

# **ANNEXATION AT BRYANT AND MILL CREEK ROAD**

## **NEGATIVE DECLARATION (ND)**

**March, 2017**



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

**CITY OF YUCAIPA  
INITIAL STUDY**

**ENVIRONMENTAL CHECKLIST FORM**

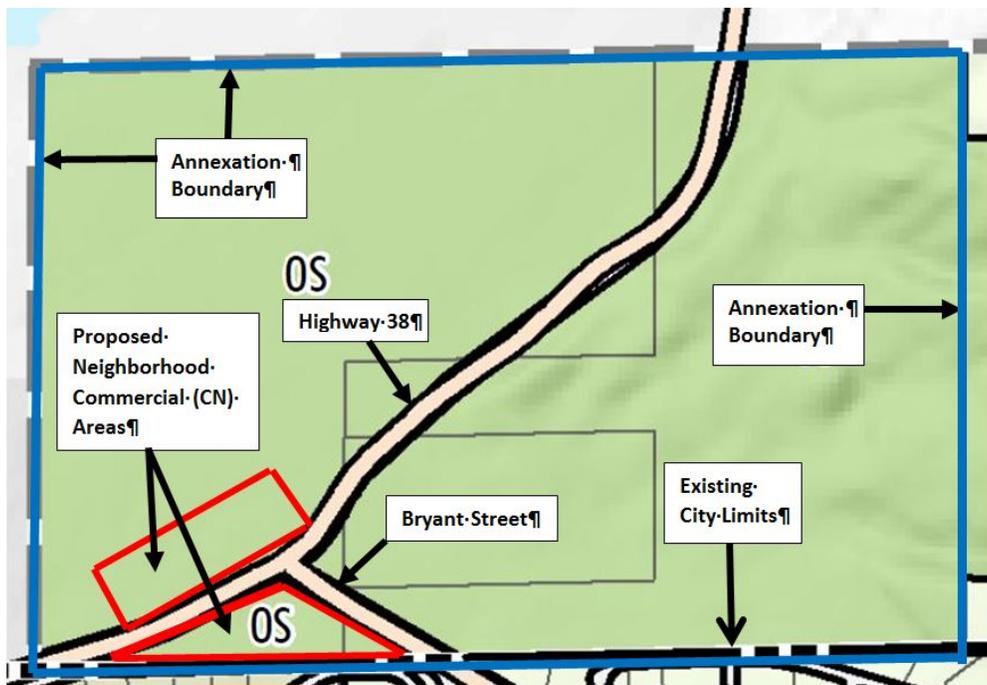
1. Project Title: Case No. 16-142/GPA and Annexation
2. Lead Agency Name and Address: City of Yucaipa, 34272 Yucaipa Blvd., Yucaipa, CA 92399
3. Contact Person and Phone Number: Jim Morrissey, (909) 797-2489 x 244
4. Project Location: Approximately 249 acres north of the City Limits, generally located south, north, and east of the intersection of Bryant Street and Highway 38 ; APNs: 0321-121-02, 05, 06, 08, 09, 14, 15, 16, and 19. See attached exhibit.
5. Project Sponsor's Name and Address: City of Yucaipa, 34272 Yucaipa Boulevard, Yucaipa, CA 92399
6. General Plan Designation: Existing: OS (Open Space); Proposed: CN (Neighborhood Commercial) on approximately 11.5 acres, located south of the intersection of Bryant Street and Highway 38, and a portion of the area located along the north side of Highway 38, just west of Bryant Street.
7. Description of the Project: An annexation of approximately 249 acres within the City of Yucaipa Sphere of Influence and a General Plan Amendment to change approximately 11.5 acres of the annexation area located around the intersection of Bryant Street and Highway 38 from OS (Open Space) to CN (Neighborhood Commercial).
8. Surrounding Land Uses and Setting: To the south of the project area and westerly of Bryant Street is vacant land and to the south of the project area and easterly of Bryant Street are single family residences; to the north and west of the project area is vacant land, and; to the east of the project area are several single family residences and vacant land. The project area is vacant, except for the Ranger Station located along Highway 38, easterly of Bryant Street.
9. Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement): San Bernardino County Local Agency Formation Commission (LAFCO), California Department of Transportation (Caltrans), and Yucaipa Valley Water District.

## Introduction

This section explains the background and purpose of the Bryant Street/Highway 38 Annexation and General Plan Amendment Negative Declaration (ND), which is the environmental review document prepared pursuant to the provisions of the California Environmental Quality Act (CEQA). It establishes the context and scope for the ND, and outlines the process for reviewing the Draft ND and issuing the Final ND. 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.”

## Project Background

The proposed Project is located on an approximately 249-acres north of the existing City Limits and within the City’s existing Sphere of Influence, generally around the intersection of Bryant Street and Highway 38. The property is currently vacant, except for an existing Forest Service Ranger Station located on approximately 20 acres. Within the project area the City of Yucaipa has proposed an amendment to the General Plan Land Use District encompassing approximately 11.5 acres adjoining the intersection of Bryant Street and Highway 38 to change the Land Use District from OS (Open Space) to CN (Neighborhood Commercial). No specific development proposals have been received nor are proposed within the project area.



## Environmental Determination

The CEQA process, established by state law, requires the review of proposed projects in order to identify and address potential environmental effects. A public agency must comply with CEQA when it undertakes an activity defined as a "project." In accordance with CEQA, a project is an activity undertaken by a public agency or a private activity which must receive some discretionary approval from

a government agency. Once a public project or a project requiring discretionary approval is identified, a determination must be made regarding whether the project is exempt from CEQA.

Projects which are not exempt from CEQA require a Negative Declaration (ND) or an Environmental Impact Report (EIR). This Initial Study (IS) and ND was prepared in compliance with the CEQA (as amended), and the CEQA Guidelines (California Code of Regulations, Title 14) to determine if the proposed Project would result in significant environmental impacts.

## **Environmental Review Process**

This IS and Notice of Intent (NOI) to adopt an ND is being circulated for agency and public review and comment for 30 days beginning March 17, 2017. All written comments must be received by 5:30 p.m. April 17, 2017. Written comments or questions concerning this document should be directed to:

City of Yucaipa  
ATTN: Jim Morrissey  
34272 Yucaipa Boulevard  
Yucaipa, CA 92399

## **Detailed Project Description**

Two (2) separate, but interrelated actions are proposed as part of this project. The first action is an amendment to the City of Yucaipa General Plan Land Use District Map changing a portion of the project area, approximately 11.5 acres from OS (Open Space) to CN (Neighborhood Commercial). The second action is the proposed annexation of approximately 249 acres located within the City's Sphere of Influence and encompassing the area contemplated for the Land Use District change. The proposed annexation must be filed with the San Bernardino County Local Agency Formation Commission for their review and approval/denial upon completion of the General Plan Amendment and acceptance of a completed annexation application.

### ***General Plan Amendment***

The proposed project will modify the Land Use District for approximately 11.5 acres of the 249 acre project area from OS (Open Space) to CN (Neighborhood Commercial). The purpose of the change is to reflect the development potential of land adjoining several well-traveled roadways. The amendment would change two (2) parcels south of the intersection of Bryant Street and Highway 38, encompassing approximately 6.5 acres, and approximately 5 acres of a portion of an existing parcel on the north side of Highway 38, westerly of the intersection of Bryant Street and Highway 38. The proposed Land Use District identifies both the General Plan Land Use District as well as the Zoning District within the City's combined mapping system. The CN District provides for limited commercial related uses, including; Limited Retail Trade and Personal Services, including grocery stores, restaurants, pharmacies, and office related uses; Limited Recreation and Entertainment Services, including minor sport, recreation or social activities; Limited Repair Services, including watch, bicycle, and audio equipment repair, and; Convenience and Support Services, including beverage, gasoline, retail services, and minor automobile service.

The proposed Land Use District change would only become effective upon annexation of the area into the City Limits. Until that occurs, the County of San Bernardino will continue to be responsible for development or land use approvals within the identified project area.

***Annexation:***

The proposed annexation is located within a portion of the City's northerly Sphere of Influence. The proposed annexation would include most of the northerly sphere area. The Sphere of Influence is established to identify the City's probable future boundary and service area. The City's Sphere of Influence is established by the San Bernardino Local Agency Formation Commission (LAFCO). All annexations must be reviewed and approved by LAFCO. As such, the City of Yucaipa will be responsible for filing an annexation application with LAFCO to effectuate the Land Use District change and incorporate the project area into the City Limits.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

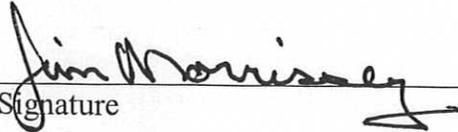
The environmental factors checked below ( ■ ) would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

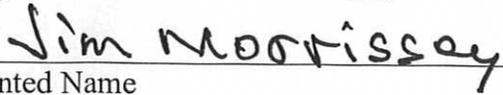
	Aesthetics		Greenhouse Gases		Population/Housing
	Agricultural Resources		Hazards & Hazardous Materials		Public Services
	Air Quality		Hydrology/Water Quality		Recreation
	Biological Resources		Land Use/Planning		Transportation/Traffic
	Cultural Resources		Mineral Resources		Utilities/Service Systems
	Geology/Soils		Noise		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.	X
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
I find that the proposed project MAY have a “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 \_\_\_\_\_ Date 3/14/17

  
 Printed Name \_\_\_\_\_ For City of Yucaipa

- 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) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

a) The proposed annexation area is primarily vacant and unimproved, with the exception of Highway 38 and Bryant Street that traverse the project area and the U.S. Forest Ranger Station. The predominate portion of the annexation area would remain designated Open Space, with approximately 11.5 acres designated for Neighborhood Commercial (CN) Land Use District. The CN Land Use District has a maximum building height of 35 feet.

The City of Yucaipa General Plan contains a number of policies that relate to aesthetics, including scenic highways and signs along scenic highways, utilization of the City’s Development Review Process, Hillside Preservation Ordinance, Creek Preservation, and scenic resources. Scenic highways are discussed in section b) below. The City’s Development Review Process is intended to balance project design considerations with the preservation of natural aesthetics. No development projects are proposed at this time and the utilization of the CN Land Use District would restrict the potential building height to 35 feet, which is similar to the City’s RS (Single Residential) District. Due to the proximity and height of surrounding hillsides and mountain areas, building heights of 35 feet would not affect scenic views or vistas associated with area hills and mountains. Views of area hills and mountains along Bryant Street and Highway 38 would be maintained due to building and landscape setback requirements and the placement of associated parking areas and parking lot landscaping. Hillside Preservation is associated with the City’s designated Hillside Overlay District, which does not extend into the annexation area. Creek Preservation is intended to protect the integrity of natural drainage channels and creeks for aesthetic, recreational, and wildlife value. Mill Creek currently traverses that portion of the annexation area north of Highway 38, which will remain Open Space. No drainage channels or creeks traverse the proposed general plan amendment area. The General Plan policy associated with scenic resources (PR-4.7) includes the features previously discussed, including scenic corridors along roadways, views of the hillsides, prominent ridgelines, canyons and other natural features.

b) 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 has frontage Mesa Grande Drive/Avenue E. As such, there would be no impacts to resources along a scenic route as a result of the proposed Project.

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

<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) 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
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a) According to the California Department of Conservation Important Farmland Map, San Bernardino County 2014, Sheet 2 of 2, the proposed Project site is designated “Grazing Land”, with the exception of a portion of the Ranger Station, which is designated “Urban and Built-Up”. The Annexation area does not contain any prime, unique, or important farmland.

b) According to the California Department of Conservation, San Bernardino County Williamson Act FY 2015/2016, Sheet 2 of 2, there are no active Williamson Act contracts within the City of Yucaipa. The Department of Conservation Map does identify a Williamson Act property, approximately one-quarter mile northwest of the annexation area. 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 that identifies Land Use Districts. The annexation area is currently designated OS (Open Space). Only approximately 11.5 acres of the 249 annexation area are intended to change from OS Land Use District to CN (Neighborhood Commercial) Land Use District. These areas are located near the southwest corner of the annexation area. The balance of the annexation area is intended to remain OS Land Use District and would not affect the ability of the off-site property to undertake agricultural operations.

c-d) The annexation area is located within a broad plain and not a forest land area. A significant portion of the annexation area is located within or along the edge of Mill Creek, which is projected to be within a 100-year flood plain based upon mapping from the Federal Emergency Management Agency. The proposed Project would not conflict with zoning for an agricultural use nor is the area under a Williamson Act contract, and the proposal would not convert farmland to a non-agricultural use.

e) As noted in items a-b above, the area is designated “Grazing Land” and “Urban and Built-Up Land”. 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) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

a, c) 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 area 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,

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

and responded to this requirement by preparing the 2012 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 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 would result in a land use designation change in the City’s General Plan and would involve new construction of structures. Based upon the analysis provided in response b) below, the proposed project would not exceed threshold levels, including greenhouse gases. Therefore, the Project will not conflict with or obstruct the implementation of the 2012 AQMP.

b) The proposed Project would result in an expansion of the City limits as part of an annexation application and a change in land use over a portion of the annexation area. The 249-acre annexation area would remain Open Space Land Use District, except for approximately 11.5 acres that would change to Neighborhood Commercial Land Use District. It has been projected by the City that the proposed 6.5 acre area south of the intersection would develop separately and prior to the other commercial area due to its location. At this time no interest in either area has been expressed and the land is owned by a public utility, therefore, it may be some time before either is developed. As part of the annexation analysis the 6.5 acre area is projected to develop within five years, while the other area would occur sometime thereafter. Based upon this scenario, two separate analyses were undertaken involving the construction phase of the larger area, in an effort to identify the potentially worse-case occurrence, and the combined operation of both completed project areas. The findings of those studies are listed below. Since details of the projects are unknown, program default values were used, except for the architectural coatings phase of construction. Since the intent of the commercial areas is to meet the convenience shopping needs of commuters and residents in the northerly portion of the City, it is probable that each site would have separate buildings for markets or restaurants, both sit-down or drive through. These are typically constructed in a separate time frame from the in-line shops. As such, the project would not be completed at one time as part of a single phase with painting and related activities happening within a single focused time period, as proposed by the CalEEMod program. Since this expanded time frame is difficult to determine, an extended time period of 60 days was used.

Daily Estimated Construction Emissions\*  
6.5 Acre Parcel

	ROG	NOx	CO	SO2	PM10	PM2.5
Project	37.4	67.7	56.9	0.07	12.3	8.0
SCAQMD Thresholds	75	100	550	150	150	55

\*All factors are in pounds per day.

\*Buildable area is estimated to be 30% of total land area.

\*Water of disturbed areas twice daily.

Daily Estimated Operational Emissions\*  
11.5 Acre Combined Parcels

	ROG	NOx	CO	SO2	PM10	PM2.5
Project	19.9	30.5	140.1	0.3	27.3	7.6
SCAQMD Thresholds	55	55	550	150	150	55

\*All factors are in pounds per day.

\*Buildable area is estimated to be 30% of total land area.

It is important to note that construction related impacts would be reduced by the appropriate dust control measures that are implemented, as required by SCAQMD Rule 403 - Fugitive Dust. The City’s Engineering Department specific

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Conditions of Approval include provisions for Rule 403 that will apply during grading and building activities to minimize any potential fugitive dust.

d, e) The Project site adjoins an area that contains residences, which are considered to be sensitive receptors by the City’s General Plan. Substantial pollutant concentrations can develop based upon the type of use or vehicle trips, such as concentrations at intersections. At present, Highway 38 and Bryant Street intersection are at Level of Service B and C. The condition would slightly improve at General Plan build-out conditions. Based upon this existing condition and the intent of the commercial development to primarily serve transitional through-trips along Highway 38, pollutant concentrations resulting from vehicles queued at the intersection would not be significant.

During the site improvement construction activities, there may be some level of odor exposure resulting from asphalt paving and roadway improvements activities. However, the limited duration and area involved in paving activities, and the distance from area residences would not result in significant levels of odors affecting a substantial number of people. 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 Game 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 Game or U. S. Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				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) The Project area is located within an area that is primarily undeveloped and within or near an existing drainage course. According to Figure 5.4-2, Biological Resources, City of Yucaipa Draft General Plan Environmental Impact Report (EIR), a variety of sensitive habitats and land covers exist within the annexation area, including Parry’s spineflower, Riversidian Alluvial Fan Sage Scrub, Southern Willow Scrub, coastal sage scrub, Ceanothus mixed chaparral, scrub oak mixed chaparral, chamise chaparral, forest land, valley grassland, barren land, and urban. The project area is currently designated Open Space on the City’s General Plan Land Use Map and is not intended for development. However, those areas that are intended to transition to commercial uses are located within areas designated as containing Parry’s spineflower, riversidian alluvial fan sage scrub, southern willow scrub, coastal sage scrub, and urban. No potential impacts to biological resources would occur as part of the annexation or General Plan Amendment process, since no construction or grading activities are involved. However, impacts to potentially sensitive resources could occur as part of any land disturbance activities associated with future development. Since the precise limits of potential development or its timing is unknown, any development proposals within the proposed commercially designated areas would require preparation of appropriate studies, including a biological assessment and potentially a jurisdictional analysis. Several General Plan policies require the preparation of a biological analysis for new development, including PR-5.1 Resource Protection and PR-5.4 Biotic Resources Overlay. Preparation and implementation of this analysis would directly respond to policy PR-5.4 by identifying “mitigations where needed to

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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address potential resource impacts.” As such, implementation of the City’s existing General Plan policies would require the completion of appropriate studies that would ensure an adequate evaluation of potential environmental impacts and allow for appropriate environmental findings based upon the proposed project design.

The Project site is identified in Figure PR-5, Wildlife Corridors of the Yucaipa General Plan; as a California Department of Fish and Wildlife Essential Connectivity Area due to its proximity to Mill Creek. The potential development of commercial land exists near the southerly perimeter of the project area adjacent to Highway 38. Due to the proximity of Mill Creek to the north of the potential commercial development areas, it is not foreseen that a significant impact upon the wildlife corridor would occur. The completion of biological studies for the project sites would confirm or deny this potential. The site does not contain Coast Live Oak Trees, which are protected by the City of Yucaipa. Although potential habitat exists within the area for riparian related vegetation, no riparian habitat or federally protected wetlands are known to be 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 significant effects on biological resources.

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 resource pursuant to Section 15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

a) The proposed Project is the annexation of an area within the unincorporated area of the County and a General Plan Amendment for two separate areas adjacent to Highway 38. Based upon Figure 5.5-2 of the Draft General Plan EIR, Highway 38 is identified as a sensitive cultural resource. The area immediately south of the Highway and extending south of the annexation area into the existing City limits is noted as an historic industrial area related to the Mid-20<sup>th</sup> Century. A considerable portion of the industrial area within the City limits has an approved and graded residential subdivision. General Plan policy PR-6.3, Cultural Resources Overlay, requires the preparation of an analysis to identify, preserve and mitigate potential impacts to cultural resources. Implementation of this policy would permit the identification and appropriate classification, and, if necessary, adoption of mitigation measures to adequately address potential impacts.

b) The proposed project site is not identified in the General Plan as a sensitive cultural resources site. Tribal notification has been distributed to potentially affected tribes, consistent with AB 52 and SB 18. A comment has been received from the San Manuel Band of Mission Indians requesting the opportunity to meet. A follow-up phone call and meeting with Tribal representatives occurred. Based upon the telephone conversation and meeting an e-mail was provided to the City by the Tribe on February 6, 2017 that outlined their thoughts on the project and is listed below.

“Finally, as we discussed at our January 20, 2017 meeting, while there do not appear to be current, specific, cultural resources-based concerns with either of these proposals, the CRM Department is acutely aware of the cultural sensitivity of the two parcels for which re-zoning is being proposed and the portions of the annexation that exist within landscapes that possess less than a 30 degree slope. As I noted, SMBMI [San Manuel Band of Mission Indians] has knowledge that the length of Mill Creek and the foothills surrounding it possessed a number of resource procurement locations (water, flora, fauna), as well as provided ideal areas for short-term, seasonal residences for Serrano ancestors. And, based on this knowledge, the CRM Department would simply caution the City of Yucaipa that in pursuing its objectives—especially with regard to the two OS parcels—you may well encounter future

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cultural-resource based constraints with respect to development and/or infrastructure-based initiatives. SMBMI would appreciate the Planning Department noting these concerns and taking them into consideration when making staff recommendations to your Commission and City Council. And, in doing so, you will effectively close consultation with the Tribe on these two matters.”

Specific measures were not requested to be incorporated into the project at this time. Subsequent measures may be requested upon the completion of an additional analysis associated with a future development proposal.

c) That portion of the project site located southwest of the intersection of Highway 38 and Bryant Street is identified as potentially sensitive paleontological site on Figure PR-6 of the City of Yucaipa General Plan. Due to the young age of the sediments north of Highway 38 a low value has been applied to the area for PFYC (Potential Fossil Yield Classification) system. The area south of the roadway intersection has a 3a classification, indicating a moderate potential and warrant a site assessment by a paleontologist. No specific study has been undertaken to determine the potential effect of development upon any paleontological resource, because a specific development design, including the extent of grading and landscaping, has not yet been submitted to determine the level of site disturbance. The General Plan Draft EIR Appendices on Cultural Resources noted the potential for paleontological resources to exist in certain areas when excavation exceeded six feet in depth. The City’s standard conditions of approval require arrangements to be made through the County Museum to provide a qualified vertebrate paleontologist to monitor the site during rough grading activities. The monitor would 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 are to be documented in writing and submitted to the County Museum for review prior to issuance of building permits. Subsequent commercial development is required to obtain a Conditional Use Permit at which time this documentation would be provided and the appropriateness of an investigation can be determined, based in part, upon additional input from the San Manuel Tribe.

d) Based upon responses from area Tribes and previously prepared documentation, no human remains are known to exist within the area.

<b>6. 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-a-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	

a) (i). The project site is within the boundaries of an Earthquake Fault Zone, as defined by the State of California Alquist-Priolo Earthquake Fault Zoning Act. A concealed fault is identified at the intersection of Highway 38 and Bryant Street, extending in a northwesterly direction, based upon the Yucaipa Quadrangle Map prepared by the State of California, Department of Conservation. The proposed project includes a General Plan Amendment for portions of the area adjacent

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to the intersection. Construction of commercial development at the intersection would require filing a conditional use permit, an associated site plan, and possibly a subdivision map, depending upon the site location. Property to the north of Highway 38 would require a subdivision map to separate the site from the existing parcel, thereby triggering the need for the preparation of a soils survey and a geology survey, if the project involved a tentative subdivision map, based upon State law, which would provide geologic information. In addition, the subsequent development plan would necessitate a geologic evaluation due to the proximity of an existing fault to the project site and a need to determine the proper application of State Building Codes. To address the potential level of environmental impact it would be appropriate to undertake a geotechnical evaluation prior to approval of subsequent development applications to determine the precise location, potential effect, and appropriate design remedies for subsequent development.

a) (ii) and (iii). The project site is located near a number of seismically active fault sites. 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 proposed project includes the establishment of commercial land use districts, but does not involve the construction of any new structures at this time. No development applications have been received for the project area. The design of future development projects within the designated commercial areas is unknown and the proximity of the fault to those locations would be evaluated as part of any future development application. General Plan Policies S-1.2 Geotechnical Analysis, S-1.3 Alquist-Priolo Act, and S-1.4 Building Codes would require preparation of a geotechnical and fault evaluation to determine soil types, the potential need for overexcavation to create appropriate soil compaction levels, depth to groundwater, distance from area faults, and potential structural design parameters for future buildings based upon these site characteristics.

Specifically, S-1.2 requires that “in areas within the City’s Geologic and Seismic Hazards Overlay District or as required by the Building Official, require development proposals to include a geotechnical hazard analysis.” Due to the proximity of the projected fault to the proposed Land Use District changes, a development proposal at or near that location would require a geotechnical study. Such a study would provide soils, geologic, liquefaction/groundwater, and design recommendations for future development, based upon proposed site design characteristics. In conjunction with that study, Policy S-1.3 provides that the City shall “Enforce development requirements, such as seismic study analyses, project siting, and project design features for proposed developments near active faults pursuant to the Alquist-Priolo Act.” This policy would be implemented through the utilization of the geotechnical study to determine appropriate building setback and design features. Lastly, Policy S-1.4 requires “adherence to the latest California Building Codes, and regulations in the Geologic and Seismic Hazards Overlay District...” This policy reinforces the Building Officials ability to require geotechnical studies and to require appropriate design features to minimize potentially adverse effects of geologic conditions. As such, implementation of the City’s existing General Plan policies would require the completion of appropriate studies that would not only ensure an adequate evaluation of potential environmental impacts, but allow for appropriate environmental findings and health and safety conditions based upon the proposed project design.

The City of Yucaipa General Plan Geologic Hazard Overlay District Map identifies the subject area as “Most Susceptible” to liquefaction. The groundwater levels in the area, based upon historical data from the State Department of Water Resources Website on local wells found an approximate depth to groundwater of 87 feet near the intersection of Highway 38 and Bryant Street in the Year 2000. The other closest identified well to the annexation area, located approximately 0.5 miles west of the annexation boundary, noted a Year 2008 groundwater depth of over 150 feet. As discussed above, the required preparation of a geotechnical evaluation would identify potential groundwater depths for the particular development location, any localized subsidence or liquefaction potential, and recommend design parameters to reduce potentially significant effects to less than significant.

a) (vi) The City’s Geologic Hazards Overlay District Map displays the hillside areas within the annexation area as “Most Susceptible” to landslides. This portion of the annexation area is currently designated OS (Open Space) and no Land Use District changes are contemplated in this area and no building activity is proposed nor filed. As such, the proposed Land Use changes and annexation would not result in adverse effects due to landslides.

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b) That portion of the annexation area north of Highway 38 in an alignment with Mill Creek, is not traversed by a USGS identified blueline stream, based upon a review of the Yucaipa, CA, USGS Map. According to Federal Insurance Rate Map (FIRM) 06071C8735H, the westerly portion of the annexation area is within Zone A, a 100-year flood plain. However, the study area limits terminate within the annexation area and the location of the flood plain over the balance of the area to the east is unknown. Standard City design requires provide completion of appropriate drainage studies to determine potential areas of flooding. In this circumstance, approval through the Federal Emergency Management Agency (FEMA) is probably required, due to the lack of 100-year flood elevations and the fact the drainage study limits terminate on the project site.

c) See above items 6 (a) and (b). Although potential geologic and soils concerns exist within the annexation area, no development activity is contemplated at this time. The City’s General Plan Policies and standard building practices require an analysis of future development projects to evaluate specific site constraints/concerns and identify appropriate design measures to properly respond to any potential environmental effects and reduce them to a level of insignificance.

d) Based upon a review of *Soil Survey of San Bernardino County, Southwestern Part, California*, prepared by the U.S. Department of Agriculture, existing soils over most of the annexation area and particularly within those areas proposed for Land Use changes, are Soboba (SoC and SpC) and Greenfield (GuD) Series. The Soboba and Greenfield Series soils are categorized as low in shrink-swell potential and would for adversely affect building foundations. As noted above, a geotechnical evaluation will be required that confirms soil types and appropriate design requirements.

e) The proposed General Plan Amendment and Annexation do not currently involve a development project. It is assumed any future commercial development would be required to connect to an existing sanitary sewer system. Should this not be the case appropriate documentation would need to be submitted and approved by the City of Yucaipa and County Health Department to permit the use of an on-site septic system. *Soil Survey* data indicate Soboba Series Soils have only a slight limitation for use in septic tank absorption fields and Greenfield limitations are moderate in areas with slopes. Most of the potential development area involved in the land use change would occur within areas currently identified as Soboba Series soils. As such, septic tank usage would be suitable, but would need to be verified upon completion of a geotechnical analysis and percolation study.

<b>7. 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	

a, b) The proposed Project would result in an increase in the amount of greenhouse gas emissions. The City of Yucaipa has adopted a Climate Action Plan (CAP) in September 2015. New development projects would need to comply with the requirements of the CAP. New commercial development, which would be approved as a discretionary project under CEQA and allow for the imposition of conditions of approval, would need to comply with the requirements of the CAP. The purpose of the CAP is to meet regional emission requirements that generally require a 15% reduction in greenhouse gases through, in part, the utilization of efficient electrical and gas equipment for buildings and reductions in vehicle trips through ridesharing and other mechanisms. Based upon the preliminary air quality analysis, greenhouse gas emissions for the 6.5 acre property would be approximately 2,800 metric tons per year. The five acre parcel would develop at some later date, but would be subject to the same CAP requirements. Future development projects would be required to utilize the City’s CAP program. If they are able to achieve the required amount of evaluation points due to their construction techniques, equipment, and/or operational characteristics, they would be found consistent with the CAP, which is intended to reduce greenhouse gas levels 29%. To ensure this occurs, subsequent discretionary development projects are required to analyze and identify methods that would ensure total annual project emissions consistent with the CAP requirements.

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The types of uses envisioned for both of the project sites is convenience oriented. As such, it is assumed the majority of trips to the center would include existing vehicle trip that currently traverse the area, rather than new traffic movements from residents outside the general area. As such, greenhouse gas emissions would not rise to the level typical of a new commercial center, thereby minimizing its potential affect.

8. HAZARDS AND HAZARDOUS MATERIALS. Would the project?				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?			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) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

a-d) The proposed General Plan Amendment and Annexation would provide for the continuation of existing Open Space uses and Neighborhood Commercial uses on approximately 11.5 acres. Any hazardous materials used onsite would be typical to other commercial uses. This includes the use of materials for lawn care and residual oils from passenger vehicles. Similar to other commercial-type uses, the proposed Project is not considered to have the potential to create a significant hazard from the transport or use of materials. The site is also not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

e, f) 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 5 miles west 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.

g) The proposed Project area is traversed by Highway 38 and Bryant Street, which are existing paved roadways. The increased use of the planned commercial areas would not impact access to users traveling along the public right-of-way. Further, Figure S-5 of the Yucaipa General Plan identifies both Highway 38 and Bryant Street as a State Highway and Local evacuation route. Ingress and egress for patrons to the planned commercial areas would probably be provided from both of these roadways. Commercial accessibility to either location would be evaluated utilizing standard City criteria based upon the proposed site plan, engineering design standards, and site visibility. Caltrans would also review and approve any project directly accessing Highway 38. As such, the proposed Project will not impair implementation of or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

h) The Project site is located at an urban/wildlife interface area, where urbanized uses (single family homes) are generally located south of the subject site, and very-low density development and open space areas are located to the west, north and east of the subject site. The Project site is also located within the City's FR1 Fire Safety Review Area according to

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the City General Plan, which corresponds to the very high to extremely high fire hazard severity zones established by CALFire. Standard Fire Department conditions of approval, including fire sprinklers and clear zones around the project site will reduce the potential impact from fire related concerns.

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

a) Proposed development within the Project area would be responsible for connecting to and/or providing adequate water and wastewater service systems, depending upon the type of construction proposed. A single family residence can be constructed within the Open Space Land Use District, provided adequate water and wastewater discharge is provided, including an on-site water well and septic system. Commercial construction would require connection to a water system adequate to meet fire flow and a sanitary sewer system. Connection to a public water and sewer system would be provided by Yucaipa Valley Water District, since the proposed commercial land uses are located within the District's service area. As such, wastewater treatment for the Project area could be provided in a variety of forms depending upon the potential use. Facilities necessary to meet depend would be determined upon submittal of development plans. New development applications are required to provide information from the Water District in the form of a Preliminary Project Service Evaluation. This evaluation is signed by the District and stipulates the District's preliminary design requirements. The City requires new commercial projects to be processed as a conditional use permit and the City references the District's requirements in the conditions of approval. As such, the details of any proposed project would be determined at the time the development details have been established.

b) The proposed Project consists primarily of Open Space. The proposed General Plan Amendment for a portion of the area to provide for potential commercial development would necessitate the extension of water and sewer facilities. According to the District's current *2010 Urban Water Management Plan*, adequate water is available in the event of multiple dry years. The District, in conjunction with other Water Agencies, has released a draft *2015 Urban Water Management Plan*, dated June 2016. That plan has not yet been adopted. Since 2000, the District has attempted to shift away from its reliance upon groundwater resources and utilized imported or recycled water. In the Year 2000, the District obtained 93.7% of their water from groundwater. This was reduced to 60.1% in 2010. The Urban Water

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Management Plan noted that the “three appropriators [South Mesa Mutual Water Company and Western Heights Mutual Water Company] in the Yucaipa Valley are progressing towards a balance safe yield of ground water extractions of 3,000 million gallons per year.” (p. 52) 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. Therefore, impacts would be less than significant.

c-f) A portion of the Project site is within the existing Mill Creek drainage course. Flood plain boundaries, as mapped by the Federal Emergency Management Agency (FEMA), extend only partially within the proposed annexation area, based upon the termination of the defined flood plain study area. Based upon the existence of Mill Creek, it is assumed a substantial portion of the annexation area is within a potential flood plain. Future development within the area would need to provide flood plain and drainage information as part of the standard application submittal requirements, depending upon the development design, both in configuration and grading. Future drainage analysis may need to include preparation of appropriate flood plain analysis and approval through FEMA as part of their evaluation process. The analysis would determine whether future development would adversely affect not only proposed development, but also existing development within the potential drainage area. No defined blue line streams are located in the annexation area, as displayed on the Yucaipa, CA U.S.G.S. Map.

As a standard condition of approval, future development would be required to provide compliance with National Pollutant Discharge Elimination System (NPDES) criteria, including submittal and approval of a Storm Water Pollution Prevention Plan (SWPPP) and a Water Quality Management Plan (WQMP), which would identify methods to retain the incremental increase in storm water flood on-site to meet historic flows, control erosion, and prevent the off-site discharge of pollutants. During construction and project operation, the project would utilize various structural and non-structural best management practices (BMPs) per the requirements of the Santa Ana Regional Water Quality Control Board to ensure potential impacts are reduced to a level that is less than significant.

g-h) As noted previously, a portion of the Project site is within an identified 100-year flood plain, based upon a review of the latest FEMA Flood Insurance Rate Map (FIRM) Map, 06071C8735H, dated August 28, 2008. The flood plain area may involve additional portions of the project area, but the limits of the study terminated near the westerly project boundaries. As such, the potential placement of structures within a 100-year flood plain would be determined as part of the evaluation of future development proposals. No residences are planned to be located within a 100-year flood plain.

i) No upstream levee or dam would affect the Project site.

j) 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. 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 is expected.

10. 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	
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?				X

a) Dividing an established community typically involves creating a physical barrier that reduces the ability of pedestrians and vehicles to traverse particular areas of the City. The Project site is located north of the City limits and traversed by

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Highway 38 and Bryant Street. Most of the project area is to remain in the Open Space Land Use District, with approximately 11.5 acres of Neighborhood Commercial Land Use District planned around the Highway 38 and Bryant Street intersection. The project area is not part of an established community with property ownership divided between Southern California Edison and U.S Forest Service and no residential or commercial development exists within the project area. Mill Creek is a major drainage course that traverses the project site and is located north of the planned commercial areas and their adjacent roadway access points. No new roadways are planned in the project area and future commercial development is planned adjacent to existing roadways. As such, future development would not create the potential to divide an established community.

b) The project area is designated OS (Open Space) on the City’s Land Use District Map. The City of Yucaipa utilizes a one map system whereby the General Plan Land Use and Zoning are combined into a single exhibit map. The proposed project includes a general plan amendment to 11.5 acres that would provide for future neighborhood commercial uses around the Highway 38 and Bryant Street intersection. Upon adoption of the General Plan Amendment the land use within the project area would provide for commercial development and remain consistent with the General Plan. Annexation of the project area would replace the County of San Bernardino with the City of Yucaipa as the jurisdictional authority for land use regulations. Existing public agencies that currently serve the area, such as the California Department of Transportation, Yucaipa Valley Water District, and the California Department of Fish and Wildlife would remain responsible for maintenance to Highway 38, water and sewer pipelines, and approval of activities that could adversely affect biological resources. Law enforcement and fire services would continue to be provided to the area through the County Sheriff’s Department and CALFire, but through contracts administered by the City of Yucaipa as part of their law enforcement and fire suppression operation.

c) No habitat conservation plan or natural community conservation plan has been prepared or adopted for this area.

<b>11. 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) 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. The area north of the City limits and within the annexation area is also designated MRZ-3. That portion of Mill Creek north of the annexation area is designated MRZ-2 on the Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside Counties, California map prepared by the California Resources Agency. 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>12. NOISE.</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) A substantially temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

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e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

a-d) The Project area is adjacent to residential land uses, primarily in the southeasterly corner of the site. However, that portion proposed to change from Open Space to Neighborhood Commercial is adjacent to vacant land and Bryant Street and Highway 38. A residential development has been approved for single family lots immediately south of the planned commercial area along the southerly boundary. However, the subdivision has not been recorded and no development has occurred at that property.

The City's General Plan identifies the need to evaluate sensitive land uses within the 60 dBA decibel range. The proposed change to CN (Neighborhood Commercial) would not represent the establishment of a noise sensitive land use necessitating a noise evaluation. The types of uses permitted within the CN Land Use District are required to be within a building and would not represent a significant noise generator. Portions of land extending beyond the right of way of Bryant Street and Highway 38 are identified as being within the 60 dBA range at the time of future buildout. The number of vehicle trips in the northerly segment of Bryant Street, between Fir and Carter Streets is currently less than 13,000 trips per day and is projected to increase to over 17,000 trips per day. This increase in vehicle trips raised projected noise levels 1.5 decibels. Although the proposed project includes a land use change for 11.5 acres that could increase the number of vehicle trips and associated noise levels through the project area, the additional number of vehicle trips associated with this land use change is not projected to be significant due to its location away from residential areas and the types of land uses permitted, which are intended to provide convenience uses for existing commuters, rather than trips undertaken by local residents. As such, the projected increase in noise levels is would not be significant.

Minor noise impacts may occur during the construction of the limited site improvements. Construction activities are exempt from the City's noise regulations pursuant to Development Code Section 87.0905, provided that they occur between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday except on Holidays.

e, f) 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 5 miles northwest of the intersection of Bryant Street and Highway 38. In addition, the Project is not within the Redlands Airport Land Use Compatibility Plan. No impacts would occur with the Project

<b>13. POPULATION AND HOUSING. Would the project:</b>				
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, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

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a) The proposed Project consists of an annexation and General Plan Amendment. The annexation will cover approximately 249 acres occur within an area designated Open Space on the City’s Land Use Districts Map. The General Plan Amendment would change approximately 11.5 acres of OS (Open Space) to CN (Neighborhood Commercial). The land within the annexation area is owned by either Southern California Edison or U.S Forest Service. The current land use authority within the annexation boundaries is the County of San Bernardino and the area in and around the project area is currently designated RS (Single Residential) and RL (Rural Living) Land Use Districts. Changing the jurisdictional authority would theoretically reduce the number of dwelling units allowed within the area. However, due to the existing ownership pattern and environmental constraints that exist, including the existence of Mill Creek, the possibility of developing residential uses is minimal.

b, c) The proposed project area is vacant, except for the existence of a U.S. Forest Service Ranger Station. As such, the Project would not displace any residences and the construction of replacement housing would not be necessary.

14. <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) The City of Yucaipa is currently served by the California Department of Forestry (CAL FIRE). The project area is accessible along Highway 38 and Bryant Street. The City is currently served by three fire stations, with Station No. 1 the closest station to the project area, located just south of the intersection of Oak Glen Road and Bryant Street, approximately 2.5 miles south of the intersection of Bryant Street and Highway 38. Response times to the area would remain within National Fire Protection Association (NFPA) recommended range of five (5) minutes after annexation of the area. According to the City’s Battalion Chief, any time additional commercial or residential development occurs it is difficult to determine if there will be an increased need for services. At this time the Chief indicated the annexation of the area and/or new commercial development would not increase response times, unless there is more than one call for service at the same time. This latter condition currently exists with or without the proposed project. To assist the Department during these types of situations the Fire Department has mutual aid agreements with a number of other agencies to allow them to serve within the City limits, including CAL FIRE Highland, Redlands Fire Department, San Bernardino County Fire Department, and U.S. Forest Service San Bernardino Fire. Based upon the ability to currently serve the project area and the existence of mutual aid agreements to ensure adequate coverage in the event of multiple concurrent emergencies new or altered facilities or services would be required.

b) The San Bernardino County Sheriff’s Department currently serves the Project site and surrounding area through a contact with the City. The Department currently has the following number of personnel: One Captain, one Lieutenant, 6 Sergeants, three detectives, 22 Deputy Sheriffs, four Sheriff Service Specialists, five Office Specialists, and one Motor Pool Assistant. The Yucaipa Police Department currently utilizes a “beat” type of deployment, in which patrols are assigned geographic areas. However, based upon availability of resources and call priority, the Watch Commander can reassign personnel to meet specific needs. Captain Onodera of the Sheriff’s Department indicated that the proposed annexation would not change the Department’s current operational needs or logistical requirements. However, Department response times for calls for service may be affected. The average response times for emergency calls for the 2015 calendar year were 1:32 minutes from the time of receipt to dispatch and 4:58 minutes from the time of dispatch to on-site arrival. 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.

<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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c) The proposed project is within the Yucaipa-Calimesa School District boundaries and is intended to serve existing Highway travelers and residents. The proposed land use change is not oriented towards new future residential development and, as such, is not foreseen that it would generate additional students, which would utilize area schools. However, the does require the payment of development impact fees (\$0.56 per square foot) for commercial and industrial uses to off-set potential impacts upon District schools. Those fees would be paid prior to the time building permits are requested.

d) The proposed Project would involve the maintenance of open space and the potential development of commercial land uses. Commercial land uses are typically provided in response to residential needs and do not propagate new residential development. As such, the need for new park facilities or park land is negligible.

e) The proposed Project would not require new or altered public facilities or services as discussed in the previous portions of this section. When the newly designated commercial portions of the property are developed, development impact fees will be required to provide for a variety of public facilities, including drainage improvements, traffic, and civic center facilities. In addition, new development is typically required to complete street improvements per City Standards to provide additional access and/or street widening to provide consistency with applicable .

<b>15. 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) See response to 14d. The proposed 249 acre annexation area would maintain its existing Open Space Land Use designation, except for an amendment to Neighborhood Commercial Land Use District for approximately 11.5 acres of land. The intended/projected land use for this amended area is convenience commercial uses that would serve commuters on Highway 38 and existing residents in the northerly portion of the City and would not result in a demand for additional recreational facilities, as would be typical of residential uses.

<b>16. TRANSPORTATION/TRAFFIC.</b> Would the project:				
a) Cause an increase in the traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b) Exceed, either individually or cumulatively, a level of service standard 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	
f) Result in inadequate parking capacity?			X	
g) Conflict with adopted policies or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	

a, b) The proposed project would result in annexation of 249 acres of land to the City of Yucaipa and change approximately 11.5 acres of OS (Open Space) to NC (Neighborhood Commercial). The Neighborhood Commercial Land Use is separated into two distinct geographical areas, with approximately 6.5 acres south of the Bryant

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Street/Highway 38 intersection and 5 acres north of Highway 38. The 6.5 acre parcel is triangular in shape that would affect the full utilization of the property for commercial buildings. Based upon projected vehicle trips at the time the City is fully developed, utilizing the traffic study prepared for the General Plan, vehicle trips on Bryant Street would increase from their currently level of approximately 12,500 trips to 17,500 trips. This increase in vehicle trips did not affect the Level of Service (LOS) on Bryant Street, which would maintain an LOS of A. Determining the potential number of future vehicle trips is difficult without specific uses. If shopping center trip generation rates are utilized from the Institute of Transportation Engineers, which vary significantly in the project sizes studied, an average of approximately 42 vehicle trips could be generated per 1,000 square feet. Applying this factor broadly to each site, with a building coverage factor of 30 percent, would result in approximately 6,300 trips per day. However, the intent of the commercial areas is to meet the needs of existing commuters. In addition, the triangular configuration of the southerly commercial area would substantially reduce the amount of land actually available for commercial development. As such, the number of new vehicle trips through the intersection and on each roadway is projected to be substantially less than 6,300 trips. The current Bryant Street/Highway 38 intersection LOS is C and B during morning and evening peak hours, respectively. Under ultimate General Plan buildout conditions, including roadway improvements, this condition would slightly improve. As such, vehicle trip levels may increase and LOS conditions may worsen, but with proper improvements it is reasonable to assume that LOS conditions would remain at C or better, which is acceptable under General Plan Policy T-2.1

Bryant Street and Highway 38 are designated Congestion Management roadways, according the San Bernardino County 2016 Congestion Management Program. The report notes that Bryant Street and Highway 38 operate primarily at LOS A (east bound AM is at LOS B). Development of commercial land uses around the Bryant Street/Highway 38 intersection, would not substantially reduce the LOS of these roadways since these future developments are intended to serve current commuters.

c) Project site is not within close proximity to an airport of any type. The nearest airport is Redlands Municipal Airport (REI), which is located approximately 5 miles northwest from the Project site. The maximum height permitted for any residential structures within the RL Land Use District is 35 feet, and the distance of the Project from any airport would mean that the existing structures would not impact any flight patterns.

d) The project area is accessible along Bryant Street and Highway 38. At present, visibility through the intersection and along the existing roadway alignments is adequate to provide for existing traffic patterns. Future commercial development along these roadways would need to meet the visibility requirements of the City’s Engineering Division. Through the completion of onsite and street frontage circulation improvements, conditioned as part of future development proposals, the proposed commercial development areas would provide adequate emergency access.

e) The City of Yucaipa distributes plans for review to affected agencies and departments as part of their standard development review process. The City’s Fire and Sheriff’s Departments would evaluate proposed emergency access needs at the time a site plan is submitted. Access to the project area and potential future commercial areas is available utilizing existing paved and maintained roadways.

f) The proposed project must provide adequate off-street parking consistent with the City’s Development Code. A parking analysis undertaken at the time a development project is submitted would ensure consistency with those requirements.

g) At the time future development is proposed and a site plan submitted for review, agencies will have an opportunity to evaluate compliance with applicable criteria and policies, including alternative transportation improvements. At this time, both Highway 38 and Bryant Street are designated Class II Bikeways in the City’s General Plan, which provides a restricted right of way design. The proposed project would not affect future opportunities to provide alternative transportation modes.

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**17. UTILITIES AND SERVICE SYSTEMS.** Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which services may serve the project once it is determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

a, b, and e) Yucaipa Valley Water District would provide sewer and water service to the project site. The District operates waste water and domestic water filtration plants. The waste water facility has a capacity of eight million gallons per day (mgd). According to the District's *Urban Water Management Plan* the ultimate wastewater treatment facility will provide for 11 mgd. The District has expanded the size of treatment facility over time to meet projected demands. Without the submittal of a development project delineating the potential types of uses and the number of fixtures, the potential water and wastewater demands cannot be determined. However, the City requires development projects to submit documentation from the Water District to determine their ability to serve the project. The District provides this documentation in the form of a Preliminary Project Service Evaluation in which both water and wastewater facilities and improvements are identified. The detailed service needs of the project would be determined at that time.

c) The City of Yucaipa requires new development projects to retain on-site the incremental increase in stormwater runoff caused by the addition of impervious materials. As such, runoff from the any potential commercial development must be consistent with the historical or current water runoff. At this time no storm drain facilities exist in the area due to the lack of adjoining improvements. At the time new development is proposed the location and rate of water discharge would be evaluated to determine its feasibility, erosive potential, and measures necessary to safely and adequately discharge water from the improved site.

d) As noted in the responses in Section IX, the Water District has adequate ability to obtain and provide water to meet demands during multiple dry years utilizing a combination of imported water and groundwater sources.

f) Solid waste services in the City of Yucaipa are provided by Burrtec, and disposed of within the San Timoteo Sanitary Landfill. According to information from the CalRecycle website, operated by the State of California, this landfill has an average day capacity of 2,000 tons, and has a remaining capacity of over 13 million cubic yards. Information on the CalRecycle website provides solid waste characterization databases by types of use, referenced from various environmental documents. Although the State does not officially endorse this information, it does provide some point of reference. The Website identified a generation rate of approximately 20 pounds per employee per day. The level of employment is unknown. However, based upon a daily landfill capacity of 2,000 tons per day, the landfill would have the capacity to meet projected demand and impacts would be less than significant.

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g) The proposed project will be required to be served by the City-approved waste disposal service. The City of Yucaipa is currently served by a contract through Burrtec for waste collection. As a part of the contract, the disposal service company is required to comply with all appropriate regulations.

<b>18. 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	

a) The proposed Project will not result in significant impacts that have the potential to degrade the quality of the environment. The proposed 249 acre annexation area would maintain its current land use designations, except for 11.5 acres. No sensitive plant or animal species or habitats are expected to be significantly impacted by the Project due to either the existing Southern California Edison ownership of the land or the location of the planned commercial land use changes along existing well-traveled roadways. In addition, no earth moving activities are proposed which could impact currently known cultural or tribal resources, based upon input from area tribes.

b) The proposed Project is limited to an expansion of the City limits and the potential addition of 11.5 acres of commercial land use. The annexation area would remain primarily as open space under the ownership of the Federal Government and Southern California Edison. Due to the location of the planned land use changes and the type of uses contemplated, cumulatively considerable increases in noise, traffic, air quality/greenhouse gases or public services are not projected. As such, the cumulative effects of this project are not expected to result in significant impacts. The evaluation of proposed Project utilized topical sections related to 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 and did not identify potential significant or cumulative impacts that could not be reduced to a level that is less than significant through the utilization of standard conditions of approval or the preparation and implementation of required general plan analyses.

c) The proposed Project will involve site improvements that would 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 standard measures/conditions at the time development is proposed that would reduce the potential impact to less than significant.

**SUPPORTING INFORMATION SOURCES:**

1. California Department of Resources Recycling and Recovery, [www.calrecycle.ca.gov](http://www.calrecycle.ca.gov)
2. California State Department of Conservation for farmland mapping, [www.consrv.ca.gov](http://www.consrv.ca.gov).
3. California Department of Toxic Substances Control, [www.dtsc.ca.gov](http://www.dtsc.ca.gov).

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4. Caltrans Web Site for Scenic Highways, [www.dot.ca.gov](http://www.dot.ca.gov).
5. Cal Fire Mapping, [www.fire.ca.gov](http://www.fire.ca.gov).
6. City of Yucaipa General Plan, 2016
7. City of Yucaipa General Plan EIR, 2016
8. City of Yucaipa Development Code (as amended)
9. San Bernardino County 2016 Congestion Management Program
10. South Coast Air Quality Management District, [www.aqmd.gov](http://www.aqmd.gov)
11. State Water Resources Control Board.
12. Yucaipa, CA U.S.G.S. Map
13. Yucaipa-Calimesa School District
14. Yucaipa Valley Water District, 201 Urban Water Management Plan.

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## NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

**NOTICE IS HEREBY GIVEN** that the Planning Agency of the City of Yucaipa has determined that revisions in the project have been made by (or agreed to by) the project proponent, or that appropriate mitigation measures have been provided, and therefore the project will not have a significant effect on the environment. The Initial Study may be examined at Yucaipa City Hall, 34272 Yucaipa Boulevard, Yucaipa, CA 92399. Any comments that you may have must be submitted in writing no later than **April 17, 2017, at 5:30 p.m.** Please note that some projects may be administratively approved 30 days after this notice without further advertisement, while other projects, per State law, will be scheduled for a public hearing before the Planning Commission and/or the City Council, and those hearings will be advertised separately from this notice.

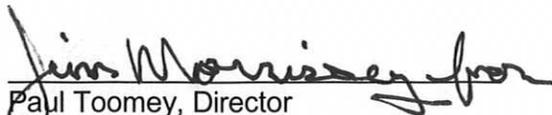
### NEGATIVE DECLARATION PROPOSED FOR THE FOLLOWING:

**APPLICANT:** City of Yucaipa

**CASE NO.:** 16-142/GPA/Annexation

**PROPOSAL:** The proposed Project consists of several City-initiated actions: 1) An amendment to the City of Yucaipa General Plan ("GPA") to change the Land Use Designation from Open Space (OS) to Neighborhood Commercial (CN) for two separate locations totaling approximately 11.5 acres and involving two existing parcels south of the intersection of Highway 38 and Bryant Street and a portion of an existing parcel north of Highway 38 and generally west of its intersection with Bryant Street, and; 2) An annexation of approximately 249 acres to the City of Yucaipa generally located north of the existing City limits and within the City's existing Sphere of Influence, around the intersection of Highway 38 and Bryant Street, encompassing land owned by Southern California Edison and the U.S. Forest Service. No development proposals have been received for any of the lands encompassing the annexation area.

**LOCATION:** Generally north, east, and west of the intersection of Highway 38 and Bryant Street, in a rectangular configuration; APN: 0302-121-02, 05, 06, 08, 09, 14, 15, 16, and 19.

  
Paul Toomey, Director  
Community Development Department

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