

# **YUCAIPA POINTE**

## **MITIGATED NEGATIVE DECLARATION (MND)**

**September, 2019**



City of Yucaipa  
Community Development Department  
34272 Yucaipa Boulevard  
Yucaipa, CA 92399

**CITY OF YUCAIPA  
INITIAL STUDY**

**ENVIRONMENTAL CHECKLIST FORM**

1. Project Title: Case No. 18-129/GPA/DA/CUP/TPM No. 20125
2. Lead Agency Name and Address: City of Yucaipa, 34272 Yucaipa Blvd., Yucaipa, CA 92399
3. Contact Person and Phone Number: Benjamin Matlock, (909) 797-2489 x 261
4. Project Location: South side of Yucaipa Boulevard, west of 18<sup>th</sup> Street, Assessor Parcel Numbers (APN):0300-191-01, -02, -17, -18, -28, -29, -30, -31, and 0300-192-07 and 08
5. Project Sponsor's Name and Address:

VantageOne Real Estate Investments  
4 Corporate Plaza, Suite 210  
Newport Beach, CA 92660
6. General Plan Designation: CS (Service Commercial) and RM-10M (Multiple Residential)
7. Description of the Project: A Conditional Use Permit for a phased unified center development plan on approximately 24 gross acres, consisting of a variety of commercial uses, including retail, restaurants, an express carwash, a health club, and a future 39,000 square foot movie theater anchor, located along the south side of Yucaipa Boulevard, west of 18th Street. Tentative Parcel Map (TPM No. 20125) would subdivide the commercial Project to create individual parcels for each commercial pad area. As part of the Project, a General Plan Amendment is also proposed to redesignate approximately 1.1 acres of Multiple Family Residential (RM-10M) into Service Commercial (CS) to correspond with the Project boundary. Variances may also be proposed for the sign master plan, where larger signs are requested for better roadway visibility. A Development Agreement that would be executed between the City and the Project developer may also be proposed.
8. Surrounding Land Uses and Setting: Commercial uses are located to the west and north of the subject site, and residential uses are located east and south of the subject site. The site is bounded by Yucaipa Boulevard to the north, Avenue E and Interstate 10 to the west, and 18<sup>th</sup> Street to the east.
9. Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement):
  - Yucaipa Valley Water District: Development Agreement
  - Western Heights Water Company: Agreement
  - San Bernardino County Environmental Health: Permit for Food Facilities
  - National Pollutant Discharge Elimination System (NPDES) permit or approval from the Regional Water Quality Control Board

## **Introduction**

This section explains the background and purpose of this Mitigated Negative Declaration (MND), which is the environmental review document prepared pursuant to the provisions of the California Environmental Quality Act (CEQA) for the development of unified center development plan on approximately gross 24 acres, which will consist of a variety of commercial uses, including retail, restaurants, an express carwash, a health club, and a future 39,000 square foot movie theater anchor (“Project”). It establishes the context and scope for the MND, and outlines the process for reviewing the Draft MND and issuing the Final MND. The City of Yucaipa is the lead agency under CEQA. A “lead agency” is defined by Section 21067 of CEQA as “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment.”

## **Environmental Review Process**

This Initial Study and Notice of Intent (NOI) to adopt a MND is being circulated for agency and public review and comment for 30 days beginning September 2, 2019. All written comments must be received by 5:30 p.m. on October 2, 2019. Written comments or questions concerning this document should be directed to:

City of Yucaipa  
ATTN: Benjamin Matlock  
34272 Yucaipa Boulevard  
Yucaipa, CA 92399

## **Detailed Project Description**

### **Project Setting**

The proposed Project is located on approximately 24 gross acres and is comprised of several different parcels, bounded by Yucaipa Boulevard to the north, Avenue E and Interstate 10 to the west, and 18<sup>th</sup> Street to the east. The Project site generally features gentle rolling hills, which slopes southwest, away from the frontage along Yucaipa Boulevard. Adjacent to the Project, the land then raises in elevation within the properties located on Avenue E. Prior fill areas are located onsite, which are associated with the approval of Cases No. 10-016/CUP and 10-025/CUP, Conditional Use Permits to allow for the import of fill material for a future development. Additionally, the site is currently operating as the construction staging area for Phase I and II of the Yucaipa Boulevard Widening, 15th Street to Interstate 10, Project.

### **Project Elements**

#### **Conditional Use Permit:**

The proposed Project consists of a Conditional Use Permit for the development of a unified commercial development (Figure 5) located on two sites that are separated by Avenue E. The eastern site, which is identified as Area A of the Project Site Plan, is on approximately 22 acres and would involve construction of an approximately 34,000 square foot (sf) health club, approximately 39,000-sf theater with 975 seats, three restaurants approximately 17,900-sf, five fast food restaurants all with a drive-through, an approximately 3,779- sf car wash with a drive-through tunnel and office, and approximately 9,100-sf of

shops. The smaller western site, which is denoted as Area C on the Project Site Plan, is a 1.72-acre site and would involve the construction of an approximately 5,000-sf fast food restaurant with drive-through, approximately 2,000-sf retail shop, and approximately 1,000-sf restaurant.

An internal circulation design will be provided throughout the center for vehicles and pedestrians. Off-street parking will be provided throughout the site, and will meet or exceed the parking and loading requirement specified in the Yucaipa Development Code. Driveways for vehicles entering and leaving the development would be provided along Avenue E, Yucaipa Boulevard, including the signalized intersection of Yucaipa Boulevard and Chinaberry Street, and along 18<sup>th</sup> Street.

The majority of the roadway improvements along the site frontage has also been previously-constructed, or is currently under construction, as a result of the City's Yucaipa Boulevard Widening, 15th Street to Interstate 10, Project. Any remaining street frontage areas, including along Avenue E, would be conditioned to be developed during the construction of the Project. In addition, the construction of driveways for the site would be the responsibility of the applicant. The Project also proposes to complete intersection improvements at the intersection of Dunlap Boulevard and Avenue E, where a three way stop would be installed.

The site will be mass graded to modify the existing site grade to accommodate the Project. As part of the grading, the building pad areas to be provided along Yucaipa Boulevard will feature fill to raise the pad elevations to better align to the grade of the roadway for better visibility, and will feature stepped grading to general contour with the elevation changes along Yucaipa Boulevard. The rear of the site, where the proposed movie theater anchor will be located, will be lower in elevation. Area C of the site will also be graded to expand the buildable area of the site, with the retaining wall proposed adjacent to the existing In-N-Out restaurant site. Additional grading will be completed to facilitate the site drainage of the site. As previously noted, materials have been previously imported to the site and partial site grading has occurred as part of the approval of Cases No. 10-016/CUP and 10-025/CUP.

The Conditional Use Permit is expected to be completed in two primary site design phases, where the mass grading and majority of site improvements, including the vehicular and pedestrian network, are constructed within a portion of the site during each phase. Individual building construction activities may fall within different time schedule under each of the primary phases as individual tenants complete their building permit review process and construct their own buildings. The Conditional of Approval would reflect that the Project is to be phased, and that they are applicable during all phases.

It should be noted that the analysis contained in this MND assesses the most substantial version of the Project to provide a conservative assessment of the environmental impacts, as reflected in the Project site plan dated September, 2018. It is understood that the ultimate square footages for the different uses, or the total number of individual building pads, may be reduced as additional site design refinements occur to accommodate tenant requirements and/or site hydrology design and its associated cost analysis for the Project.

### **Tentative Parcel Map:**

As part of the Project approval, Tentative Parcel Map (TPM No. 20125) is proposed, which would subdivide the commercial Project to create individual parcels that correspond to each commercial pad area (Figure 6). The TPM would also address the right-of-way alignment along Yucaipa Boulevard to provide for the required ultimate right-of-way width for the street, and would include a sidewalk easement for areas where the public sidewalk would be located within the unified center boundary.

**General Plan Amendment:**

As part of the Project, a General Plan Amendment (GPA) is also proposed to redesignate approximately 1.1 acres of Multiple Family Residential (RM-10M) into Service Commercial (CS) to correspond with the Project boundary (Figure 7). A Lot Line Adjustment would be completed to align the rear lot line to the proposed Land Use District boundary; the single family residences on the two parcels (APNs 0300-191-30, and 31) subject to the GPA would be retained in place.

**Master Sign Plan:**

A master sign plan will be developed for the site, which will regulate the individual tenant signage, and will also identify the placement of freestanding and monument signs, as well as the freeway-oriented which will be located in Area C. It is expected that Variances may be proposed for the sign master plan to facilitate larger, tenant consolidated signs for better roadway visibility, in lieu of individual monument signs for each pad area. In addition, a Variance would be requested for the freeway oriented sign to exceed the Development Code height of 60 feet in order to accommodate additional sign panel areas for each tenant.

**Architecture Review:**

Consistent with the City's Standard Conditions of Approval, all of the proposed building architecture and the site's conceptual Landscape Architecture will also be subject to approval by the City's Planning Commission. It is anticipated that the architecture for the majority of the buildings, as well as the Project's conceptual Landscape Architecture, will be presented as part of the project approval for the unified center; any outstanding building pads would then be subject to their own Architecture Review application and review.

**Development Agreement:**

The Project developer for the Project and the City are currently exploring the use of a development agreement. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California had adopted the Development Agreement Regulations, which authorizes any city to enter into binding development agreements establishing certain development rights in real property with persons having legal or equitable interests in such property. Section 65865.2 of the California Government Code provides that "A development agreement shall specify the duration of the agreement, the permitted uses of the property, the density or intensity of use, the maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purposes. The development agreement may include conditions, terms, restrictions, and requirements for subsequent discretionary actions, provided that such conditions, terms, restrictions, and requirements for subsequent discretionary actions shall not prevent development of the land for the uses and to the density or intensity of development set forth in the agreement. The agreement may provide that construction shall be commenced within a specified time and that the project or any phase thereof be completed within a specified time. The agreement may also include terms and conditions relating to applicant financing of necessary public facilities and subsequent reimbursement over time."

The Project developer and the City are currently working on the salient points that could be developed in a draft Development Agreement, which would identify who is responsible for particular improvements and actions and the timing of those activities. If a Development Agreement is considered appropriate, it would be included as part of the Project approval.

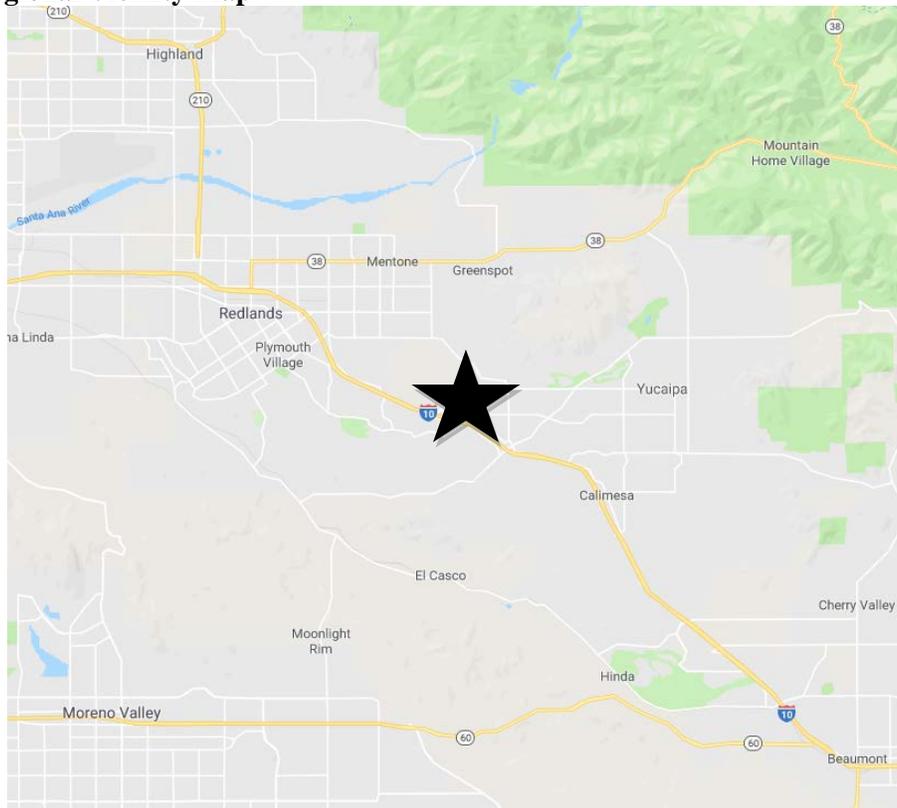
**Demolition Permit:**

A legal nonconforming residence is currently located at 31479 Ave E would also be demolished in order to accommodate the development on Area C.

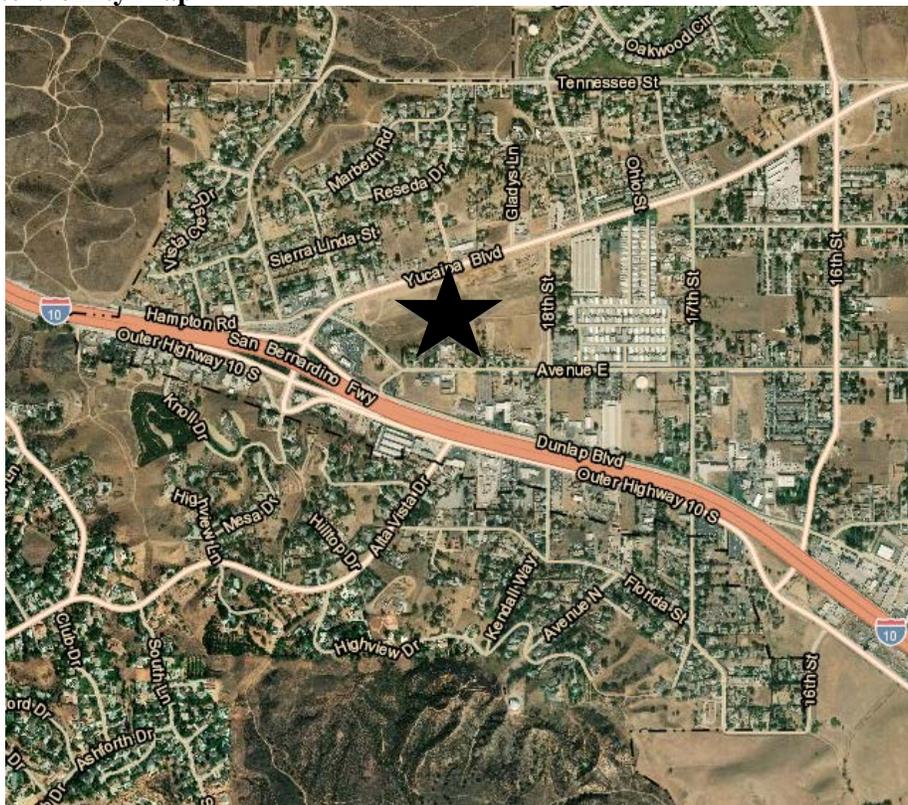
**Other Permits:**

Other permits required for the Project may include but are not limited to the following: issuance of encroachment permits for driveways, sidewalks, and utilities; security and parking area lighting; demolition permits; building permits; grading permits; tenant improvement permits; and permits for new utility connections. Permits from the Western Heights Water Company will be required for connection to their water service. Permits from the Yucaipa Valley Water District will be required for connection to their sewer service. The Project will be subject to a National Pollutant Discharge Elimination System (NPDES) permit, which requires adoption of an appropriate Storm Water Pollution Prevention Plan (SWPPP) and implementation of Best Management Practices (BMPs) to reduce erosion from storm water runoff. Land developers are required to provide the SWPPP and compliance with a Water Quality Management Plan (WQMP) prior to construction.

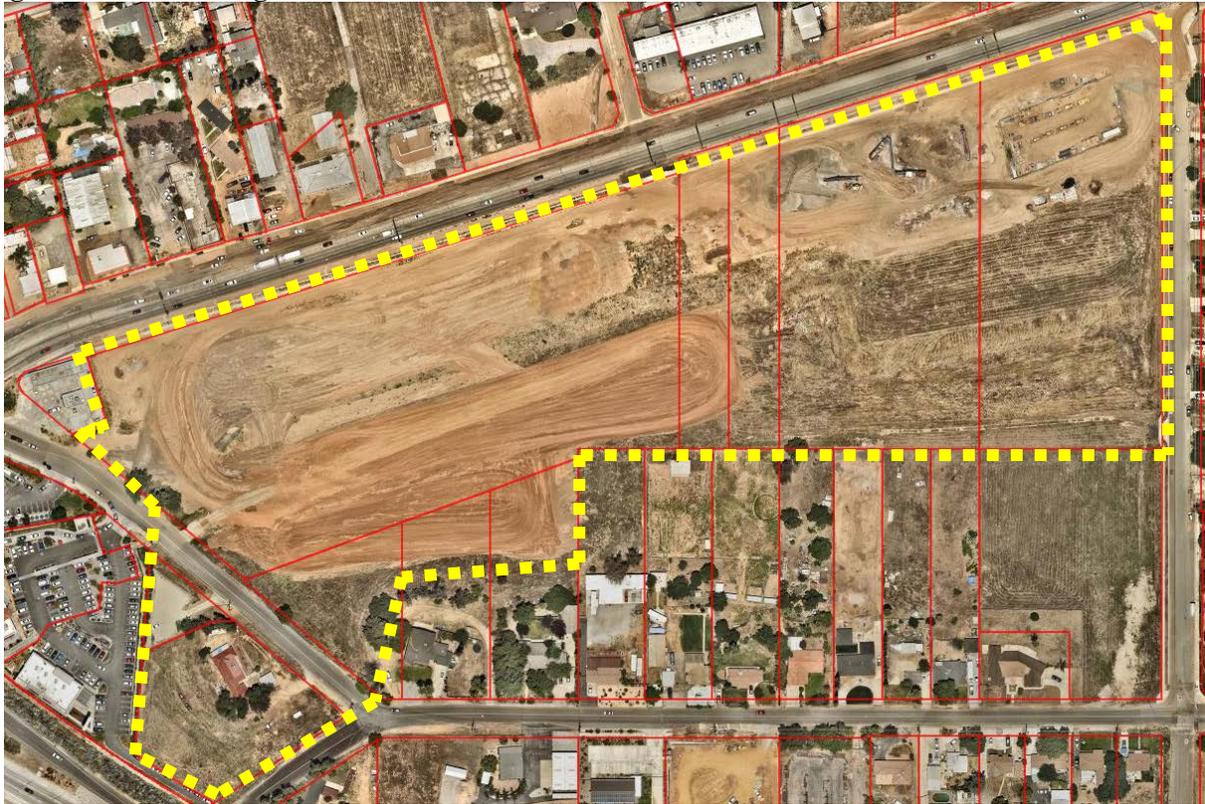
**Figure 1 – Regional Vicinity Map**



**Figure 2 – Site Vicinity Map**



**Figure 3 – Aerial Image of Site**



**Figure 4 – Existing Land Use Designation**

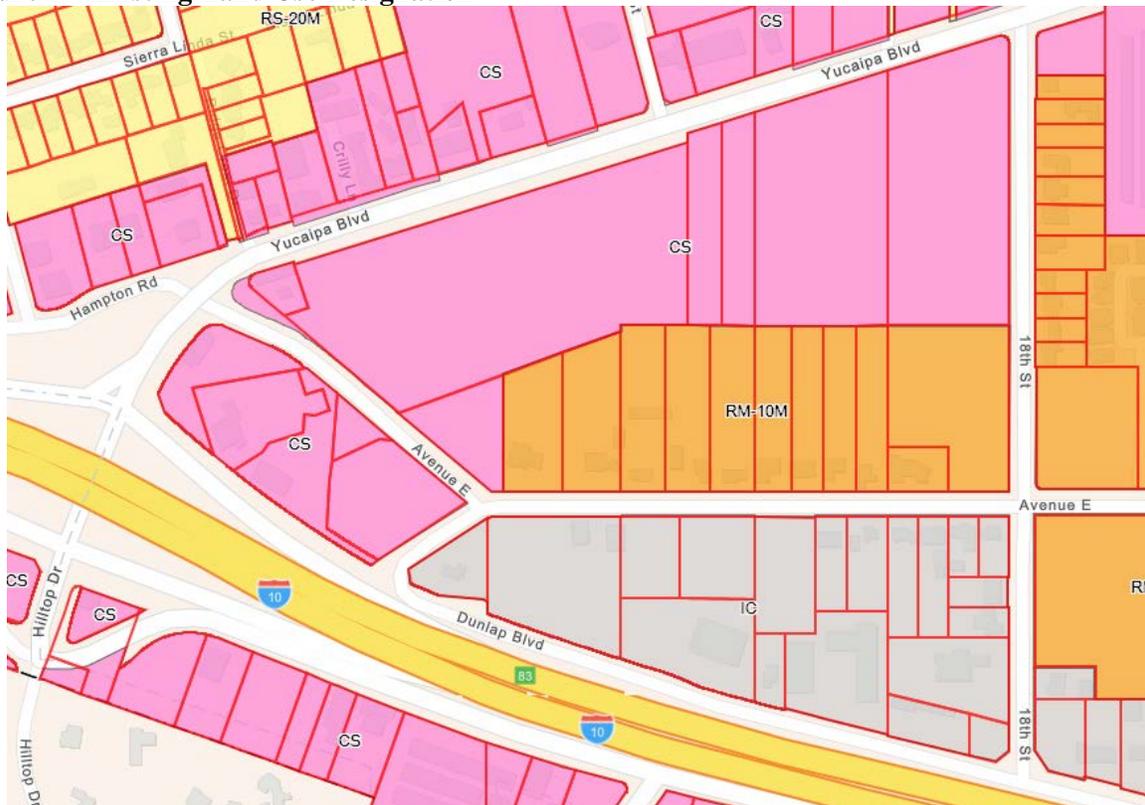
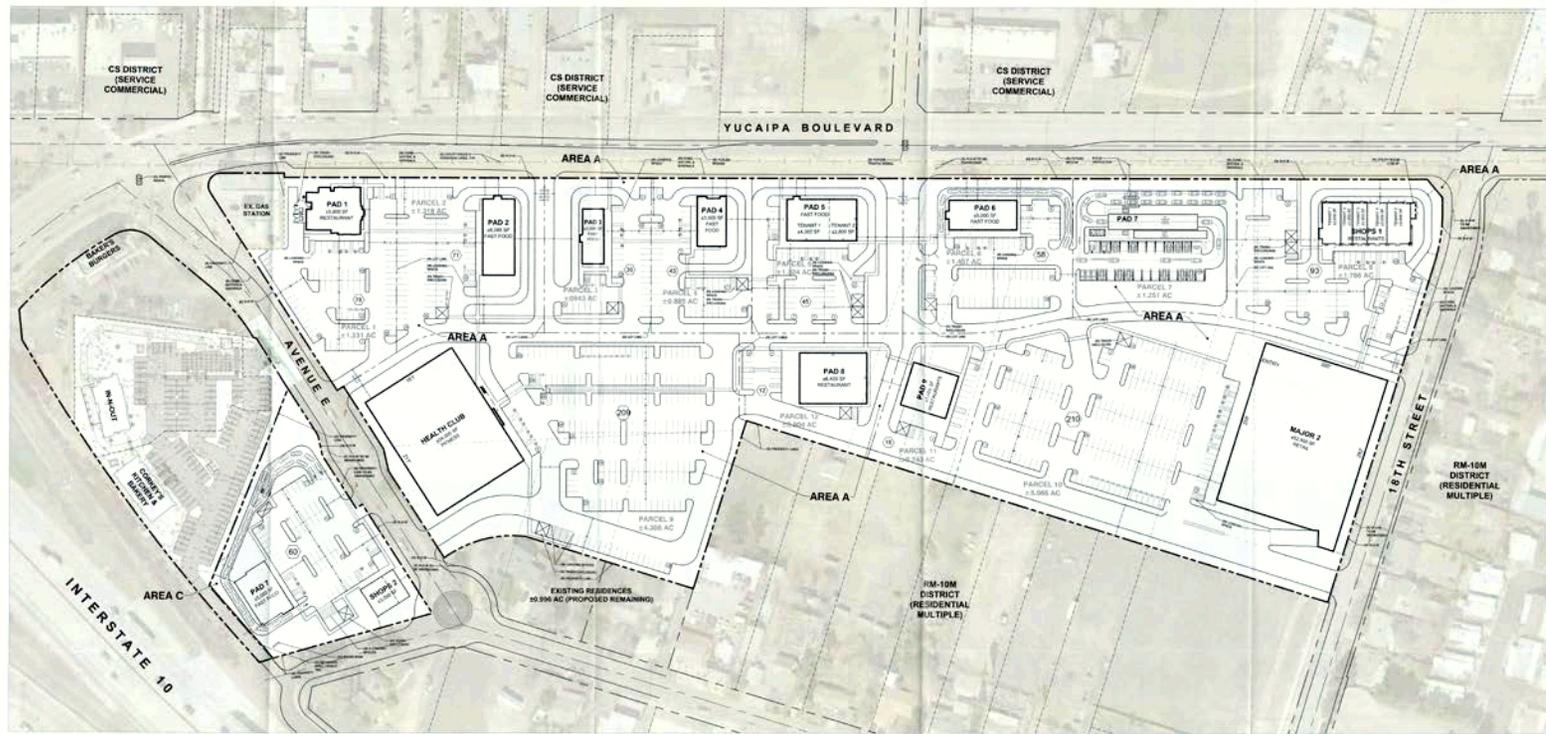


Figure 5 – Conditional Use Permit Exhibit



**PROJECT SUMMARY**

**AREA A - COMMERCIAL**

ZONING	JURISDICTION	DISTRICT ZONING	REQUIRED ZONING	NET COMMERCIAL SITE AREA	NET COMMERCIAL SITE AREA	TOTAL OFFICE SITE AREA
CS (SERVICE COMMERCIAL)	CITY OF YUCAIPA	CS (SERVICE COMMERCIAL)	CS (SERVICE COMMERCIAL)	27,217 AC	8,552 AC	27,741 AC

BUILDING AREA	USER	TOTAL BUILDING AREA
MAJOR 1 (HEALTH CLUB)	MAJOR 1 (HEALTH CLUB)	16,000 SF
MAJOR 2 (RETAIL)	MAJOR 2 (RETAIL)	62,500 SF
PAD 1 (RESTAURANT)	PAD 1 (RESTAURANT)	2,500 SF
PAD 2 (RESTAURANT)	PAD 2 (RESTAURANT)	6,000 SF
PAD 3 (RESTAURANT)	PAD 3 (RESTAURANT)	2,500 SF
PAD 4 (RESTAURANT)	PAD 4 (RESTAURANT)	3,500 SF
PAD 5 (RESTAURANT)	PAD 5 (RESTAURANT)	7,500 SF
SHOP 1 (RETAIL)	SHOP 1 (RETAIL)	4,500 SF
SHOP 2 (RETAIL)	SHOP 2 (RETAIL)	2,500 SF
PAD 6 (RESTAURANT)	PAD 6 (RESTAURANT)	5,000 SF
PAD 7 (RESTAURANT)	PAD 7 (RESTAURANT)	2,800 SF
OFFICE	OFFICE	1,225 SF
EQUIPMENT BUILDING	EQUIPMENT BUILDING	1,300 SF
SHOP 1 (RESTAURANT)	SHOP 1 (RESTAURANT)	9,700 SF
TENANT 1	TENANT 1	2,200 SF
TENANT 2	TENANT 2	1,200 SF
TENANT 3	TENANT 3	1,000 SF
TENANT 4	TENANT 4	2,500 SF
TENANT 5	TENANT 5	1,000 SF
PAD 8 (RESTAURANT)	PAD 8 (RESTAURANT)	8,400 SF
PAD 9 (RESTAURANT)	PAD 9 (RESTAURANT)	1,000 SF
TOTAL BUILDING AREA		144,301 SF
TOTAL NET SITE COVERAGE		10,815 (+8,901 SF) AC

**AREA C - COMMERCIAL**

ZONING	JURISDICTION	DISTRICT ZONING	REQUIRED ZONING	NET COMMERCIAL SITE AREA	NET COMMERCIAL SITE AREA	TOTAL OFFICE SITE AREA
CS (SERVICE COMMERCIAL)	CITY OF YUCAIPA	CS (SERVICE COMMERCIAL)	CS (SERVICE COMMERCIAL)	1,801 AC	833 AC	2,634 AC

BUILDING AREA	USER	TOTAL BUILDING AREA
MAJOR 1 (HEALTH CLUB)	MAJOR 1 (HEALTH CLUB)	13,000 SF
PAD 1 (RESTAURANT)	PAD 1 (RESTAURANT)	1,500 SF
PAD 2 (RESTAURANT)	PAD 2 (RESTAURANT)	81 SF
PAD 3 (RESTAURANT)	PAD 3 (RESTAURANT)	1,500 SF
PAD 4 (RESTAURANT)	PAD 4 (RESTAURANT)	20 SF
PAD 5 (RESTAURANT)	PAD 5 (RESTAURANT)	41 SF
TENANT 1	TENANT 1	1,500 SF
TENANT 2	TENANT 2	28 SF
PAD 6 (RESTAURANT)	PAD 6 (RESTAURANT)	1,500 SF
PAD 7 (CAR WASH)**	PAD 7 (CAR WASH)**	1,500 SF
SHOP 1 (RESTAURANT)	SHOP 1 (RESTAURANT)	1,500 SF
TENANT 1	TENANT 1	25 SF
TENANT 2	TENANT 2	11 SF
TENANT 3	TENANT 3	11 SF
TENANT 4	TENANT 4	20 SF
TENANT 5	TENANT 5	20 SF
PAD 8 (RESTAURANT)	PAD 8 (RESTAURANT)	40 SF
PAD 9 (RESTAURANT)	PAD 9 (RESTAURANT)	11 SF
TOTAL BUILDING AREA		30,211 SF
TOTAL NET SITE COVERAGE		10,815 (+4,725 SF) AC

**GENERAL INFORMATION**

ZONING	JURISDICTION	DISTRICT ZONING	REQUIRED ZONING	NET COMMERCIAL SITE AREA	NET COMMERCIAL SITE AREA	TOTAL OFFICE SITE AREA
CS (SERVICE COMMERCIAL)	CITY OF YUCAIPA	CS (SERVICE COMMERCIAL)	CS (SERVICE COMMERCIAL)	1,801 AC	833 AC	2,634 AC

BUILDING AREA	USER	TOTAL BUILDING AREA
MAJOR 1 (HEALTH CLUB)	MAJOR 1 (HEALTH CLUB)	13,000 SF
PAD 1 (RESTAURANT)	PAD 1 (RESTAURANT)	1,500 SF
PAD 2 (RESTAURANT)	PAD 2 (RESTAURANT)	81 SF
PAD 3 (RESTAURANT)	PAD 3 (RESTAURANT)	1,500 SF
PAD 4 (RESTAURANT)	PAD 4 (RESTAURANT)	20 SF
PAD 5 (RESTAURANT)	PAD 5 (RESTAURANT)	41 SF
TENANT 1	TENANT 1	1,500 SF
TENANT 2	TENANT 2	28 SF
PAD 6 (RESTAURANT)	PAD 6 (RESTAURANT)	1,500 SF
PAD 7 (CAR WASH)**	PAD 7 (CAR WASH)**	1,500 SF
SHOP 1 (RESTAURANT)	SHOP 1 (RESTAURANT)	1,500 SF
TENANT 1	TENANT 1	25 SF
TENANT 2	TENANT 2	11 SF
TENANT 3	TENANT 3	11 SF
TENANT 4	TENANT 4	20 SF
TENANT 5	TENANT 5	20 SF
PAD 8 (RESTAURANT)	PAD 8 (RESTAURANT)	40 SF
PAD 9 (RESTAURANT)	PAD 9 (RESTAURANT)	11 SF
TOTAL BUILDING AREA		31,000 SF
TOTAL NET SITE COVERAGE		10,815 (+4,725 SF) AC

**PROJECT NOTES**

- THIS IS A CONCEPTUAL SITE PLAN FOR PLANNING PURPOSES ONLY.
- THE SITE PLAN IS BASED ON CAD FILE OF TOPS & BOUNDARY SURVEY PREPARED BY PLANO SURVEY, INC. PROJECT NO. E-148-18-24-2018 AND YUCAIPA BOUNDARY STREET IMPROVEMENTS PREPARED BY W.D. CONSUMERS, INC. DATED 08/05/2018.
- RESTAURANTS TO BE FINISHED AT A RATIO OF 1 SP/50 SF OF SEATING AREA. ASSUME THAT 50% OF RESTAURANT BUILDING AREA IS DEDICATED TO SEATING AREA.
- \*\*ASSUMING THE TOTAL SEATING AREA IS 1,370 SF.



LOCATION MAP

**GreenbergFarrow**  
 30 Executive Park, Suite 100  
 Irvine, CA 92614  
 t: 949 296 0450 f: 949 296 0437

VANTAGEONE REAL ESTATE INVESTMENTS, LLC  
 4 CORPORATE PLAZA DRIVE, SUITE 210  
 NEWPORT BEACH, CA 92660  
 t: 949-631-4620 c: 949-903-3818  
 CONTACT: TOM ROBINSON, trr1@vreal.com

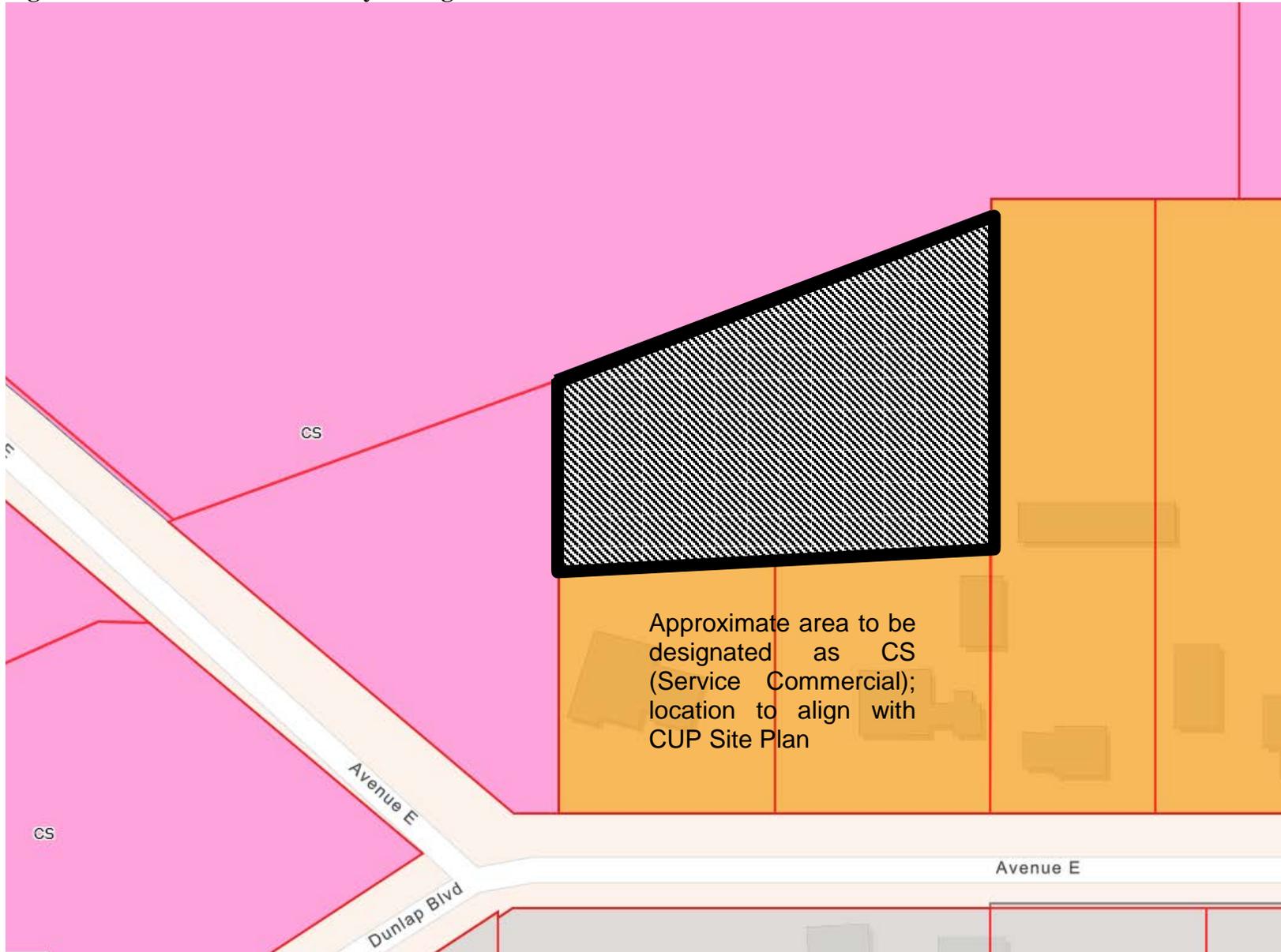


SCALE: 1"=60'-0"

**SP-14**  
 SWC YUCAIPA BOULEVARD & 18TH STREET  
 YUCAIPA, CA  
 20170894.0  
 09.14.2018



**Figure 7 – General Plan Boundary Change**



**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.

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

DETERMINATION: (To be completed by the Lead Agency)

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.	X
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 “potential 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 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.	

  
 \_\_\_\_\_  
 Signature

8-28-19  
 \_\_\_\_\_  
 Date

Benjamin Matlock  
 \_\_\_\_\_  
 Printed Name

City of Jucipit  
 \_\_\_\_\_  
 For

- 1) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 2) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 3) Must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, “Earlier Analysis,” may be cross-referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(d). In this case, a brief discussion should identify the following:
  - (a) Earlier Analysis Used. Identify and state where they are available for review.
  - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - (c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

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

**a) Less Than Significant Impact**

Policy PR-4.7, Scenic Resources, of the City’s 2016 General Plan states that the City will “Protect Yucaipa’s scenic resources, including scenic corridors along roads and views of the hillsides, prominent ridgelines, canyons, and other significant natural features, to the extent practical.” Resources identified in the General Plan includes the City’s designated Scenic Corridors (Bryant Street, Yucaipa Boulevard, Wildwood Canyon Road, and Oak Glen Road) and the prominent hillsides, ridgelines, and open space areas that surround the City, including Crafton Hills and the San Bernardino National Forest.

The Project site is located towards the western edge and gateway of the City, with a substantial portion of the site that has frontage along Yucaipa Boulevard. The area of the site along Yucaipa Boulevard is currently vacant, with the topography sloping away from the roadway (Figure 8). The site does not feature any unique open space features such as a prominent hillside or ridgeline that impact the existing visual quality of the site, nor any natural resources that contribute towards creating a scenic vista. Yucaipa Boulevard is currently undergoing roadway improvements as part of Phase I and II of the Yucaipa Boulevard Widening, 15th Street to Interstate 10, Project, which is anticipated to be completed by the end of the 2019 calendar year. All related curb, gutter, sidewalk improvements, and removal of powerpoles along Yucaipa Boulevard would be installed as a result of that project, which will also include a landscaped center roadway median. The proposed Project will include a landscaped setback that will enhance the roadway corridor, consistent with the City’s policies for its designated Scenic Corridors. As such, the proposed Project would have a less than significant effect on scenic vistas.

**Figure 8 – Yucaipa Boulevard Frontage, Prior to Current City Roadway Project (2016)**



Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**b) No Impact**

According to Caltrans Scenic Highway Program, there are no official state-designated scenic highways that exist within the City of Yucaipa. A portion of State Route 38 passes through the City of Yucaipa, and is an eligible state scenic highway that has not been officially designated; however, this section of roadway is located approximately five miles north from the proposed Project site. The City of Yucaipa has designated Bryant Street, Yucaipa Boulevard, Wildwood Canyon Road, and Oak Glen Road as scenic corridors within the City. The proposed Project is located along Yucaipa Boulevard, west of 18<sup>th</sup> Street, and therefore has frontage along a City-designed Scenic Corridor. The proposed Project will include a landscaped setback that will enhance the roadway corridor, consistent with the City’s policies for its designated Scenic Corridors. However, as the site is not located along a state-designated scenic highway, the development of the Project would not create an adverse impact to resources along a scenic route.

**c) Less Than Significant Impact**

The Project is comprised of several lots that are vacant with the exception of three lots, which feature existing single-family residences (31479 Avenue E, 31514 Avenue E, and 31548 Avenue E). The Project site is surrounded by commercial uses to the north and west, and residential uses to the south and east. The site is located within an urbanized area within the western edge of the City. The proposed Project consists of the unified commercial development, including several restaurants, a fitness center, a movie theater, and a carwash, which are conditionally permitted uses within the CS (Service Commercial) Land Use District. The proposed Project will include a landscaped setback along Yucaipa Boulevard that will enhance the roadway corridor, consistent with the City’s policies for its designated Scenic Corridors. The CS Land Use District permits a maximum structure height of 45 feet, which may be exceeded by no more than 50% for certain architectural features listed in Section 87.0405 of the Yucaipa Development Code. Compliance with the Development Code will be verified through the Architectural Review Process for each building. The proposed commercial structures, and their associated landscaping and architecture, are consistent with the applicable zoning and other regulations governing scenic quality. Therefore, development of the proposed Project would have a less than significant impact to the visual quality.

**d) Less Than Significant Impact**

Existing sources of light and glare include street lighting and lights from commercial, uses in the area, as well as from Interstate 10, which creates nighttime lighting from vehicles passing along the freeway, and also from the freeway and intersection lights. Additional lighting will occur due to the development of the Project. The commercial development will result in new sources of nighttime lighting, including, but not limited to: building-mounted lights, parking lot lighting, and illuminated signage. However, the amount of lighting will be similar to other commercial development along Yucaipa Boulevard. The Project will be required to comply with the City’s Development Code, which contains general design standards that ensure new development and expansions of existing development will not have a negative impact upon surrounding land uses. As a Condition of Approval, all lights used to illuminate the site shall be hooded and designed so as to reflect away from adjoining properties and public thoroughfares. New lighting would also be reviewed by the City to ensure conformance with the 2016 California Building Code, Title 24 (California Code of Regulations), as well as the 2016 California Green Building Standard Code (Part 11 of Title 24, California Code of Regulations) such that only the minimum amount of lighting is used and no light spillage occurs. For these reasons, lighting and glare impacts from the proposed Project would be less than significant and no mitigation is required.

<p><b>2. AGRICULTURE RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project?</p>				
<p>a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide</p>				X

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (PRC 12220(g)), or Timberland zoned Timberland Production (GC 51104(g))				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				X

**a) No Impact**

According to the State Dept. of Conservation Important Farmland Map, San Bernardino County 2012, Sheet 2 of 2, the proposed Project site is designated as “urban and built-up land” and does not contain any prime, unique, or important farmland (Figure 9). The Project site is located on several parcels that include vacant lots and three lots with existing single family residences. None of the lots that create the Project site feature any current agricultural activities, and development of the Project would not convert farmland to a non-agricultural use.

**Figure 9 – Excerpt from Important Farmland Map**



**b) No Impact**

The City of Yucaipa utilizes a “one map system” in which the General Plan Land Use Designations and Zoning Categories are the same and combined onto one map. The Project site is currently designated as CS (Service Commercial) and RM-10M (Multiple Residential), and the Project proposal includes a General Plan to designate the entire commercial site as CS. Both the CS and RM-10M Land Use Districts are not a zoning designation for agriculture

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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uses. In addition, there are no active Williamson Act contracts within the City of Yucaipa. The proposed development would be consistent with the CS Land Use Designation, and would not conflict with zoning for an agricultural use or a Williamson Act contract.

**c) No Impact**

As noted previously, the Project site is currently designated as CS (Service Commercial) and RM-10M (Multiple Residential), and the Project proposal includes a General Plan to designate the entire commercial site as CS. Both the CS and RM-10M Land Use Districts are not a zoning designation for forest land, and the proposed Project, including the extension of the CS designation, would not conflict with existing zoning for, or cause rezoning of, forest land.

**d) No Impact**

No forest land or timberland is located within the Project site. The surrounding Project area is generally urban in nature with commercial and residential-related land uses.

**e) No Impact**

As noted in items a-d above, the area is designated “urban and built up,” and no portions of the area are currently farmed nor subject to Williamson Act contracts. In addition, no portion of the area is located within a forest area. As such, the proposed Project would not affect these resources.

<b>3. AIR QUALITY:</b> 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?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?.			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

An Air Quality and Greenhouse Gas Assessment was prepared for the proposed Project by Salem Engineering Group in August, 2019. This report is summarized below and is included as Appendix A of this Initial Study.

**a) Less Than Significant Impact**

Air quality plans describe air pollution control strategies to be implemented by a city, county, or regional air district. The primary purpose of the air quality plans is to bring an area that does not attain federal and state air quality standards into compliance with those standards pursuant to the requirements of the Clean Air Act and California Clean Air Act. A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the applicable air quality plan.

The proposed Project is within the South Coast Air Basin (Basin), and the South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the Basin. SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources, and responded to this requirement by preparing the 2016 Air Quality Management Plan (AQMP), an air quality management plan covering all portions of the Basin.

The regional emissions inventory for the South Coast Air Basin was compiled by SCAQMD, the San Bernardino Association of Governments (SANBAG), and the Southern California Association of Governments (SCAG), and is used

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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for the AQMP. Regional population, housing, and employment projections are based, in part, on the City’s General Plan land use designations. The proposed Project includes GPA to extend the CS (Service Commercial) Land Use Designation along approximately 1.1 acres, which would permit the Land Use District boundary to align with the proposed Project boundary.

The SCAQMD CEQA Handbook states that “New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP.” A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

- (1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- (2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Based on the air quality modeling analysis that has been completed, neither short-term construction, nor long-term operation of the proposed Project will result in significant impacts based on SCAQMD regional and local thresholds of significance. The proposed Project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

Furthermore, the proposed Project is not anticipated to substantially exceed the AQMP assumptions for the project site and is consistent with the AQMP for the second criterion because the project site currently has a residential General Plan designation, and the change of General Plan Land Use Designation from a portion of the site from RM-10M (Multiple Residential) to CS (Service Commercial) will not substantially change the land use intensity the designation. Therefore, the Project will not conflict with or obstruct the implementation of the 2016 AQMP, and a less than significant impact will occur.

**b, c) Less Than Significant Impact**

The construction analysis includes estimating the construction equipment that would be used during each construction activity, the hours of use for that construction equipment, the quantities of earth and debris to be moved, and on-road vehicle trips (worker, soil hauling, and vendor trips). The assessment assumed that heavy construction equipment would be operating at the site for eight hours per day, five days per week during project construction. In addition, it was assumed that, in accordance with the requirements of the SCAQMD Rule 403, fugitive dust controls would be utilized during construction. It is assumed that the Project would be constructed in two key phases: Phase I consisting 14.4 acres in size along the western end of the site, and Phase II consisting of 6.81-acres in size along the eastern edge of the site.

Operational air pollutant emission impacts are those associated with stationary sources and mobile sources involving any Project-related activities. This Project would result in both stationary and mobile-source emissions, including a trip generation factors provided in Traffic Impact Analysis (Appendix G) prepared for the Project. Additionally, there would be emissions from area sources, such as landscape maintenance, and energy sources, such as building heating and cooling and solid waste handling.

To further evaluate the potential for significant impacts associated with the project, the SCAQMD’s Final Localized Significance Threshold Methodology (SCAQMD 2008) can be considered to evaluate whether a project’s emissions could cause a localized exceedance of an ambient air quality standard. The Localized Significance Threshold (LST) Methodology provides a look-up table for construction and operational emissions based on the emission rate, location, and distance from receptors, and provides a methodology for air dispersion modeling to evaluate whether a construction

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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or operation could cause an exceedance of an ambient air quality standard. Because this development is planned to disturb 3 – 5 acres during the earthwork and grading activities per day, the Project will be reviewed at the LST level of 5 acres, which applies to impacts from NO<sub>2</sub>, CO, PM<sub>2.5</sub> and PM<sub>10</sub> concentrations.

The results are as follows:

### Construction - Maximum Daily Emissions

	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM 10	PM 2.5
	LB/Day					
Phase I						
Summer Peak	39.2	7.4	23.6	0.05	4.4	2.4
Winter Peak	39.2	7.8	23.7	0.05	4.4	2.4
Phase II						
Summer Peak	33.7	5.9	23.6	0.05	4.4	2.4
Winter Peak	33.7	5.9	23.6	0.04	4.4	2.4
SCAQMD Threshold	75	100	550	150	150	55
LST	N/A	270	2075	N/A	14	9
Exceed?	No	No	No	No	No	No

### Operation - Maximum Daily Emissions

	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM 10	PM 2.5
	LB/Day					
Phase I						
Summer Peak	17.1	62.9	56.6	0.1	1.9	0.75
Winter Peak	16.15	61.4	66.1	0.1	1.9	0.75
Phase II						
Summer Peak	8.29	27.9	27.3	0.06	1.6	0.56
Winter Peak	7.8	27.4	31.2	0.06	1.6	0.56
Total Peak Combined	24.9	90.8	97.3	0.16	3.5	1.3
SCAQMD Threshold	55	55	550	150	150	55
LST	N/A	270	2075	N/A	4	3
Exceed?	No	No	No	No	No	No

The construction and operation of the Project would not exceed any air quality thresholds.

Construction related impacts would be reduced by the Air Qual The requirements for Rule 403 include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the lots, and maintaining effective cover over exposed areas. Engineering Department-specific Conditions of Approval includes provisions for Rule 403 that will apply during grading and building activities to minimize fugitive dust. Construction of the Project would also be subject to SCAQMD low VOC paint through Rule 1113 - Architectural Coatings, which limits the VOC content of architectural coatings used on projects in the SCAQMD.

Operational impacts would be minimized by adherence to the Building Code and Title 24 requirements. As such, impacts would be less than significant. Although it was not included in the analysis presented in Appendix A, the proposed

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Project would help reduce VMTs and its associated mobile source emissions. Specifically, the Project would address current commercial leakage from residents leaving the City to visit the Project’s proposed corporate tenants such as Chick-Fil-A, Chipotle, Panera Bread, and Chili’s, which are currently located approximately 5 miles away from the City of Yucaipa.

**d) Less Than Significant Impact**

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The proposed Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. During site improvement construction activities associated with the commercial development, there may be some level of odor exposure resulting from asphalt paving for the parking lot and exhaust from heavy-duty equipment. However, the limited duration and area involved in construction and paving activities would not result in significant levels of odors affecting a substantial number of people. Further, the restaurants proposed would be required to comply with SCAQMD Rule 402, which regulates nuisance odors from restaurant exhaust systems. As such, impacts would be less than significant.

4. <b>BIOLOGICAL RESOURCES.</b> 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 Wildlife or U. S. Fish and Wildlife Service?				X
b) Have a substantially 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 Wildlife or U. S. Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?				X

**a-f) No Impact**

The Project site is located within an urbanized area of the City of Yucaipa, and is surrounded by existing development, including commercial and residential development. In addition, Interstate 10 is located directly adjacent to the Project site, separated by a driveway for the existing Corky’s/In-N-Out site. The Project site is not identified in Figure PR-5, Wildlife Corridors of the General Plan. A visual site investigation conducted by Staff confirmed that that the Project site has been previously disturbed, which is a result from discing for annual weed abatement, fill material stockpiling approved under Cases No. 10-016/CUP and 10-025/CUP, and the construction staging area for Phase I and II of the Yucaipa Boulevard Widening, 15th Street to Interstate 10, Project. Therefore does not feature any candidate, sensitive, or special status species; riparian habitat or other sensitive natural community; wetlands; and wildlife corridors. In addition, no Oak Trees, which are protected by the City pursuant to Section 89.0510, Oak Tree Conservation, are located onsite. The proposed Project would not conflict with any local policies or ordinances relating to biological resources, and no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved plans apply to the site. Therefore, the proposed Project would have no effect on biological resources.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resources pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

A Phase I Cultural Resources Assessment was prepared by Archeological Associates, Inc. in April, 2019, to assess the potential impacts to cultural and tribal resources that could result of the Project. This report is summarized below and is included as Appendix B of this Initial Study. In addition, a Historic Evaluation of 31479 Avenue E was prepared by Rincon Consultants, Inc. in June 2019, and is included as Appendix C of this Initial Study

**a) No Impact**

The proposed Project is located on mostly vacant properties bounded by Yucaipa Boulevard to the north, Avenue E and Interstate 10 to the west, and 18<sup>th</sup> Street to the east. The records search and field survey did not identify the presence of any prehistoric or historic archaeological resources within the boundaries of the study area, and prior disturbances from past grading/filling activities further limits the potential for discoveries onsite. However, a historic period residence located at 31479 Avenue E will be demolished in conjunction with the proposed. The residence, which was built in 1946, and the detached shop building, which was constructed between 1949 and 1953, were found ineligible for listing in the National Register of Historic Places or the California Register of Historical Resources, and is therefore not considered a historic resource as defined by CEQA. As such, the Project site is not considered historic, and no impacts to historic resources would occur as part of development of the Project.

**b) Less Than Significant With Mitigation**

Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process.

In accordance with AB 52 and SB 18 requirements, the City sent invitation letters to representatives of the Native American contacts provided by the NAHC on June 5, 2019, and to its AB 52 contacts on May 2, 2019, formally inviting tribes to consult with the City on the Project. The intent of the consultations is to provide an opportunity for interested Native American contacts to work together with the City during the project planning process to identify and protect tribal cultural resources. A response letter was received from the San Manuel Band of Mission Indians and the Soboba Band of Luiseno Indians requesting consultation on June 4, 2019 and July 16, 2019 respectively. A letter was also received from the Morongo Band of Mission Indians and Torres Martinez Desert Cahuilla Indians noting that they did not wish to consult on the Project.

The Cultural Resources Assessment did not identify any resources to be onsite, noting that prior disturbances and negative records onsite limit the potential discovery of resources that could be onsite. Further, the proposed fill of materials would result in limited subsurface excavation for the proposed Project. However, land disturbing activities may have the potential to uncover such remnants from this history and result in an inadvertent discovery, and mitigation measures were recommended by the tribes to address the procedures necessary should any inadvertent discoveries occur. Based upon the consultation process, Mitigation Measures CR-1, CR-2, TRI-1, TRI-2, and TRI-3 were developed.

**c) Less Than Significant With Mitigation**

There are no known human remains on the site. A review of historic aerial photos and maps at Netronline.com was

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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conducted and did not identify possible cemeteries in the area, and therefore a low likelihood exists that human remains could be uncovered during ground-disturbing activities. However, there is always a possibility that unidentified human remains could be discovered during Project construction. Consistent with State law, if at any time during grading human remains are found, the Project is to be conditioned to halt work and contact made with the San Bernardino County Coroner’s Office. Standard Conditions of Approval are included pertaining to State Health and Safety Code Section 7050.5. In addition, any discoveries of remains would also be assessed to determine if they are of Native American origin. Measure TRI-3 is included to reduce impacts to a less than significant level.

**Mitigation Measures:**

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

**CR-2:** If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI and SBLI for review and comment, as detailed within TRI-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

**TRI-3:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the San Bernardino County Coroner and the City of Yucaipa Community Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the Native American Heritage Commission (NAHC) (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s)(MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains shall be overseen by the MLD to determine the most appropriate means of treating the human remains and any associated grave artifacts.

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the San Bernardino County Museum.

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

<b>6. Energy.</b> Would the Project?				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	
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**a, b) Less Than Significant Impact**

During construction, the Project would result in energy consumption through the combustion of fossil fuels used for worker vehicles and construction equipment, such as bulldozers, frontend loaders, forklifts, and cranes, and through the use of electricity to provide power for temporary construction buildings, lighting, and other sources. California Code of Regulations Title 13, Sections 2449(d)(3) and 2485, limits idling from both on-road and off-road diesel-powered equipment and is enforced by the California Air Resources Board. These limitations on idling of vehicles and equipment, and the requirements that equipment be properly maintained, would result in fuel savings. Idling limitation are also included as Best Management Practices to reduce noise-related impacts. Also, due to the cost of fuel, contractors and owners have a practical financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. Due to the temporary nature of construction and the financial incentives for developers and contractors to use energy-consuming resources in an efficient manner, the construction phase of the Project would not result in wasteful, inefficient, and unnecessary consumption of energy. Further, there are no policies at the local level applicable to energy conservation specific to the construction phase. Therefore, it is anticipated that the construction phase of the Project would not conflict with State or local renewable or energy efficiency objectives

The operational phase of the Project would consume energy as part of building operations and transportation activities. Building operations for the Project would involve energy consumption for multiple purposes including, but not limited to, building heating and cooling, lighting, and electronics, as well as parking lot lighting. The various commercial buildings proposed would be designed and constructed in accordance with the State’s Title 24 energy efficiency standards. These standards, widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. The Project would be required by State law to comply with these energy conservation standards. Operational energy would also be consumed during vehicle trips associated with the Project. Fuel consumption would be primarily related to vehicle use by employees and visitors associated with the proposed warehouses. The Project consists of the construction of the unified commercial center, which will feature corporate tenants that are not currently located in the City, including Chick-Fil-A, Chipotle, Panera Bread, and Chili’s, as well as a movie theater. As such, the proposed Project would reduce the vehicle trips currently being generated by the residents of the area, which have to currently travel outside of the community to patronize those businesses. The parking lot would also include electric vehicle charging stations, which will incentivize the use of plug-in hybrid electric vehicles (PHEV) and battery electric vehicles (BEV). Therefore, the Project would not result in an inefficient, wasteful, or unnecessary use of energy. Operational energy impacts would be less than significant.

Further, the Project would provide consistency with the City’s locally adopted GHG Reduction Plan. The new buildings would be built to meet or exceed all California Green Building Standards Codes (CALGreen Code) resulting in lower energy use and GHG emissions compared to older buildings. This would ensure project compliance with applicable CAP measures:

- State-1: Senate Bill 1078 (2002)/Senate Bill 107 (2006) and Senate Bill 2 (2011) Renewable Portfolio Standard
- State-2: Title 24 Standards for Non-Residential and Residential Buildings (Energy Efficiency Standards and CALGreen)
- State-3: AB 1109 (Huffman) Lighting Efficiency and Toxics Reduction Act

The landscaping would be low water-tolerant and energy-efficient, thus minimizing landscape water usage, and ensuring compliance with CAP measure Water-3. Thus, the Project would not Conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Operational energy impacts would be less than significant.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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7. <b>GEOLOGY AND SOILS.</b> 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.			X	
(ii) Strong seismic ground shaking?			X	
(iii) Seismic-related ground failure, including liquefaction?				X
(iv) Landslides?				X
(b) Result in substantial soil erosion or the loss of topsoil?			X	
(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?				X
(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?				X
(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?				X
(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Two Geotechnical Engineering Investigations were prepared for the proposed Project by Salem Engineering Group in August, 2018. Information from these reports are summarized below and is included as parts one and two of Appendix D, Geotechnical Engineering Investigation, of this Initial Study.

a) **i, ii. Less Than Significant Impact**

The project site is not located within the boundaries of an Earthquake Fault Zone as defined by the State of California Alquist-Priolo Earthquake Fault Zoning Act. Therefore, the possibility of significant fault rupture on the Project site is considered to be low. However, Southern California is a seismically active area and Earthquake Fault Zones are found within the City of Yucaipa and within adjacent communities. As such, seismic shaking may occur, and seismic ground shaking and ground rupture due to movement of faults is a potential hazard in Yucaipa. The Project will be required to comply with the Yucaipa Municipal Code and seismic design parameters of the most current version of the California Building Code (CBC). The California Building Code provides procedures for earthquake-resistant structural design that include considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height, which is designed to mitigate earthquake hazards.

**iii. No Impact**

The Uniform Building Code (UBC) has identified groundwater within 50 feet of the surface as a potential problem for seismic-related ground failure, including liquefaction. According to the Yucaipa General Plan ground water can vary within the City from depths lower than 300 feet below surface elevation to as close as 40 feet. Based on San Bernardino County hazard maps and the City’s Geologic Hazards Map, the Project site is not located in a zone of liquefaction susceptibility, and therefore the potential for liquefaction near the subject area is considered minimal.

**iv. No Impact**

Landslides can occur if areas of steep slopes consisting of unstable soils are disturbed by ground shaking and/or heavy rainfall. The Project site is also located on and surrounded by relatively flat land, with existing grade

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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changes proposed to be graded, compacted, and all slopes will be landscaped, consistent with the City’s Standard Conditions of Approval, to ensure slope stability. The site is therefore not susceptible to seismically induced landslides.

**b) Less Than Significant Impact**

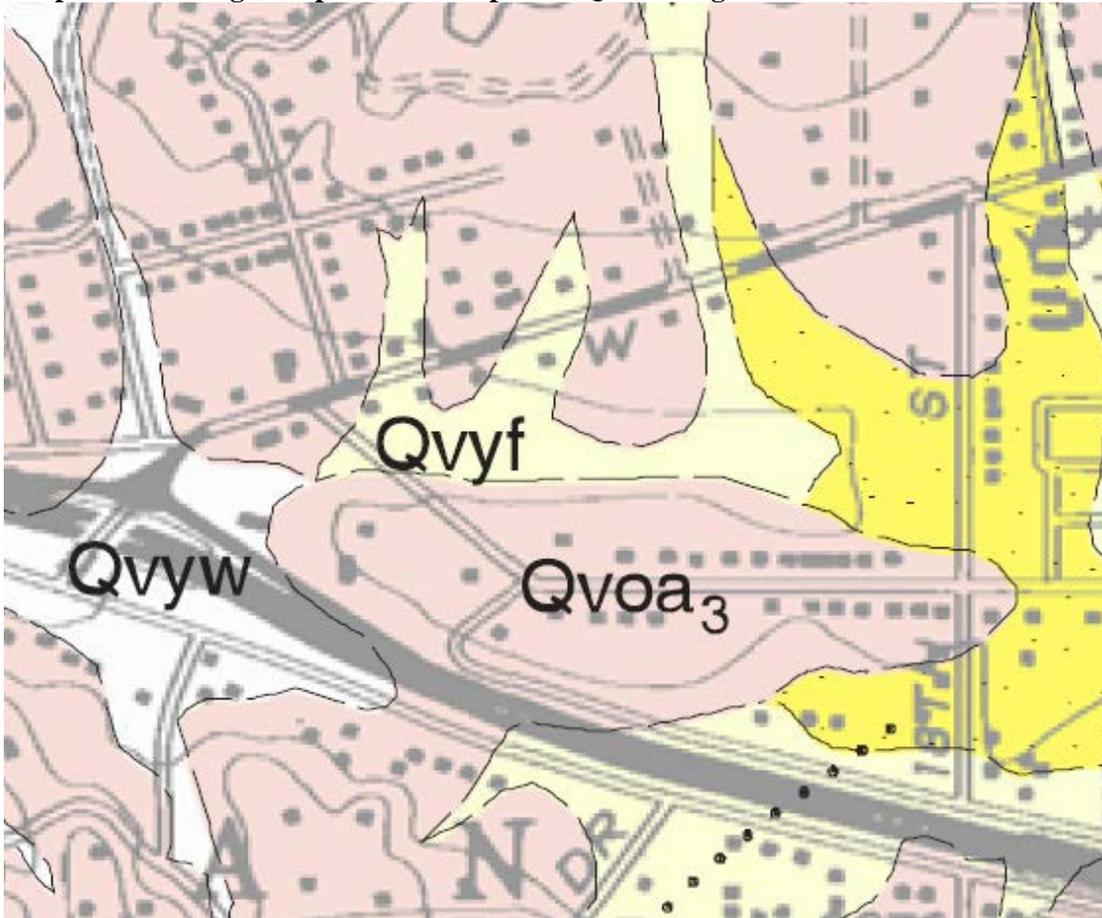
Grading and earthwork activities during construction would have the potential to expose soils to short-term erosion by wind and water. Development within the City is required to prepare an erosion control plan to minimize erosion during grading and construction, and such plan is required to be prepared in compliance with the Regional Water Quality Control Board (RWQCB) standards. In addition, the Project’s excavation and grading activities will be required to be carried out pursuant to a National Pollutant Discharge Elimination System (NPDES) permit that requires adoption of an appropriate Storm Water Pollution Prevention Plan (SWPPP) and implementation of Best Management Practices (BMPs) to reduce erosion from storm water runoff. Land developers are required to provide the SWPPP and compliance with a Water Quality Management Plan (WQMP) prior to construction. These plans are a standard condition for projects over one (1) acre in size and are intended to minimize soil erosion and prevent the off-site discharge of pollutants. To control post construction erosion and pollution discharge and manage those facilities, a WQMP shall be filed as part of the issuance of building permits. The SWPPP and WQMP establish criteria for reducing sediment and water quality issues during construction and during the operational of the Project. A less than significant impact is anticipated with compliance with standard conditions of approval and no mitigation measures are required.

**c-d) No Impact**

See above items 6 (a) and (b). The Geologic Map of the Yucaipa 7.5’ Quadrangle, prepared by the United States Geologic Survey (2003) identifies the Project site as featuring very young alluvial-fan deposits (latest Holocene), which consists of unconsolidated to slightly consolidated sand and sandy gravel deposits that form active parts of alluvial fan, and old and very old axial-valley deposits (late to early Pleistocene), which consists of moderately to well consolidated silt, sand, and gravel (Figure 10). The City’s General Plan Exhibit S-1 does not identify that the site is within the City’s Geologic Hazard Overlay (Figure 11). Due to the soil composition, and supported by the General Plan, the potential for liquefaction or landslide is minimal, and the site is not 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. In addition, expansive soil, as defined in Table 18-a-B of the Uniform Building Code, was not found onsite.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Figure 10: Excerpt from Geologic Map of the Yucaipa 7.5' Quadrangle**



**Figure 11: Excerpt from General Plan Exhibit S-1**



<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**e) No Impact**

The proposed Project will be required to connect to the Yucaipa Valley Water District (YVWD) sewer services that are available to the site, and will not utilize any septic tanks.

**f) Less than Significant Impact**

Figure PR-6 of the City’s General Plan identifies portions of subject site being located within a Paleontological Resource Sensitivity Area. The proposed Project consists of the development of the unified commercial development Project. Due to the existing topography for the site, fill materials will be used to raise building pad elevations to provided better visibility for commercial tenants from Yucaipa Boulevard. Further, prior site disturbances have occurred, and no discoveries were made during those disturbances. However, there may be a potential for new resources to be discovered. As such, the Project would implement the City’s Standard Condition of Approval which states:

“Prior to grading, arrangements acceptable to the County Museum shall be made to have present during grading a qualified vertebrate paleontologist to monitor in the event paleontologic resources are encountered during rough grading. The monitor shall have the authority to temporarily suspend grading operations in the vicinity of such resources until they have been evaluated and appropriate data recovery measures implemented. The results of the monitoring shall be documented in writing and submitted to the County Museum for review prior to issuance of building permits. For more information, contact the County Museum at 909-307-2669.”

<b>8. GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

An Air Quality and Greenhouse Gas Assessment was prepared for the proposed Project by Salem Engineering Group in August, 2019. This report is summarized below and is included as Appendix A of this Initial Study.

**a, b) Less than Significant Impact**

In September 2015, the City of Yucaipa adopted a Climate Action Plan (CAP) that includes GHG emission inventories, identifies the effectiveness of California initiatives to reduce GHG emissions, and identifies local measures to reduce GHG emissions. The City has selected a goal to reduce community-wide GHG emissions by 15 percent below 2008 Business as Usual (BAU) levels by the year 2020, consistent with AB 32, and ensures that the City is providing GHG reductions locally that will complement the state and international efforts of stabilizing climate change. The City is currently working with the San Bernardino County Transportation Authority (SBCTA) to develop an update to the CAP that would extend past the year of 2020.

On December 5, 2008, the SCAQMD Governing Board adopted the staff draft proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. The SCAQMD has a threshold of a 30% reduction of CO2e (carbon dioxide equivalent). This threshold aligns with AB32 and the intent of the 30% reduction is to provide a feasible target objective, that will not only contribute to achieving the AB 32 target objective, but will also contribute to achieving the 2050 target of the Governor’s Executive Order S-3-05, which establishes of target objective of reducing GHG emissions 80 percent below 1990 levels or a 90 percent reduction from current BAU estimates

The proposed Project would result in the development of approximately 24 gross acres into a unified commercial center. As the City’s CAP is reaching its sunset period, the Project has been analyzed with a threshold of a 30% reduction of

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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CO<sub>2</sub>e is used to assess significance of greenhouse gas emissions as a Tier 4 threshold, which exceeds the CAP threshold of 15% below 2008 standards, and will contribute towards achieving the SCAQMD, AB32 and Governor’s Executive Order S-3-05 target objective of reducing GHG emissions 80 percent below 1990 levels or a 90 percent reduction from current BAU estimates.

The proposed Project would generate an estimated total of 17,481 metric tons of CO<sub>2</sub>e emissions without any mitigation measures during operation. The unmitigated construction emissions is estimated at a total of 769.11. The SCAQMD recommends amortizing construction emissions over a period of 30 years to estimate the contribution of construction emissions to operational emissions over the project lifetime. Amortized over 30 years, the construction of the project will generate approximately 26 metric tons of CO<sub>2</sub>e on an annualized basis. The estimated unmitigated emission for this project is 17,507 metric tons of CO<sub>2</sub>e.

Based on the results of the CalEEMod Model, the Project provides site design measures that mitigate the GHG impacts, reducing the generated metric tons of CO<sub>2</sub>e emissions from 17,507 to 9,189, a reduction of 47%, which exceeds the 30% threshold. Thus, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs, and is not expected to have a significant cumulative impact on greenhouse gas emissions.

<b>9. HAZARDS AND HAZARDOUS MATERIALS. Would the project?</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?				X
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?				X
f) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) 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?			X	

**a) Less than Significant Impact**

The proposed Project consists of the development of a unified commercial center of approximately 24 gross acres, and would not directly involve the routine transport of hazardous materials. However, equipment used at the site during construction activities could utilize substances considered by regulatory bodies as hazardous, such as diesel fuel and gasoline from typical construction equipment, and would therefore have the potential to discharge hazardous materials during construction. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state requirements, which the project construction activities are required to strictly adhere to. These regulations include: the federal Occupational Safety and Health Act (OSHA) and Hazardous Materials Transportation Act; Title 8 of the California Code of Regulations (CalOSHA), and the state Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. This amount of hazardous material discharge during construction is expected to be less than significant, and the Project would be required to comply with applicable laws,

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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ordinances and procedures, and impacts would be less than significant through compliance with the aforementioned laws and requirements, and also through the implementation of a SWPPP and the WQMP requirements to prevent the off-site discharge of pollutants during construction and operation of the Project

During operation of the Project, potential hazardous materials would be limited to routine elements associated with a commercial development, including the use of yard fertilizers, and general purpose cleaners and solvents. The variety of materials that would be used to support the building operations for a fitness center, movie theater, restaurants, retail shop buildings, and a self-contained express carwash facility would not represent a significant hazard. Further, no hazardous materials will be transported to, or from, the site during Project construction or operation.

**b) Less than Significant Impact**

Three Project-specific Phase I Site Assessments and a Phase II Soil Vapor Sampling Report and Phase II Agricultural Soil Sampling were prepared for the proposed Project by Force in 2018 to assess the existing site conditions to determine if there were adverse environmental conditions that would impact the development of the site. The Phase I and II Site Assessments are provided as Parts 1-4 of Appendix E of this Initial Study and are summarized below.

The assessment found that the site had historically included agricultural uses dating back to 1938 to until 1968, which could have possible pesticide and/or herbicide impacts that could be upset. In addition, the site is adjacent to automotive repair uses and an existing fuel station with Underground Storage Tanks (USTs), which has the potential for shallow soils at the Site to be impacted by operations at the gas stations and associated auto repair businesses, and could also be upset by the development of the Site. The Phase II Soil Vapor Sampling Report and the Phase II Agricultural Soil Sampling was completed and concluded that these recognized environmental condition did not pose a risk, and that the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment

**c) No Impact**

The nearest school facilities to the Project site is the Yucaipa High School, located over one (1) mile northeast of the proposed Project, and Dunlap Elementary School, located over one (1) mile east of the proposed Project. As no schools are located within one-quarter mile from the Project, there will be no impacts related to an accidental release of hazardous materials. As noted in threshold a and b, the proposed commercial Project would not involve the handling of hazardous or acutely hazardous materials, substances, or waste.

**d) No Impact**

Government Code §65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, which is maintained by the Department of Toxic Substances Control (DTSC). The Cortese list contains hazardous waste and substance sites with known underground storage tanks (USTs) having a reportable release, solid waste disposal facilities from which there is a known migration, and sites with known toxic material identified through the abandoned site assessment program. According to the DTSC Envirostor Database, the Project site is not included on the Cortese List compiled pursuant to Government Code Section 65962.5.

**e) No Impact**

The Project site is not within two miles of an airport of any type. The nearest airport is Redlands Municipal Airport (REI), which is located over 4 miles northwest from the Project site. In addition, the Project is not within the Redlands Airport Land Use Compatibility Plan. No impacts would occur with the Project.

**f) No Impact**

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed Project site features roadway frontage along Yucaipa Boulevard, Avenue E, and 18<sup>th</sup> Street, which are existing paved roadways, and is within the immediate vicinity of Interstate 10. The development of the site would not impact access to users traveling along the public right-of-way as the roadway would serve as points of ingress and egress to the site, and the roadway would remain open to the public. Figure S-5 of the Yucaipa General Plan does designate Yucaipa Boulevard as a local evacuation route, which would not be impacted by the development of a unified commercial center. The internal circulation for the development has also been designed to comply with the California Fire Code. As such, the proposed Project will not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

**g) Less than Significant Impact**

The Project site is within an urbanized area, adjacent to existing residential development, and is not adjacent to wildland areas. However, the Project site is within the Fire Safety Review Area 2 according to the City General Plan, and would be subject to Fire Department conditions of approval to reduce fire related risks. In addition, the City has also adopted the most recent version of the California Building and Fire Codes, which includes sections on fire-resistant construction material requirements based on building use and occupancy. The construction requirements are a function of building size, purpose, type, materials, location, proximity to other structures, and the type of fire suppression systems installed. Many of these requirements are also included as part of the Project’s Conditions of Approval as a uniformly applicable development policy, which includes provisions for adequate fire access, sprinkler water systems within indoor spaces, and placement of new fire hydrants at applicable intervals that meet the water flow requirements of the Fire Code. Through these standard requirements, impacts from fire-related hazards would be less than significant.

<b>10. HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

**a) Less Than Significant Impact**

The proposed Project has the potential to release water pollutants during the construction and operation phases, which would have the potential to violate water quality standards.

Construction:

Three general sources of potential short-term, construction-related stormwater pollution associated with the proposed

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earthmoving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

The proposed Project would disturb approximately 24 gross acres of land and therefore would be subject to the NPDES permit requirements during construction activities. Prior to issuance of building permits, the Project would be required to comply with all applicable NPDES requirements through adoption and implementation of a submitted SWPPP and WQMP during the construction and operational phases of the Project. The SWPPP shall identify erosion control BMPs to minimize pollutant discharges during construction activities, and would include stabilized construction entrances, sand bagging, designated concrete washout, tire wash racks, silt fencing, and curb cut/inlet protection. The structural and nonstructural BMPs, and other measures included in the SWPPP and WQMP, would address water quality and waste discharge concerns associated with the Project. Compliance with these requirements is included as standard Conditions of Approval for the Project. As part of the review process for these documents, the City also verifies that there is a financial mechanism in place to ensure the continued maintenance of the measures proposed as part of the WQMP. Further, documentation will be provided to ensure all construction-related plans, including grading and landscape plans, are consistent with each other. Impacts with regard to construction would be less than significant with implementation of existing regulations.

Operation:

The development of the Project would increase the amount of impervious areas onsite by replacing the vacant property with hardscape areas for a unified commercial development project, which includes all of the proposed building footprints, pedestrian-related pathways around the site, and the parking lot serving all of the users. Landscaping is proposed throughout the site as part of Project design. To address water quality issues, a variety of different design solutions are permitted by the RWQCB. It is expected that the preferred design solution will be the utilization of detention basin within the site to receive and filtrate the runoff generated from the impervious surfaces. It should be noted that the ultimate design of these basins may result in a slightly smaller scaled project, as several proposed building pads locations may be instead used for the detention basin location, as determined during the final engineering design process. Compliance with existing federal, State, and local regulations related to water quality, implementation of BMPs included in the Project construction SWPPP, and design recommendations in the WQMP, would result in less than significant impacts.

Waste water treatment for the Project area is provided by YVWD, and the proposed Project would be required to connect to the YVWD sewer collection and treatment system. The proposed Project would not generate hazardous wastewater that would require any special waste discharge permits. Impacts would be less than significant with implementation of existing regulations.

**b) Less Than Significant Impact**

The proposed Project will use potable water provided by Western Heights Water Company, and a Preliminary Service Evaluation letter has been provided by the District indicating that they will be able to serve the Project. No hazardous materials or other materials will be injected into groundwater supplies, and no wells are proposed for the Project which would have the potential to draw from the groundwater table. Further, the Project would not impact any existing groundwater recharge areas, or substantially reduce runoff to which recharge facilities would no longer be able to operate. Impacts would be less than significant.

**c) Less Than Significant Impact**

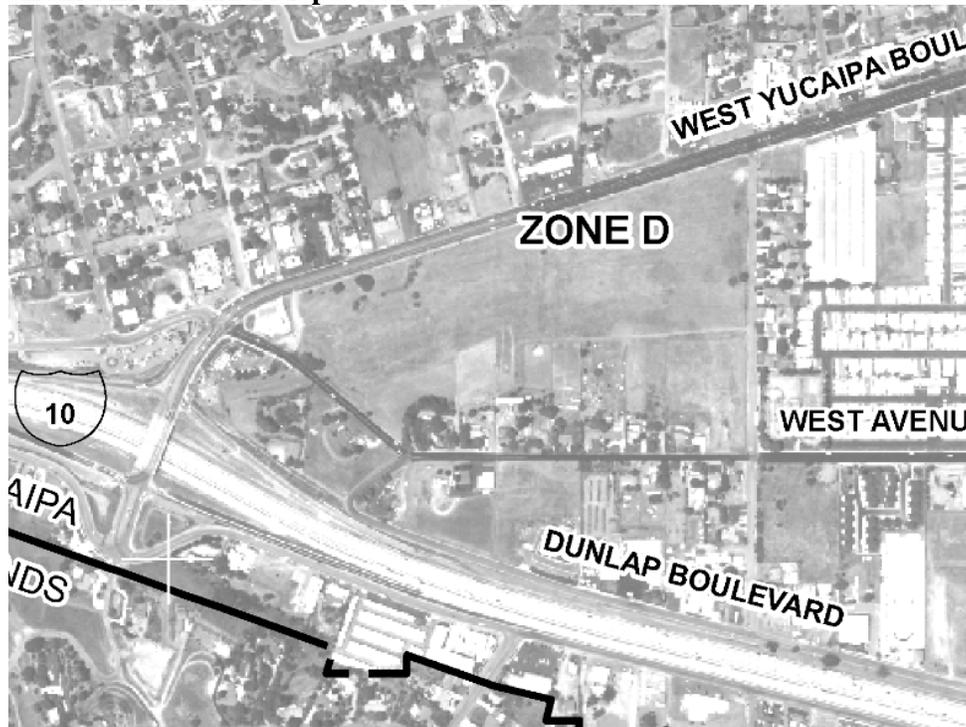
The proposed Project is located on an approximately 24 gross acre site comprised of several properties, along the south side of Yucaipa Boulevard, east of 18<sup>th</sup> Street. The Project site is not located within a 100-year flood plain, based upon a

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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review of the latest FEMA Flood Insurance Rate Map (FIRM) Map, 06071C8740H, amended April 4, 2014 (Figure 12), and is not located adjacent to any streams or other floodway. Construction and operation of the proposed Project would result in the increase of the net area of impermeable surfaces on the site because the site is currently vacant. The Project will be conditioned to ensure the amount of runoff generated through the property will not be adversely affected by the construction and operation of the site.

As noted previously, the Project would be subject to NPDES permit requirements during construction activities. Prior to issuance of building permits, the Project would be required to comply with all applicable NPDES requirements through adoption and implementation of a submitted SWPPP and WQMP during the construction and operational phases of the Project. To address water quality and runoff issues, a variety of different design solutions are permitted by the RWQCB. It is expected that the preferred design solution will be the utilization of detention basin within the site to receive and filtrate the runoff generated from the impervious surfaces. It should be noted that the ultimate design of these basins may result in a slightly smaller scaled project, as proposed building pads locations may ultimately be used for the detention basin location, and will be determined during the final engineering design process. The drainage system design would be required to capture the storm runoff within the property, and would prevent substantial erosion or siltation on- or off-site, or any increase in the rate or amount of surface runoff that would create flood-related hazards. Implementation of the various structural and non-structural BMPs from the SWPPP and WQMP would also ensure that runoff water does not exceed the capacity of existing or planned stormwater drainage systems or result in significant pollution.

**Figure 12: Excerpt from FEMA FIRM Map 06071C8740H**



**d) No Impact**

Based on review of the 2016 General Plan and recent aerial photo maps, the proposed Project is not subject to the potential effects of a seiche, tsunami, or mudflows caused by such due to lack of upstream water bodies. The City of Yucaipa is located just northeast of the I-10 freeway and is over 55 miles east of the Pacific Ocean. As such, the City is not under threat of a tsunami, otherwise known as a seismic sea wave. Similarly, the potential for a seiche to occur is remote, given the limited number of large water bodies within Yucaipa and its sphere of influence. Therefore, no impact

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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is expected.

**e) Less Than Significant Impact**

On May 22, 2017, the City Council, adopted Resolution 2017-18, approving a Memorandum of Agreement (MOA) to form the Yucaipa Sub-Basin Groundwater Sustainability Agency (YGSA) with the Cities of Calimesa and Redlands; the South Mesa Water Company; the South Mountain Water Company; the Western Heights Water Company; the Yucaipa Valley Water District; the San Bernardino Valley Municipal Water District; and the San Gorgonio Pass Water Agency. The MOA was formally adopted by all agencies party to the Agreement, and was submitted to the State Department of Water Resources by the San Bernardino Valley Municipal Water District.

The Sustainable Groundwater Management Act (SGMA) provides the YSGA broad powers in the implementation of the YGSP and collaborative management of the Yucaipa Groundwater Sub-Basin. This includes the adoption of rules, regulations, ordinances and resolutions as may be necessary to manage and protect the basin. One of the many goals of the YSGA is the development of groundwater recharge projects. The City, in cooperation with the San Bernardino County Flood Control District, San Bernardino Valley Municipal Water District, and other partners and stakeholders have developed and constructed projects that capture and recharge storm flows for replenishment of the Yucaipa Basin. Future projects will also be developed to allow for active groundwater recharge opportunities. The proposed Project would not conflict with or obstruct implementation of the efforts of the YGSA.

The City is a municipal separate storm sewer system (MS4) stormwater permittee and participates with 20 other municipal agencies in the San Bernardino Valley region to establish Best Management Practices (BMPs) for residents, businesses, students, and governments in preventing and reducing stormwater pollution. Keeping pollutants out of stormwater is an integral component of a sustainable groundwater management program. Under the MS4 permit, the City requires new development to design and implement WQMPs that meet the San Bernardino County Technical Guideline threshold. As part of this project, a WQMP will be required to be reviewed and approved as part of the City’s standard Condition of Approval. Implementation of the various structural and non-structural BMPs for the WQMP, and demonstrating that Low Impact Development (LID) concepts have been utilized, the Project would not conflict with or obstruct implementation of a water quality control plan.

11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Conflict with an 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?			X	

**a) No Impact**

Dividing an established community typically involves creating a physical barrier that changes the connectivity between areas of the community. The site is bounded by Yucaipa Boulevard to the north, Avenue E and Interstate 10 to the west, and 18th Street to the east, and would receive access from Yucaipa Boulevard, Avenue E, and 18th Street. The Project does not propose any action that would physically divide an established community.

**b) Less Than Significant Impact**

The proposed Project includes a GPA to extend the CS (Service Commercial) along approximately 1.1 acres on two parcels, which would permit the land use district to align with the proposed Project boundary (Figure 7). The two residential lots (APNs 0300-191-30, and 31) impacted by the proposed GPA would be subject to a Lot Line Adjustment to correspond to the proposed to the new Land Use Boundary, but the residences would remain. Subject to approval of

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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the GPA, the unified commercial center proposed as part of the Project is consistent with the CS General Plan and zoning designation and is conditionally permitted within this District. Improvements to the Project site are to occur consistent with adopted development standards and good planning practices. Grading and subsequent improvements would be undertaken consistent with appropriate City standards and drainage design criteria. Variances also are anticipated as part of the proposed Master Sign Plan to modify the Sign Code requirements to allow for larger freestanding/monument signs in lieu of monument signs along each parcel, and to allow for additional wall mounted signs. All signage, whether a Variance is or is not requested, will be subject to the City’s requirements and Standard Condition of Approval for potential light and glare concerns. No policies or plans exist for avoiding or mitigating an environmental effect that have not been taken into consideration.

<b>12. MINERAL RESOURCES.</b> 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?				X
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?				X

**a-b) No Impact**

The City General Plan indicates the entire City is within an MRZ-3 (Mineral Resource Zone 3) classification, in which the significance of mineral deposit cannot be evaluated. No mining activities currently occur in the area, and no significant mineral resources are known to exist within the City of Yucaipa. Due to the size of the Project site and proximity to residential uses, the site is unlikely to be considered a viable site for mineral extraction.

<b>13. NOISE.</b> Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

A Noise Study was completed Rincon Consultants, Inc. in March, 2019, to examine the potential impacts from noise that could result from the Project. Information from this report is summarized below and is included as Appendix F, Noise Study, of this Initial Study.

**a) Less Than Significant Impact**

The Project site is adjacent to residential and commercial land uses. The residential land uses are considered noise sensitive land uses in the City General Plan. The General Plan and Municipal Code identify noise levels for various types of land uses, certain activities, and how noise levels are to be measured. The noise-related impacts for the Project have been assessed by those that would occur during construction and those that would occur during the operation of the Project.

Construction:

Section 87.0905(e) of the Municipal Code allows for “Temporary construction, repair, or demolition activities between 7am and 7pm, except Sundays and Federal holidays.” While construction activities will periodically raise noise levels above their current levels, the level of noise increase is not expected to be substantial and will only occur during the

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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limited time associated with these activities. Two types of short-term noise impacts would occur during project construction: 1) equipment delivery and construction worker commutes; and 2) project construction operations.

The first type of short-term construction noise would result from transport of construction equipment and materials to the Project site and construction worker commutes. These activities would incrementally raise noise levels on access roads leading to the site, however, the transportation of the heavy equipment to be used for grading and construction activities would be moved on site just one time and would remain on site for the duration of each construction phase. This one-time trip occurrence would not significantly add to the daily traffic noise in the Project vicinity. The total number of daily vehicle trips for workers visiting the site would also be minimal when compared to existing traffic volumes on Yucaipa Boulevard, and the long-term noise level change associated with these trips would not be perceptible. Therefore, equipment transport noise and construction-related worker commute impacts would be short term and would not result in a noticeable noise increase.

The second type of short-term noise impact is related to noise generated during the site preparation, grading, building construction, architectural coating, and paving activities that would occur on the Project site. Maximum hourly noise levels are calculated to be 83 dBA Leq at 50 feet, as measured from the center of the construction site or activity, and would attenuate to approximately 77 dBA Leq along the southern property line, and lower at the residences located further south of the Project site. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the Project area under existing conditions, the noise impacts would no longer occur once Project construction is completed. As stated above, noise impacts associated with construction activities are regulated by the City’s Municipal Code. In addition, construction-related noise impacts would remain below the 90 dBA Leq 1-hour construction noise level criteria as established by the FTA.

The following best management practices should be implemented to reduce short-term construction noise impacts.

The Project contractor shall implement the following measures during construction of the Project:

- Mufflers. During all project site excavation and grading, all construction equipment, fixed or mobile, should be operated with closed engine doors and should be equipped with properly operating and maintained mufflers consistent with manufacturers’ standards.
- Stationary Equipment. All stationary construction equipment should be placed so that emitted noise is directed away from the nearest sensitive receptors.
- Equipment Staging Areas. Equipment staging should be located in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receptors.
- Electrically-Powered Tools and Facilities. Electrical power should be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.
- Smart Back-up Alarms. Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels.
- Alternatively, back-up alarms should be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction.

Operation:

Noise impacts associated with the long-term operation of the Project must comply with the standards presented in the City’s Municipal Code, described above. Noise associated with the Project features includes HVAC equipment, parking lot activities, drive through noise, and the car wash.

*Parking Lot Activities.* Parking lot noise, including engine sounds, car doors slamming, car alarms, loud music, and people conversing, would occur as a result of the proposed Project at the Project site and on nearby streets. The nearest sensitive receptors located approximately 50 feet south from the proposed parking areas could be exposed to a noise level of up to 71 dBA Lmax. It is not expected that the parking lot activities would occur during the more sensitive nighttime

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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hours and the potential noise levels would remain below the City's 75 dBA Lmax noise standard for residential uses; therefore, the proposed Project would comply with the City's standards. In addition, peak noise levels from parking lot noise would be intermittent when averaged over a one hour period and would be much lower than the existing noise levels in the project vicinity, which is dominated by traffic noise. Impacts would be within the requirements of the Development Code and are less than significant.

*Carwash and HVAC Equipment.* HVAC equipment could be a primary noise source associated with the proposed cultural resources/community services building. HVAC equipment is often mounted on rooftops, located on the ground, or located within mechanical rooms. The carwash would generate noise primarily from operation of drying fans at the exit of the car wash. Blowers and other mechanical equipment would be located within the car wash building, which would dampen and block noise. On-site operational noise level contours are provided in Figures 5, 6, and 7 of the Noise Study. Based on the analysis completed, noise levels with both HVAC and the car wash active during the same hour would not exceed the City noise level limits of 55 dBA Leq at residential property lines or 60 dBA Leq at nearby commercial property lines. Impacts would be within the requirements of the Development Code and are less than significant.

*Drive Through Noise.* Operation of the Project would generate noise through the idling of cars waiting in drive-through lines and the amplification from the drive through speaker boxes. The nearest residential property line to idling cars on the project site is located approximately 350 feet northeast of the fast-food restaurant drive-thru lane located in Area C. Based on the analysis completed, noise levels from vehicles idling would be approximately 33 dBA Lmax at the nearest residential property line, and approximately 43 dBA Lmax from the speaker box. Impacts would be within the requirements of the Development Code and are less than significant.

**b) Less Than Significant Impact**

Vibration related impacts would occur during the construction of the Project, as heavy equipment to be used for grading and construction activities traverse within the Project site. The nearest structures to the Project site are the existing residential uses located south of the site, with the nearest residence not affiliated with the Project located over 200 feet from the property line. The substantial distance between the residences and the Project would allow any groundbourne vibration to dissipate below the City's 0.2 in/sec PPV vibration standards.

**c) Less Than Significant Impact**

The Project site is not within two miles of an airport of any type. The nearest airport is Redlands Municipal Airport (REI), which is located approximately 4 miles northwest from the Project site. In addition, the Project is not within the Redlands Airport Land Use Compatibility Plan. No impacts would occur with development of the Project.

<b>14. POPULATION AND HOUSING.</b> 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)?			X	
b) Displace substantial numbers of existing housing or housing, necessitating the construction of replacement housing elsewhere?			X	

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**a) Less Than Significant Impact**

The proposed Project site is located within an area generally developed with single family residences and commercial parcels. The Project would result in the development of a new unified commercial center to serve residents within the City. The proposed Project is consistent with the land use designation for the site, subject to approval of the General Plan Amendment on approximately 1.1 acres, and was otherwise considered in the City’s build-out envisioned by the General Plan that was adopted in 2016. As such, impacts are expected to be less than significant.

**b) Less Than Significant Impact**

There are three residences currently located on the subject site for the Project. The proposed Project would retain two of the residences (31514 and 31548 Avenue E) but would result in the demolition of a legal nonconforming residence located at 31479 Avenue E. Therefore, the development of the Project would result in the displacement of one residence. A single household would not represent a substantial number of existing housing or housing that would necessitate the construction of replacement housing elsewhere.

The proposed Project involves removing approximately 1.1 acres of a residential land use designation from the City’s General Plan. However, the City has recently approved several General Plan Amendment requests to add additional Multiple Residential-designated land use areas, or to increase the permitted dwelling unit density, including Case Nos. 16-125, 17-024, and 17-072. The increased residential capacity provided by those Projects offsets the removal of a single legal nonconforming residential dwelling unit and the removal of approximately 1.1 acres of residentially-zoned property.

15. <b>PUBLIC SERVICES.</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?				X
d) Parks?				X
e) Other public facilities?			X	

**a) Less Than Significant Impact**

The City of Yucaipa is currently served by the California Department of Forestry (CAL FIRE). The Project site is accessible from Yucaipa Boulevard, Avenue E, and 18<sup>th</sup> Street, which are improved streets, and is located approximately one mile from the Crafton Hills Fire Station located at 32664 Yucaipa Boulevard. The proposed commercial center includes an internal circulation through the parking lot that has been designed consistent with existing City Engineering and Fire Department standards. Further, buildings within the Project would be required to adhere to the 2016 (or current) California Building Code (CBC) requirements, which include provisions for hydrants onsite, fire sprinklers within buildings, illuminated addresses on buildings, and fire suppression systems with commercial kitchens. The Project does not require unique or altered fire protection services to provide service to the site. As a standard condition of approval, developers are required to pay development impact fees for fire facilities, which are assessed from the details of proposed Project. The proposed Project would have a less than significant impact on fire protection services, and would not affect fire department service ratios or response times, nor would it require the construction of any new fire facilities.

**b) Less Than Significant Impact**

The San Bernardino County Sheriff’s Department currently serves the Project site and surrounding area. As a standard

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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condition of approval, developers are required to pay development impact fees for Public facilities based upon the size of the Project site. The proposed Project would not require unique police protection services, since the site has been and will continue to be accessible from surrounding streets and the payment of development impact fees would off-set potential demands for increased facilities.

**c) No Impact**

The Yucaipa-Calimesa School District would serve future development in the area. The Project would not result in any residential growth to the area, and would therefore not result in additional students that would increase demand to the District. No impacts would therefore occur.

**d) No Impact**

The proposed Project is to establish a unified commercial center within the City, and would not establish any additional residential uses that would result in a direct or indirect increase in demand on area parks. No impacts would occur, and no mitigation is required

**e) Less Than Significant Impact**

Public facilities, such as libraries, are typically provided to serve a residential population. The Project would not establish any additional residential uses, and thus would not create an increase in the demand for other public facilities. Therefore, impacts to libraries and other public facilities would be less than significant.

<b>16. RECREATION.</b>				
a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
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?				X

**a-b) No Impact**

See response to 14d. The Project consists of the development of a new unified commercial center within City of Yucaipa, and would not add any additional residences that would increase the demand for area parks. No impacts would occur.

<b>17. TRANSPORTATION/TRAFFIC. Would the project:</b>				
a) 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 non-motorized 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?		X		
b) 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?		X		
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?				X
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?				X
e) Result in inadequate emergency access?				X

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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f) Conflict with adopted policies or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
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A Traffic Impact Analysis was completed IBI Group, Inc. in March, 2019, to examine the potential impacts from traffic that could result from the Project. Information from this report is summarized below and is included as Appendix G, Traffic Impact Analysis, of this Initial Study.

**a, b) Less Than Significant Impact**

The proposed Project is mostly consistent<sup>1</sup> with the City’s General Plan Land Use Map, and the Transportation Element of the City’s General Plan identifies the transportation needs to meet the land use pattern described within the General Plan. The land use pattern proposed will not substantially change the projected increase in vehicle trips that has been provided for within the General Plan, as the proposed Project consists of a commercial development consistent with the requirements of the CS (Service Commercial) Land Use Designation. The City of Yucaipa is currently completing the construction of Phase I and II of the Yucaipa Boulevard Widening, 15th Street to Interstate 10, Project, which will widen Yucaipa Boulevard from a 4-lane roadway to a 6-lane roadway, consistent with the General Plan.

To assess project-related impacts, 6 study area intersections were developed to provide a focused analysis of the Project’s potential traffic impacts. The intersections were selected based on their locations within the network, located within key access points for the proposed Project where the most traffic volumes would be expected. The intersections are as follows:

1. Yucaipa Blvd and Interstate 10 (I-10) Eastbound On-Ramp
2. Yucaipa Blvd and I-10 Westbound On-Ramp
3. Yucaipa Blvd and Avenue E
4. Chinaberry Lane and Yucaipa Blvd
5. 18th Street and Yucaipa Blvd
6. Avenue E and Dunlap Blvd.

In addition, the following roadway segments were analyzed:

1. Yucaipa Blvd between Avenue E and WB I-10 Ramp
2. Yucaipa Blvd between Avenue E and 18th Street
3. Yucaipa Blvd between Avenue E and 17th Street
4. Avenue E between Yucaipa Blvd and Dunlap Blvd
5. Dunlap Blvd south of Avenue E
6. Avenue E between Dunlap Blvd and 18th Street
7. Avenue E between 18th Street and 17th Street
8. Yucaipa Blvd between 18th Street and Tennessee Street
9. 18th Street between Avenue E and Yucaipa Blvd

The following freeway mainline segments were selected for analysis:

1. I-10 Freeway south of Yucaipa Blvd to Live Oak Canyon Road
2. I-10 Freeway north of Yucaipa Blvd to Wabash Road

The traffic analysis for the Yucaipa Pointe development included the following scenarios:

- Existing Year (2018) – No Project

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<sup>1</sup> The GPA to re-designate 1.1 acres would not create a notable change in the traffic-related demand.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Future Year (2020) – No Project
- Existing Year (2018) – With Project
- Future Year (2020) – With Project

Future (Year 2020) was selected as it coincides with the anticipated opening year of the proposed project. An analysis of the AM and PM peak hour for each scenario is included in this report. The AM peak period is between 7:00AM and 9:00AM and the PM peak period is between 4:00PM and 6:00PM.

Under existing and future “No Project” conditions, all roadway, freeway, and intersections operate at satisfactory LOS (LOS C or better), with the exception of the intersection of Yucaipa Blvd and Avenue E, which operates at LOS E in the PM peak hour. However, with the future Project conditions, all roadway, freeway, and intersections operate at satisfactory LOS (LOS C or better), with the exception of the intersection of Yucaipa Blvd and Avenue E, which operates at LOS D in the AM peak hour and LOS F in the PM peak hour. The Project would cause the delay at intersections already operating at unacceptable levels to increase or cause intersections operating at acceptable to become unacceptable. **Mitigation Measure TRA-1** is recommend to either achieve acceptable LOS or to achieve at least the pre-project LOS.

In addition, the current Project conditions would also have a substandard volume-to-capacity (V/C) ratio at the Yucaipa Blvd segment between Avenue E and WB I-10 Ramp for existing year with Project, which is a result of the incomplete roadway improvements and striping that are currently under construction. The future Project conditions, where the roadway improvements have been completed, would have acceptable V/C ratios. As part of the analysis, the proposed intersection improvements to intersection of Avenue E and Dunlap Blvd were assessed as having either a roundabout or all way stop configuration, with an all way stop configuration providing a better LOS of A rather than B. Due to the better LOS, and the topographical limitations at the intersection, the Project applicant has indicated that they will complete improvements for an all way stop in lieu of a roundabout.

Based on the queuing analysis, the anticipated queue lengths developed by vehicles entering and exiting the driveways would not exceed their respective lane queuing capacity with the exception of the westbound Left Turn from Yucaipa Blvd into the proposed development at the primary full access driveway (referenced as A7), where the evaluation showed that the proposed left turn pocket of 200 feet provided by the site plan is not adequate. It is recommended that the left turn pocket be extended to a minimum of 250 feet to mitigate the queuing effect. The median on Yucaipa Blvd has been re-designed to reflect a left turn pocket of 250 feet to ensure adequate queuing space is provided. The analysis did not find any other driveways that would exceed the capacity and cause a spillover onto to the street network or within the site.

With implementation of **Mitigation Measure TRA-1**, the Project would have less than significant impacts. The City of Yucaipa is currently working with the San Bernardino County Transit Authority to develop traffic-related Vehicle Miles Traveled thresholds for assessment pursuant to CEQA Guidelines Section 15064.3, subdivision (b), and no thresholds have yet been adopted. However, the Project consists of the construction of the unified commercial center, which will feature corporate tenants that are not currently located in the City, including Chick-Fil-A, Chipotle, Panera Bread, and Chili’s, as well as a movie theater. It is expected that the proposed Project would reduce the vehicle trips currently being generated by the residents of the area as they currently have to travel outside of the community to patronize those businesses.

**c) No Impact**

Project site is not within close proximity to an airport of any type. The nearest airport is Redlands Municipal Airport (REI), which is located 4 miles northwest from the Project site. The maximum height permitted within the CS Land Use District Development is 45 feet, and the distance of the Project from airports would mean that structures would not impact any flight patterns.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**d) No Impact**

The proposed Project is located adjacent to existing paved streets. The Project does not include any potential land uses that would create roadway hazards (e.g. farm equipment along highways) that would create roadway hazards. The Project would not provide any offsite roadway improvements that could substantially increase hazards due to a design feature. The site driveways and Project improvements would be designed with a minimum width of 24 (26-30 proposed) feet to provide adequate sight distance for residents entering and exiting the site. Sight distance at Project access points would comply with applicable City of Yucaipa/California Department of Transportation sight distance standards. In addition, the proposed would construct roadway improvements at the intersection of Avenue E and Dunlap Boulevard to improve the design of that intersection.

**e) No Impact**

The proposed Project site features roadway frontage along Yucaipa Boulevard, Avenue E, and 18th Street, which are existing paved roadways, and is within the immediate vicinity of Interstate 10. The development of the site would not impact access to users traveling along the public right-of-way as the roadway would serve as points of ingress and egress to the site, and the roadway would remain open to the public. Figure S-5 of the Yucaipa General Plan does designate Yucaipa Boulevard as a local evacuation route, which would not be impacted by the development of a unified commercial center. The internal circulation for the development has also been designed to comply with the California Fire Code, and the proposed parking lot drive aisles range from a width of 26-30 feet that will provide adequate access to facilitate the ingress and egress for fire vehicles. As such, the proposed Project will not result in inadequate emergency access.

**f) No Impact**

The proposed Project will not affect future opportunities to provide alternative transportation modes. As part of the Project, enhanced pedestrian features would be provided onsite for patrons, and sidewalk improvements would be completed around the Project site. The Project will also be conditioned to provide bicycle parking at the different building pad locations.

**Mitigation Measure:**

**TRA-1:** Yucaipa Blvd/Avenue E: Optimization of existing signal timing to provide a longer overall cycle length with additional green time allocated to the westbound left and northbound left turn movements would mitigate the impact at this location.

<b>18. TRIBAL RESOURCES.</b> Would the project:				
a) Cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				X
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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A Phase I Cultural Resources Assessment was prepared by Archeological Associates, Inc. in April, 2019, to assess the potential impacts to cultural and tribal resources that could result of the Project. This report is summarized below and is included as Appendix B of this Initial Study. In addition, a Historic Evaluation of 31479 Avenue E was prepared by Rincon Consultants, Inc. in June 2019, and is included as Appendix C of this Initial Study

**i) No Impact**

The proposed Project is located on several parcels, which are mostly vacant with the exception of three parcels that feature existing single family residences. The evaluation prepared for the site found that there are no known historical or tribal resources onsite, and a records investigation did not reference any known resources onsite. As such, the site, including the residence proposed for demolition, is not considered historic, and no impacts to resources eligible for listing in the California Register of Historical Resources would occur. In addition, the City of Yucaipa does not have a local register of historical resources, and no impacts would therefore occur as part of development of the Project

**ii) Less Than Significant With Mitigation**

Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process.

In accordance with AB 52 and SB 18 requirements, the City sent invitation letters to representatives of the Native American contacts provided by the NAHC on June 5, 2019, and to its AB 52 contacts on May 2, 2019, formally inviting tribes to consult with the City on the Project. The intent of the consultations is to provide an opportunity for interested Native American contacts to work together with the City during the project planning process to identify and protect tribal cultural resources. A response letter was received from the San Manuel Band of Mission Indians and the Soboba Band of Luiseno Indians requesting consultation on June 4, 2019 and July 16, 2019 respectively. A letter was also received from the Morongo Band of Mission Indians and Torres Martinez Desert Cahuilla Indians noting that they did not wish to consult on the Project.

Archaeological research in the area indicates the Project area appears to have been inhabited by the Mountain Serrano, but is also within the boundaries of traditional Cahuilla territory, which lies within the geographic center of Southern California and the Cocopa-Maricopa Trail, a major prehistoric trade route that linked the Colorado Desert with the Pacific Coast. Further, the name “Yucaipa” is a form of the Serrano word, “Yucaipat.” Given the territory’s close proximity to the Cocopa-Maricopa Trail, interactions with surrounding tribes were extensive. Due to this history, areas within the City may have sensitivity to cultural and tribal resources. However, the subject site is not identified in Figure PR-6 of the City’s General Plan as being located within a Cultural Sensitivity Area.

The Cultural Resources Assessment did not identify any resources to be onsite, noting that prior disturbances and negative records onsite limit the potential discovery of resources that could be onsite. Further, the proposed fill of materials would result in limited subsurface excavation for the proposed Project. However, land disturbing activities may have the potential to uncover such remnants from this history and result in an inadvertent discovery, and mitigation measures were recommended by the tribes to address the procedures necessary should any inadvertent discoveries occur. Based upon the consultation process, the mitigation measures are as follows:

**Mitigation Measures:**

**TRI-1:** The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) and Soboba Band of Luiseno Indians (SBLI) shall be contacted, as detailed in CR-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI and SBLI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI and/or SBLI for the remainder of the project, should SMBMI or SBLI elect to place a monitor on-site.

**TRI-2:** Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI and SBLI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI and SBLI throughout the life of the project.

**TRI-3:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the San Bernardino County Coroner and the City of Yucaipa Community Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the Native American Heritage Commission (NAHC) (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s)(MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains shall be overseen by the MLD to determine the most appropriate means of treating the human remains and any associated grave artifacts.

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the San Bernardino County Museum.

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

<b>19. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the waste water 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?			X	
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

**a-c) Less Than Significant Impact**

Western Heights Water Company (WHWC) provides potable water, and the Yucaipa Valley Water District (YVWD)

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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provides wastewater treatment facilities for the Project site. The WHWC is in a controlled overdraft condition since the water table has dropped due to prior years of drought. However, infrastructure improvements have been developed to increase their storage capabilities to meet the demand of future residents and businesses based on the City’s General Plan. This includes several recharge facilities developed by the City of Yucaipa. In addition, the Yucaipa Boulevard Widening, 15th Street to Interstate 10, Project included coordination with all utility companies, including the WHWC and the YVWD to expand and update their infrastructure within the Dunlap area, which would serve the proposed Project. As part of the Project application, the applicant had obtained a Preliminary Service Evaluation letter from WHWC and YVWD noting that they would be able to accommodate the required water and sewer needs of the proposed Project. The Project would not require the expansion of their facilities. As such, impacts will be less than significant.

The proposed Project will result in an incremental increase in the amount of storm water runoff from the property. The proposed development will require new storm water drainage facilities to capture the additional runoff that is generated, which will be provided for by on-site drainage detention basins. As a condition of Project approval and prior to this issuance of grading permits, the Project is required to submit a SWPPP and WQMP that describes BMPs and site design measures that will be implemented to minimize site runoff that is created. Therefore, the impact would be less than significant.

Other utilities, including electric power, natural gas, or telecommunications facilities, are provided along Yucaipa Boulevard, and no substantive changes are necessary to connect to those utilities.

d, e) Solid waste services in the City of Yucaipa are provided through a contract with Burrtec, and disposed of within the San Timoteo Sanitary Landfill. As a part of the contract, the disposal service company is required to comply with all appropriate regulations. According to information from the CalRecycle website, operated by the State of California, this landfill has an average annual capacity of 500,000 to 749,999 tons per year, and has a remaining capacity of over 13 million cubic yards and a daily landfill capacity is 2,000 tons per day. Considering the availability of landfill capacity, project solid waste disposal needs can be adequately met without a significant impact on the capacity of the nearest and optional, more distant, landfills. Therefore, it is not expected that the proposed project would impact the City’s compliance with state-mandated (AB 939) waste diversion requirements. As a standard condition of approval, any new commercial, industrial, or institutional uses shall implement the approved “Solid Waste Recycling Plan.” In addition, the proposed restaurants are subject to the requirements of AB 1826, which mandates organic recycling. The City is currently in compliance with the provisions of the law through its contract with Burrtec. Further, the City would provide enforcement of the law to ensure compliance with the organic recycling efforts.

20. <b>WILDFIRE.</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

**a) No Impact**

The proposed Project site features roadway frontage along Yucaipa Boulevard, Avenue E, and 18th Street, which are

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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existing paved roadways, and is within the immediate vicinity of Interstate 10. The development of the site would not impact access to users traveling along the public right-of-way as the roadway would serve as points of ingress and egress to the site, and the roadway would remain open to the public. Figure S-5 of the Yucaipa General Plan does designate Yucaipa Boulevard as a local evacuation route, which would not be impacted by the development of a unified commercial center. The internal circulation for the development has also been designed to comply with the California Fire Code. As such, the proposed Project will not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

**b-d) Less Than Significant Impact**

The Project site is located on a relatively flat property within an urbanized area and adjacent to existing development, and is not adjacent to wildland areas. However, the Project site is within the Fire Safety Review Area 2 according to the City General Plan, and would be subject to Fire Department conditions of approval to reduce fire related risks. In addition, the City has also adopted the most recent version of the CBC, which includes sections on fire-resistant construction material requirements based on building use and occupancy. The construction requirements are a function of building size, purpose, type, materials, location, proximity to other structures, and the type of fire suppression systems installed. Many of these requirements are also included as part of the Project’s Conditions of Approval as a uniformly applicable development policy, which includes provisions for adequate fire access, sprinkler water systems within indoor spaces, and placement of new fire hydrants at applicable intervals that meet the water flow requirements of the CBC. Through these standard requirements, impacts from fire-related hazards would be less than significant. There are no other factors onsite that would exacerbate wildfire risks, or slopes that would pose significant risks, such as post-fire slope instability, or downstream flooding or landslides.

<b>21. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
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?		X		
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 the past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**a) Less Than Significant Impact with Mitigation**

The proposed Project will not result in significant impacts that have the potential to degrade the quality of the environment. The Project site does not feature any critical natural habitat, and would cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. In addition, no significant cultural resources were identified onsite, and the Project would therefore not eliminate important examples of the major periods of California history or prehistory. However, there is also a potential for cultural resources to be discovered during site grading activities, and mitigation measures are included as a cautionary measure to address any impacts if an inadvertent discovery is made.

**b) Less Than Significant Impact with Mitigation**

The proposed Project is consistent with the City’s General Plan. As such, the cumulative effects were evaluated as part of the City’s General Plan EIR. Therefore, development of the proposed Project would be consistent with the assumptions of current long-range planning for the provision of utilities, service systems and public services in the City of Yucaipa. The evaluation of proposed Project utilized a variety of topical sections, including: agriculture, biology, cultural, air quality, geology/soils, greenhouse gases, hydrology, land use, noise, land use, mineral resources, population and housing, recreation, traffic, utilities and services. The analysis of the Project did not identify potential significant or cumulative impacts that could not be mitigated to a level that is less than significant.

**c) Less Than Significant Impact with Mitigation**

The proposed Project will be constructed consistent with existing City regulations, standards, and processes, and those of other agencies. The topical issues discussed within this document did not identify the potential for adverse effects due, in part, to the incorporation of mitigation measures that would reduce the potential impact to less than significant.

**SUPPORTING INFORMATION SOURCES:**

1. City of Yucaipa General Plan, 2016
2. City of Yucaipa General Plan EIR, 2016
3. City of Yucaipa Development Code (as amended)
4. Caltrans Web Site for Scenic Highways, [www.dot.ca.gov](http://www.dot.ca.gov).
5. California State Department of Conservation for farmland mapping, [www.consrv.ca.gov](http://www.consrv.ca.gov).
6. California Department of Toxic Substances Control, [www.dtsc.ca.gov](http://www.dtsc.ca.gov).
7. State Water Resources Control Board.
8. Cal Fire Mapping, [www.fire.ca.gov](http://www.fire.ca.gov).
9. Yucaipa, CA U.S.G.S. Map

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Appendix List:**

- Appendix A – Air Quality and Greenhouse Gas Analysis**
- Appendix B – Cultural Resources Assessment**
- Appendix C – 31479 Avenue E Historic Resource Evaluation**
- Appendix D – Geotechnical Engineering Investigation Reports**
- Appendix E – Phase I and II Site Assessment**
- Appendix F – Noise Study**
- Appendix G – Yucaipa Pointe Traffic Impact Analysis**