

APPENDICES

APPENDIX A
NOTICE OF PREPARATION (NOP) AND
INITIAL STUDY/ENVIRONMENTAL CHECKLIST

Initial Study

Yucaipa Freeway Corridor Specific Plan

April 2006

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1. Project Description

The project is the adoption and long-term implementation of the Yucaipa Freeway Corridor Specific Plan, which covers approximately 1,234 acres of land generally located east of Live Oak Canyon Road and north and south of Interstate 10 in the City of Yucaipa.

Overview

The City of Yucaipa Freeway Corridor Specific Plan (Specific Plan) provides the planning tools necessary to guide development of the 1,234-acre Yucaipa Freeway Corridor Specific Plan area. In particular, this Plan establishes a framework for development of the area, including:

- Proposed land uses, development regulations, and design standards
- A pedestrian, vehicular, and bicycle circulation plan
- A plan for protecting and managing important natural resources
- Infrastructure facilities required, including financing and phasing, to support Specific Plan development
- Implementation and administrative processes needed to approve specific development projects within the Specific Plan area

The Specific Plan provides for a mixture of residential and commercial development, together with community amenities such as parks, a school, and open space areas that together create a cohesive community where people can live, work, shop, and play. Opportunities for a range of residential types and densities are provided to help meet the growing demand for housing in San Bernardino County, while areas for commercial and business use development will provide employment, retail, and entertainment opportunities for those living within the community. Commercial and business areas are focused along the freeway to serve both local and regional needs. Residential areas are linked to other areas through an extensive system of open space and trail connections.

Planning Objectives

The City has undertaken a comprehensive approach to planning the land uses and public facilities of this large land area to ensure a cohesive, integrated relationship of future uses within an economically important, highly visible corridor through Yucaipa. As such, the Specific Plan provides both design direction and flexibility. In order to meet the goals of the various stakeholders, the planning process was based on a set of three Guiding Principles:

- Maintain the impression of the City of Yucaipa as a quality rural community.
- Ensure that resultant development both meets the needs of city residents and brings in tax revenue.
- Provide for appropriate land use intensity and density that lead to economically viable development opportunities for the affected property owners.

In addition, the following objectives were instrumental in the development of the Specific Plan:

- Design an integrated addition to the City of Yucaipa containing housing, employment opportunities, retail/commercial areas, parks, and other facilities essential to the daily lives of the residents.
- Expand the range of housing opportunities in the region to meet the needs of a variety of household types, sizes, and income levels.
- Ensure that the plan complies with the City Development Code related to hillside development.
- Provide an abundance and variety of open space, parks, and trails throughout the Specific Plan area.
- Design a safe and efficient circulation system that adequately supports the anticipated level of traffic in and around the Specific Plan area.
- Develop a financing and phasing plan that provides for the efficient and timely provision of infrastructure and services as development occurs.
- Comprehensively plan the Specific Plan area with consideration of other contiguous areas to ensure compatible and complementary development, circulation patterns, infrastructure, and services.

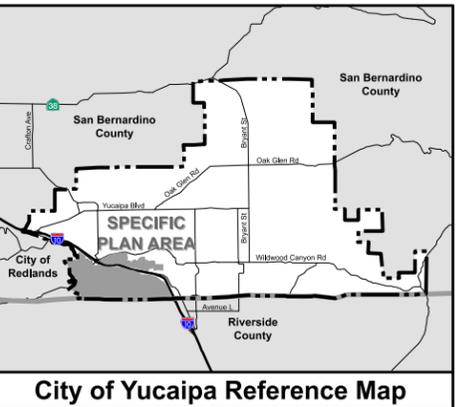
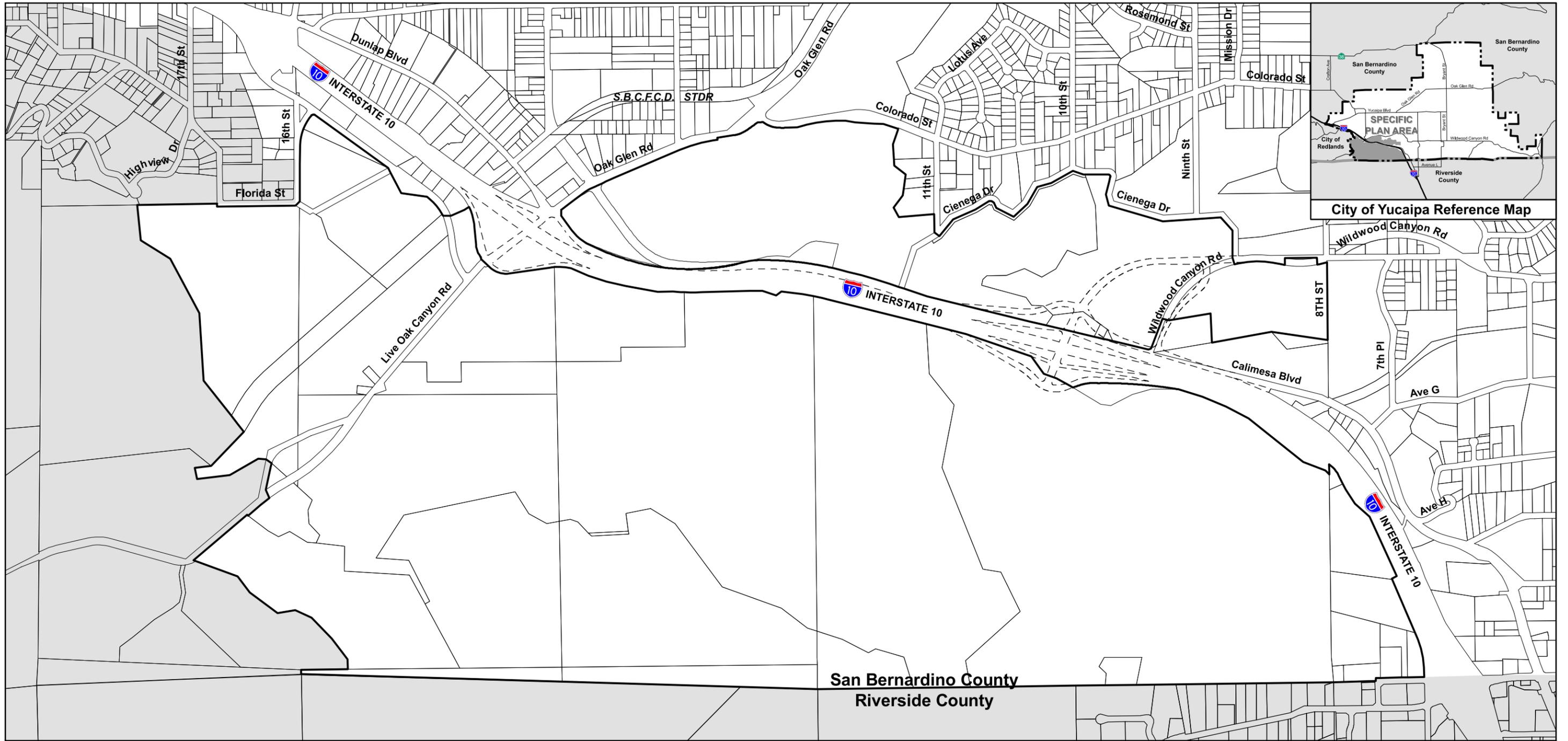
Specific Plan Purpose and Scope

The Freeway Corridor Specific Plan serves as the primary land use, policy, and regulatory document for the Specific Plan area. The Specific Plan is intended to provide for an efficient development planning and review process by providing a direct and comprehensive correlation between land use and the public services and infrastructure necessary to support those land uses. Implemented together, the elements of the Specific Plan support the logical development of the Specific Plan area through the establishment of a comprehensive planning program that is responsive to the opportunities and constraints of the area.

This Specific Plan is both a policy and regulatory document. As a policy document, the Specific Plan applies the broader goals and policies of the City of Yucaipa General Plan by establishing specific objectives for the Specific Plan area. As a regulatory document, the Specific Plan specifies the land uses and associated development, design, and infrastructure standards that must be met to successfully implement the Specific Plan. Through the inclusion of development, design, and infrastructure standards, and incorporation by reference of the applicable City of Yucaipa Development Code provisions, this Specific Plan creates standards specifically applicable to the Specific Plan area. As a regulatory document, all subsequent design documents and development activities in the Specific Plan area are required to be consistent with this Specific Plan.

Regional and Local Setting

The 1,234-acre Specific Plan area is located in the City of Yucaipa in San Bernardino County, as shown in Figure 1. The Specific Plan area is bisected by Interstate 10 and abuts the Riverside County line to the south. Regional access to the project site is provided by Interstate 10 (I-10) from the east and west. Local access to the Specific Plan area is provided by Live Oak Canyon Road, County Line Road, Oak Glen Road, Wildwood Canyon Road, and Calimesa Boulevard. The I-10/Live Oak Canyon interchange is at the western edge of the project area.



- Legend**
- Specific Plan Area
 - Property Lines
 - - - Proposed Road/Interchange


 LAST UPDATED: March 30, 2006.
 SOURCE: City of Yucaipa, GIS 2005.



City of Yucaipa
Figure 1
Location Map

On that portion of the project area north of I-10, current adjacent land uses consist largely of residential uses to the west, north, and east, with a few small-scale commercial uses adjacent to I-10 at the east end. South of I-10, surrounding uses consist almost exclusively of agricultural and pasture lands. There is some residential use along County Line Road.

Specific Plan Area Physical Characteristics

The majority of the Specific Plan area is vacant or supports light agricultural uses, including a Christmas tree farm and pasture lands. A scattering of single-family residential homes on large lots has been developed in the southeast corner of the Specific Plan area, north of County Line Road. In addition, the Plan area includes a 27-acre wastewater treatment facility on 127 acres of land owned and operated by the Yucaipa Valley Water District (YVWD).

The topography of the Specific Plan area north of I-10 generally consists of rolling hills with relatively steep south-facing slopes. South of the freeway, the topography is characterized by strongly dissected alluvial deposits with a general east–west drainage pattern. Relatively flat plateaus bordered by steep hillsides and narrow valleys generally oriented east-west also characterize this area.

Key Issues that Influence the Specific Plan

The following key issues have influenced the development of the Specific Plan:

- Severe topographic slopes
- Hydrologic patterns and issues
- Biological resources
- Traffic and site access issues
- Freeway interchange upgrades
- Scenic asset protection and views
- Geotechnical and soils conditions
- Trail and bikeway connections
- Infrastructure
- Projected real estate market

Specific Plan Characteristics

The Specific Plan provides for a variety of land uses intended to create a cohesive and successful community. Land uses proposed in the Specific Plan area include:

Residential (R-1): 1 dwelling unit (du)/acre

Land Use Intent: to provide sites for rural residential uses, incidental agricultural uses, and similar and compatible uses.

Residential (R-2): 2 du/acre and Residential (R-4): 4 du/acre

Land Use Intent: to provide sites for single-family residential uses.

Residential (R-8): 8 du/ acre

Land Use Intent: to provide sites for multiple-family residential uses, single-family residential uses, cluster residential uses, mixed residential uses, and similar and compatible non-residential uses and activities.

Community Commercial (CC)

Land Use Intent: to provide suitable locations for retail and service commercial establishments intended to meet the daily convenience needs of a residential area.

Regional Commercial (RC)

Land Use Intent: to provide sites for stores, lodging services, office and professional services, recreation and entertainment services, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses.

Business Park (BP)

Land Use Intent: to provide sites for light industrial and office uses, including such as light manufacturing uses, wholesale/warehouse services, contract/construction services, transportation services, agriculture support services, incidental services, transportation services, and similar and compatible uses.

Public Facilities (PF)

Land Use Intent: to provide sites for public and quasi-public uses and facilities and similar and compatible uses (for example: schools or wastewater treatment facilities).

Open Space (OS)

Land Use Intent: to provide sites for protection of natural features, hillsides, ridgelines, and views, and to provide buffering of incompatible land uses.

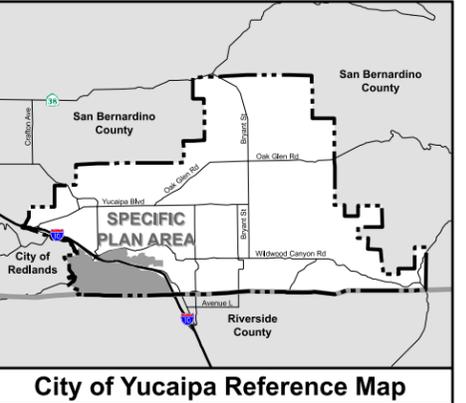
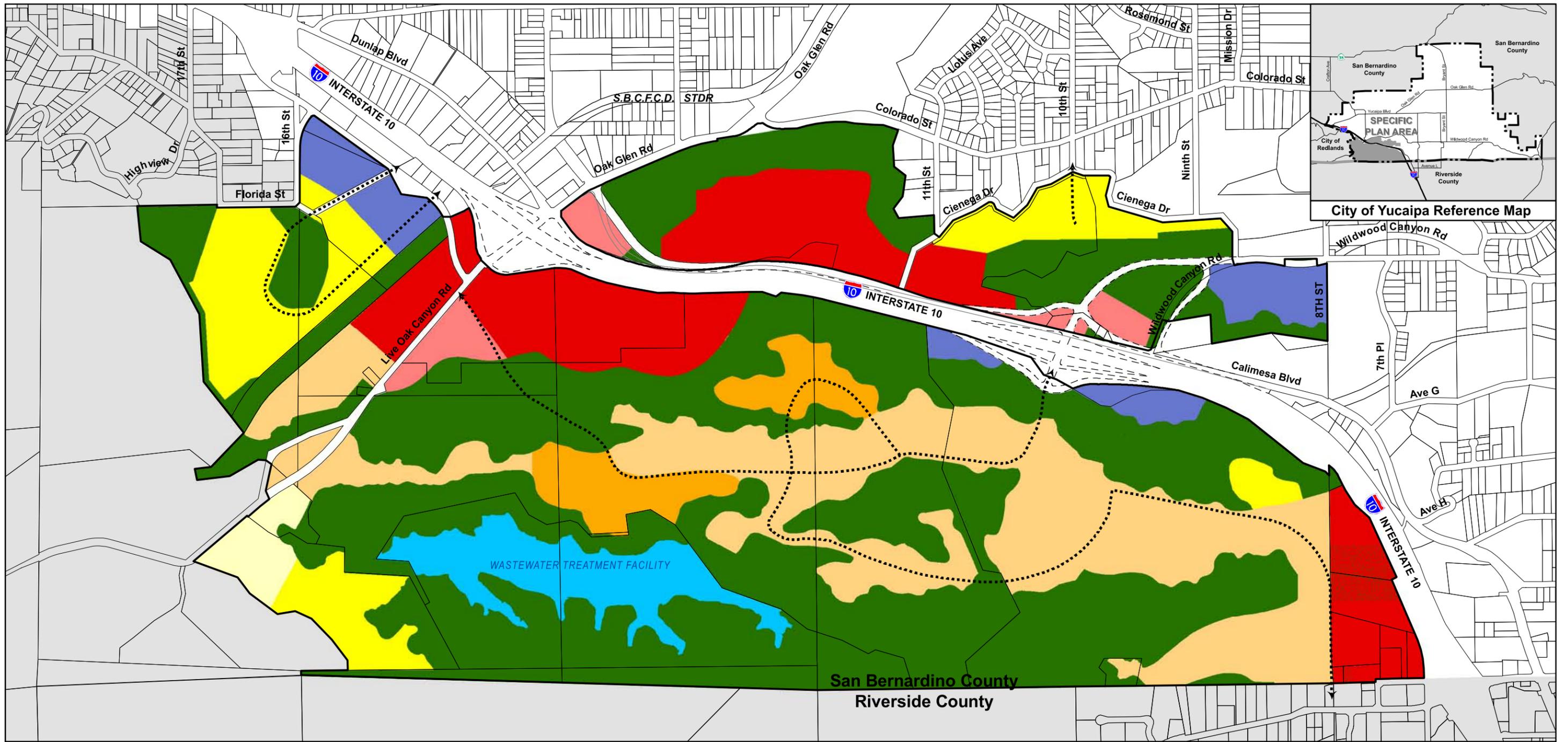
As noted above, the Specific Plan project area straddles I-10, with 190 acres north of the freeway and 1,044 acres to the south. The Specific Plan area is further divided into Districts, with District 1 north of the freeway, District 2 south of the freeway and west of Live Oak Canyon Road, District 3 south of the freeway and east of Live Oak Canyon Road, and District 4 south of the freeway and north of County Line Road (see Figure 2). The land uses are distributed as shown in Table 1.

Roadway improvements are planned for the intersections adjacent to the Interstate 10 interchanges at Live Oak Canyon Road/Oak Glen Road and at County Line Road to accommodate the traffic from the proposed development. In addition, the California Department of Transportation (Caltrans) plans to add a new I-10 interchange at Wildwood Canyon Road. Improvements are also anticipated for the intersection of Oak Glen Road and Colorado Street.

Planned site drainage improvements include the construction of necessary stormwater management and flood control facilities. Stream bank preservation and revegetation of eroded slopes may be needed in certain areas.

The Specific Plan internal circulation system consists of a hierarchy of roads, pathways, and trails to accommodate vehicles, bicycles and other non-vehicular traffic, as well as pedestrians. Emphasis is placed on ensuring connectivity between uses and on creating a safe and efficient circulation system that complies with City policies while providing various transportation options. The circulation system shall be designed to enhance visual and physical connectivity between neighborhoods, open space, schools, and parks.

Importantly, the vehicular circulation system south of I-10 shall provide a link between Live Oak Canyon Road and County Line Road. This vehicular connection will be aligned circuitously such that high-speed cut-through traffic is strongly discouraged, yet convenient access for residents is accommodated. Additional traffic calming measures will improve safety and the quality of the experience of moving through the neighborhoods within the Specific Plan area.



- Legend**
- Specific Plan Area
 - Property Lines
 - Existing Calimesa Road
 - - - Proposed Road/Interchange
 - Collector Street

- Land Use Designations**
- R-1 Residential (1 du/ac)
 - R-2 Residential (2 du/ac)
 - R-4 Residential (4 du/ac)
 - R-8 Residential (8 du/ac)
 - R-16 Residential (16 du/ac)

- BP Business Park
- RC Regional Commercial
(hatched areas with open space deficit)
- CC Community Commercial
- PF Public Facilities
- OS Open Space

LAST UPDATED: March 30, 2006.
 SOURCE: City of Yucaipa, GIS 2005.

Feet
 NORTH 0 500 1,000 1,500 2,000

Figure 2
 City of Yucaipa
 Freeway Corridor Specific Plan

**Table 1
LAND USE DISTRIBUTION**

Proposed Land Use	Preferred Alternative				Required Open Space	Total District Acreage
	Open Space Acres Provided	Non-Residential Acres	Residential Acres	Dwelling Units		
RC Regional Commercial		55.50				
CC Community Commercial		12.60				
BP Business Park		14.60				
R-1 Residential 1 du/ac						
R-2 Residential 2 du/ac			22.80	46.00		
R-4 Residential 4 du/ac						
R-8 Residential 8 du/ac						
R-16 Residential 16 du/ac						
OS Open Space	84.00					
Subtotal District 1	84.00	82.70	22.80	46.00	84.00	189.51
RC Regional Commercial		17.00				
CC Community Commercial						
BP Business Park		18.40				
R-1 Residential 1 du/ac						
R-2 Residential 2 du/ac			47.30	95.00		
R-4 Residential 4 du/ac			16.30	65.00		
R-8 Residential 8 du/ac						
R-16 Residential 16 du/ac						
OS Open Space	44.50					
Subtotal District 2	44.50	35.40	63.60	160.00	44.50	143.53
RC Regional Commercial		50.00				
CC Community Commercial		10.00				
BP Business Park						
PF Public Facilities (Wastewater Treatment Plant)		47.9				
R-1 Residential 1 du/ac			15.00	15.00		
R-2 Residential 2 du/ac			21.90	44.00		
R-4 Residential 4 du/ac			89.10	356.00		
R-8 Residential 8 du/ac			41.00	328.00		
R-16 Residential 16 du/ac						
OS Open Space (See Note 1)	321.70			2		
Subtotal District 3	321.70	107.90	167.00	745.00	313.60	596.63
RC Regional Commercial		29.00				
CC Community Commercial						
BP Business Park		11.70				
R-1 Residential 1 du/ac						
R-2 Residential 2 du/ac			5.70	11.00		
R-4 Residential 4 du/ac			111.70	447.00		
R-8 Residential 8 du/ac						
R-16 Residential 16 du/ac						
OS Open Space (See Note 2)	121.30					
Subtotal District 4	121.30	40.70	121.10	458.00	129.50	279.40
Total Parcels Area	571.5	266.70	370.80	1,409.00	571.60	1,209.06

**Table 1
LAND USE DISTRIBUTION**

Proposed Land Use	Preferred Alternative				Required Open Space	Total District Acreage
	Open Space Acres Provided	Non-Residential Acres	Residential Acres	Dwelling Units		
District 1 ROW acres						12.40
District 2 ROW acres						2.48
District 3 ROW acres						6.89
District 4 ROW acres						3.48
GRAND TOTAL Specific Plan Area (acres)						1,234.30

Note 1: One dwelling unit per parcel (a total of 2 dwelling units) could be established on two parcels which are isolated due to topography and/or proximity to the county line. These two parcels have a total of 8.0 acres of developable area and 9.8 acres of required open space. However, they are presently designated Opens Space in their entirety.

Note 2: Indicates open space deficit.

These traffic calming measures are designed to provide a safe and pedestrian friendly environment. Traffic calming design elements may include narrower streets, medians, shorter blocks, and tree canopies extending over streets. All these encourage lower vehicular speeds, improve safety, and increase the ability to foster a strong sense of community. In tandem with the traffic calming vehicular circulation system, enhanced bicycle and pedestrian trail networks further augment connectivity within and between the Specific Plan neighborhoods.

The various land use areas that together comprise the entire Specific Plan are will likely be developed over a long period of time. As of this writing, the first phase project would include the retail centers both north and south of I-10 and adjacent to the Live Oak Canyon/Oak Glen Road exit. The next phase of construction would most likely be at the County Line Road interchange to the east. The residential and business park components are expected to be developed over the next 10 to 20 years.

Related Documents

Separate design guidelines have been created for the Specific Plan area. These guidelines convey the design intent for the entire community. While they are not precise directives, they are strong recommendations. The potential builders will be required to submit a package to an Architecture Review Committee for design review and approval.

2. Initial Study Checklist

1. Project Title: Yucaipa Freeway Corridor Specific Plan
 2. Lead Agency Name and Address: City of Yucaipa
34272 Yucaipa Boulevard
Yucaipa, CA 92399
 3. Contact Person and Phone Number: John McMains, Community Development Director
(909) 797-2489 ext. 231
jmcmain@yucaipa.org
 4. Applicant's Name and Address: City of Yucaipa
(Refer to Contact Person and Phone Number)
 5. Project Location: North and south of I-10 in the southwest part of the City of Yucaipa
 6. General Plan Designation: Planned Development (PD)
 7. Zoning: Planned Development (PD)
 8. Project Description: See project Description in the Initial Study page 1
 9. Surrounding Land Uses and Environmental Setting: Surrounding land uses are residential, and commercial to the north and east, and open space to the west and south.
 10. Other public agencies whose approval is required: Yucaipa Planning Commission
Yucaipa City Council
-

Environmental Factors Potentially Affected

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

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Population/Housing |
| <input checked="" type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

Determination

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

John McMains
Signature

4/14/06
Date

John McMains
Printed Name

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a through d. Most of the Yucaipa Freeway Corridor Specific Plan (Specific Plan) area is vacant or supports light agricultural uses, including a Christmas tree farm and pasture lands. A scattering of single-family residential homes on large lots has been developed in the southeast corner of the Specific Plan area, north of County Line Road. In addition, the Specific Plan area includes a 27-acre wastewater treatment facility operated by the YVWD.

The topography of the Specific Plan area north of I-10 generally consists of rolling hills with relatively steep south-facing slopes. South of the freeway, the topography is characterized by strongly dissected alluvial deposits with a general east–west drainage pattern. Relatively flat plateaus bordered by steep hillsides and narrow valleys generally oriented east-west also characterize this area.

The Specific Plan area has scenic resources, including open space, streams and riparian areas, and naturally vegetated hillsides. Interstate 10 through the project area is designated by Caltrans as eligible for state scenic highway status. Live Oak Canyon Road and Wildwood Canyon Road are Designated Scenic Highways in the City of Yucaipa General Plan. The Specific Plan allows for the development of residential, commercial, business, public facilities, recreation, and open space land uses and this development has the potential to impact these scenic resources, change the visual character and quality, and introduce new sources of light and glare. Potential aesthetic impacts will be analyzed in the Specific Plan Environmental Impact Report (EIR).

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

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

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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a. The Specific Plan area includes properties designated as Prime Farmland, as shown on Figure XII-1 Important Farmland (City of Yucaipa, 2004). Development consistent with the Specific Plan may result in conversion of Prime Farmland to a non-agricultural use. This potentially significant impact will be analyzed in the EIR.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b. The entire Specific Plan area is zoned Planned Development, which allows for agricultural use. In addition, there are no Williamson Act contract lands within the Specific Plan area per the California Department of Conservation Division of Land Resource Protection Williamson Act Program maps. Therefore, there would be no impacts resulting from conflicts with existing zoning or Williamson Act contracts.

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

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c. The Specific Plan would allow for development that could result in the conversion of farmland to non-agricultural use. Potential impacts related to farmland conversion will be analyzed in the EIR.

III. AIR QUALITY -- 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. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a through d. The Specific Plan would allow for a variety of land uses including residential, commercial, business park, public facilities, and open space, the operation of which could result in increased air pollutant emissions. Future development consistent with the Specific Plan will contribute to an incremental increase in local and regional air pollution. An increase in air emissions related to construction activities, as well as an increase in air emissions generated by vehicular and stationary sources would occur. Future development also has the potential to expose sensitive receptors such as schools and residences to substantial pollutant concentrations as a result of increased vehicular traffic. Due to the potential for significant short- and long-term local and regional air emission impacts, and the potential for conflicts with the applicable air quality plan, a full air quality analysis will be provided in the EIR.

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

e. Development consistent with the Specific Plan will allow for a variety of land uses, including residential, commercial, business park, public facilities, and open space. It is unlikely that development of these types of land uses would result in objectionable odors. However, each new development (and land use conversion) will be required to comply with the South Coast Air Quality Management District's guidelines regarding odor control. Compliance with these existing regulations would ensure that potential impacts would be less than significant.

IV. BIOLOGICAL RESOURCES --

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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a. Habitat types on undeveloped parcels within the Specific Plan area include coastal sage scrub, disturbed annual non-native grassland, four-wing saltbush, coast live oak woodland, mule fat scrub, isolated monotypic stands of laurel sumac and Mexican elderberry, and ornamental vegetation. To varying degrees, these habitats may provide suitable habitat for federal and state candidate, sensitive, or special status species including, but not limited to, Plummer's mariposa lily, quino checkerspot butterfly, Hall's monardella, San Bernardino kangaroo rat, Stephen's kangaroo rat, northwest San Diego pocket mouse, southern California rufous-crowned sparrow, southwestern willow flycatcher, least Bell's vireo, coastal California gnatcatcher, coast (San Diego) horned lizard, and orange-throated whiptail. If these species are present within the Specific Plan area, future development consistent with the Specific Plan could result in potentially significant impacts to these species by converting suitable habitat to urban uses. Potential impacts to candidate, sensitive, or special status species will be analyzed in detail in the EIR. It is noted that the Specific Plan area is not within an area designated by resource agencies as Critical Habitat, nor is the Specific Plan area part of a draft and/or final Recovery Plan for these species.

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

b and c. Yucaipa Creek, also known as Wildwood Creek, Wilson Creek, and other unnamed drainage channels traverse the Specific Plan area. These drainages and associated riparian vegetation are regulated under Sections 401 and 404 of the Clean Water Act and Section 1600 of the California Fish and Game Code. A wetlands delineation would be required to determine the extent of federal and state jurisdictional waters and wetlands. Development consistent with the Specific Plan may result in potentially significant impacts to jurisdictional waters and/or wetlands through increased sedimentation due to construction grading. In addition, drainages, streams, and/or riparian areas could be directly modified and/or eliminated due to dredging, filling, and/or other similar activities as a result of development allowed in the Specific Plan. A detailed analysis of these impacts will be included in the EIR.

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

d. Future development consistent with the Specific Plan could interfere with local wildlife movement by converting suitable habitat to urban uses; thereby limiting the area in which wildlife may search for food, water, shelter, and mates. There is open space with potentially suitable wildlife habitat adjacent to the south and west edges of the Specific Plan area. Therefore, it is anticipated that the impact to wildlife movement would be potentially significant, and these potential impacts will be analyzed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>e. The City of Yucaipa Development Code, Chapter 5 addresses oak tree conservation. The Specific Plan area has numerous oak trees and development consistent with the Specific Plan could conflict with the City's Development Code related to oak tree conservation. In addition, Chapter 4 of the Development Code addresses riparian plant conservation. Potential conflicts with oak tree and riparian plant policies will be analyzed in the EIR.</p>				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>f. The Specific Plan area is not included in a habitat conservation plan (HCP) or natural community conservation plan (NCCP). Therefore, there would be no conflict with either an HCP or NCCP, and no impacts related to these types of plans would occur.</p>				
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a through d. Five historic sites in the Specific Plan area have been previously recorded, as documented in the California Historic Resources Information System (CHRIS). Other sites that have not been recorded previously may also exist in the Specific Plan area. Future development consistent with the Specific Plan could result in significant adverse impacts on historical and archaeological resources during grading and landform alteration. Additionally, these construction activities could impact paleontological resources and unique geological features and could disturb human remains that may be present. Potential impacts to cultural resources will be analyzed in the EIR.

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

ii) Strong seismic ground shaking?

a.i and a.ii. The Specific Plan area is located in a seismically active region and is traversed by two active faults: the Banning Fault and the Chicken Hill Fault. The San Andreas fault zone is four miles north of the Specific Plan area and has been delineated on Alquist-Priolo Earthquake Fault Zoning Maps. The faults in and near the Specific Plan area have the potential to expose people or structures to significant impacts as a result of a fault rupture and seismic ground shaking. These potential impacts will be analyzed in the EIR.

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

a.iii and a.iv. As indicated in the City of Yucaipa General Plan, the potential for liquefaction in the Specific Plan area is very low, and the potential for landslides is low to moderate. However, there is potential for liquefaction and landslides to occur. Potential impacts associated with seismic-related ground failure, liquefaction, and landslides will be analyzed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

b through d. Parts of the Specific Plan area may contain expansive or unstable soils that have the potential to cause structural damage. In addition, grading associated with future development consistent with the Specific Plan could result in substantial soil erosion. Potential impacts associated with soils and geologic hazards will be analyzed in the EIR.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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e. Some areas within the Specific Plan area may have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water, or where very-low density development is planned. However, the project site is located within an urban setting where sewer service is available. The proposed project would not require septic tanks or alternative disposal systems. Therefore, potential impacts associated with this issue will not be analyzed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

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

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

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

a through c. Hazardous materials are routinely used and transported on I-10 through the Specific Plan area. Future residents, workers, and visitors in the Specific Plan area could be exposed to hazards from the use, disposal, and transport of hazardous materials. The Specific Plan allows for the development of schools, and these schools could potentially be exposed to hazardous emissions or substances within one-quarter mile. Potential impacts related to the transport and exposure of people and school sites to hazardous materials will be analyzed in the EIR.

Development consistent with the Specific Plan would result in the use and disposal of household-type hazardous wastes. However, it is unlikely that development of these land uses would result in the release of hazardous materials into the environment at a level that would result in a significant public hazard.

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

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d. The potential exists for hazardous materials sites to exist in the Specific Plan area due to prior agricultural use and other activities. Grading operations could expose the public to risk of hazard. Potential impacts associated with hazardous materials sites will be analyzed in the EIR.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e and f. Redlands Municipal Airport lies approximately three miles from the Specific Plan area. Per the Redlands Municipal Airport Compatibility Plan (2003), the Specific Plan area is not within the Redlands Airport Influence Area. Additionally, there are no private airstrips located within the vicinity of the Specific Plan area. As such, development consistent with the Specific Plan would not result in a safety hazard for people residing or working in the Specific Plan area. Therefore, there would be no impacts related to these issues.

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

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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g. The Specific Plan could allow for the development of up to 1,409 dwelling units, as well as commercial, business park, and public facilities uses. Development of these uses consistent with the Specific Plan could result in congestion at intersections and along roadways, which could impede access by emergency vehicles and interfere with adopted response or evacuation plans. Potential impacts associated with emergency access and evacuation plans will be analyzed in the EIR.

h) 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?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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h. The Specific Plan may allow development within and adjacent to wildlands identified on the California Department of Forestry and Fire Protection Wildland Urban Interface (WUI) Fire Threat Map (2003). This could result in exposure of people or structures to the risk of loss, injury, or death involving wildland fires. Potential impacts associated with wildland fire hazards will be analyzed in the EIR.

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste discharge requirements?

a. Future development consistent with the Specific Plan has the potential to result in discharges that could violate water quality standards and waste discharge requirements. Potential impacts associated with water quality and waste discharge requirements will be analyzed in the EIR.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

b. The YVWD supplies 92 percent of the water in City of Yucaipa. The balance is provided by Western Heights Mutual Water Company and South Mesa Mutual Water Company. The YVWD maintains 31 groundwater wells for potable water use. Development consistent with the Specific Plan would result in increased water consumption that has the potential to deplete groundwater supplies. Additionally, development of the Specific Plan area will result in an increased amount of impervious surfaces that has the potential to decrease groundwater recharge. Potential impacts related to groundwater supplies and recharge will be analyzed in the EIR.

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

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>c and d. Development consistent with the Specific Plan would result in modification of the existing drainage pattern of the area through grading and the construction of buildings, facilities, and the circulation network. These changes to the drainage pattern could result in substantial erosion or siltation on or off site, and flooding from increased runoff. Three streams cross the Specific Plan area. Alteration of any of these stream courses could result in flooding elsewhere. Potential impacts related to alteration of drainage patterns and streams will be analyzed in the EIR.</p>				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>e and f. Development consistent with the Specific Plan would result in an increase of impermeable surfaces, such as structures and pavement. The corresponding increase in runoff may exceed the capacity of existing or planned stormwater drainage systems. Runoff from impervious surfaces allowed under the Specific Plan may be polluted and could substantially degrade water quality. Potential impacts to capacity of stormwater drainage systems and water quality will be analyzed in the EIR.</p>				
g) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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g and h. As shown on the City of Yucaipa General Plan Hazards Overlay Districts Map, parts of the Specific Plan are located within a 100-year flood hazard area as defined by the Federal Emergency Management Agency. The Specific Plan will be analyzed to determine if housing or other structures are allowed in the 100-year flood zone, and this analysis will be provided in the EIR.

i) 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?

i. Approximately three miles north of the Specific Plan area, there are three dams (CERES, 2004) associated with the Yucaipa Regional Park Lakes. Gateway Wash, a tributary of Wilson Creek that crosses the Specific Plan area, discharges into the Yucaipa Regional Park Lakes. If the dams associated with these lakes failed, people or structures in the Specific Plan area could be exposed to significant risk of loss, injury, or death due to flooding. The potential for flooding due to dam failure will be analyzed in this EIR.

j) Inundation by seiche, tsunami, or mudflow?

j. The Specific Plan area is not subject to tsunamis due to the inland location of the Specific Plan area. In addition, there is no body of water in or near the Specific Plan area of the size that could produce a seiche. However, the potential for mudflows exists due to the steep topography in the Specific Plan area. The potential for mudflows will be analyzed in the EIR.

IX. LAND USE AND PLANNING --

Would the project:

a) Physically divide an established community?

a. The majority of the Specific Plan area is vacant or supports light agricultural uses, including a Christmas tree farm and pasture lands. A scattering of single-family residential homes on large lots has been developed in the southeast corner of the Specific Plan area, north of County Line Road. In addition, the Specific Plan area includes a 27-acre wastewater treatment facility operated by the YVWD. As there is no established community in the Specific Plan area, development consistent with the Specific Plan would not result in the division of an established community. No adverse impact would occur.

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) 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?

b. The General Plan land use designation and zoning for the Specific Plan area is Planned Development, which is intended to provide sites for a combination of residential, commercial, industrial, agricultural, open space, public facilities, and recreation uses, along with similar and compatible uses. The Specific Plan allows for these land uses, with the exception of industrial. A zone change would be required to change the existing zoning to the zoning for the land uses proposed in the Specific Plan. Potential impacts related to zoning will be analyzed in the EIR.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

c. No HCP or NCCP applies to the Specific Plan area. Therefore, the Specific Plan would not conflict with any HCP or NCCP, and no adverse impact would occur.

X. MINERAL RESOURCES -- Would the project:

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

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

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a and b. According to the City of Yucaipa General Plan, no classified or designated mineral deposits of statewide or regional significance have been identified in the City, and no mineral resources within the Specific Plan area are considered locally or regionally important. The entire City of Yucaipa is designated as a Mineral Resource Zone 3 (MRZ-3) (“areas containing mineral deposits the significance of which cannot be evaluated from available data”). Potential impacts to mineral resources would be less than significant. Therefore, this environmental category will not be analyzed in the EIR.

XI. NOISE -- Would the project result in:

a) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a through d. Development consistent with the Specific Plan would result in periodic and short-term construction-related noise impacts, including groundborne vibration and groundborne noise levels which could exceed established noise standards. Development consistent with the Specific Plan is also anticipated to result in increased long-term noise levels from increased vehicular traffic and new stationary sources of noise. Potential noise impacts will be analyzed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

e and f. Redlands Municipal Airport is approximately three miles from the Specific Plan area. Per the Redlands Municipal Airport Compatibility Plan (2003), the Specific Plan area is not within the Redlands Airport Influence Area. Additionally, there are no private airstrips located within the vicinity of the Specific Plan area. As such, development consistent with the Specific Plan would not expose people residing or working in the Specific Plan area to excessive noise levels associated with airports. No adverse impacts would occur.

XII. POPULATION AND HOUSING --

Would the project:

a) 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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Development consistent with the Specific Plan would induce population growth by allowing the construction of new homes and businesses, as well as allowing for the extension of roads and infrastructure to serve the community. Potential impacts related to induced population growth will be analyzed in the EIR.				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

b and c. The Specific Plan would allow the development of a variety of uses on vacant and previously developed land. However, most of the anticipated land use changes would occur on vacant land and would, therefore, not impact the existing housing stock. Few residential units, if any, would be destroyed during development consistent with the Specific Plan. Therefore, substantial numbers of people are not anticipated to be displaced, necessitating the construction of replacement housing elsewhere. Potential impacts to these issue areas are anticipated to be less than significant.

XIII. PUBLIC SERVICES

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

Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Development consistent with the proposed Specific Plan will place an increased demand on fire protection, police protection, schools, parks, and other public facilities, which may require the provision of new or altered governmental facilities. The provision of new or physically altered governmental facilities could result in significant environmental impacts. The potential impacts related to the provision or alteration of government facilities will be analyzed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. RECREATION

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

a. The Specific Plan could allow for the development of up to 1,409 dwelling units, which would result in a substantial increase in population within the Specific Plan area and a corresponding increased demand for parks. An analysis will be conducted to determine if demand could result in increased use of existing parks that would lead to accelerated deterioration of these facilities. This analysis will be provided in the EIR.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

b. The Specific Plan does not include specific recreational facilities, although parks and recreation facilities would be consistent with residential and public facilities land use designations of the Specific Plan. Potential environmental impacts associated with development of land uses where recreational facilities could be located will be analyzed in the EIR under the other environmental parameters described in this Initial Study. Impacts related to specific recreational facilities would be less than significant because such individual facilities are not a part of the Specific Plan.

XV. TRANSPORTATION/TRAFFIC --
 Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>a and b. The Specific Plan could allow for the development of up to 1,409 dwelling units, as well as commercial, business park, and public facilities land uses. Development of these land uses consistent with the Specific Plan would result in increased traffic volumes in the surrounding area. It is possible that additional traffic volumes could be substantial and potentially result in congestion at intersections. The City's level of service standards for designated roads or highways could be exceeded due to the increase in traffic volumes. Potential impacts related to increases in traffic volumes will be analyzed in the EIR.</p>				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c. The Specific Plan area is three miles southeast of Redlands Municipal Airport, 34 miles east of the Ontario International Airport, and 40 miles west of the Palm Springs International Airport. The Specific Plan allows for a variety of land uses including residential, commercial, business park, public facilities, and open space. Development of these land uses would not result in changes to air traffic patterns at these airports; therefore, no adverse impacts would occur.</p>				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>d. Development of the circulation plan component of the Specific Plan and additional circulation features developed consistent with the Specific Plan would be subject to existing City standards for roadways. Therefore, impacts related to an increase in hazards from design features or incompatible uses would be less than significant.</p>				
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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e. The increase in traffic volumes from development consistent with the Specific Plan may result in congestion along intersections and roadways, which could impede access by emergency vehicles. Potential impacts related to emergency access will be analyzed in the EIR.

f) Result in inadequate parking capacity?

f. Development consistent with the Specific Plan could potentially result in inadequate parking capacity due to the level of development allowed. Potential impacts related to parking capacity will be analyzed in the EIR.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

g. The circulation plan proposed in the Specific Plan is intended to improve circulation in the City of Yucaipa and to support adopted transportation policies, plans, and programs. However, the potential exists for the circulation plan to conflict with the City of Yucaipa's policies, plans, or programs supporting alternative transportation. Potential conflicts will be analyzed in the EIR.

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>a through e. Development consistent with the Specific Plan would result in an increase in impervious surfaces in the Specific Plan area, with a corresponding increase in stormwater flows. Development could also result in the generation of wastewater that exceeds existing wastewater treatment capacity. Implementation of the Specific Plan may also result in the need for the construction or expansion of existing water and wastewater facilities to ensure that sufficient supplies, capacity, and service levels are maintained. Development consistent with the Specific Plan would result in the need for the construction of new stormwater drainage facilities. Potential impacts related to water, wastewater, and stormwater capacity will be analyzed in the EIR.</p>				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>f. Future development consistent with the Specific Plan would result in the generation of additional solid waste that could potentially exceed the permitted capacity of the regional landfill. The potential impacts related to exceedance of landfill capacity will be analyzed in the EIR.</p>				
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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g. Any development consistent with the Specific Plan will be required to comply with all applicable federal, state, and local statutes and regulations related to solid waste disposal. No impact would result.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

a. Development consistent with the Specific Plan has the potential to significantly impact biological and cultural resources and therefore has the potential to degrade the quality of the environment. These issues will be discussed in the relevant sections of the EIR.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

b. Development consistent with the Specific Plan has the potential to result in significant cumulative impacts when viewed in conjunction with other growth in the vicinity of the Specific Plan area. Cumulative impacts will be examined in the EIR.

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

c. Development consistent with the Specific Plan would result in potentially significant impacts and has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Impacts will be examined in the EIR.

3. References

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