-4B** Provide for additional commercial and employment opportunities within the City to maintain a better jobs/housing balance and reduce the number of vehicle trips made out of the City for employment purposes.

Housing Element

- Policy HE-1.3** Public Services and Infrastructure. Provide quality community facilities, infrastructure, traffic management, public safety, and other services to maintain the livability, safety, and vitality of residential neighborhoods.
- Policy HE-2.1** Focus Areas. Direct the development of multiple-family housing to major transportation corridors, in uptown, and other appropriate locations consistent with specific plans and land use designations.
- Policy HE-2.2** Housing Design. Require quality housing through the use of materials and colors, building treatments, landscaping, open space, parking, sustainable concepts, and environmentally sustainable design practices.

¹³ These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Air Quality Element, Land Use

Policy 4.b.ii Balance Growth. Because a more even distribution between jobs and housing will result in fewer vehicle trips and vehicle miles traveled, the City shall manage growth in order to create a more efficient urban form.

General Plan Growth Management Element

The City's General Plan notes that anticipated population growth in the County will result in the conversion of significant amounts of vacant land to residential, commercial, and industrial development. Additional demands would be placed on existing infrastructure and water supplies. Traffic congestion is predicted to increase significant in and around economic activity locations and long commute-travel paths, thus exacerbating air pollution problems and increasing the demand for nonrenewable energy resources. The has adopted a Growth Management Element as part of its General Plan to address these issues, which contains the following policies that are relevant to implementing the Regional Reduction Plan in Yucaipa:

Policy GM-1A Because long-term City-wide commitments to levels of service and development standards axe [sic] necessary for efficient capital improvement programming and will promote the orderly provision of needed and desired improvements to maintain the quality of life, the following procedures addressing service level boundaries and development standards shall be implemented.

Action 6 Areas designated for low-intensity development shall not be converted to accommodate higher intensity development until the infrastructure facilities and public services required by higher intensity development are provided or acquired by the applicant.

Action 7 Proposed Land Use Map amendments must be consistent Improvement Levels, and proposed amendments to expand or create higher intensity Improvement Levels must include findings that the changes are consistent with the General Plan Land Use District criteria and Capital Improvement Programs. If a higher intensity Improvement Level is created as a result of an amendment, cumulative environmental impacts must be addressed during the environmental review process (especially with regard to regional concerns such as water quality and air quality) and appropriate findings adopted.

Policy GM-3A Because urban infilling promotes more efficient use of existing infrastructure and decreases the need for extension of services, the following incentive actions to encourage urban infill shall be implemented.

Action 1 Designate urban infill areas on the Infrastructure Overlay Map as the highest intensity Improvement Level except where prohibited by other regulations and policies.

Action 2 Recommend Land Use Map changes to reflect higher intensity and compatible uses in urban infill areas, except where prohibited by other regulations and policies.

- Action 3** Reduce processing times for “urban projects” (commercial, industrial and residential of four more dwelling units per acre) that fall within Improvement Level 1 that will use underutilized infrastructure capacities as determined by the Planning Director.

■ Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on population/housing if it would do any of the following:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable housing policies to determine if any inconsistency exists.

Effects Not Found to Be Significant

Threshold	Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
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Implementation of the Regional Reduction Plan would not induce substantial population growth that could exceed local and regional growth projections either directly or indirectly. The project would not result in an increased demand for housing nor would it result in permanent employment-generating activities that would generate demand for housing. No extension of infrastructure is proposed. As noted above, the City has adopted a Growth Management Element to address issues concerning future development in the City. There would be no conflict with the Growth Management Element, and there would be *no impact*.

Threshold	Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
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The Regional Reduction Plan would not involve the development of any structures or facilities that would displace existing housing. All proposed measures would occur at existing locations or within planned future development subject to discretionary approvals by the City. There would be *no impact*.

Threshold	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
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The Regional Reduction Plan would not involve the development of any structures or facilities that would displace people. All proposed measures would occur at existing locations or within planned future development subject to discretionary approvals by the City. There would be *no impact*.

■ Cumulative Impacts

Because the Regional Reduction Plan would not result in significant impacts on population and housing at a project level, implementation of the Regional Reduction Plan would not create impacts that are cumulatively considerable. Therefore, there would be *no impact*.

■ References

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

Yucaipa, City of. 1992a, updated 2004. *Yucaipa General Plan*, September.

———. 1992b. *Final Program Environmental Impact Report for the Yucaipa General Plan*, August.

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———. n.d. *City of Yucaipa Municipal Code*.

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4.20.14 Public Services

This section of the EIR analyzes the potential environmental effects on public services (fire protection and emergency medical response services, police protection services, schools, and libraries) in the City of Yucaipa from implementation of the Regional Reduction Plan. Park services are addressed in Section 4.20.15 (Recreation). Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 4.20.17 (Utilities/Service Systems). Data for this section were taken from the Yucaipa General Plan (1992a) and associated environmental documents (1999b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing public services were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

■ Environmental Setting

Fire Protection and Emergency Medical Response Services

San Bernardino County Fire Department

The San Bernardino County Fire Department (SBCFD) is responsible for firefighting operations within San Bernardino County and coordinates with the City of Yucaipa Fire Department for local needs within the City. The Office of Emergency Services (OES), a division within the SBCFD is responsible for broad emergency services coordination throughout the county, including the City of Yucaipa.

City of Yucaipa Fire Department

Fire protection and paramedic services are provided to the City through a contractual agreement with the California Department of Forestry and Fire Protection (CAL Fire). There are two fire stations (No. 551 at 11416 Bryant Street and No. 552 at 32664 Yucaipa Boulevard).

Police Protection Services

City of Yucaipa Police Department

The City of Yucaipa contracts police services from the San Bernardino County Sheriff's Department. The police station space at 34282 Yucaipa Boulevard is shared by both the City of Yucaipa and the unincorporated area of the County of San Bernardino.

Schools

The City is served by the Yucaipa-Calimesa Joint Unified School District (YCJUSD), which also serves areas outside the City limits, totaling over 9,500 students. YCJUSD currently operates six elementary schools (Calimesa, Chapman Heights, Dunlap, Ridgeview, Valley, and Wildwood), two middle schools (Mesa View and Park View), one high school (Yucaipa), one charter school, four alternative schools and one adult school. The goal of the YCJUSD is to assist students in the completion of graduation requirements so that they are prepared to work or further their education in the twenty-first century.

Libraries

The City is served by the Yucaipa Branch Library, which is located on 12040 5th Street. This library is the regional facility for the San Gorgonio region, which stretches from East Valley to Twentynine Palms. There is also a bookmobile which is periodically available from the East Baseline or Highland branches.

■ Regulatory Framework

Federal

Federal Fire Protection Standards

The National Fire Protection Association (NFPA) Code Section 1710 contains minimum requirements relating to the organization and deployment of fire suppression operations, emergency medical operations, and special operations to the public by substantially all career fire departments. The requirements address functions and objectives of fire department emergency service delivery, response capabilities, and resources. The code also contains general requirements for managing resources and systems, such as health and safety, incident management, training, communications, and pre-incident planning. The code addresses the strategic and system issues involving the organization, operation, and deployment of a fire department and does not address tactical operations at a specific emergency incident.

State

California Education Codes

California Senate Bill 50 modifies Government Code Section 65995 to limit the acquisition of development fees by local agencies to three levels set in Government Code Sections 65995, 65995.5, and 65995.7 and prohibits a local agencies from denying a legislative or adjudicative action under CEQA involving real estate development on the basis of the inadequacy of school facilities.

California Education Code Section 17620 gives school districts the authority to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities, subject to any limitations set forth in Government Code Title 7, Division 1, Chapter 4.9 (commencing with Section 65995).

Regional

There are no regional regulations applicable to public services.

Local

City of Yucaipa Municipal Code

The City of Yucaipa has adopted the 2010 Uniform Fire Code (Municipal Code Section 15.04.110). Municipal Code Chapter 15.04 regulates building and construction in accordance with applicable building and fire codes.

City Development Code Division 11, Chapter 5, outlines provisions of public facilities financing, which requires the payment of public facilities fees for new development that is within the boundaries of an adopted Public Facilities Plan. Fees are meant to defray the actual or estimated costs of constructing public facilities to accommodate the increase in services needed due to the new inhabitants the new development would create. Chapter 4 of Division 11 requires the payment of fire facilities fees for new development that is within the boundaries of an adopted Fire Facilities Plan. These fees are meant to defray the actual or estimated costs of constructing fire facilities to accommodate new development within the Fire Facility Plan boundary.

Yucaipa General Plan

The Yucaipa General Plan policies that are applicable to public services¹⁴ are as follows:

Growth Management Element

Policy GM-1A Because long-term City-wide commitments to levels of service and development standards are necessary for efficient capital improvement programming and will promote the orderly provision of needed and desired improvements to maintain the quality of life, the following procedures addressing service level boundaries and development standards shall be implemented.

Action 6 Areas designated for low-intensity development shall not be converted to accommodate higher intensity development until the infrastructure facilities and public services required by higher intensity development are provided or acquired by the applicant.

■ Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on public services if it would do any of the following:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:
 - > Fire protection and emergency medical response
 - > Police protection
 - > Schools
 - > Libraries

¹⁴ These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Analytic Method

The reduction measures selected by Yucaipa in the Regional Reduction Plan were reviewed to determine if they would include elements that would directly or indirectly result in adverse environmental effects related to the provision of fire protection, emergency medical response, and police protection services or schools or libraries.

Effects Not Found to Be Significant

Threshold	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or in the 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 and emergency medical response, police protection, schools, or libraries?
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Demand for fire protection and law enforcement services is generally based on population and land use changes that increase the number of facilities and structures requiring these services. None of the measures selected by Yucaipa in the Regional Reduction Plan would increase resident population in the City; therefore, service ratios, response times, or performance objectives would not be affected. Implementation of the measures would not result in new or expanded facilities requiring fire protection or law enforcement services; therefore, there would be no demand for new or altered fire or police facilities, the construction of which could result in environmental impacts. Similarly, the demand for schools and libraries is population-based. None of the measures selected by Yucaipa in the Regional Reduction Plan would increase resident population in the City, requiring the need for new or expanded schools or libraries, the construction of which could result in environmental impacts. Therefore, there would be *no impact*.

■ Cumulative Impacts

Implementation of the Regional Reduction Plan measures in Yucaipa would not result in any project-level impacts. Therefore, there would be *no cumulative impacts*.

■ References

City of Yucaipa. 2013. Fire Department.

<http://www.yucaipa.org/cityDepartments/fireDepartment/departementInformation.php> (accessed May 14, 2013).

National Fire Protection Association (NFPA). 2013. NFPA 1710. <http://www.nfpa.org/aboutthecodes/AboutTheCodes.asp?DocNum=1710> (accessed February 20, 2013).

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

San Bernardino County Library. 2013. Yucaipa Branch Library. <http://www.sbcounty.gov/library/home/default.aspx?page=librarybranches/librarybranches.ascx&branchid=YCP> (accessed May 14, 2013).

Yucaipa, City of. 1992a, updated 2004. *Yucaipa General Plan*, September.

———. 1992b. *Final Program Environmental Impact Report for the Yucaipa General Plan*, August.

———. n.d. *City of Yucaipa Municipal Code*.

Yucaipa-Calimesa Joint Unified School District. 2013. YCJUSD Homepage. **Error! Hyperlink reference not**

valid.pages.phtml?pageid=20729&sessionid=a0c41765b21df4e037feae87c4dad7a2&sessionid=a0c41765b21df4e037feae87c4dad7a2 (accessed May 14, 2013).

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4.20.15 Recreation

This section of the EIR analyzes the potential environmental effects on public parks and other recreational facilities in the City of Yucaipa from implementation of the Regional Reduction Plan. Data for this section were taken from the Yucaipa General Plan (1992a) and associated environmental documents (1999b). Full reference-list entries for all cited materials are provided at the end of this section.

One comment letter stating that the Regional Reduction Plan should include a comprehensive regional bicycle path master plan was received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

■ Environmental Setting

Parks and Recreational Facilities

The City of Yucaipa owns and operates fourteen parks and recreation facilities, including an equestrian arena and a municipal pool, and the Yucaipa Community Center/Gymnasium, which is located within the Yucaipa Community Park. Regional facilities include Wildwood Canyon State Park, Yucaipa Valley Golf Club and Yucaipa Regional Park, a 200-acre regional park with three lakes for swimming, boating, and fishing, campgrounds and playgrounds.

Trails and Recreational Linkages

The City of Yucaipa has established a Trails Committee to design a system of trails for the area. The purpose of the committee is to review the goals and objectives of the citizenry for a trail network, and propose a Trails Plan that the City has adopted. The plan includes pedestrian trails, as well as multi-use trails, which consists of trails for equestrian use, off-road bicycling and hiking. Both primary and secondary bicycle routes have been established as well.

■ Regulatory Framework

Federal

There are no federal regulations that are applicable to the provisions of recreation, park, and trail facilities in Yucaipa.

State

Quimby Act

The Quimby Act (California Government Code Section 66477) is state legislation that requires the dedication of land and/or fees for park and recreational purposes as a condition of approval of tentative map or parcel map. The Quimby Act establishes procedures that can be used by local jurisdictions to provide neighborhood and community parks and recreational facilities and services for new residential subdivisions.

Regional

San Bernardino County Regional Parks Division

The San Bernardino County Regional Parks is administered by the San Bernardino County Regional Parks Division and the San Bernardino County Regional Parks Advisory Commission. The San Bernardino County Regional Parks division operates the Mojave Narrows Regional Park and Mojave River Forks Regional Park.

Local

City of Yucaipa Municipal Code

City Development Code Division 11, Chapter 3, outlines provisions of public facilities financing, which requires the dedication of land and/or payment of a fee for park and recreational facilities. Park dedication shall be required as a condition of approval of a tentative or final tract map or parcel map for a residential subdivision. The subdivider will be required to dedicate land, pay a fee in lieu thereof, or both, at the option of the City, for park or recreational purposes.

Yucaipa General Plan

The Yucaipa General Plan policies that are applicable to recreational facilities that include pedestrian and bicycle trail networks¹⁵ are as follows:

Economic Development Element

Policy E-3A Designate bike/trail locations, and encourage tie-ins.

Transportation Element

Policy T-2B Promote the establishment and development of a City bicycle lane program. Use transportation rights-of-way for multiple transportation modes including recreation.

Policy T-7A Require site development plans to provide adequate sidewalk and safe pedestrian trails.

Policy TP-1A Bicycle and pedestrian routes shall provide access to existing and proposed commercial areas, schools, parks and scenic routes.

Policy TP-1B Bicycle and pedestrian routes shall be coordinated and integrated with routes proposed or established in surrounding communities.

Policy TP-1E Coordinate with neighboring counties and cities to establish regional systems, construction standards and signage.

Policy TP-1F Promote safe and convenient access through trails and paths to existing and proposed local and regional recreation areas and points of interest.

Air Quality Element

Policy 2.e.i Promote Non-Motorized Transportation. Because reduced emissions are promoted by the use of bicycles and pedestrian facilities as alternative forms of

¹⁵ These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

transportation, the City shall provide bicycle and pedestrian pathways to encourage non-motorized trips.

■ Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on recreation if it would do any of the following:

- 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
- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment

Analytic Method

The reduction measures selected by Yucaipa in the Regional Reduction Plan were reviewed to determine if they would include elements that would directly or indirectly result in environmental effects on existing recreation facilities or through construction of new facilities.

Effects Not Found to Be Significant

Threshold	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
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The demand for existing parks and recreational facilities is based on population. The Regional Reduction Plan would not increase resident population in the City; therefore, implementation of the GHG reduction measures would not affect the demand for and use of existing recreational facilities such that significant adverse environmental effects would occur. Therefore, there would be *no impact*.

Threshold	Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?
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The Regional Reduction Plan does not include recreational facilities, but measure On-Road-1 encourages improvements to the pedestrian/bicycle network as a way to help reduce GHG emissions. Policies in the General Plan (Economic Development Element Policy E-3A, Transportation Element Policies T-2B, T-7A, TP-1A, TP-1B, TP-1E, and TP-1F, and Air Quality Element Policy 2.e.i) are consistent with the Regional Reduction Plan goals. Pedestrian and bicycle network trail improvements would result in construction, but the physical effects associated with construction (e.g., dust emissions and noise) would not be substantial because trail improvements generally have a small footprint and would be of limited duration. Trails that are constructed in biologically sensitive areas would be required to comply with City policies and applicable federal and state regulations (see Section 4.20.4 [Biological Resources]) to

minimize potential effects on species and habitat. Therefore, impacts would be *less than significant*. No mitigation is required.

■ Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts on recreation facilities at a project level, implementation of the Regional Reduction Plan would not create impacts that are cumulatively considerable. Therefore, *cumulative impacts would be less than significant*.

■ References

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

Yucaipa, City of. 1992a, updated 2004. *Yucaipa General Plan*, September.

———. 1992b. *Final Program Environmental Impact Report for the Yucaipa General Plan*, August.

———. 2013. Community Services/Recreation. http://www.yucaipa.org/cityDepartments/communityServices_Recreation/communityCenter.php#FR (accessed May 15, 2013).

———. n.d. *City of Yucaipa Municipal Code*.

4.20.16 Transportation/Traffic

This section of the EIR analyzes the potential environmental effects on transportation/traffic in the City of Yucaipa from implementation of the Regional Reduction Plan. Data for this section were taken from the Yucaipa General Plan (1992a), associated environmental documents (1999b), the Southern California Association of Governments (SCAG) Regional Transportation Plan and SCS (2012), the SCAG Regional Comprehensive Plan (2009), the San Bernardino Associated Governments (SANBAG) Congestion Management Program (2012), the SANBAG Passenger Rail Short-Range Transit Plan (2007), and the San Bernardino County Non-Motorized Transportation Plan (2011). Full reference-list entries for all cited materials are provided at the end of this section.

One comment letter stating that the Regional Reduction Plan should include a comprehensive regional bicycle path master plan was received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

■ Environmental Setting

Existing Transportation Network

The City of Yucaipa's circulation system primarily includes a network of freeways (Interstate 10) and a system of collector and local streets. According to the 1992 Final General Plan Program EIR, there are currently fourteen signalized intersections within the City. Transit service is provided by Omnitrans (Route 14) with regular service connecting with local services provided in Calimesa and the Beaumont/Banning areas. The City is also served by Dial-A-Ride services for the elderly.

Roadway Network

The City of Yucaipa has the following roadway hierarchy. This classification is intended as a general description only to understand the movement of people and vehicles.

- **Major Highways**—Major highways typically have four to six lanes
- **Secondary Highways**—Secondary highways typically four lanes.
- **Collector**—Collectors typically have two to four lanes.
- **Local**—Local streets typically have two lanes.
- **Cul de Sac**—Cul de sacs typically have two lanes.

Figure 4.20.16-1 (General Roadway Hierarchy) shows the various roadway hierarchies.

Transit

Bus Transit

Omnitrans Transit Agency provides local transit service throughout San Bernardino County, including the City of Yucaipa. Bus transit services are available in the City through Route 14. Specifically, transit service is provided with regular service connecting with local services provided in Calimesa and the

Beaumont/Banning areas. Transfers are available to extend travel to major shopping areas in San Bernardino and Riverside counties.

Bicycle/Multi-Use Trails Networks

Bicycle and Multi-Use Trails networks have been established by the City of Yucaipa. As shown in Figure 4.20.16-2 (Bicycle Routes), both primary and secondary bicycle routes have been developed in the City. Figure 4.20.16-3 (Multi-Use Trails Network) depicts the existing multi-use trail system in the City.

■ Regulatory Framework

Federal

United States Department of Transportation

The United States Department of Transportation (USDOT) oversees federal highway, air, railroad, and maritime and other transportation administration functions.

The Federal Highway Administration (FHWA) is an agency within the USDOT that supports State and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program).

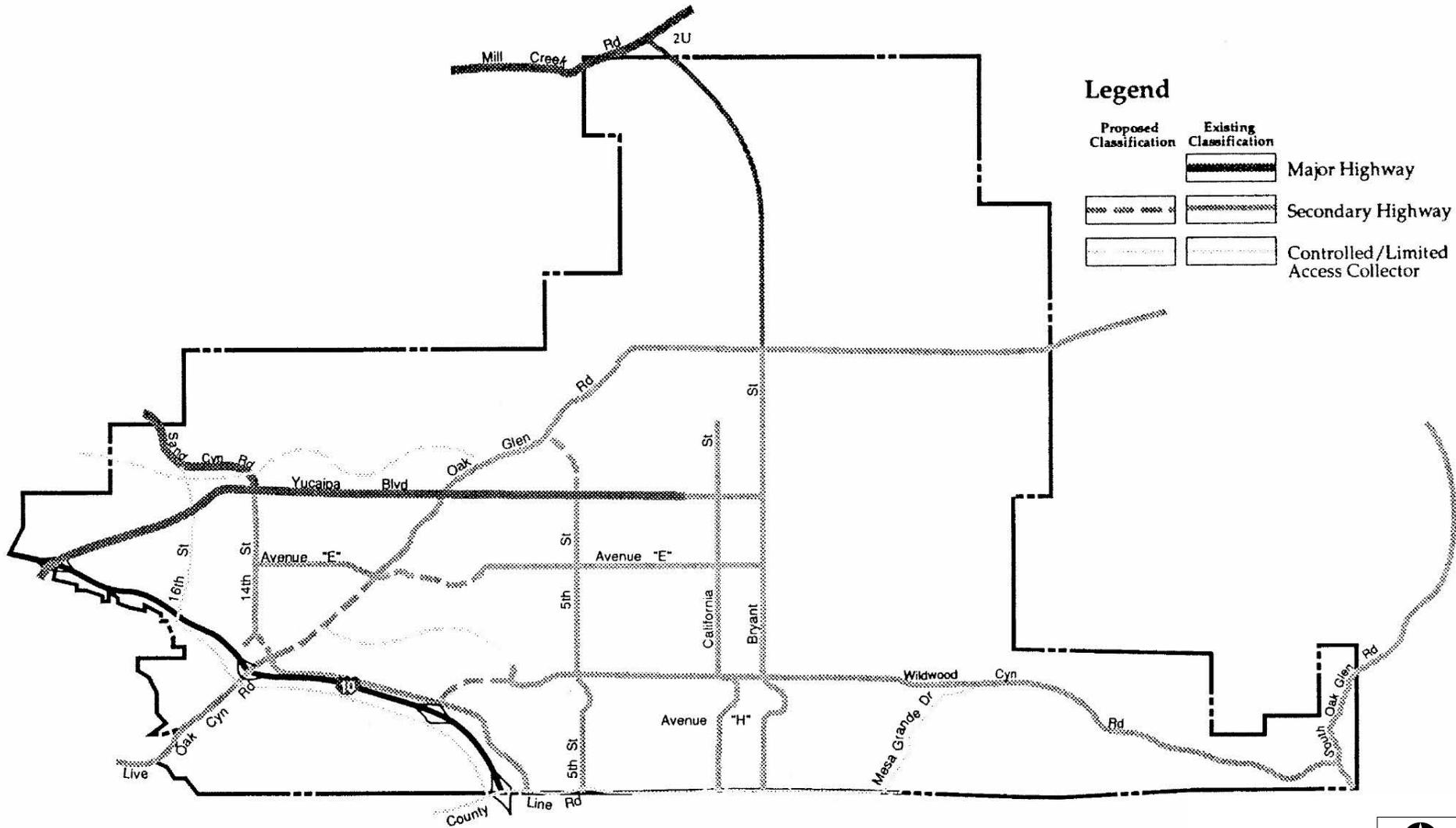
The Federal Transit Administration (FTA) is an agency within the USDOT that provides financial and technical assistance to local public transit systems. The FTA is headed by an Administrator who is appointed by the President of the United States and functions through a Washington, D.C. headquarters office and ten regional offices which assist local transit agencies throughout the United States.

The Federal Aviation Administration (FAA) is an agency within the USDOT that provides oversight and assistance to State and local airport authorities in the safety and improvements at airports throughout the United States. The FAA also provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate airport compatibility planning and implementation programs.

State

California Department of Transportation

The California Department of Transportation (Caltrans) manages the State Highway system and freeway lanes, provides inter-city rail services, permits of public-use airports and special-use hospital heliports, and works with local agencies. Caltrans carries out its mission of improving mobility across California with six primary programs: Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration and the Equipment Service Center.



Source: Yucaipa General Plan EIR.



Figure 4.20.16-1
General Roadway Hierarchy

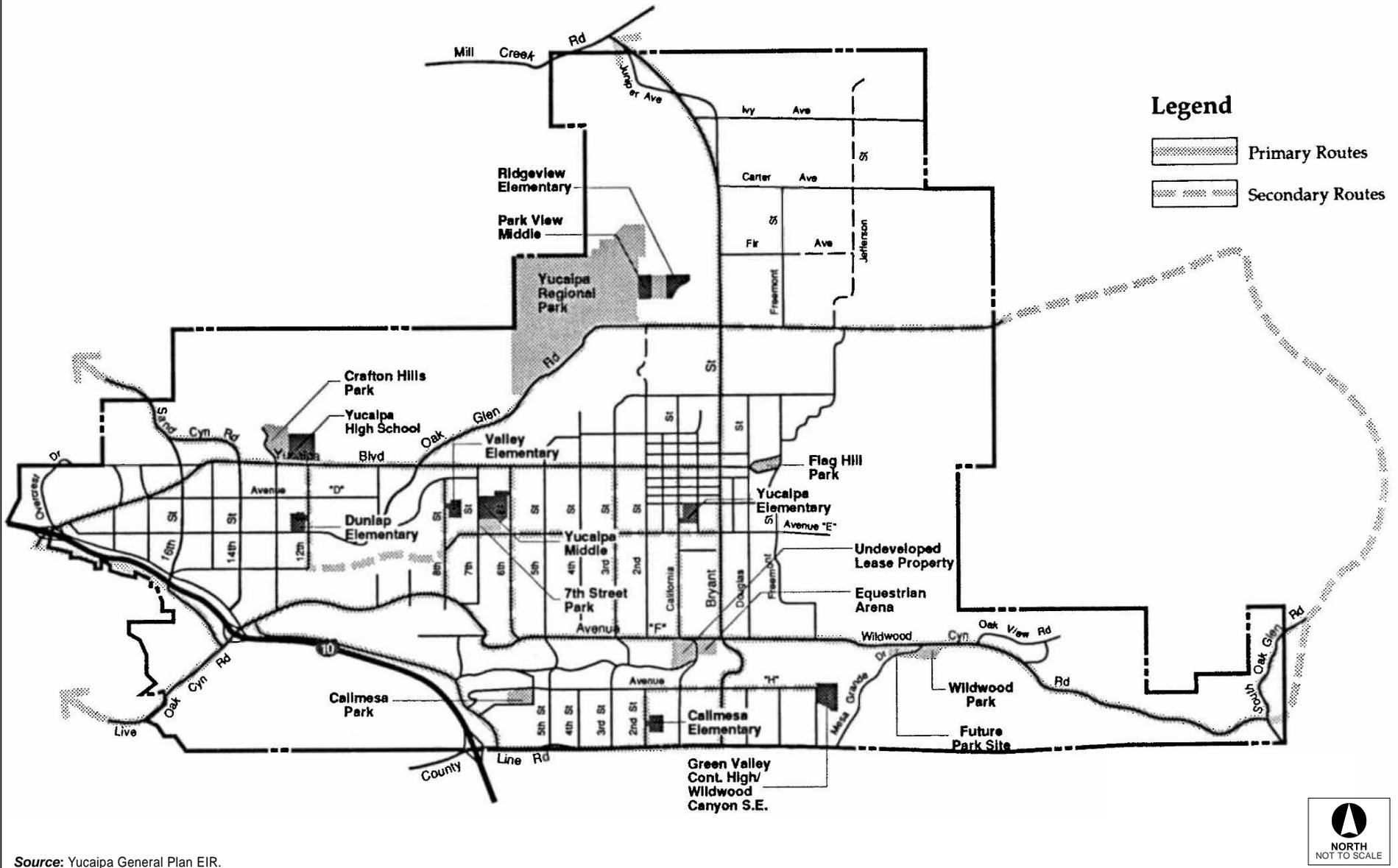
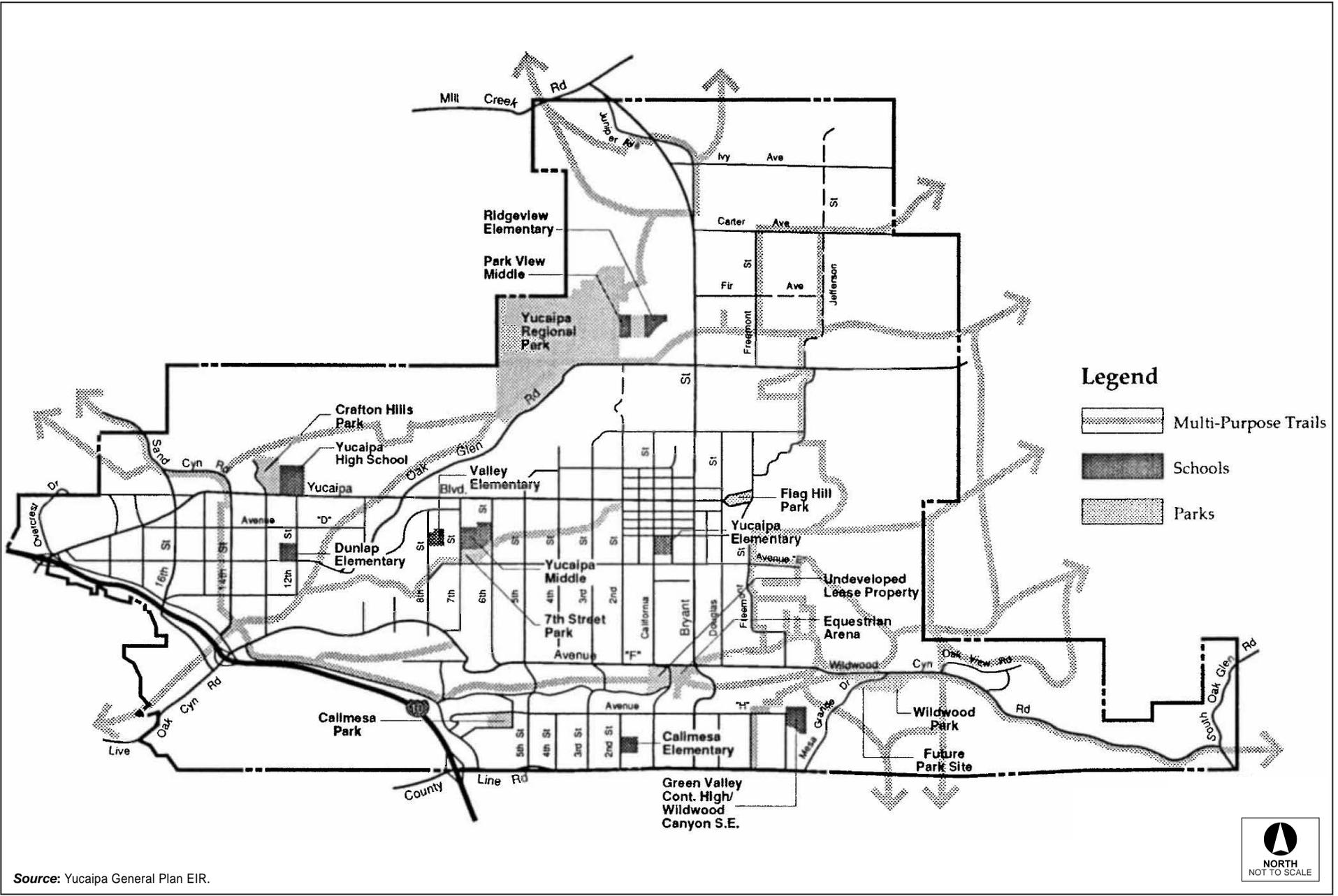


Figure 4.20.16-2
Bicycle Routes



Source: Yucaipa General Plan EIR.

Figure 4.20.16-3
Multi-Use Trails Network

California Air Resources Board

The California Air Resources Board, a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control programs within California. With respect to transportation the California Air Resources Board reviews and approves metropolitan planning organizations (MPOs) implementation of Senate Bill 375 (SB 375) within each region of California.

Senate Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the MPOs; the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule; to date, no region has adopted an SCS. The first of the RTP updates with SCS strategies are expected in 2012.

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.

- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, “people-scaled” communities
- Providing new housing opportunities, with building types and locations that respond to the region’s changing demographics
- Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reducing emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reversing current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimizing land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM₁₀, PM_{2.5}, ultrafine), and carbon monoxide

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 RTP and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG’s SCS. The 2012 RTP strives to provide a regional investment framework to address the region’s transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other nonvehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-

friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies. SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

San Bernardino Associated Governments (SANBAG)

SANBAG is an association of local San Bernardino County governments. It is the MPO for the county, with policy makers consisting of mayors, council members, and county supervisors, and the funding agency for the county's transit systems, which include Omnitrans, Victor Valley Transit Authority, Morongo Basin Transit Authority, Mountain Area Regional Transit Authority, Barstow Area Transport, and Needles Area Transit. SANBAG administers the Congestion Management Program (CMP), provides transit planning, and regional nonmotorized transportation infrastructure and regional bicycle and pedestrian path network planning within San Bernardino County.

Congestion Management Program

The CMP defines a network of state highways and arterials, level of service standards and related procedures, a process for mitigation of the impacts of new development on the transportation system, and technical justification for the approach. The policies and technical information contained in this document are subject to ongoing review, with updates required each two years. The last update of the CMP was completed in 2012.

Passenger Rail Short-Range Transit Plan

SANBAG, acting as the County Transportation Commission, requires each transit agency to prepare a multi-year operating and capital plan every other year. This Short-Range Transit Plan provides basic information about the transit services provided in San Bernardino County, including performance, needs,

deficiencies and a proposed plan for operations and capital investments covering the next 5 years. The San Bernardino County Passenger Rail SRTP reflects SANBAG's share of the Metrolink operating and capital plan, as well as the future Redlands Passenger Rail and Gold Line Extension projects.

San Bernardino County Non-Motorized Transportation Plan

The Non-Motorized Transportation Plan provides the planning for interconnected cycling and walking system within communities in San Bernardino County. The Plan is for the development of a comprehensive system of cycling facilities, pathways, and trails. As of 2011, the combined total of centerline miles of bicycle infrastructure for all jurisdictions is 468 miles. This represents an eight-fold growth in the County's bicycle infrastructure. The challenge ahead involves developing a cohesive, integrated plan and identifying sources of funds to implement that plan. This is the goal of the San Bernardino County Non-Motorized Transportation Plan (NMTP). The NMTP of 2001 and the 2006 update have taken us part way there. The 2011 update identifies a comprehensive network, with a focus on the bicycle system. The Plan satisfies the State of California requirements of a Bicycle Transportation Plan (BTP) for purposes of Caltrans Bicycle Transportation Account (BTA) funding.

Local

City of Yucaipa Municipal Code

The City's Development Code sets development standards and specific use design standards for new developments that occur in the City. General design standards regulating parking are also included in this chapter of the Municipal Code. Authority is given to the City Engineer regarding the adoption, interpretation, and enforcement of the provisions of this chapter. Regulations regarding conditions of approval required by the City Engineer are also detailed in this chapter. Municipal Code Division 11, Chapter 2, identifies the requirements for payment of fees for circulation facilities.

Municipal Code Chapter 10 establishes the development of a transportation control implementation program. The City participates with SANBAG and other local jurisdictions to develop a centralized monitoring program to provide information to periodically update the subregional transportation model.

Yucaipa General Plan

The Yucaipa General Plan contains the following policies regarding transportation, mobility and traffic¹⁶:

Circulation Element

- Policy T-1A** Develop the extension of Wildwood Canyon Road to connect to Calimesa Boulevard, Interstate 10 and the outer Highway 10 frontage road.
- Policy T-1B** Share land use information with the Southern California Association of Governments (SCAG) and the San Bernardino Association of Governments (SANBAG) for the continual update of their transportation models.
- Policy T-1C** Support the development of a State freeway system which meets the needs of the City.

¹⁶ These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

- Policy T-1E** Because transportation planning is both local and regional in nature, the City shall implement the following actions.
- Action 2** Continue to participate in a Council of Governments (SANBAG) which acts as the transportation and planning coordinator for all local agencies in San Bernardino County, and regularly attend meetings of SANBAG to discuss planning terms of mutual concern.
 - Action 3** Integrate the transportation plans of SANBAG, which acts as the County Transportation Commission, with the Yucaipa General Plan through the General Plan amendment/update process.
 - Action 4** Continue active participation in the regional Council of Governments (SCAG) for the Southern California region.
 - Action 5** Integrate the transportation plans of SCAG, including the Regional Mobility Plan, with the General Plan through General Plan amendment/update process.
- Policy T-1F** Because the development approval process is dependent upon a balance between new development, transportation facilities and the timing of needed construction or improvement of transportation facilities, the City shall implement the following action programs.
- Action 1** Approve development proposals only when they are consistent with the City’s objective of maintaining a level of service “C” on highways and intersections affected by the development.
 - Action 2** Actively work with local and regional transportation agencies to ensure transportation system improvements in locations where facilities are approaching or have exceeded capacity.
 - Action 4** Develop and implement a systematic and ongoing City-wide assessment of regional and local transportation facility needs and a traffic analysis system utilizing traffic modeling techniques based on maximum potential build-out, as defined in the General Plan, in conjunction with SANBAG.
 - Action 5** Manage future development so that sufficient levels of service and approved alternative transportation management systems are provided.
- Policy T-2A** Development and implement a Transportation Demand Management Ordinance.
- Policy T-2B** Promote the establishment and development of a City bicycle lane program. Use transportation rights-of-way for multiple transportation modes including recreation.
- Policy T-3B** Maintain and implement the City-wide Congestion Management Plan and Traffic Mitigation Fee Program.

- Policy T-3F** The City shall continue to pursue the goal of reducing traffic impacts and increasing safety through the implementation of the City-wide Capital Improvements Program for Roadway Facilities, following the general recommendations of the City Wide Traffic Analysis and Mitigation Study prepared in April of 1993 and amended in December of 2004.
- Policy T-4C** Because there must be correlation between land use and the transportation/circulation system pursuant to Government Code Section 65302(b), the City shall implement the following actions.
- Action 1** Consider the ability of existing roads to handle projected traffic increases in the review of new development proposals. If level of service “C” cannot be maintained, require improvements that will work toward achieving and maintaining that standard.
- Action 2** Require traffic studies as appropriate for development proposals that will have an impact on traffic circulation.
- Policy T-5A** Because it is an objective to achieve and maintain level of service “C” on all highways and intersections and because the level of service is affected by design standards, the City shall implement the following action items.
- Action 3** Protect and increase the designed vehicular capacity of all vehicular thoroughfares and highways.
- Policy T-5B** Continue to monitor the effects of road improvements and project approvals on City-wide traffic volumes.
- Policy T-6A** Coordinate with OMNITRANS for the provision of appropriate public transit routes and issues for the elderly and other City residents.
- Policy T-6B** Develop incentive programs for the use of alternative transportation modes, such as City sponsored vanpools and other measures such as flexible working hours and four-day work weeks.
- Policy T-6C** Design land use patterns in new developments that minimize the number of automobile trips by providing neighborhood shopping facilities and pedestrian and bicycle paths.
- Policy T-6D** Encourage the design and implementation of land uses, development standards, and capital improvement programs which maximize the use of public transit.
- Policy T-6E** Work with regional agencies (SCAG, Caltrans, SANBAG, Commuter Computer) to develop ridesharing programs and public transit.
- Policy T-6F** Designate existing Park-and-Ride facilities on the General Plan Circulation Maps; work with Caltrans to identify appropriate future Park-and-Ride facilities, and develop a program to acquire and develop sites for such facilities in areas where there is an identified need.
- Policy T-6G** Because public transit is a vital element in meeting transportation demands in urban areas, the City shall implement the following actions.

- Action 1** Assist OMNITRANS and other transit agencies in coordinating the location and scheduling of public transit services and facilities.
- Action 2** Urge the timely extension of public transit between residential areas and industrial/urban employment centers.
- Action 3** Support the establishment of transportation services and public transit between Ontario Airport, Orange County Airport and Los Angeles International Airport.
- Policy T-7A** Require site development plans to provide adequate sidewalk and safe pedestrian trails.
- Policy T-9A** Encourage new commercial and office developments to develop and employ Transportation Demand Management (TDM) and TSM measures.
- Policy T-9B** Encourage citizens to utilize TDM and TSM strategies.
- Policy TP-1A** Bicycle and pedestrian routes shall provide access to existing and proposed commercial areas, schools, parks and scenic routes.
- Policy TP-1B** Bicycle and pedestrian routes shall be coordinated and integrated with routes proposed or established in surrounding communities.
- Policy TP-1E** Coordinate with neighboring counties and cities to establish regional systems, construction standards and signage.
- Policy TP-1F** Promote safe and convenient access through trails and paths to existing and proposed local and regional recreation areas and points of interest.
- Policy SH-1A** Require the provision of architectural controls, additional setbacks and height limitations to assure positive scenic quality along scenic highways.

Air Quality Element

- Policy 1.b.ii** Integrate with Related Programs. Because other mandated programs have similar and conflicting requirements, the City shall coordinate a process to integrate the implementation, monitoring and reporting of related functional programs as follows.
 - Action (b)** Participate with the San Bernardino Association of Governments (SANBAG) in defining and implementing a Congestion Management Program for the City of Yucaipa.
- Policy 2.b.1** Eliminate Vehicle Trips. Because the elimination of vehicle trips (VT) is one of the most effective ways of reducing airborne emissions, the City shall use incentives, regulations and/or Transportation Demand Management (TDM) in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.
 - Action (a)** Establish and implement a Transportation Demand Management Program.
 - Action (b)** Define and implement auto limitation procedures in selected areas and at selected time, provided that alternative

transportation modes are available to limit direct auto access to special event centers and in auto-free zones during peak periods.

Action (c) Establish incentives and/or regulations to eliminate work trips.

Policy 2.c.i Modify Work Schedules. Because increased traffic congestion results in increased emissions, the City shall promote and establish modified work schedules which reduce peak period travel.

Policy 2.c.ii Establish High Occupancy Vehicle (HOV) Lanes. Because HOV lanes help to reduce traffic congestion, the City shall participate in efforts to achieve increased designation, construction and operation of HOV lanes on freeways in Los Angeles, Orange, Riverside and San Bernardino counties.

Policy 2.c.iii Integrate Congestion Management Program. Because many of the provisions of the Congestion Management Program are the same or complementary to air quality programs, the City shall coordinate overlapping components of the State-mandated Congestion Management Program and the Air Quality Element.

Policy 2.c.iv Establish Congestion Fees. Because congestion fees can discourage vehicle trips, thereby reducing vehicle emissions, the City may promote market-based incentives and disincentives to relieve peak hour/peak direction congestion within highly congested travel corridors.

Policy 2.d.i Expand Transit in the County. Because alternative forms of transit are now required to encourage or allow the reduction of low occupant vehicle use, the City shall cooperate in efforts to expand bus, rail and other forms of transit in the portion of the South Coast Air Basin within the City and surrounding area.

Policy 2.d.ii Expand Transit in the Air Basin. Because the reduction of interregional trips will reduce vehicle trips and thereby reduce mobile emissions, the City shall promote the expansion of all forms of transit in the urbanized portions of San Bernardino, Orange, Los Angeles, and Riverside counties.

Policy 2.e.i Promote Non-Motorized Transportation. Because reduced emissions are promoted by the use of bicycles and pedestrian facilities as alternative forms of transportation, the City shall provide bicycle and pedestrian pathways to encourage non-motorized trips.

Policy 2.f.i Manage Parking Supply. Because the reduction of parking discourages low occupancy vehicle use, the City shall manage parking supply to discourage auto use, while ensuring that economic development goals will not be sacrificed.

Policy 2.f.ii Encourage Market Incentives and Disincentives. Because charging the market value for parking discourages vehicle usage, the City shall promote a regional approach to increasing parking costs in order to discourage low vehicle occupancy.

City of Yucaipa Intersection Analysis Criteria

The level of service (LOS) is a qualitative and quantitative measure that describes the operational conditions and a motorist's and/or passenger's perception of travel conditions. LOS is designated a letter

from A to F, with LOS A representing free flowing traffic conditions and LOS F representing the worst-case scenario with forced flow low operating speeds. Roadway performance is controlled by the performance of intersections, and more specifically, by intersection performance during peak hours. This is because traffic control at intersections interrupts traffic flow that would otherwise be relatively unimpeded. Thus, LOS typically depends on the quantity of traffic at the intersection. Policy T-4C states the City shall consider the ability of existing roads to handle projected traffic increases in the review of new development proposals. If LOS C cannot be maintained, the City will require improvements that will work toward achieving and maintaining that standard.

■ Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on transportation/traffic if it would do any of the following:

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit
- Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Result in inadequate emergency access
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable transportation plans and transportation policies to determine if any inconsistency exists. These plans include the SCAG's RTP with an adopted SCS, the Compass Growth Visioning, SANBAG CMP, and the San Bernardino County Non-Motorized Transportation Plan. The Regional Reduction Plan was also reviewed for potential traffic impacts that could result during implementation of the reduction measures.

Effects Not Found to Be Significant

Threshold	Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
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Implementation of the Regional Reduction Plan will reduce GHG emissions and vehicle miles traveled (VMT) associated with on road passenger vehicles within the City. The Regional Reduction Plan does this by building upon and supporting the Yucaipa General Plan policies related to mobility. The Transportation Element contains a number of goals and supporting policies that would provide an integrated and balanced multi-modal transportation network to meet the needs of all users. They provide a transportation system that includes a connected network. Additionally, the General Plan requires coordination with local authorities and other jurisdictions on regional transportation issues. The General Plan transportation policies, such as Policies T-6A, T-6E, and T-6G, ensure VMT reduction through greater transit opportunities and ridership. The Regional Reduction Plan reduction measure Transportation-1 (Sustainable Communities Strategy) furthers these policies of transit and transit-oriented development within the City, and Transportation-2 (“Smart Bus” Technologies) requires the City of Yucaipa to work with Omnitrans in implementing the BRT routes throughout the City, which correlates with the General Plan Policy T-6A, which requires the City to support Omnitrans in the City of Yucaipa. In addition the Regional Reduction Plan reduction measure Transportation-1 (Sustainable Communities Strategy) promotes nonmotorized travel by focusing on a pedestrian and bicycle path network connecting land uses within the City, which correlates with a number of the General Plan policies including Policies T-2B, T-7A, TP-1A, and TP-1B. These policies call for an integrated and connected transportation network that facilitates safe and convenient bicycling and walking citywide. The Regional Reduction Plan also implements and supports various regional transportation planning efforts in the City including the SCS in the SCAG RTP, the SCAG Compass Growth Visioning, and the San Bernardino County Non-Motorized Transportation Plan (SANBAG 2011). Transit and nonmotorized transportation infrastructure built on all roadways require review by City Public Works/ Engineering Department staff for approval to ensure that the improvements do not negatively impact the traffic flow. Additionally, all future work within streets and public places in the City would be required to comply with the City’s Municipal Code. Implementation of the Yucaipa reductions measures include solar energy efficiency retrofits for existing buildings, water conservation measures, and a greenhouse gas performance standard that would not generate new vehicle trips in the City. Construction of any new renewable energy infrastructure would require review by City Planning staff for approval to ensure that the improvements do not interfere with planned transportation facilities. Energy-producing facilities needed for implementation of the Regional Reduction Plan would be required to incorporate appropriate setbacks as specified in the Municipal Code to ensure there would be no impact to transportation routes as a result of implementation of the proposed project.

Therefore, the Regional Reduction Plan implements and furthers the goals of the applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel.

Further, because of City review of transit and nonmotorized infrastructure to ensure that these improvements do not negatively impact the traffic flow on roadways, the implementation of the Regional Reduction Plan will not conflict with the level of effectiveness for the performance of intersections, roadways, highways and freeways set by the City of Yucaipa, the CMP and Caltrans. This impact would be **less than significant**. No mitigation is required.

Threshold	Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
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The CMP defines a network of state highways and arterials, level of service standards and related procedures, a process for mitigation of the impacts of new development on the transportation system, and technical justification for the approach. The last update of the CMP was completed by SANBAG in 2012. Implementation of the Regional Reduction Plan may require transit or nonmotorized transportation infrastructure to be built on some CMP roadways. Transit and nonmotorized transportation infrastructure built on all roadways, including CMP-designated roadways, require review by City Public Works/Engineering Department staff for approval to ensure that the improvements do not negatively impact the traffic flow on these major arterials.

The City of Yucaipa has a level of service standard of LOS C or better at all intersections within the City, while the San Bernardino County CMP uses an LOS standard of LOS E or better for CMP-designated roadways. Transit-oriented development and the emphasis on nonmotorized transportation near transit stops may result in localized impacts to the LOS designations on roadways and intersections near these transit stations. Implementation of Development Code Division 11, Chapter 2 requirements would ensure funding and construction of the recommended lane configurations. This impact would be **less than significant**. No mitigation is required.

Threshold	Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
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The Regional Reduction Plan would not result in changes in air traffic patterns through an increase in traffic levels or a change in location. As such, no safety risks would occur. There would be **no impact**.

Threshold	Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
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Solar energy systems on existing buildings would not have any effect on roadway design or create incompatible uses. Transit-oriented development projects, park-and-ride lots, and pedestrian/bicycle network enhancements that could be developed by implementing measure On-Road-1 would be reviewed by the City to ensure compliance with the Development Code. Appropriate setbacks would be required as specified in the Municipal Code to ensure there would be no increase in hazards to vehicles as a result of implementation of the proposed project. This impact would be **less than significant**. No mitigation is required.

Threshold	Would the project result in inadequate emergency access?
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The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as solar energy efficiency retrofits for existing buildings, water conservation measures, and a greenhouse gas performance standard for new development, which would not generate new vehicle trips in the City that would affect emergency vehicle use on City roadways. Transit-oriented development projects, park-and-ride lots, and pedestrian/bicycle network enhancements that could be developed by implementing measure On-Road-1 would be reviewed by the City to ensure compliance with the Development Code to ensure roadways or trails affected by those improvements are not affected in a way that would result in inadequate emergency access. Therefore, the impact would be **less than significant**. No mitigation is required.

Threshold	Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?
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As described above, the Regional Reduction Plan reduces transportation-related GHG emissions by furthering the policies, plans and programs for public transit, bicycle and pedestrian facilities. In particular, the Regional Reduction Plan furthers the General Plan policies listed in the Transportation Element intended to improve and integrate the bicycle and pedestrian circulation system as well as the goals of the San Bernardino County Non-Motorized Transportation Plan. In addition, the Regional Reduction Plan implements the SCS in the SCAG RTP, and the Yucaipa General Plan policies intended to improve the public transit system in the City. Transit and nonmotorized transportation infrastructure built on all roadways require review by City Public Works/Engineering Department staff review and approval to ensure that performance standards and safety are not impacted negatively. Therefore, the impact would be **less than significant**. No mitigation is required.

■ Cumulative Impacts

Because the Regional Reduction Plan does not create significant transportation impacts at a project level, implementation of the Regional Reduction Plan will not create impacts to transportation that are cumulatively considerable. Therefore, **cumulative impacts would be less than significant**.

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4.20.17 Utilities/Service Systems

This section of the EIR analyzes the potential environmental effects on utilities/service systems (water supply, storage, and distribution; wastewater collection, transmission, and treatment; solid waste; and energy) in the City of Yucaipa from implementation of the Regional Reduction Plan. Data for this section were taken from the Yucaipa General Plan (1992a), associated environmental documents (1999b), and the Yucaipa Valley Water District Urban Water Management Plan (2011). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing utilities/service systems were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

■ Environmental Setting

Potable Water Supplies and Service Systems

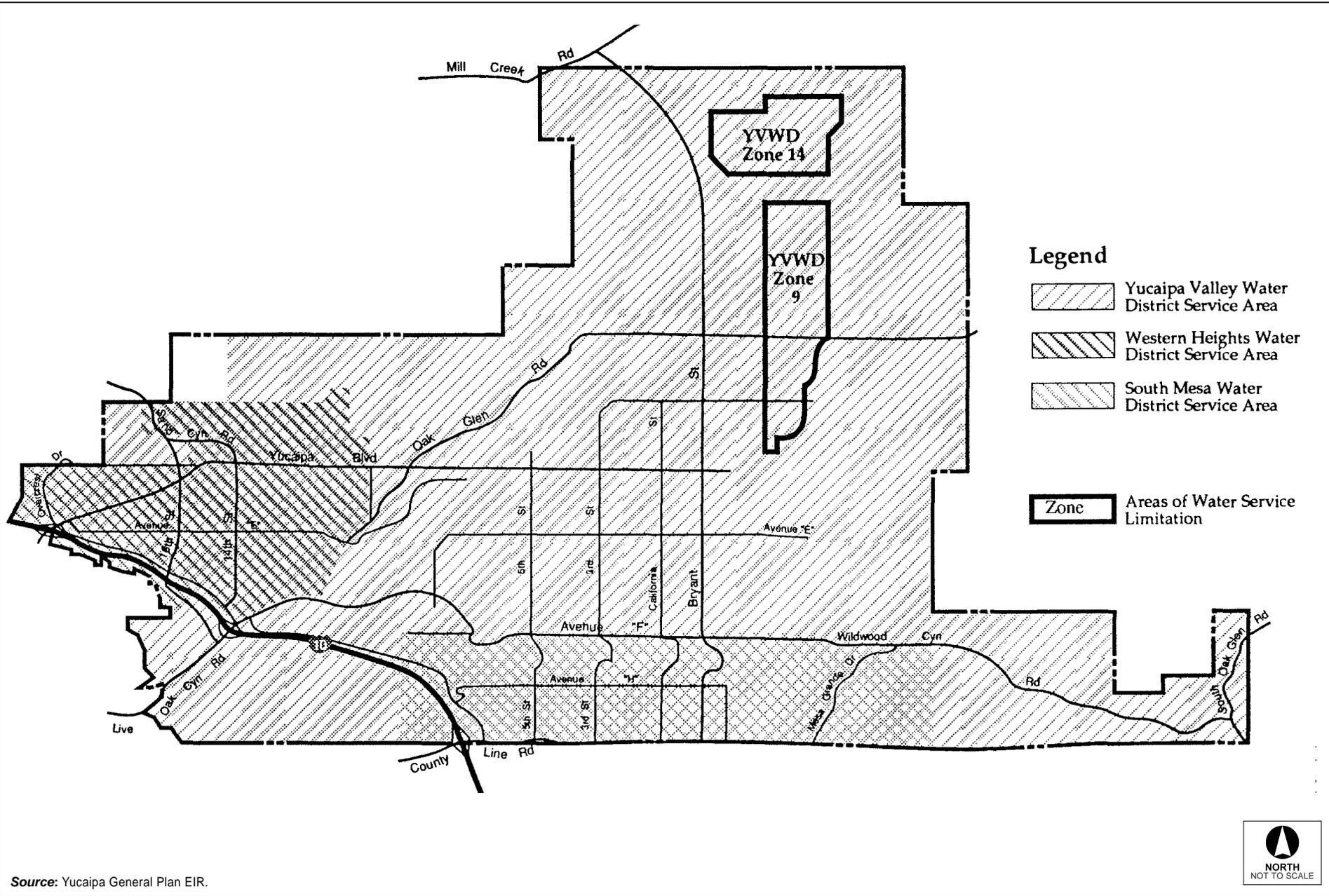
The City's water supply is derived from a combination of local and imported water. There are three water companies which provide water service for the City of Yucaipa: Yucaipa Valley Water District (YVWD), South Mesa Water Company, and Western Heights Mutual Water Company. These water suppliers also serve the cities of Calimesa and Redlands, as well as portions of unincorporated areas in San Bernardino County (see Figure 4.20.17-1 [Water Districts Map]). YVWD satisfies the majority of the City's potable water demand, at about 9 percent of the total demand (Yucaipa 1995a). YVWD relies on four primary water resources to meet the annual water demands. These sources consist of local surface water resources, groundwater resources, imported water resources, and recycled water resources (YVWD 2011).

Local Surface Water Supply

The Yucaipa Valley Water District has operated and maintained surface water resources from the Oak Glen area since the early 1900s. The existing Oak Glen Surface Water Filtration Facility continues to produce a steady flow of high quality drinking water for the Yucaipa Valley. In 2010, this source supplied 3 percent of total water demands within the District's service area (YVWD 2011).

Groundwater Resources

The Yucaipa Valley Water District has traditionally met the bulk of service area customer needs from groundwater. Groundwater is pumped from a number of wells and distributed to residents. However, the reliance on over-drafted local groundwater supplies has shifted to other water resources in recent years. The overall water demand in the region has increased, but the amount of groundwater used to meet the demands has decreased. Technically, most of the groundwater basins in the Yucaipa Valley area considered in an overdraft situation. Groundwater projection in the Yucaipa Valley generally is associated with three primary groundwater basins, the Yucaipa, San Timoteo and Beaumont Basins. In 2010, groundwater resources supplied 60 percent of the total water demands (YVWD 2011).



Source: Yucaipa General Plan EIR.

Figure 4.20.17-1
Water District Map

Imported Water Supply

The Yucaipa Valley Water District purchases imported water from two State Water Project contractors, the San Bernardino Valley Municipal Water District (SBVMWD) for the San Bernardino County portion of the service area, and the San Geronimo Pass Water Agency (SGPWA), for the Riverside County portion of the service area. The two State Water Contractors convey imported water from the Sacramento San Joaquin Delta, which is utilized as a supplemental potable water source to the local supply and is treated at the Yucaipa Valley Regional Filtration Facility. The imported water is also used for groundwater recharge and recycled water irrigation of landscaping at numerous sites throughout the community (YVWD 2011).

Recycled Water

Recycled water is currently used to provide up to 10 percent of Yucaipa Valley Water District's overall water demands. A significant portion of the Yucaipa Valley Water District's projected future water demands will be met with the use of recycled water for irrigation of golf courses, parks, landscape areas and front-/rear-yard irrigation of residential dwellings. Recycled water used in the service area of the Yucaipa Valley Water District is currently produced at the Yucaipa Valley Regional Water Filtration Facility. Recycled water sources available to the Yucaipa Valley Water District include: untreated imported water or untreated local surface water supplies; backwash water from Yucaipa Valley Regional Filtration Facility; and recycled water treated at the Henry N. Wochholz Regional Water Recycling Facility. The Yucaipa Valley Water District's recycled water distribution system serves commercial and institutional customers (YVWD 2011).

The Yucaipa Valley Water District will be constructing a pipeline, reservoir and booster station to complete the recycled water system to the Wochholz Regional Water Recycling Facility. When this facility is completed in January 2014, the Yucaipa Valley Water District will be capable of using recycled water to meet the irrigation demands within the service area. To serve the projected water demands, the Yucaipa Valley Water District has implemented an extensive dual water distribution system. The dual water system includes a drinking water conveyance system to convey potable water to customers and a separate recycled water distribution system to convey recycled water to customers. To achieve this objective, the Yucaipa Valley Water District recently expanded and enhanced the sewer treatment plant, or water recycling facility, to a capacity of 8 million gallons per day (mgd). Also, The Yucaipa Valley Water District recently expanded the Wochholz Regional Water Recycling Facility to a 6.7 mgd wastewater treatment facility. The ultimate facility is expected to be capable of treating up to 10 mgd of wastewater and storage capacity of 4.0 million gallons of recycled water (YVWD 2011).

Water Distribution Systems

As mentioned previously, YVWD satisfies the majority of the service area potable water demand from groundwater supplied through a series of wells. According to the General Plan Update, YVWD uses a series of thirty-four groundwater extraction wells located throughout the service area. The District operates an extensive water distribution system consisting over 180 miles of water mainlines, twenty-two pressure zones, fifteen booster stations, and 26 million gallons of water storage capacity (Yucaipa 1992b). The balance of the potable water supplied to YVWD customers is provided by filtered surface water from the Oak Glen Surface Water Filtration Facility.

Wastewater Collection and Treatment

Sewage collection and treatment in Yucaipa is provided by the Yucaipa Valley Water District. The Yucaipa Valley Water District started treating wastewater in 1986. The sewer collection system has been expanded steadily over the years to provide additional recycled water supplies to the community. The City is divided into various service zones with a network of interceptors or trunk lines. Portions of the City do not have sewer service and must rely on individual septic systems. The District's sewage treatment plan can accommodate up to 4.5 mgd. This facility was upgraded to handle 8 mgd and could be further expanded to treat 11 mgd for future needs. The District's water recycling facility is one of a relatively small number of sewer treatment facilities in the country to be equipped with microfiltration filters and ultraviolet light for disinfection. The treatment process used to transform our sewer water to recycled water is very similar to some drinking water treatment plants. This provides high quality recycled water that is also extremely safe. The new microfiltration technology is important because it sets the stage for the District to install a reverse osmosis system at the water recycling facility to further purify our recycled water. While the microfiltration system does not allow particles larger than 0.1 micrometer to pass through the filtration system and become part of the recycled water supply, a reverse osmosis system will create a physical barrier to stop salt molecules while allowing water molecules to pass through. The resulting water supply will be very similar to the purity of rainwater (YVWD 2011). By 2013, the District will be adding another supply of recycled water to the Regional Conveyance System from the Wochholz Regional Water Recycling Facility. This source will contribute an additional 3.5 mgd, or approximately 1,300 million gallons per year. As the Henry N. Wochholz Regional Water Recycling Facility (WRWRF) expands, the amount of recycled water generated from this facility will increase. The District is continuously working on growing its facilities in the service area. Details about future expansion projects can be found in the YVWD 2010 Urban Water Management Plan (UWMP).

Solid Waste

Solid waste disposal in Yucaipa is provided by Yucaipa Disposal Company, which also serves nearby County areas. Trash pick-up service is currently voluntary, but may soon become mandatory for residents and businesses in the City. All solid waste from the City of Yucaipa is currently transferred to the landfill on Refuge Road in the San Timoteo Canyon area of Redlands. The disposal company hauls approximately 3,300 tons of refuse to the landfill each month, two-thirds of which is generated by the City of Yucaipa. This landfill has an estimated ten to twenty more years of capacity at the current rates (Yucaipa 1992b). No subsequent landfill site has been identified. Since the year 2000, the California Integrated Waste Management Board (CIWMB) has required all jurisdictions to divert at least 50 percent of their waste from going directly to landfills (Public Resources Code Section 41780). In 2005, the City had a diversion rate of 40 percent.

Electricity

Electricity is provided to the City by Southern California Edison (SCE). SCE's transmission system includes 500 and 220 kilovolt (kV) transmission lines, which are generally reduced to 66 kV transmissions at transformers at substations.

SCE has forecast energy demands for its service area to reach 118,497 gigawatt hours by 2016 (CEC 2007). Energy consumption per capita in 2006 for the SCE area is about 7,300 kilowatt-hours. This is forecast to remain constant through 2016 (CEC 2007).

Natural Gas

The Southern California Gas Company (TGC) provides natural gas service to the City of Yucaipa. TGC has gas mains throughout urbanized areas of the City.

Telephone and Communications

Communication services and telephone, mobile phone, cable, and internet services, are provided by private companies in the City of Yucaipa, including Verizon Communications, AT&T, and Time Warner Telecommunications. Cable service is provided to the City by local cable franchises, including Time Warner Cable, Comcast Cable, Cox Cable, and Charter Cable. Installation of cable services is provided by these private companies and supported by service fees.

For Internet service, transmission can be obtained through the phone lines for dial-up coverage or by broadband providers. Most Internet service providers are regulated by the California Public Utilities Commission. Broadband providers supply Internet services through cable lines or through Ethernet, a bundling of local area networks that are transmitted by fiber optics (DSL). Like cell phones, the Internet can also be provided through wireless connections. Infrastructure to support these services is therefore run over the associated local telephone and cable service provider lines.

■ Regulatory Framework

Utilities within the City of Yucaipa tend to grow proportionally with the population. The following discussion of regulations helps to understand how public utilities are evaluated.

Federal

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of Americans' drinking water. Under SDWA, the USEPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards. SDWA was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires many actions to protect drinking water and its sources: rivers, lakes, reservoirs, springs, and ground water wells. (SDWA does not regulate private wells which serve fewer than twenty-five individuals.)

Federal Energy Regulatory Commission (FERC)

The Federal Energy Regulatory Commission (FERC) is the United States federal agency with jurisdiction over interstate electricity sales, wholesale electric rates, hydroelectric licensing, natural gas pricing, and oil pipeline rates. FERC also reviews and authorizes liquefied natural gas (LNG) terminals, interstate natural gas pipelines and nonfederal hydropower projects.

Federal Communications Commission (FCC)

The Federal Communications Commission (FCC) regulates interstate and international communications by radio, television, wire, satellite and cable in all fifty states, the District of Columbia and U.S. territories. It was established by the Communications Act of 1934 and operates as an independent U.S. government agency overseen by Congress. Primary responsibilities of the FCC include promoting competition in broadband communications while maintaining the quality and integrity of the signal reaching the public, and ensuring broad access to telecommunications by the public even in rural areas of the United States. The FCC has oversight over telecommunications and media regulations in the United States.

State

California Code of Regulations Title 22, Chapter 15 (Water Quality General Requirements)

California Code of Regulations (CCR) Title 22, Chapter 15, requires general water quality standards for water and wastewater discharge. The law ensures that pathogens and other contamination does not enter surface water or groundwater supplies within the state

California Health and Safety Code Article 1 (Pure and Safe Drinking Water)

California Health and Safety Code Article 1, Section 116270, was established a drinking water regulatory program within the Department of Health Services and provide drinking water standards for all water purveyors and distribution systems within the state. The law also requires regular sampling and record keeping of water supplies to ensure that potable water supplies are meeting the standards.

Senate Bills 610 and 210 Water Supply Assessment and Planning

To assist water suppliers, cities, and counties in integrated water and land use planning, the state passed Senate Bill (SB) 610 (Chapter 643, Statutes of 2001) and SB 221 (Chapter 642, Statutes of 2001), effective January 1, 2002. SB 610 and SB 221 improve the link between information of water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures that promote more collaborative planning between local water suppliers and cities and counties.

Both statutes require detailed information regarding water availability to be provided to city and county decision makers prior to approval of specified large development projects. Both statutes also require this detailed information be included in the administrative record as the evidentiary basis for an approval action by the city or county on such projects. Both measures recognize local control and decision making regarding the availability of water for projects and the approval of projects. Under SB 610, water supply assessments (WSA) must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code Section 10912(a)) subject to CEQA. Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative verification of sufficient water supply. SB 221 is intended as a fail-safe mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs before construction begins.

A WSA is required for any project if it is a residential development of 500 units or more; a shopping center or business establishment project employing more than 1,000 persons or having more than

500,000 square feet of floor space; a commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; or an industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area. Individual development projects implemented under the Proposed Land Use Plan would be required to prepare a WSA if they meet these requirements.

California Water Code Sections 10610–10656

In 1983, the California legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610–10656). The act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple dry years. Both SB 610 and SB 221 repeatedly identify the UWMP as a planning document that, if properly prepared, can be used by a water supplier to meet the standards set forth in both statutes. Thorough and complete UWMPs are foundations for water suppliers to fulfill the specific requirements of these two statutes. UWMPs serve as important source documents for cities and counties as they update their General Plan. Conversely, General Plans are source documents as water suppliers update the UWMPs. These planning documents are linked, and their accuracy and usefulness are interdependent (CDWR 2003). The Yucaipa Valley Water District UWMP is a foundational document for compliance with both SB 610 and SB 221.

Assembly Bill 939—Integrated Waste Management Act

Assembly Bill (AB) 939 (Chapter 1095, Statutes of 1989), the Integrated Waste Management Act, requires, among other things, every California city and county to divert 50 percent of its waste from landfills by the year 2000. In addition, AB 939 requires each county and each city within the county to prepare a Source Reduction and Recycling Element for its jurisdiction, identifying waste characterization, source reduction, recycling, composting, solid waste facility capacity, education and public information, funding, special waste (asbestos, sewage sludge, etc.), and household hazardous waste, and a countywide siting element, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the jurisdiction that cannot be reduced or recycled for a 15-year period.

California Energy Commission (CEC)

The California Energy Commission (CEC) is the state's primary energy policy and planning agency. Created by the Legislature in 1974 the CEC has six basic responsibilities in setting state energy policy. They are:

- Forecasting Energy needs within the state
- Promoting energy efficiency and conservation by setting the appliance and building efficiency standards for the state of California
- Supporting energy research that advances energy science and technology, energy technology development, and demonstration projects
- Licensing all thermal electric power plants of 50 megawatts or larger
- Planning for and directing State responses to energy emergencies

Regional

Southern California Association of Governments (SCAG)

SCAG's Energy Planning Program focusing on renewable energy projects and energy efficiency enable the region to support state and federal energy goals while growing in accordance with SCAG's adopted plans, such as the Regional Transportation Plan and Sustainable Communities Strategy, Compass Growth Vision, and Regional Comprehensive Plan.

County of San Bernardino Solid Waste Management Division (SWMD)

The County of San Bernardino Solid Waste Management Division (SWMD) is responsible for the operation and management of the County of San Bernardino's solid waste disposal system which consists of five regional landfills and nine transfer stations. SWMD administers the County's solid waste handling franchise program and the refuse collection permit program which authorizes and regulates trash collection by private haulers.

Local

City of Yucaipa Municipal Code

Municipal Code Chapter 87.0940 (Waste Disposal) sets regulations on liquid waste disposal and runoff, hazardous waste handling, and solid waste disposal. Solid waste disposal shall be regulated as per City Ordinance No. 119 and California Government Code Title 7.3, which relates to solid waste management. Also involved is Federal Resource Conservation and Recovery Act of 1976, P.L. 94-580, which provides minimum standards and regulations for solid waste and hazardous waste management and recovery (recycling). The Public Works Director is the enforcement agent.

Municipal Code Chapter 13.04 (Storm Drain System) prescribes regulations to effectively prohibit nonstormwater discharges into the City's stormwater drainage system. In addition, this section controls discharges from spills, dumping, or disposal of materials other than stormwater; reduces the discharge of pollutants in all stormwater discharges to the maximum extent practicable; and protects and enhances the water quality of local, state, and federal watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with the Clean Water Act.

City of Yucaipa Development Code Division 8 (Specific Use Designation), Chapter 10 (Wireless Telecommunications Facilities), requires review of installation of antennas and wireless communication facilities.

Yucaipa General Plan

The Yucaipa General Plan provides a framework for the City's physical development of infrastructure addressing all geographic areas in the City Policies pertinent to utilities and service systems¹⁷ include:

- Program 6.a.b.i(a)** Implement plans and programs to phase in energy conservation improvement through the annual budget process.

¹⁷ These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy UD-4C Action 1 In conjunction with the Beautification Committee establish specific tree preservation priorities.

■ Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on utilities/service systems if it would do any of the following:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects
- Not have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs
- Not comply with federal, state, or local statutes and regulations related to solid waste

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable utility infrastructure policies and capacity to determine if any inconsistency exists.

Effects Not Found to Be Significant

Threshold	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
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Implementation of the Regional Reduction Plan includes water conservation strategies, such as low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. These water conservation strategies will reduce the amount of wastewater going to the wastewater treatment facilities but will not change the treatment process at those facilities. The quality of wastewater is overseen by two agencies, the Santa Ana Regional Water Quality Control Board (RWQCB) and the California Department of Public Health (CDPH). The Santa Ana RWQCB has regional permitting authority over water quality issues and the CDPH oversees standards and health concerns. California Code of Regulations Title 22 provides the regulatory setting for drinking water quality in California and is followed by these agencies

when they assess water quality. The wastewater treated in all of YVWD treatment plants meets or exceeds the standards of water quality set by CCR Title 22. Therefore, there would be *no impact*. No further analysis is required.

Threshold	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?
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Implementation of the Regional Reduction Plan includes water conservation strategies, such as water-efficient landscaping, low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. The Regional Reduction Plan also includes the retrofitting of existing water and wastewater treatment facilities to more energy efficient equipment at the treatment facilities but does not increase capacity or the need for additional water treatment. In fact, implementation of the Regional Reduction Plan will reduce the need for water and wastewater treatment through the various water conservation strategies. Therefore, there would be *no impact*. No further analysis is required.

Threshold	Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?
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New stormwater drainage facilities would be needed, if a project increased impervious surfaces causing additional runoff or a project changed the surface flow in a way that required stormwater new drainage facilities. However, implementation of the Regional Reduction Plan would not result in a substantial (if any) increase in impervious surfaces in the City. The Proposed Project would facilitate development in transit-oriented areas and the bicycle and pedestrian infrastructure consistent with the General Plan, which are already developed with impervious surfaces. The Proposed Project would not substantially change the drainage patterns on any site within the City. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements?
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Implementation of the Regional Reduction Plan includes water conservation strategies, such as water-efficient landscaping, low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. The net result of these measures is the reduction in water consumption. Therefore, the Regional Reduction Plan results in better management of existing water supplies within the City. For these reasons, the Regional Reduction Plan would have a beneficial impact on water supplies and impacts to water supply would be *less than significant*. No mitigation is required.

Threshold	Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
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Implementation of the Regional Reduction Plan includes water conservation strategies, such as low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. These water conservation strategies will reduce the amount of wastewater going to wastewater treatment facilities. Therefore, impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
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Implementation of the Regional Reduction Plan includes water conservation strategies, such as water-efficient landscaping, low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. These strategies would not substantially, if at all, increase the amount of solid waste currently going to landfills. Therefore, impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project comply with federal, state, or local statutes and regulations related to solid waste?
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Implementation of the Regional Reduction Plan includes water conservation strategies, such as water-efficient landscaping, low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. These strategies would not substantially, if at all, increase the amount of solid waste currently going to landfills. The City would have to comply with all the applicable federal, state, and local statutes and regulations related to the recycling of solid waste. Therefore, impacts would be *less than significant*. No mitigation is required.

■ Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts to utilities and service systems at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, *cumulative impacts would be less than significant*.

■ References

California Energy Commission. (CEC). 2007. *The Role of Land Use in Meeting California's Energy and Climate Change Goals*. Report CEC-600-2007-008-SD.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

San Bernardino County Department of Public Works Solid Waste Management Division. 2007. *Countywide Integrated Waste Management Plan*, December.

Yucaipa Valley Water District. 2011. *2010 Urban Water Management Plan*, June.

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———. 1992b. *Final Program Environmental Impact Report for the Yucaipa General Plan*, August.

———. n.d. *City of Yucaipa Municipal Code*.

4.20.18 Mandatory Findings of Significance

Under the California Environmental Quality Act (CEQA), an EIR must be prepared when certain specified impacts might result from construction or implementation of a project. This EIR has been prepared for the San Bernardino County Regional GHG Reduction Plan to fully address all of the Mandatory Findings of Significance, as described below.

■ Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on mandatory findings of significance if it would do any of the following:

- Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory
- Have impacts that are individually limited, but cumulatively considerable (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)
- Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly

■ Degradation of the Environment

Under CEQA Guidelines Section 15065(a), a finding of significance is required if a project “has the potential to substantially degrade the quality of the environment.” In practice, this is the same standard as a significant effect on the environment, which is defined in CEQA Guidelines Section 15382 as “a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.”

This EIR, in its entirety, addresses and discloses all potential environmental effects associated with construction and operation of the proposed project, including direct, indirect, and cumulative impacts in the following resource areas:

- Aesthetics
- Agriculture/Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils

- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

As summarized in Table 2-22 (Summary of Mitigation Measures) and Table 4.20-5 (Summary of Environmental Effects of Implementing Local Reduction Measures in Yucaipa), this EIR discloses all potential environmental impacts, the level of significance prior to mitigation, project requirements that are required by law or are incorporated as part of the project description, feasible mitigation measures, and the level of significance after the incorporation of mitigation measures.

■ Long-Term Impacts

As described in CEQA Guidelines Section 15065(a)(2), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. Section 5.1 (Significant Irreversible Environmental Effects) of this document addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, Section 5.2 (Growth-Inducing Impacts) identifies any long-term environmental impacts caused by the proposed project with respect to economic or population growth. Lastly, Section 5.4 (Significant Environmental Effects That Cannot Be Avoided if the Proposed Project is Implemented) identifies all significant and unavoidable project-related impacts that could occur.

■ Cumulative Impacts

A cumulative impact analysis is only provided for those thresholds that result in a less-than-significant or significant and unavoidable impact. A cumulative impact analysis is not provided for Effects Found Not to Be Significant, which result in no project-related impacts.

Under CEQA Guidelines Section 15065, a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects that are individually limited, but cumulatively considerable. As defined in CEQA Guidelines Section 15065(a)(3), cumulatively considerable means “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” Cumulative impacts are addressed for each of the environmental topics listed above and are provided in Sections 4.20.1 through 4.20.17 of this EIR.

■ Impacts on Species

Under CEQA Guidelines Section 15065(a)(1), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to (1) substantially reduce the habitat of a fish or wildlife species; (2) cause a fish or wildlife population to drop below self-sustaining levels; or (3) substantially reduce the number or restrict the range of an endangered, rare, or threatened species. Section 4.20.4 (Biological Resources) of this EIR fully addresses impacts related to the reduction of the fish or wildlife habitat, the reduction of fish or wildlife populations, and the reduction or restriction of the range of special-status species.

■ Impacts on Historical Resources

CEQA Guidelines Section 15065(a)(1) states that a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to eliminate important examples of a major period of California history or prehistory. Section 15065(a)(1) amplifies Public Resources Code (PRC) Section 21001(c) requiring that major periods of California history are preserved for future generations. It also reflects the provisions of PRC Section 21084.1 requiring a finding of significance for substantial adverse changes to historical resources. CEQA Guidelines Section 15064.5 establishes standards for determining the significance of impacts to historical resources and archaeological sites that are a historical resource. Section 4.20.5 (Cultural Resources) of this EIR) fully addresses impacts related to California history and prehistory, historic resources, archaeological resources, and paleontological resources.

■ Impacts on Human Beings

Consistent with CEQA Guidelines Section 15065(a)(4), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, geology/soils, hazards/hazardous materials, hydrology/water quality, noise, population/housing, public services, transportation/traffic, and utilities/service systems, which are addressed in Sections 4.20.3, 4.20.6, 4.20.8, 4.20.9, 4.20.12, 4.20.13, 4.20.14, 4.20.16, and 4.20.17 of this EIR, respectively.

■ References

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