

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
FOR
SNOW DROP ROAD
STREET IMPROVEMENT PROJECT

Prepared for:

County of San Bernardino
Special Districts Department
222 West Hospitality Lane, Second Floor
San Bernardino, CA 92415-0540

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Appendices – Included on CD Rom

- Appendix A Air Quality/Greenhouse Gas Analysis for Snow Drop Road Street Improvement Project, July 5, 2018
- Appendix B.1 Biological Resources Constraints Assessment for the Snow Drop Road Improvements Project, December 3, 2018
- Appendix B.2 Coastal California Gnatcatcher Focused Surveys for the 15.86 Acre Snow Drop Road Improvements Study Area, December 3, 2018
- Appendix B.3 Update to 2014 Jurisdictional Delineation Report for the Snow Drop Roadway and Drainage Improvements Project, January 15, 2019
- Appendix C Cultural Resources Inventory for Snow Drop Road Improvement Project, June, 2018
- Appendix D Environmental Data Resources, March 11, 2011

ENVIRONMENTAL CHECKLIST FORM

1. Project title:

Snow Drop Road Street Improvement Project

2. Lead agency name and address:

County of San Bernardino Special Districts Department
222 W. Hospitality Lane, 2nd Floor
San Bernardino, CA 92415-0450

3. Contact person address, phone number, and email:

Erin Opliger, District Planner
County of San Bernardino Special Districts Department
909-386-8822 email: erin.opliger@sdd.sbcounty.gov

4. Project location:

The proposed Project consists of improvements to approximately 2.1 miles of roadway and associated drainage improvements. These improvements will be to approximately 1.3 miles of Snow Drop Road between Archibald Avenue to the west and Haven Avenue to the east, approximately 0.5 miles of Archibald Avenue south of Snow Drop Road, and approximately 0.3 miles of Haven Avenue south of Snow Drop Road within the City of Rancho Cucamonga Sphere of Influence (SOI), in unincorporated San Bernardino County (**Figure 1, Vicinity Map** and **Figure 2, Project Location**). The proposed Project is located within Section 14, Township 1 North, Range 7 West, Cucamonga Peak Quadrangle, San Bernardino Base and Meridian (**Figure 3, USGS Map**).

5. Project sponsor's name and address:

County of San Bernardino Special Districts Department
222 West Hospitality Lane, Second Floor
San Bernardino, CA 92415-0450

6. General plan designation:

Snow Drop Road and the Project's portions of Archibald and Haven Avenues area not yet classified on the San Bernardino County Official Land Use Plan, General Plan, Circulation and Transportation Map. The majority of the proposed Project is located within existing public rights-of-way (ROW); however, there are areas where ROW will need to be acquired. Property adjacent to the proposed Project is designated as Rural Living (RL), Single Residential (RS), and Special Development (SD-RES) by the *County of San Bernardino 2007 General Plan Land Use Plan*.

The Project is also located within the City of Rancho Cucamonga SOI. The *Rancho Cucamonga General Plan* does not include roadway classification for the proposed Project. Property adjacent to the proposed Project is designated as Hillside Residential, Open Space, and Flood Control/Utility Corridor by the Rancho Cucamonga General Plan.

7. Zoning:

The majority of the Project is within existing public ROW; however, there are areas of the Project for which ROW will be acquired. The San Bernardino County General Plan utilizes a single map showing both the General Plan land use designations and zoning classifications to assure there is always consistency between the two. Therefore, the land use designations provided above are also the zoning classifications. As stated above, property adjacent to the Project is designated as Rural Living (RL), Single Residential (RS), and Special Development (SD-RES) by the San Bernardino County General Plan.

8. Project Description:

The proposed Project consists of improvements to approximately 2.1 miles of roadway and associated drainage improvements. These improvements will be to Snow Drop Road from Archibald Avenue to the west and Haven Avenue to the east, Archibald Avenue south of Snow Drop Road, and Haven Avenue south of Snow Drop Road (**Figure 1, Vicinity Map** and **Figure 2, Project Location**). Currently, portions of the existing roadway are partially paved. The purpose of the Project is to improve the conditions of these roadway segments in order to provide adequate access for the residents in the Project vicinity. Improvements involve paving or repaving within the Project roadway segments (up to 26 feet wide), installation of metal guard rails along portions of the Project roadway, and installation of drainage culverts to convey storm water under the roadway. Four Arizona Crossings will also be constructed in Snow Drop Road. An Arizona Crossing is a roadway crossing that allows water to overflow directly onto the roadway during storm events and includes drainage culverts under the road to convey storm water across. Drainage culverts are included in the Project design of the Arizona crossings.

9. Surrounding land uses and setting:

The Project is located within an unincorporated portion of the County of San Bernardino and in the City of Rancho Cucamonga SOI. As one travels north along Archibald Avenue there are three rural residential lot located off of Archibald Avenue; continuing along Archibald Avenue, heading east turning into Santina Street there are two rural residential lots located off of Santina Street; continuing along Santina Street heading north and turning into Snow Drop Road heading east, there are seven rural residential units located off of Snow Drop Road; continuing along Snow Drop Road, heading south, turning into Haven Avenue, is a water tower to the east. The primary existing land uses surrounding the Project consists of undisturbed vacant land

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**Federal Agencies**

U.S. Army Corps of Engineers (USACE): Permit under Section 404 of the Clean Water Act

State Agencies

California Department of Fish and Wildlife (CDFW): Permit under Section 1602 of Fish and Game Code

California Regional Water Quality Control Board (RWQCB): Permit under Section 401 of the Clean Water Act

City/Counties Agencies

County of San Bernardino Public Works: Encroachment Permit

County of San Bernardino Flood Control District: Potential Encroachment Permit

City of Los Angeles Department of Water and Power: Potential Encroachment Permit

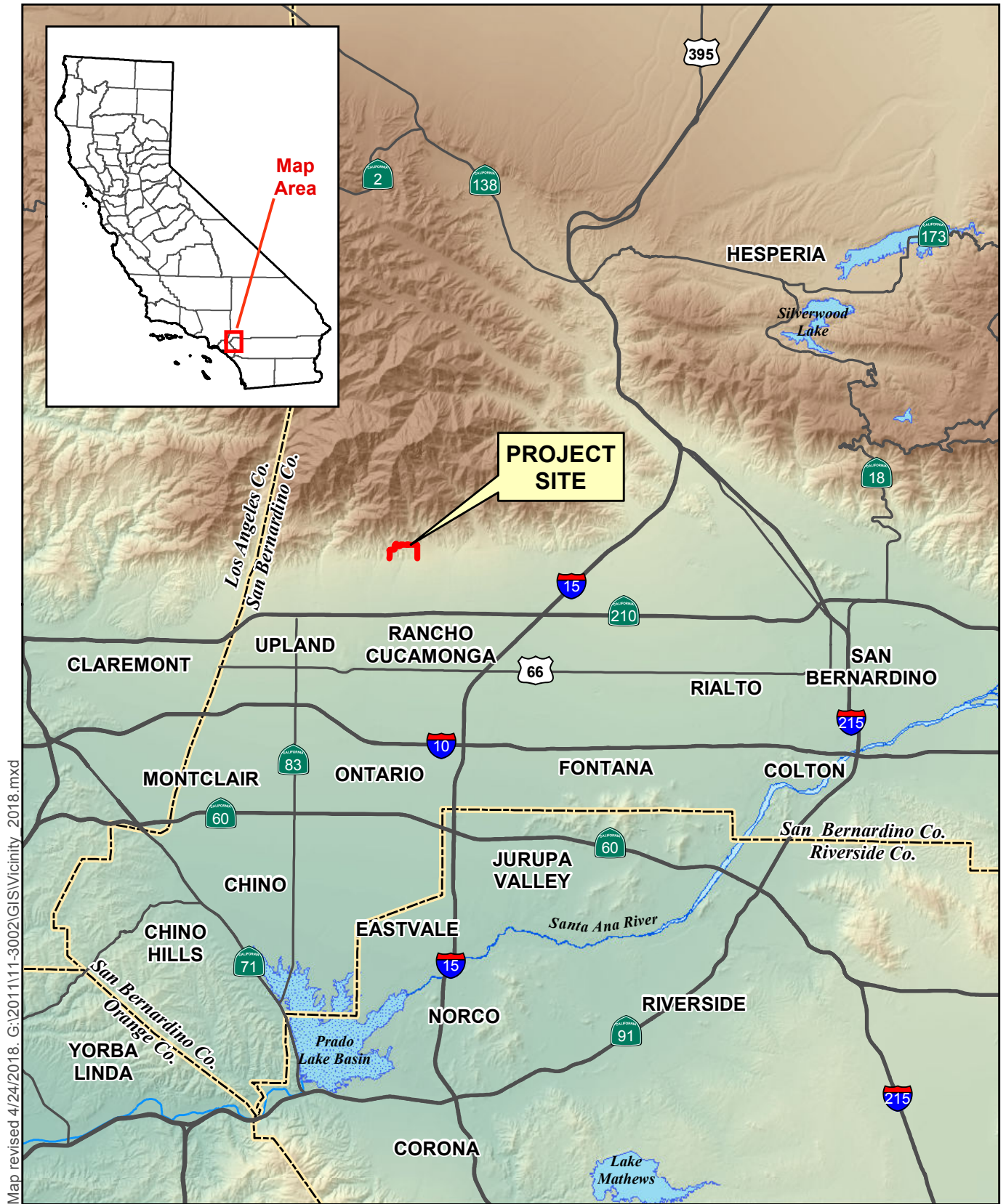
11. Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so has consultation begun?

Pursuant to Assembly Bill 52 (AB 52), the Department provided “Notice of Opportunity to Consult” letters dated June 11, 2018 to Tribes identified by the Native American Heritage Commission (NAHC) that have tribal lands or cultural places within the area. Letters were sent certified mail with return receipt requested from the Department to ten (10) Tribes: Gabrieleno Band of Mission Indians-Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino Tongva Tribe, Morongo Band of Mission Indians, Pauma Band of Luiseno Indians – Pauma & Yulma Reservation, San Fernando Band of Mission Indians, San Manuel Band of Mission Indians, and Serrano Nation of Mission Indians. Follow-up phone calls and correspondence were made on June 21, July 10, and August 9, 2018.

The following Tribes responded in writing to the Department’s AB 52 request for input:

- San Manuel Band of Missions Indians
- Morongo Band of Mission Indians

Both Tribes requested to be consulted in the event of inadvertent finds and provided standard language to use in the Department’s conditions and/or mitigation measures. Mitigation measures **MM CR 1**, **MM CR 3**, and **MM TCR 1** are proposed herein and have incorporated the Tribe’s requests.



Map revised 4/24/2018. G:\201111-3002\GIS\Vicinity 2018.mxd

Figure 1 - Vicinity Map

Snow Drop Road
Street Improvement Project



0 2 4 6 Miles



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Sources: San Bernardino Co. GIS, 2018 (streets), and 2016 (imagery).

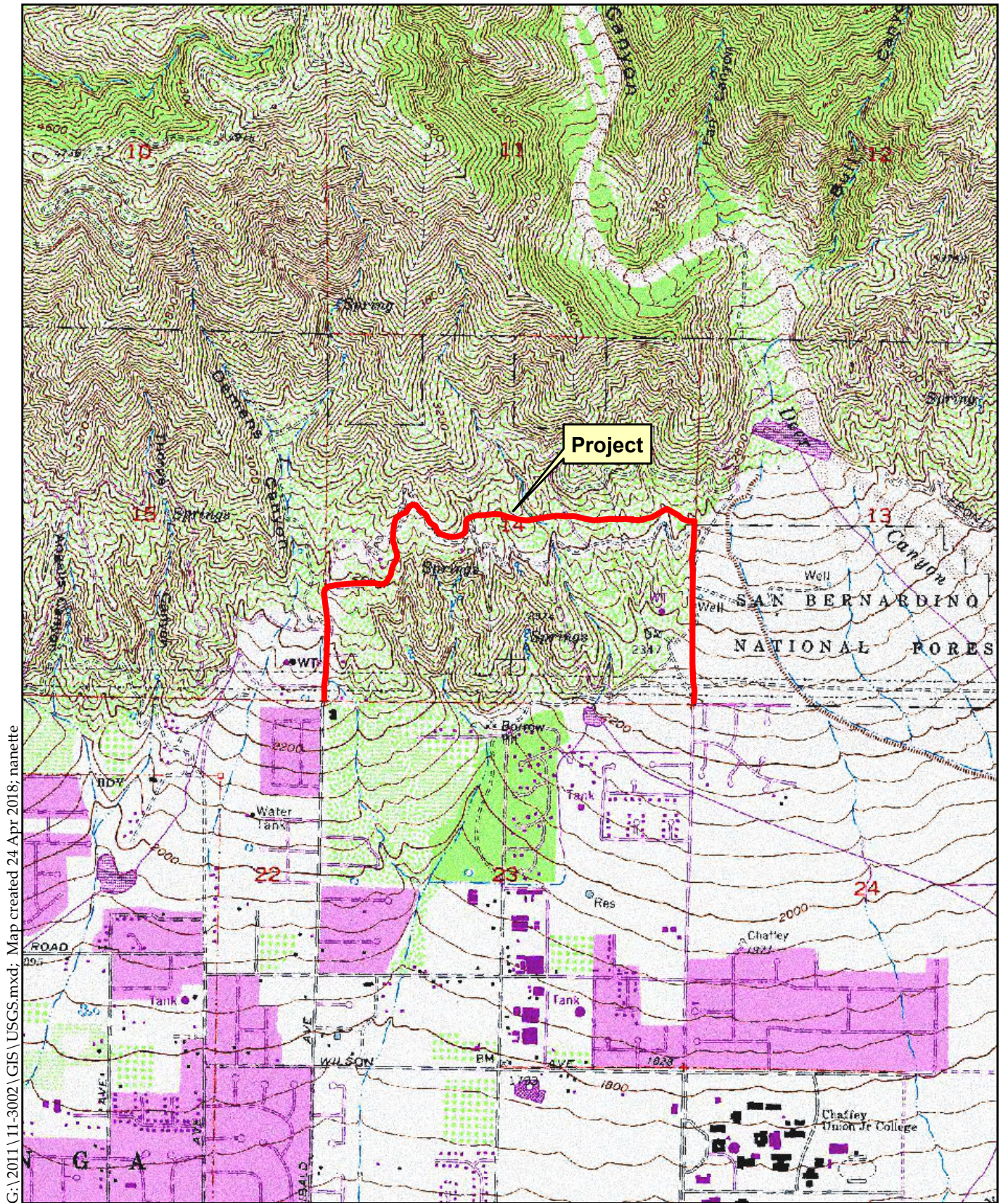
Figure 2 - Project Location

Snow Drop Road Street Improvement Project



0 1,000 2,000
 |-----|-----|
 Feet





G:\2011\11-3002\GIS\USGS.mxd; Map created 24 Apr 2018; nanette

Sources: ESRI / USGS 7.5min Quad
 DRG: CUCAMONGA PEAK

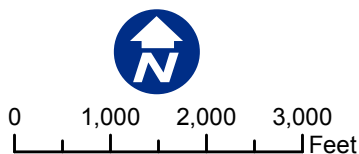


Figure 3 - USGS Map
 Snow Drop Road
 Street Improvement Project



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation which reflects the independent judgment of the County of San Bernardino Special Districts Department (Department), it is recommended that:

- The proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- The proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- The proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared By: Albert A Webb Associates

Date 1-17-19

Prepared For: 

Date 1-17-19

Erin Opliger, County of San Bernardino
Special-Districts Department

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a) *Would the project have a substantial adverse effect on a scenic vista?*

No Impact. The proposed Project includes roadway and drainage improvements to partially paved roads that are currently in use. The Project is not a designated scenic corridor shown in the San Bernardino County General Plan Open Space Element Map. Implementation of the Project would not include any sizeable above-ground features that could hinder a scenic vista. Therefore, the Project would not block the views of any scenic vista in proximity to the Project. Thus, no impact related to a substantial adverse effect on a scenic vista would occur.

Source: Project Description; San Bernardino County General Plan “Open Space Element” Map

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No impact. The proposed Project will not significantly damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings on or within one mile of a state scenic highway. Snow Drop Road is neither a state highway nor an official California scenic highway as shown on the San Bernardino County General Plan Circulation and Transportation Map. The Project is not located within one mile of a state highway. Therefore, no impact will occur.

Source: Project Description; San Bernardino County General Plan “Circulation and Transportation” Map

c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

No Impact. The Project would include roadway and drainage improvements to a partially paved dirt road that is currently being used. The Project does not propose any sizeable features that would substantially change the existing visual character of the Project or its surroundings. Therefore, no impact would occur that could substantially degrade the existing visual character or quality of the Project area and its surroundings.

Source: Project Description

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. The proposed Project does not include street lighting and will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. In addition, construction work will be limited to daytime hours; thereby eliminating the need for construction lighting. Therefore, no impact will occur.

Source: Project Description

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<p>II. AGRICULTURAL AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and fire protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:**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?***

No Impact. The Project does not include Farmland or other farmland of local importance as identified by the California Department of Conservation (CDC). Therefore, no impact will occur.

Source: Project Description; CDC

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

No Impact. The Project site and surrounding areas are not zoned for agricultural use. Therefore, the proposed Project will not conflict with any agricultural land use or Williamson Act land conservation contract. Therefore, no impact will occur.

Source: Project Description; CDC; San Bernardino County General Plan, "Proposed Land Use Zoning Districts" Map

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

No Impact. The Project is currently in use as a partially paved road. Undeveloped land within the Project study area includes sage scrub, riparian, chaparral, and ruderal areas. The Project area does not contain forest land and is not located within jurisdictional control of a national forest or national park. The Project would not conflict with any existing zoning, or cause rezoning of, forest land, timberland, or timber land production. Therefore, no impact will occur.

Source: Project Description; Appendix B.1; San Bernardino County General Plan, "Proposed Land Use Zoning Districts" Map

d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. See Response to II. c), above. There will be no other changes that, due to their location or nature, could result in the conversion of forest land to non-forest uses. There are no forest land uses currently in the vicinity of the Project. Therefore, no impact will occur.

Source: Project Description

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?*

No Impact. See Response to II. a)-d), above. There will be no other changes that, due to their location or nature, could result in the conversion of farmland to non-agricultural uses or forest land to non-forest use. There are no agricultural uses or forest land currently in the vicinity of the Project. Therefore, no impact will occur.

Source: Project Description; CDC

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (<i>including releasing emissions which exceed quantitative thresholds for ozone precursors</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB) sets forth a comprehensive program that will lead the SCAB into compliance with all federal and state air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections.

The proposed Project consists of improvements to approximately 2.1 miles of roadway and associated drainage improvements. Since the proposed Project consists of road improvements that, in and of itself, will not result in any changes to the existing land use patterns in the Project area, the Project does not conflict with or obstruct implementation of the AQMP. Therefore, no impacts will occur.

Source: AQMP, Project Description

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less than significant impact. The proposed Project involves improvements to approximately 2.1 miles of roadway and associated drainage improvements. Air quality impacts can be described in short-term and long-term perspectives. Short-term impacts relate to site grading/preparation and paving. Long-term air quality impacts relate to maintenance of the improvements.

The short-term construction emissions of criteria pollutants from this Project were modeled using the CalEEMod version 2016.3.2 program (**Appendix A**). Maximum daily emissions are estimated to be 3.59 pounds per day (lbs/day) for volatile organic compounds; 35.27 lbs/day for oxides of nitrogen; 21.46 lbs/day for carbon monoxide; 0.05 lbs/day for sulfur dioxide; 4.52 lbs/day for particulate matter less than 10 microns; and 2.98 lbs/day for particulate matter less than 2.5 microns, which do not exceed the regional thresholds set by the South Coast Air Quality Management District (SCAQMD). The short-term emissions do not exceed SCAQMD's localized significance thresholds either, as contained in the analysis in **Appendix A** (WEBB 2018). Therefore, the potential impacts to air quality from construction of this Project will be less than significant.

The long-term operational emissions from this Project are a result of infrequent vehicle trips associated with maintenance of the road. Operational emissions would be negligible and would have a less than significant effect on air quality.

Source: Appendix A

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Less than significant impact. The portion of the SCAB within which the Project is located is designated as a non-attainment area for PM-10 under state standards and a non-attainment area for ozone and PM-2.5 under both state and federal standards.

Since the proposed Project does not conflict with any land uses, it is in conformance with the AQMP, and the Project's short-term and long-term emissions do not exceed the SCAQMD established thresholds of significance; the Project's net increase in criteria pollutant emissions for which the Project region is non-attainment is not cumulatively considerable and impacts are considered less than significant.

Source: AQMP, Appendix A

d) *Expose sensitive receptors to substantial pollutant concentrations?*

Less than significant impact. As described in **Appendix A**, the closest potential sensitive receptors are the scattered residences adjacent to the Project's roadway segments. To ensure a worst-case analysis, the nearest sensitive receptor position of 85 feet (25 meters) was used.

Short-term emissions will be generated in the Project area during construction of the Project and have been found to be less than significant (**Appendix A**). In addition, the operational emissions were also found to be less than significant, as indicated above, hence the Project will not expose sensitive receptors to substantial pollutant concentrations. Impacts are considered to be less than significant.

Source: Appendix A

e) Create objectionable odors affecting a substantial number of people?

Less than significant impact. The Project presents the potential for generation of objectionable odors in the form of diesel exhaust during construction in the immediate vicinity of the Project site. Recognizing the short-term duration and quantity of emissions in the Project area, the Project will result in less than significant impact relating to objectionable odors.

Source: Project Description, Appendix A

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:**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?**

Less than significant with mitigation incorporated. The study area is generally characterized as an existing partially paved and dirt road located in a rural residential environment. No native habitat types are currently present in the road. Disturbed areas include the unpaved reach of Snow Drop Road, areas generally devoid of vegetation or dominated by ruderal non-native species including filaree (*Erodium sp.*), black mustard (*Brassica nigra*), London rockets (*Sisymbrium irio*), Russian thistle (*Kali tragus*), horseweed (*Conyza canadensis*), tocalote (*Centaurea melitensis*), Italian thistle (*Carduus pycnocephalus*) and non-native grasses. Undeveloped habitat located adjacent to the road includes coastal sage scrub – black sage dominant, coastal sage scrub – California sage dominant, mature Riversidean alluvial fan sage scrub (RAFSS), chamise chaparral, coast live oak (individual trees), eucalyptus trees, a single arroyo willow tree, and mulefat scrub. The study area does not contain United States Fish and Wildlife Service (USFWS) designated critical habitat for any federally listed, threatened, or endangered species.

Native species present adjacent to the road included, but are not limited to, California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), black sage (*Salvia melifera*), scrub oak (*Quercus berberidifolia*) Coast live oak (*Quercus agrifolia*), toyon (*Heteromeles arbutifolia*), mule fat (*Baccaris salicifolia*), and chapparal yucca (*Hesperoyucca whipplei*).

No special-status plant species were detected during the reconnaissance survey. No suitable habitat for sensitive plant species listed as federal or state threatened/endangered was documented within the study area. Special-status plant species known from the region with a low potential to occur within the Project area, adjacent to the existing roadway include: Plummer's mariposa lily (*Calochortus plummerae*), Peninsular spineflower (*Chorizanthe leptotheca*), Parry's spineflower (*Chorizanthe parryi* var. *parryi*), White-bracted spineflower (*Chorizanthe xanti* var. *leucotheca*), Paniculate tarplant (*Deinandra paniculata*), Mesa horkelia (*Horkelia cuneata* ssp. *puberula*), Robinson's pepper-grass (*Lepidium virginicum* var. *robinsonii*), and White-rabbit tobacco (*Pseudognaphalium leucocephalum*). However, these species do not have formal state or federal listing status. Road improvement activities would not likely eliminate significant amounts of habitat for potentially occurring special-status plant species, reduce population size of sensitive plant species below self-sustaining levels on a local or regional basis, nor constitute a significant impact to any special-status plant species.

A total of nine (9) sensitive wildlife species not listed as federal or state endangered have a low to moderate potential to occur within the Project area and one (1) sensitive bird, , Cooper's hawk, was directly observed on site. Sensitive wildlife species known from the region with a low to moderate potential to occur within the Project area, adjacent to the existing roadway include: silvery legless lizard (*Anniella pulchra pulchra*), Coast horned lizard (*Phrynosoma blainvillii*), white-tailed kite (*Elanus leucurus*), northern harrier (*Circus cyaneus*), sharp-shinned hawk (*Accipiter striatus*), S. California rufus-crowned sparrow (*Aimophila ruficeps canescens*), Golden eagle (*Aquila chrysaetos*), Prairie falcon (*Falco mexicanus*), and Desert San Diego woodrat (*Neotoma lepida intermedia*). These species that have at least a low to moderate potential for occurrence potential adjacent to the site based on the presence of suitable habitat. Most of the species that have at least low occurrence potential to occur adjacent to the site were all deemed to be too widespread and common to warrant listing as threatened or endangered. At present, they have no state or federal

listing status. Impacts to an existing disturbed roadway and shoulders would not constitute a significant impact to any of these species, nor amount to a measureable impact within southern California or their overall range.

Suitable habitat for one (1) species listed as federal or state threatened/endangered, coastal California gnatcatcher (*Poliptila californica californica*) was documented within the study area. Therefore, all suitable coastal California gnatcatcher (CAGN) habitat (4.8-acres) was surveyed to determine the current status of the species on-site. CAGN observations were documented within and adjacent to the study area during two (2) of the nine (9) USFWS focused survey efforts conducted during the non-breeding season. A single individual (juvenile) was documented within and adjacent to the southeast region of the study area (RAFSS vegetation). Based in the results of the focused surveys, CAGN are expected to infrequently utilize 1.02 acre of RAFSS located in the southeastern region of the study area for foraging, movement and breeding. The remaining patches of coastal sage scrub documented on-site in the northern region are either dominated by black sage, occur on steep slopes or are small and isolated. These areas are not expected to be frequently utilized by CAGN. The presence of CAGN in the Project vicinity and suitable RAFSS habitat within the Project construction footprint (study area) will require consultation with USFWS under Section 7 of the Federal Endangered Species Act. Direct or indirect impacts to CAGN from the loss of mature RAFSS habitat will be mitigated through implementation of **MM BIO 2**, listed under Response to IV. b), below.

Implementation of the Project would not be expected to remove habitat potentially suitable for foraging by sensitive raptors during winter or migration periods. The Project would not constitute a significant impact to sensitive raptor species locally or regionally. Although many potentially occurring native bird species are not protected by state or federal endangered species acts, most are protected under the federal Migratory Bird treaty Act (MBTA) of 1918 and or California Fish and Game Code Sections 3503, 3503.5, and 3800.

Construction of the Project may require removal of vegetation (i.e., trees, shrubs, and ground cover) located adjacent to the roadway with the potential to support nesting migratory birds. Impacts to such species are prohibited under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. Adherence to **MM BIO 1**, which includes seasonal avoidance of vegetation removal (the nesting season is generally February to September depending on particular species, sensitivity status, and region) and/or nesting bird surveys, will ensure that migratory birds (and their nests) will not be directly harmed.

MM BIO 1: The Project's construction shall not occur between February 15 and September 1 to avoid potential impacts to nesting birds or raptors. If construction cannot be avoided during the period of February 16 to August 31, a qualified biologist shall conduct a nesting bird survey of potentially suitable nesting vegetation prior to construction initiation. Such surveys shall be conducted no more than (3) days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the study area. If ground disturbance is not conducted within three days of a negative survey, the nesting survey must be repeated to confirm the absence of nesting birds. If active nests are identified, species specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be postponed until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the County of San Bernardino prior to initiation of grading in the nest-setback zone. The qualified

biologist shall serve as a biological monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A final report of the findings, prepared by a qualified biologist, shall be submitted to the County of San Bernardino prior to construction-related activities that have the potential to disturb any active nests during the nesting season.

With implementation of mitigation measure **MM BIO 1** and **MM BIO 2**, potential impacts to sensitive plant and wildlife species will be less than significant.

Source: CADRE(a), CADRE(b)

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less than significant impact with mitigation incorporated. The existing roadway does not contain native habitat types. However, one plant community identified within the Project study area, RAFSS, is a sensitive vegetation community identified by the California Department of Fish and Wildlife (CDFW). Approximately 1.51 acres of mature RAFSS habitat will be directly impacted but the Project. The loss of mature RAFSS will be mitigated at a minimum ratio of 3:1, as described in **MM BIO 2**, to reduce impacts to sensitive natural communities to less than significant levels. Additionally, **MM BIO 3**, under the following threshold, will be implemented to reduce impacts to riparian habitat associated with CDFW jurisdiction to less than significant levels. Potential impacts to riparian habitat or other sensitive natural communities will be less than significant after implementation of mitigation.

MM BIO 2: To reduce the potential direct and indirect impacts to CAGN from the loss of mature RAFSS habitat, the loss of 1.51 acres of mature RAFSS shall be mitigated at a minimum 3:1 ratio through one or a combination of the following, as agreed to by the USFWS and the permitting agencies in the permitting process and through Section 7 consultation:

- a. Purchase mitigation credits with an approved mitigation bank for the preservation and/or restoration of mature RAFSS habitat at least a 3:1 ratio for permanent impacts.
- b. Payment into an approved in-lieu fee program for the preservation and/or restoration of mature RAFSS habitat at least a 3:1 ratio for permanent impacts.
- c. Conservation of land containing mature RAFSS habitat on at least 3:1 ratio for permanent impacts.

Source: CADRE(a)

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?*

Less than significant with mitigation incorporated. The Project site does not contain vernal pools, marshes or other coastal wetlands. As part of the Biological Constraints Letter Report prepared by Cadre Environmental (CADRE(a)) on-site resources were generally evaluated for their potential to be considered jurisdictional during the field survey effort. No wetlands were documented in the study area. However, several existing and proposed drainage improvements may result in impacts to regulated resources. Since some of these

drainages may qualify as waters of the U.S. and streambeds, a Jurisdictional Delineation Report (JD) was prepared by Wood Environment & Infrastructure Solutions, Inc. (Wood).

As determined in the JD, the study area contains 11 jurisdictional areas identified as Drainages 1 through 11. All of the drainages are ephemeral, and the majority flow from north to south with the exception of Drainages 10 and 11 that flow east to west. The proposed Project’s roadway and culvert extensions were considered permanent impacts. Temporary impacts were assessed for the area from the permanent impacts to the edge of the construction footprint. **Table 1** below describes the proposed impacts to jurisdictional water of the on-site drainages.

Table 1
Impacts to Jurisdictional Areas

Drainage ID	Temp Impacts to non-wetland WUS, WSC (acres)	Permanent Impacts to non-wetland WUS, WSC (acres)	Temporary Impacts to CDFW Jurisdiction (acres)	Permanent Impacts to CDFW Jurisdiction (acres)
1	0.001	0.0014	0.001	0.0014
2	0.0009	0.0009	0.0009	0.0009
3	0.0047	0.0234	0.0047	0.0234
4	0.0047	0.0111	0.0047	0.0111
5	0	0	0.0112	0.0702
6	0.0247	0.0167	0.0247	0.0167
7	0.0312	0.0137	0.0312	0.0137
8	0.0002	0.0025	0.0002	0.0025
9	0.0141	0.0014	0.0141	0.0014
10	0.0002	0.0036	0.0002	0.0036
11	0.0005	0.0031	0.0005	0.0031
TOTAL	0.0848	0.0778	0.0934	0.148

Source: Table 2; Wood

CDFW – California Department of Fish and Wildlife, WSC – Waters of the State of California, and WUS – Waters of the United States.

As shown in the table above, impacts associated with the proposed Project fall under the jurisdiction of the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and CDFW. The proposed Project would result in direct impacts to these drainage features and, thus, the Department is required to obtain authorization from USACE, RWQCB, and CDFW prior to disturbance of jurisdictional areas. The Department proposes to mitigate these impacts through the implementation of **MM BIO 3**, below, which will be required to reduce impacts to these resources to a less than significant level.

MM BIO 3: The Project will temporarily impact 0.0848 acres and permanently impact 0.0778 acres of USACE and RWQCB waters of the U.S and State and temporarily impact 0.0934 acres and permanently impact 0.148 acres of CDFW streambed and associated riparian habitat. As mitigation for the impacts, the Department proposes to do either one or a combination of the following, as agreed to by the Department and the permitting agencies in the permitting process:

- a. Secure off-site acreage of biologically equal or greater value for permanent conservation on at least a 1:1 ratio basis for temporary impacts and 2:1 ratio for permanent impacts.

- b. Pay fees or purchase mitigation credits to an appropriate mitigation bank for the restoration and permanent conservation of habitat at least a 1:1 ratio basis for temporary impacts and 2:1 ratio for permanent impacts.
- c. Restore on-site habitat on at least a 1:1 ratio basis for temporary impacts and 2:1 ratio for permanent impacts.

With implementation of mitigation measure **MM BIO 3**, potential impacts to jurisdictional drainages and any associated habitat will be less than significant.

Source: CADREI(a) , Wood

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

Less than significant impact. As the proposed Project involves improvements to an existing road and does not include substantial above-ground structures it will not interfere with the movement of wildlife. The Project site does not contain natural habitats that would support sensitive species or nursery sites. Moreover, the Project alignment is not shown on the San Bernardino County General Plan Open Space Element Map as being located within wildlife corridor. Potential impacts to the movement of wildlife will be less than significant.

Source: CADRE(a), San Bernardino County General Plan Open Space Element Map

e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less than significant with mitigation incorporated. Implementation of the proposed Project will not conflict with any local policies protecting biological resources identified in the San Bernardino County General Plan or ordinances protecting biological resources. Several mature oak trees meeting the minimum classification standard as a regulated tree under Section 88.01.040 of the San Bernardino County Development Code were documented within the Project study area. **MM BIO 4** is proposed in the event the proposed Project will result in direct or indirect impacts to regulated trees, a certified arborist, horticulturist, or registered landscape architect familiar with the County of San Bernardino's Development Code for regulated trees will be required to conduct an assessment of the trees proposed for removal within the entire study area. If required, a permit application will be submitted for review and approval by the County of San Bernardino. With implementation of mitigation measure **MM BIO 4**, potential impacts to local policies or ordinances protecting biological resources will be less than significant.

MM BIO 4: If direct or indirect impacts to regulated trees pursuant to Section 88.01.040 of the San Bernardino County Development Code cannot be designed to avoid removal, a certified arborist, horticulturist, or registered landscape architect familiar with the County of San Bernardino's Development Code for regulated trees shall conduct an assessment of the trees proposed for removal within the entire study area. If required, a permit application will be submitted for review and approval by the County of San Bernardino.

Source: CADRE(a), San Bernardino County Development Code

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No impact. The Project site is not within an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan. Any potential impacts to special status species identified in response to IV a), above, shall comply with applicable requirements. Therefore, there will be no impact.

Source: Project Description

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less than significant. The State *CEQA Guidelines* state that the term “historical resources” applies to any such resources listed in or determined to be eligible for listing in the National Register of Historical Places (NHRP), included in a local register of historical resources, or determined to be historically significant by the Lead Agency. Amec Foster Wheeler Environment and Infrastructure, Inc. (AMEC) conducted a cultural resources records search within one mile of the Project on May 2018 (**Appendix C**). According to their search and additional information gathered from historical resource files, 18 cultural resources within one mile radius of the Project were documented, one of which (36-007694, Victorville-Century Line 2 transmission lines eligible for the NRHP) crossed the southern ends of the Project alignment. Noted within the one-mile radius of the Project, but outside of the Project alignment, are nine residential and ranch properties south of the Project, five water conveyance/flood control features, and one field stone rock pile within Deer Canyon Wash northeast of the Project. The nearest historical-period site is P-36-09000, which is an orchard property with field-stone and concrete water conveyance features of an unknown construction date located less than one-quarter mile southeast of the Project’s terminus at Archibald Avenue. The remaining historic sites are more than half mile from the Project.

Through the research and inventory methodologies described in this report, no historical resources, as defined by CEQA, or any historic properties, as defined by NHPA, were encountered within the Project area. Therefore, impacts to historical resources will be less than significant. However, in the event of an accidental discovery of a cultural and/or historical resource; implementation of mitigation measure **MM CR 1**, which

requires the construction in the vicinity of the find be halted until a qualified archaeologist determination as to the significance of the find is made and any find be recorded and curated. With implementation of **MM CR 1**, potential impacts to historical resources will be less than significant.

MM CR 1: If buried materials of historical, cultural, or archaeological significance are accidentally discovered during any earth-moving operations associated with the proposed Project, all work in the immediate vicinity (within a 60 foot buffer) shall cease until a qualified archaeologist meeting Secretary of Interior standards can evaluate the nature and significance of the finds. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State *CEQA Guidelines*), avoidance or other appropriate measures shall be implemented. Additionally, the Morongo band of Mission Indians and the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within **MM TCR 1**, if any such find occurs and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. If significant Native American cultural resources, as defined by CEQA, are discovered and cannot be avoided, a Monitoring and Treatment Plan shall be developed by the qualified Project archaeologist and provided to the Tribes for review and comment, as detailed within **MM TCR 1**. The qualified Project archaeologist shall monitor and implement the Monitoring and Treatment Plan accordingly.

Source: AMEC

b) Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5?

Less than significant with mitigation incorporated. The Cultural Resources Inventory by AMEC (**Appendix C**) identified that of the 18 cultural resources within the one mile search area, two prehistoric resources were noted, both are habitation-related sites. Site CA-SBR-894 is located within a trench at that base of a foothill within Deer Creek Wash, was originally recorded in 1975 as consisting roasting pits and associated flake and ground stone artifacts. The site was tested in 1976 however pits were not located, however flaked stone artifacts were identified. A 2014 study suggested the site had been destroyed during local development in 1982. Site CA-SBR-1593 is located approximately one half mile west of Archibald Avenue at the base of a foothill with the mouth of Thorpe Canyon, was document in 1953 as a prehistoric campsite with associated lithic artifacts. In 1976 it was document the site as a temporary campsite, and had almost been completely destroyed by cultivation and an almond orchard. Because the Project is located in an area of steep terrain and the results of previous archaeological studies in the vicinity of the Project area and proximity of previously documented resources (the majority are more than ½-mile away), the likelihood of subsurface cultural resources within the Project area is low to moderate. In the unlikely event that archaeological resources are unearthed during Project construction, implementation of mitigation measure **MM CR 1** will reduce potential impacts to less than significant.

Source: AMEC

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than significant with mitigation incorporated. According to the Rancho Cucamonga General Plan “previous geologic mapping of the [General Plan] Planning Area indicates that soils and geologic formations within the [General Plan] Planning Area have a low potential to contain significant paleontological

resources...” (Resource Conservation Element p. RC-15). In addition, the proposed Project involves work within an existing roadway and it is not anticipated to contain significant paleontological resources. However, to ensure that potential impacts to paleontological resources are avoided or reduced to a less than significant level, implementation of mitigation measure, **MM CR 2**, will reduce impacts to a less than significant level:

MM CR 2: If any paleontological resources are exposed during ground excavation disturbance, ground disturbance activities in the vicinity of the discovery will be terminated immediately and a qualified paleontological resources specialist will be retained to evaluate the resources. If the find is determined to be significant, avoidance or other appropriate measures as identified by the paleontologist shall be implemented. Appropriate measures would include that a qualified paleontologist be permitted to recover, evaluate and curate the find(s) in accordance with current standards and guidelines.

Source: Rancho Cucamonga General Plan

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less than significant with mitigation incorporated. The Project is not located near any known formal cemeteries. Therefore, the Project is not expected to disturb any known human remains. In the unlikely event that human remains are encountered during Project construction, implementation of mitigation measure, **MM CR 3**, will reduce impacts to a less than significant level.

MM CR 3: Per State Health and Safety Code 7050.5, if human remains are encountered during construction, no further disturbance shall occur in the immediate vicinity (within a 100-foot buffer) until the San Bernardino County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The San Bernardino County Coroner must be notified within 24 hours. If the County Coroner determines that the remains are not historic, but prehistoric, the Native American Heritage Commission (NAHC) must be contacted to determine the most likely descendent for this area. Once the most likely descendent is determined, treatment of the Native American human remains will proceed pursuant to Public Resources Code Section 5097.98.

Source: AMEC

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

- 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.**

Less than significant impact. According to the San Bernardino County General Plan Geologic Hazard Overlay Map, a segment of the Project located along Archibald Avenue is located within an earthquake fault zone boundary. As previously discussed, the proposed Project includes only roadway and drainage improvements to a partially paved road that is currently being used. The Project does not propose any structures, habitable or otherwise, that could pose a substantial risk to people or other structures in the event of strong seismic ground shaking. Therefore, the potential for impacts that would expose people or structures to substantial adverse effects associated with the rupture of a known earthquake fault is less than significant.

Source: Project Description; San Bernardino County General Plan “Geologic Hazard Overlay” Map

ii) Strong seismic ground shaking?

Less than significant impact. As discussed above, a segment of the Project located along Archibald Avenue is located within an earthquake fault zone boundary. However, the Project includes only roadway and drainage improvements to a partially paved road that is currently being used. The Project does not propose any structures, habitable or otherwise, that could pose a substantial risk to people or other structures in the event of strong seismic ground shaking. Therefore, the potential for impacts that would expose people or

structures to substantial adverse effects associated with strong seismic ground shaking is less than significant.

Source: Project Description; San Bernardino County General Plan “Geologic Hazard Overlay” Map

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact. According to the San Bernardino County General Plan Geologic Hazard Overlay Map, the Project area is not identified as having liquefaction susceptibility. Therefore, the potential for impacts that would expose people or structures to substantial adverse effects associated with seismic related ground failure including liquefaction is less than significant.

Source: San Bernardino County general Plan “Geologic Hazard Overlay” Map

iv) Landslides?

Less than significant impact. The surrounding area consists of undisturbed vacant land and hillsides. According to the San Bernardino County General Plan Geologic Hazard Overlay Map, the Project has a “low to moderate” and “moderate to high” susceptibility to landslides. Implementation of the Project would include roadway and drainage improvements to a partially paved road that is currently being used and is presently travelled upon. Implementation of the Project would result in safer conditions than what currently exist, because the Project would include drainage improvements to reduce erosion of slopes and to reduce the potential for impacts that would expose people or structures to substantial adverse effects associated with landslides. In addition, the Project would be required to meet the County’s design standards that optimize public safety on its roadways. Therefore, the potential for impacts that would expose people or structures to substantial adverse effects associated with landslides would be less than significant.

Source: Project Description; San Bernardino County General Plan “Geologic Hazard Overlay” Map

b) Result in substantial soil erosion or the loss of topsoil?

Less than significant impact. The Project would include roadway and drainage improvements to a partially paved road that is currently being used and is presently travelled upon; therefore, its remaining dirt-surfaced portions are heavily compacted. As the Project only involves improvements to an existing road, extensive excavation, grading, and fill are not required. Ultimately, Project implementation will cause a reduction in the potential for soil erosion as a result of the proposed on-site drainage improvements (e.g., drainage culverts and rip-rap energy dissipaters). Additionally, for compliance with the California General Permit for Stormwater Discharges Associated with Construction Activities, Project construction will be mandated to incorporate a Storm Water Pollution Prevention Plan (SWPPP) to manage soil disturbance, non-storm water discharges, construction materials, and construction waste during its construction phase. Project-related construction could involve cut and fill during the grading phase, however, a substantial loss of topsoil is not anticipated given the short duration of construction time (approximately one month). Thus, the construction phase of the Project would not be exposed to extensive rain during the rainy season. Therefore, impacts related to substantial soil erosion or the loss of topsoil, are considered less than significant.

Source: Project Description

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?*

Less than significant impact. The surrounding area consists of undisturbed vacant land and hillsides. According to the San Bernardino County General Plan Geologic Hazard Overlay Map, the Project has a “low to moderate” and “moderate to high” susceptibility to landslides. Implementation of the Project would include roadway and drainage improvements to a partially paved road that is currently being used and is presently travelled upon. However, the Project would include design features such as reinforced concrete retaining walls, to reduce the potential for impacts that would expose people or structures to substantial adverse effects associated with landslides. In addition, the Project would be required to meet the County’s design standards that optimize public safety on its roadways. Implementation of the Project will not contribute to or expose people or structures to substantial adverse effects associated with on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts will be less than significant.

Source: Project Description; San Bernardino County General Plan, “Geologic Hazard Overlay” Map

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

Less than significant impact. The proposed Project involves improvements to an existing roadway. The soils that occur within the Project area are not considered to be expansive soils and the installation of the road base would eliminate any potential for such soils to adversely impact the roadway. Therefore, potential impacts related to being located on expansive soils that would create substantial risks to life or property, are considered less than significant.

Source: Project Description; San Bernardino County General Plan EIR

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. Septic tanks and/or alternative water supply systems are not part of the Project. Therefore, no impact would occur.

Source: Project Description

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than significant impact. As described in the Air Quality/Greenhouse Gas Analysis provided in **Appendix A** (WEBB 2018), there are no adopted thresholds of significance for greenhouse gases (GHG). The proposed Project does not fit into the categories provided (industrial, commercial, and residential) in either the draft thresholds from the California Air Resources Board (CARB) and SCAQMD. For the purposes of this analysis, the Project’s emissions were compared to the most conservative threshold of 1,400 metric tons of CO₂ equivalents per year (MTCO₂E/year) for commercial projects and are well below the proposed draft threshold. Due to the lack of adopted emissions thresholds, the estimated amount of emissions from Project construction of 399.61 MTCO₂E/year and infrequent operational emissions from maintenance vehicles, the proposed Project will not generate a significant amount of GHG emissions and the impact is considered less than significant.

Source: Appendix A

b) Conflict with any plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant impact. As discussed above, the Project’s GHG emissions are below the recommended draft thresholds. Therefore, the Project will not conflict with any plan, policy, or regulation adopted for the purpose of reducing GHG emissions and impacts are considered less than significant.

Source: Project Description, Appendix A

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VIII. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

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

Less than significant impact. The Project proposes the construction of a roadway and drainage improvements to a partially paved road that is currently being used. During construction there is a potential for accidental release of petroleum products in sufficient quantities to pose a hazard to people and the environment. Because construction equipment can contain enough petroleum products to damage the environment or expose people to hazardous emissions, the County requires compliance with BMPs to manage clean-up of potential spills of hazardous materials during construction. The transport, use, and

disposal of hazardous materials during Project construction will be conducted in accordance with applicable State and federal laws. Any spills or leakages of petroleum products or other hazardous materials will be remediated in compliance with applicable federal State and local regulations regarding clean-up and disposal of the released contaminant. All contaminated waste will be collected and disposed of at an appropriately licensed disposal treatment facility. Compliance with applicable laws and regulations will ensure impacts associated with the routine transport, use, or disposal of hazardous material during construction will be less than significant.

Source: Project Description

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

Less than significant impact. The Project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, because the storage, handling, and disposal of any hazardous materials will be done in accordance with applicable BMPs to manage clean-up of potential spills of hazardous materials during construction. Once completed, motorists using the Project's road may transport small quantities of household hazardous materials, such as cleaning supplies, paints, pool chemicals, or pesticides/herbicides for landscape maintenance for home use. If these products are transported in accordance with manufacturer's recommendations, potential impacts will be less than significant. For these reasons, with respect to hazards resulting from the routine transport, use or disposal of hazardous materials; or involving the release of hazardous materials into the environment, Project-related impacts are considered less than significant.

Source: Project Description

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

No Impact. The Project is not located within one-quarter mile of an existing or proposed school. The school that is closest to the Project site is Hermosa Elementary, over 1.5 miles away. Therefore, no impact will occur.

Source: Google Maps, Alta Loma School District Boundary Map, Thomas Guide 2008

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?*

No impact. The Project is not located on a known hazardous materials site as outlined in the search of available environmental records conducted by EDR (**Appendix D**) nor is the Project located near any site identified by the California Department of Toxic Substances Control (DTSC) EnviroStor database. Therefore, no impacts are anticipated.

Source: EDR; EnviroStor

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?

No impact. The closest airport to the Project is the Cable Airport, located in the City of Upland, approximately 6.3 miles southwest of the Project. Ontario International Airport is located approximately 7.3 miles south of the Project site. Thus, the Project is not located within two miles of a public airport or public use airport or heliport, which could result in a safety hazard for people residing or working in the Project area. Therefore, no impact would occur.

Source: Google Maps

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?

No impact. The Project is not located within the vicinity of a private airstrip or heliport, which could result in a safety hazard for people residing or working in the Project area. Therefore, no impact would occur.

Source: Google Maps

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

Less than significant impact. The Project would not interfere with the City's emergency response or evacuation plans since the Project involves roadway and drainage improvements to a partially paved road that is currently being used. Implementation of the Project would ultimately facilitate the transportation network in the event of an emergency response or evacuation. Temporary construction activities and staging areas will generally be confined to the Project and will not physically impair access to other existing roadways within the Project vicinity. Access to local residences will be maintained at all times. Therefore, the potential for impacts that could impair implementation of or physically interfere with an adopted emergency response or evacuation plan is less than significant.

Source: Project Description

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?

Less than significant impact. The Project is within an area designated by the San Bernardino County General Plan Hazard Overlay's Map as Fire Safety Area 3. However, the Project involves roadway and drainage improvements to a partially paved road that is currently being used. Temporary construction activities will require workers to be present along the Project; however, these workers will not be at significant risk to wildland fires since they will not be confined within structures. Therefore, the potential for impacts that would expose people or structures to a significant risk or loss, injury or death involving wildland fires is less than significant.

Source: San Bernardino County General Plan "Geologic Hazard Overlay" Map; Google Maps

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

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

Less than significant impact. Since construction of the Project will disturb one acre or more, a Storm Water Pollution Prevention Plan (SWPPP) is required for compliance with the California General Permit for Stormwater Discharges Associated with Construction Activity. The SWPPP will identify Best Management Practices (BMPs) to be incorporated during Project construction. There may be localized areas of perched

groundwater along the Project alignment following heavy rainfall or adjacent to irrigation areas in the depths of planned excavations. In the event groundwater is encountered during construction, a dewatering permit will be required from the State Water Resources Control Board. The dewatering permit will identify water quality objectives which must be met. With adherence to the BMPS identified in the SWPPP and the conditions of the dewatering permit, construction-related impacts with respect to water quality standards and waste discharge requirements will be less than significant.

The focus of a construction SWPPP is to manage soil disturbance, non-storm water discharges, construction materials, and construction wastes during the construction phase of a Project. Since the SWPPP is specifically prepared to manage storm water quality and quantity, and prevent discharge of polluted runoff from the site, adherence to mandated SWPPP requirements will ensure potential impacts that could cause a violation of any water quality standards or waste discharge requirements is less than significant.

Source: San Bernardino County General Plan

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

Less than significant impact. The Project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. The Project includes roadway and drainage improvements to a partially paved road that is currently being used and is presently travelled upon; therefore, its remaining dirt-surfaced portions are heavily compacted and not sources of groundwater supplies. Furthermore, the Project does not require the use of groundwater for continued operation or maintenance. Impacts will be less than significant.

Source: Project Description

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

Less than significant impact. Construction of the Project may alter the existing drainage pattern of the Project. As previously mentioned, the Project currently consists of a partially paved road. However, the alterations to existing drainage patterns are not considered substantial and will not alter the course of a stream or river or result in substantial erosion or siltation on or off site. Additionally, the Project will be required to prepare a SWPPP that incorporates BMPs to minimize the potential for construction related runoff. For these reasons, impacts with respect to erosion or siltation are anticipated to be less than significant.

Source: Project Description

d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?*

Less than significant impact. See IX. c), above. The Project would include roadway and drainage improvements to a partially paved road that is currently being used and is presently travelled upon; therefore, its remaining dirt-surfaced portions are heavily compacted. Construction of the Project would not significantly alter the existing drainage pattern of the Project area. The Project's design features (e.g., culverts) will be incorporated into the Project to address erosion potential. The alterations to existing drainage patterns are not considered substantial and will not alter the course of a stream or river or result in substantial erosion or siltation on or off site because the Project applicant would be required to prepare a SWPPP that incorporates BMPs to minimize the potential for construction related runoff. For these reasons, impacts with respect to flooding are anticipated to be less than significant.

Source: Project Description

e) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less than significant impact. When compared to existing conditions, runoff water will be incrementally increased as a result of the proposed Project's impervious surfaces; however this increase will be marginalized as a result of the Project's design features (e.g. culverts) that will be incorporated to address erosion potential. Therefore, potential impacts related to runoff water that could exceed existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff water are considered less than significant.

Source: Project Description

f) *Otherwise substantially degrade water quality?*

Less than significant impact. The construction of the Project has the potential to result in discharge from soil disturbance during construction activities. However, the Project will be required to comply with the California State Water Resources Control Board's General Construction Permit ("General Permit for Stormwater Discharges Associated with Construction Activity – Order No. 99-08-DWQ") requirements, including the preparation of a SWPPP, which implements BMPs to prevent storm water pollution, and National Pollutant Discharge Elimination System (NPDES) Permit R-8-2010-0036. Through compliance with the regulatory requirements of the NPDES Statewide General Construction Permit, the Project is not expected to violate any water quality standards or waste discharge requirements during the construction phase. Therefore, with regard to violating water quality standards or waste discharge requirements, impacts will be less than significant.

Source: San Bernardino County General Plan

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No impact. The Project is not located within a 100-year flood hazard area. According to the Federal Emergency Management Agency Flood Zones map (San Bernardino County General Plan Hazard Overlays Map), the closest point of the Project is approximately 50 feet from the nearest designated flood area. However, there are no residential components or structures proposed as a part of the Project. Therefore, no impacts are anticipated with regards to placing housing or structures within a 100-year flood hazard area.

Source: San Bernardino County General Plan, "Hazard Overlays" Map

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No impact. The Project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows, because the Project is not located in a 100-year flood hazard area. Therefore, no impacts are anticipated with regards to placing structures or fill within a 100-year flood hazard area.

Source: San Bernardino County General Plan "Hazard Overlays" Map

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?

No impact. The Project alignment is not located within a Dam Inundation Zone as shown on the County of San Bernardino General Plan Hazard Overlays Map. Furthermore, the Project includes drainage improvements including new drainage culverts and storm water treatment facilities. Therefore, no impacts are anticipated with regard to the Project exposing people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam.

Source: San Bernardino County General Plan, "Hazard Overlays" Map

j) Inundation by seiche, tsunami or mudflow?

Less than significant impact. Seiches occur as a series of standing waves induced by seismic shaking or landsliding into an impounded body of water. Seiches are not considered to be a potential hazard to the Project. The Project is not located near the coastline and is therefore not subject to a tsunami. As previously discussed, the Project has a "low to moderate" and "moderate to high" susceptibility to landslides. Implementation of the Project would include roadway and drainage improvements to a partially paved road that is currently being used and is presently travelled upon. The Project would include design features such as reinforced concrete retaining walls, to reduce the potential for impacts that would expose people or structures to substantial adverse effects associated with landslides. In addition, the Project would be required to meet the County's General Plan policies and design standards that optimize public safety on its roadways. Therefore, impacts associated with inundation by seiche, tsunami or mudflow is considered less than significant.

Source: Project Description; San Bernardino County General Plan, "Hazard Overlays" Map

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a) Physically divide an established community?

No impact. The Project will not physically divide an established community, because the Project involves roadway and drainage improvements to a partially paved road that is currently being used. Implementation of the Project will potentially enhance existing connections for existing and future communities. Furthermore, the Project will not divide an established community since the area is predominantly undeveloped. Therefore, with regards to physically dividing an established community, no impacts are anticipated.

Source: Project Description

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No impact. The Project proposes the construction of roadway and drainage improvements to a partially paved road that is currently being used. It will modify the existing roadway to its ultimate design and is considered to be planned infrastructure consistent with the General Plan Circulation Element. Therefore, with regards to conflicts with any applicable land use plan, policy or regulation, no impacts are anticipated.

Source: Project Description; San Bernardino County "Circulation and Transportation" Map

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

No impact. The Project is not located within a habitat conservation area. Therefore, implementation of the proposed Project would not conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan and no impacts are anticipated.

Source: San Bernardino County General Plan, "Open Space Element" Map

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

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?

Less than significant impact. The Rancho Cucamonga General Plan, Figure RC-2 “Regionally Significant Aggregate Resources” is the source for this response. The Project will not 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, because there are no known valuable mineral resources in the vicinity of the Project. Given the linear alignment of the Project, the small size of the Project, and that the Project is primarily within existing rights-of-way, it is highly unlikely that any surface mining or mineral recovery operation could feasibly take place on the Project site. Therefore, potential impacts related to the loss of a mineral resource are less than significant.

Source: Rancho Cucamonga General Plan

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?

No impact. The Project will not 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, because no mining operations or other resource recovery sites exist on or near the Project site. Therefore, no impact will occur.

Source: Project Description; Rancho Cucamonga General Plan

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

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?

Less than significant impact. According to Section 83.01.080 (G) of the County Development Code, all temporary construction, maintenance, repair, or demolition activities between 7:00 a.m. and 7:00 p.m., except Sundays and Federal holidays are exempt from the provisions of Section 83.01.080, which relates to noise; therefore, since no established noise standard exists to limit noise impacts associated with the Project’s proposed construction activities, impacts are considered less than significant. However, the potential for noise levels to exceed established standards within potentially affected land uses that are located in the Project’s vicinity is discussed in item 12.d, below.

Source: San Bernardino County Development Code

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than significant with mitigation incorporated. The Project proposes the construction of a roadway and drainage improvements to partially paved and dirt roads that are currently being used. Groundborne vibration and noise are not typically associated with roadways unless they are utilized as heavy truck routes. Snow Drop Road is not located in an area with intensive industrial uses whereby heavy trucks would utilize it on a regular basis that could create excessive groundborne vibration or noise levels. Therefore, the potential

for impacts resulting from the exposure of persons to or generation of excessive groundborne vibration or noise levels is considered less than significant.

The proposed improvement Project would increase noise and groundborne vibration in the Project vicinity during the construction phase that would be short-term. Construction activities would be temporary in nature and would occur during the hours of 7 a.m. and 7 p.m., Monday to Saturday, in accordance with the San Bernardino County Noise Ordinance. With implementation of **MM Noise 1** through **MM Noise 4** below, potential impacts related to excessive groundborne vibration or groundborne noise levels during the construction phase are considered less than significant with mitigation incorporated.

Source: Project Description

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less than significant impact. The greatest existing, and likely future, noise-generating source in the Project's vicinity is vehicular noise from traffic on Archibald Avenue, Snow Drop Road and Haven Avenue. In its current condition, the Project's road segments are partially paved road and used to provide access to rural residential lots that are located in the vicinity. Implementation of the Project would improve the current conditions of Snow Drop Road and portions of Haven and Archibald Avenues in order to provide adequate access for the residents who access their property via Snow Drop Road. Implementation of the Project is not anticipated to substantially increase traffic trips, or generate heavy truck traffic associated with industrial uses. Therefore, since the Project is not anticipated to generate a significant amount of additional vehicular trips, impacts are considered to be less than significant.

Source: Project Description

d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less than significant with mitigation incorporated. Based upon General Plan and aerial photography research, a majority of the surrounding area along the Project is composed of vacant land, and rural residences; nearby noise-sensitive receivers include a limited number of residential properties located along the Project's alignment.

Construction-related noise is temporary in nature. The construction of a linear project like that of Snow Drop Road is not considered a stationary noise source; however, the center point of the noise generation will vary according to construction activities and progress made along the Project alignment, as portions are completed. The total duration for the Project's construction is estimated at nine months.

Existing sensitive receivers along the Project are located approximately 50 to 100 feet from where construction activities are likely to take place. Attenuation is provided to interior areas of the potentially impacted structures via building materials, including windows. Typical building construction provides a minimum 12 dBA interior noise reduction with windows open and a minimum 20 dBA interior noise reduction with windows closed.

Implementation of mitigation measures **MM Noise 1** through **MM Noise 4** will ensure that construction equipment is located as far as is practicable from sensitive receivers, construction activities are limited to the daytime hours (7:00 a.m. to 7:00 p.m., during which sensitivity to noise is reduced substantially), mandated noise control features are in place on noise generating equipment, and procedures in the event the County receives noise complaints related to construction.

- MM Noise 1:** During Project construction, stockpiling, stationary noise-generating equipment and vehicle staging areas shall be located as far as is practicable from any existing structure designed for human occupancy.
- MM Noise 2:** In locations where construction activities occur within one-quarter mile of any existing structure designed for human occupancy, construction activities shall be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. Construction during other periods, including Sundays and holidays, shall be limited to emergencies and activities determined to be in the interest of the general public. If nocturnal construction is planned or required to minimize traffic interference, and if any occupied structures exist within one-half mile, a requested exemption to the above time constraints shall be submitted to the San Bernardino County Special Districts Department. The San Bernardino County Special Districts Department shall confirm that such operations are not detrimental to the health, safety, and welfare of the noise receptors prior to authorizing construction outside of the time constraints listed above.
- MM Noise 3:** All construction equipment shall be operated with mandated noise control equipment (i.e., mufflers or silencers).
- MM Noise 4:** The County shall respond to any noise complaints received for this Project by measuring noise levels at the affected receptor site. If the monitored noise level exceeds 65 dBA CNEL exterior or 45 dBA CNEL interior at the receptor, the construction contractor shall implement adequate measures (which may include portable sound attenuation walls, use of quieter equipment, shift of construction schedule to avoid the presence of sensitive receptors, etc.) to reduce noise levels to the greatest extent feasible. Any monitoring shall be conducted by a qualified acoustical firm under contract with the construction contractor and responsible to the County.

Therefore, as a result of distance, and the interior noise-reducing properties of structural building materials, and implementation of **MM Noise 1** through **MM Noise 4**, potential impacts related to a substantial temporary or periodic increase in ambient noise levels above levels existing without the Project are considered less than significant with mitigation incorporated.

Source: Project Description; San Bernardino County Development Code; Google Maps

- 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?***

No Impact. The Project is not located in the vicinity of a public airport or public use airport land use plan. Additionally, the Project does not propose any habitable structures that would expose people, whether

working or residing, in the Project area to excessive noise levels. Therefore, regarding the exposure of people to excessive noise levels sourced from airports, no impacts are anticipated.

Source: Project Description; Google Maps

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?

No impact. The Project is not within the vicinity of a private airstrip. Additionally, the Project does not propose any habitable structures that would expose people, whether working or residing, in the Project area to excessive noise levels. Therefore, regarding the exposure of people to excessive noise levels sourced from airports, no impacts are anticipated.

Source: Project Description; Google Maps

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

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)?

Less than significant impact. The Project proposes the construction of roadway and drainage improvements to a partially paved road that is currently being used. It will modify the existing dirt roadway to its ultimate design and is considered to be planned infrastructure consistent with the General Plan Circulation Element. The Project itself does not require an extension of utilities or services. The needs of existing and projected population, as anticipated by the General Plan, will be partially met via Project implementation. Since the Project serves existing and forecasted needs, potential impacts related to the inducement of a substantial population growth are considered less than significant.

Source: Project Description; San Bernardino County General Plan, "Circulation and Transportation" Map

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No impact. The Project proposes the construction of roadway and drainage improvements to a partially paved road that is currently being used. It will modify the existing dirt roadway to its ultimate design and is considered to be planned infrastructure consistent with the General Plan Circulation Element. The Project will not necessitate the demolition or relocation of existing housing units. Since no housing or people will be displaced as a result of Project implementation; no impacts are anticipated in this regard.

Source: Project Description; San Bernardino County General Plan, "Circulation and Transportation" Map

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No impact. As discussed above, the Project will not necessitate the demolition or relocation of existing housing units. Since no housing or people will be displaced as a result of Project implementation; no impacts are anticipated in this regard.

Source: Project Description

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the project:				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

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

i. Fire protection?

Less than significant impact. Being a roadway, the Project itself is not a fire hazard and it will provide alternate access to areas for emergency vehicles. It is not expected that any new facilities for fire protection will be required to serve the Project.

As discussed in the response to item VIII.h), the Project is adjacent to land designated by the San Bernardino County General Plan Hazard Overlay's Map as Fire Safety Area 3. However, since the Project is a roadway improvement intended to improve circulation for existing and future traffic and does not propose any structures or other development that would increase demand for fire protection services, its existence adjacent to a wildland fire area is not considered to be an adverse Project effect. Additionally, the Project could have a positive effect related to emergency response times. Therefore, the potential for substantial adverse physical impacts related to a need for increased fire protection services resulting from Project implementation is considered less than significant.

Source: San Bernardino County General Plan, "Hazard Overlays" Map

ii. Police protection?

Less than significant impact. The Project would be required to meet the County's General Plan policies and design standards that optimize public safety on its roadways. The General Plan policies include incorporating standard roadway improvement designs into roadway improvements; the Project incorporates these elements. The roadway design will be examined by the County to ensure compliance with City circulation policies, and to incorporate measures to mitigate traffic impacts and improve safety, which may decrease demand for police services in response to local traffic accidents. Therefore, the potential for substantial adverse physical impacts related to a need for increased police protection services resulting from Project implementation is considered less than significant.

Source: Project Description, San Bernardino County General Plan

iii. Schools?

No impact. The Alta Loma School District provides public elementary, and junior high school education for the area surrounding the Project. The Chaffey Joint Union High School District provides high school education for the area surrounding the Project. Since the Project is a roadway improvement, it will not result in the generation of additional school age children and will not create a demand for additional school capacity. No school facilities will be displaced as a result of Project implementation. Therefore, with regards to potential substantial adverse physical impacts related to a need for additional schools or increased school capacity resulting from Project implementation, no impacts are anticipated.

Source: Rancho Cucamonga General Plan

iv. Parks?

No impact. The Project will not result in an increase in population and will therefore not place any demand on existing local or regional park and recreation facilities. Construction of the Project will not displace any existing or known proposed recreational facilities. Therefore, with regards to potential substantial adverse physical impacts related to a need for additional parks, recreational facilities or the

expansion of existing parks or recreational facilities resulting from Project implementation, no impacts are anticipated.

Source: Project Description

v. Other public facilities?

No impact. The Project proposes the construction of roadway and drainage improvements to a partially paved road that is currently being used. It will modify the existing dirt roadway to its ultimate design and is considered to be planned infrastructure consistent with the General Plan Circulation Element. Implementation of the Project will facilitate and ease circulation, and enhance public safety as envisioned in the General Plan. Additionally, the Project would not result in an increase in population that would cause an increased demand for medical or library services. Therefore, with regards to potential substantial adverse physical impacts related to a need for additional public facilities or the expansion of existing public facilities resulting from Project implementation, no impacts are anticipated.

Source: Project Description; San Bernardino County General Plan “Circulation and Transportation” Map

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

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

No impact. No public or private recreation facilities currently exist within the Project’s vicinity. Additionally, the Project would not develop or impact any areas potentially planned for recreational uses. Therefore, there would be no impact with regard for the potential for adverse impacts related to an increase in the use of existing parks or other recreational facilities as a result of Project implementation.

Source: San Bernardino County General Plan “Open Space Element” Map

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?

No impact. The Project proposes the construction of roadway and drainage improvements to a partially paved road that is currently being used. The Project would not include the development of recreational facilities, or create or increase demand for new recreational facilities or parks. Therefore, there would be no impact with regard to the potential for adverse impacts related to the development of or need for expansion of recreational facilities as a result of Project implementation.

Source: Project Description; San Bernardino County General Plan "Circulation and Transportation" Map

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

- a) *Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?***

No impact. To measure the effectiveness of the County circulation system, the San Bernardino County General Plan defines five categories of Level of Service (LOS). The categories range from A to F, with A representing the highest level of service, as follows:

Level of Service A: Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B: Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C: Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D: Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E: Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F: Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

In its current condition, the Project alignment is a partially paved road that is used to provide access to rural residential lots that are located in the vicinity. The purpose of the Project is to improve the condition of the Project alignment in order to provide adequate access for the residents who access their property via Snow Drop Road. The Project is not anticipated to generate an increase in traffic because Snow Drop Road would not be used for through traffic, as it only provides access to the 10 rural residential lots that are located in the vicinity. When analyzing the proposed Project in relation to the County LOS categories, it is reasonable to assume that the Project would operate at LOS A, given the small quantities of traffic that the Project would generate. Therefore, the Project does not include any factor that would cause a conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, this includes all modes of transportation, taking into account mass transit and non-motorized methods of travel; no impacts are anticipated.

Source: San Bernardino County General Plan Circulation Element

b) *Conflict with applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

No impact. As described under item XVI.a), there are no components of the proposed Project that could cause a substantial increase in traffic which would result in an individual or cumulative exceedance of an established level of service standard. Therefore, with respect to a Project-specific exceedance, either individually or cumulatively, of an established level of service standard, no impacts are expected.

Additionally, for the same reasons, the proposed Project will not conflict with any applicable congestion management program, including but not limited to travel demand measures or other standards. No impacts are anticipated.

Source: San Bernardino County General Plan Circulation Element

c) *Result in change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No impact. The Project proposes roadway and drainage improvements to a roadway that is shown in the General Plan. The closest airport to the Project is the Cable Airport, located in the city of Upland, approximately 6.3 miles southwest of the Project. Thus, there are no airports located in the vicinity of the Project. Implementation of the Project will not affect air traffic patterns, cause an increase in air traffic levels or result in a change in location that would result in a substantial safety risk. Therefore, regarding air traffic, no impacts are anticipated.

Source: Project Description; San Bernardino County General Plan "Circulation and Transportation" Map; Google Maps

d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less than significant impact. Implementation of the Project would include roadway and drainage improvements to a partially paved road that is currently being used and is presently travelled upon. Implementation of the Project would result in safer conditions than what currently exist, and the Project will be built to meet County design standards that are deemed to be sufficient so as not to create traffic flow hazards. The Project will also meet County design standards based on the County General Plan Circulation Element. Based upon the proposed design, the Project is not forecast to pose any significant hazards to pedestrians, bicyclists or motor vehicles once completed. Therefore, potential impacts that could substantially increase hazards due to a design feature or incompatible use are less than significant.

Source: Project Description; San Bernardino County General Plan

e) *Result in inadequate emergency access?*

Less than significant with mitigation incorporated. Once completed, the Project will supplement emergency access to the area by providing improved travel routes for emergency response vehicles. However, during construction adequate emergency access and control must be accomplished by implementing a traffic management plan that can ensure safe, albeit, slower traffic flow on the adjacent streets. The following mitigation measures will be implemented to address this potentially significant impact.

MM Trans 1: The construction contractor shall phase the construction activities to minimize obstruction of through traffic lanes.

MM Trans 2: The construction contractor shall provide adequate traffic management resources, as determined by the County, to ensure adequate access to all occupied properties on a daily basis, including emergency access. A construction traffic management plan shall be prepared and approved by the County prior to initiation of construction within the Project. The plan can include the following components: protective devices, flag person(s) or police assistance for traffic control, to maintain safe traffic flow on local streets affected by construction at all times.

Therefore, with the implementation of **MM Trans 1** and **MM Trans 2**, potential impacts related inadequate emergency access are considered less than significant with mitigation incorporated.

Source: Project Description; San Bernardino County General Plan

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No impact. The design of the proposed would not be in conflict with policies supporting alternative transportation. In its current condition, the Project's road segments are partially paved road and used to provide access to rural residential lots that are located in the vicinity. The purpose of the Project is to improve the conditions of the Project alignment in order to provide adequate access for the residents who access their property via Snow Drop Road. Improvements would include the paving of a partially paved road that is currently being used, as well as drainage culverts. While unlikely, roadway improvements, such as what is proposed for Snow Drop Road, could facilitate the flow of all modes of transportation, including alternative and public. Therefore, regarding the potential for Project conflicts with adopted policies, plans, or programs supporting alternative transportation, no impacts are anticipated.

Source: Project Description

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVII. Tribal Cultural Resources. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

As discussed in the Cultural Resources Inventory and in Response V a), above, above, no archaeological resources meet the requirements to be listed under the NRHP, CRHR, or local policies were identified within the Project site. Therefore, there will be no impacts to listed or eligible historical resources.

Source: AMEC

b) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

No evidence was provided to the Department of the presence of TCRs at the Project site as a result of the AB 52 consultation efforts. Therefore, there are no officially designated TCRs at the Project site. However, both the San Manuel Band of Mission Indians and Morongo Band of Mission Indians requested to be contacted in the event of an inadvertent discovery during Project construction. With implementation of mitigation measure **MM TCR 1**, impacts with regard to tribal cultural resources will be less than significant with mitigation incorporated.

MM TCR 1: The Morongo Band of Mission Indians (MBMI) and San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in **MM CR 1**, of any Native American cultural resources discovered during any earth-moving operations associated with the proposed Project, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should

the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with the MBMI and SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents both MBMI and SMBMI for the remainder of the Project, should MBMI and/or SMBMI elect to place a monitor on-site. Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the County for dissemination to SMBMI. The County shall, in good faith, consult with SMBMI throughout the life of the Project.

Source: AB 52 consultation

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment or transmission facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

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

No impact. The Project involves the construction of roadway and drainage improvements to partially paved road segments. The Project would not result in the need for wastewater treatment or additional facilities. No impact will occur.

Source: Project Description

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

No impact. The Project proposes the construction of roadway and drainage improvements to partially paved road segments that are currently being used. Implementation of the Project will not result in a direct or indirect increase in population or in any use that would generate wastewater or require water supply beyond what was already evaluated and planned for in the General Plan. For these reasons, there will be no impacts with respect to water use and supply and wastewater generation and treatment capacity.

Source: Project Description

c) *Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less than significant impact. The Project proposes the construction of roadway and drainage improvements to partially paved road segments that are currently being used. Included in the design of the Project are drainage features such as culverts under the roadway, which will not have a significant environmental effect as based on the analysis in this Initial Study. Therefore, potential impacts with respect to the construction or expansion of drainage facilities are less than significant.

Source: Project Description

d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

No impact. The proposed Project is an infrastructure project and will not create a demand for water. No new or expanded water supply entitlements will be required. No impact will occur.

Source: Project Description

e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

No impact. The proposed Project is not required to have a determination from the wastewater treatment provider serving the Project because the use of wastewater treatment is not required. No impact will occur.

Source: Project Description

f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less than significant impact. The Project proposes the construction of roadway and drainage improvements to a partially paved road that is currently being used. Long-term Project operations would not result in the generation of solid waste. Since the unpaved portions of Snow Drop Road are predominantly clear and devoid of trash and organic material, it is anticipated that a very limited amount of debris and/or scattered brush could be removed from the Project and delivered to the waste disposal system. However, this limited

quantity of waste would not contribute significantly to the exceedance of landfill capacity, or breach statutes and regulations related to solid waste. Thus, the potential for adverse impacts related to landfill capacity and regulations for solid waste are considered less than significant.

Source: Project Description

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less than significant impact. The waste that could be generated from construction of the Project, which will be hauled off and disposed of in an appropriately licensed facility by the construction contractor, will be to the satisfaction of the Project engineer. For these reasons, the potential for adverse impacts related to landfill capacity and regulations for solid waste are considered less than significant.

Source: Project Description

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIV MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (<i>"Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

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 an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than significant with mitigation incorporated. The Project does not have the potential to 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, because the Project incorporates mitigation measures **MM BIO 1**, which requires a qualified biologist conduct a nesting bird survey prior to construction occurring from February 15 to September 1, **MM BIO 2** which offsets impacts from the loss of mature RAFSS habitat, **MM BIO 3** which requires on-site restoration or off-site conservation of jurisdictional drainage features, and **MM BIO 4** which requires compliance with San Bernardino County's regulated tree ordinance. Through implementation of mitigation measures **MM BIO 1** through **4**, potential Project-related impacts, either direct or indirect, on biological resources will be less than significant.

The Project does not have the potential to eliminate important examples of the major periods of California history or prehistory, because the Project incorporates **MM CR 1** which requires a qualified archaeologist to evaluate any buried resources that are accidentally discovered. Through implementation of mitigation measures **MM CR 1**, potential Project-related impacts, either direct or indirect, on cultural resources will be less than significant.

Source: Analysis contained in the above checklist

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

Less than significant impact. The proposed Project does not have any impacts that are individually limited, but cumulatively considerable. The Project is in conformance with the AQMP, and the Project's short-term and long-term air quality emissions do not exceed the SCAQMD established thresholds of significance; the Project's net increase in criteria pollutant emissions for which the Project region is non-attainment is not cumulatively considerable. Also, the proposed Project will not exceed either individually or cumulatively, a level of service standard established for designated roads or highways. The impact is considered less than significant.

Source: Analysis contained in the above checklist

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No impact. The incorporation of Project design and construction features, adherence to existing codes, ordinances, regulations, standards, and guidelines, combined with the mitigation measures identified in this report, will ensure that there will be no substantial adverse effects on human beings, either directly or indirectly. No impact will occur.

Source: Analysis contained in the above checklist

Note: Authority cited: Sections 21083 and 21083.09, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21073, 21074, 21080(c), 21080.1, 21080.3, 21080.3.1, 21080.3.2, 21082.3 21083, 21083.05, 21083.3, 21084.2, 21084.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004)

116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

EARLIER ANALYSES

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 as per California Code of Regulations, Section 15063(c)(3)(D).

Earlier Analysis Used, if any:

No earlier analysis was used pursuant to the tiering, program EIR or other CEQA process, nor does the analysis rely on an earlier EIR or negative declaration pursuant to California Code of Regulations, Section 15063(c)(3)(D).

PROPOSED MITIGATION MEASURES

Impact Category	Mitigation Measures
<p>Biological Resources</p>	<p>MM BIO 1: The Project’s construction shall not occur between February 15 and September 1 to avoid potential impacts to nesting birds or raptors. If construction cannot be avoided during the period of February 16 to August 31, a qualified biologist shall conduct a nesting bird survey of potentially suitable nesting vegetation prior to construction initiation. Such surveys shall be conducted no more than (3) days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the study area. If ground disturbance is not conducted within three days of a negative survey, the nesting survey must be repeated to confirm the absence of nesting birds. If active nests are identified, species specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be postponed until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the County of San Bernardino prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a biological monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A final report of the findings, prepared by a qualified biologist, shall be submitted to the County of San Bernardino prior to construction-related activities that have the potential to disturb any active nests during the nesting season.</p> <p>MM BIO 2: To reduce the potential direct and indirect impacts to CAGN from the loss of mature RAFSS habitat, the loss of 1.51 acres of mature RAFSS shall be mitigated at a minimum 3:1 ratio through one or a combination of the following, as agreed to by the USFWS and the permitting agencies in the permitting process and through Section 7 consultation:</p> <ul style="list-style-type: none"> a) Purchase mitigation credits with an approved mitigation bank for the preservation and/or restoration of mature RAFSS habitat at least a 3:1 ratio for permanent impacts. b) Payment into an approved in-lieu fee program for the preservation and/or restoration of mature RAFSS habitat at least a 3:1 ratio for permanent impacts. c) Conservation of land containing mature RAFSS habitat on at least 3:1 ratio for permanent impacts.

Impact Category	Mitigation Measures
	<p>MM BIO 3: The Project will temporarily impact 0.0848 acres and permanently impact 0.0778 acres of USACE and RWQCB waters of the U.S and State and temporarily impact 0.0934 acres and permanently impact 0.148 acres of CDFW streambed and associated riparian habitat. As mitigation for the impacts, the Department proposes to do either one or a combination of the following, as agreed to by the Department and the permitting agencies in the permitting process:</p> <ul style="list-style-type: none"> a. Secure off-site acreage of biologically equal or greater value for permanent conservation on at least a 1:1 ratio basis for temporary impacts and 2:1 ratio for permanent impacts. b. Pay fees or purchase mitigation credits to an appropriate mitigation bank for the restoration and permanent conservation of habitat at least a 1:1 ratio basis for temporary impacts and 2:1 ratio for permanent impacts. c. Restore on-site habitat on at least a 1:1 ratio basis for temporary impacts and 2:1 ratio for permanent impacts.
	<p>MM BIO 4: If direct or indirect impacts to regulated trees pursuant to Section 88.01.040 of the San Bernardino County Development Code cannot be designed to avoid removal, a certified arborist, horticulturist, or registered landscape architect familiar with the County of San Bernardino’s Development Code for regulated trees shall conduct an assessment of the trees proposed for removal within the entire study area. If required, a permit application will be submitted for review and approval by the County of San Bernardino.</p>
<p>Cultural Resources</p>	<p>MM CR 1: If buried materials of historical, cultural, or archaeological significance are accidentally discovered during any earth-moving operations associated with the proposed Project, all work in the immediate vicinity (within a 60 foot buffer) shall cease until a qualified archaeologist meeting Secretary of Interior standards can evaluate the nature and significance of the finds. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (<i>State CEQA Guidelines</i>), avoidance or other appropriate measures shall be implemented. Additionally, the Morongo band of Mission Indians and the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within MM TCR 1, if any such find occurs and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. If significant Native American cultural resources, as defined by CEQA, are discovered and cannot be avoided, a Monitoring and Treatment Plan shall be developed by the qualified Project archaeologist and provided to the Tribes for review and comment, as detailed within MM TCR 1. The qualified Project archaeologist shall monitor and implement the Monitoring and Treatment Plan accordingly.</p> <p>MM CR 2: If any paleontological resources are exposed during ground excavation disturbance, ground disturbance activities in the vicinity of the discovery will be terminated immediately and a qualified paleontological resources specialist will be retained to evaluate the resources. If the find is determined to be significant, avoidance or other appropriate measures as identified by the paleontologist shall be implemented. Appropriate measures would include that a qualified paleontologist be permitted to recover, evaluate and curate the find(s) in accordance with current standards and guidelines.</p>

Impact Category	Mitigation Measures
	<p>MM CR 3: Per State Health and Safety Code 7050.5, if human remains are encountered during construction, no further disturbance in the immediate vicinity (within a 100-foot buffer) shall occur until the San Bernardino County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The San Bernardino County Coroner must be notified within 24 hours. If the County Coroner determines that the remains are not historic, but prehistoric, the Native American Heritage Commission (NAHC) must be contacted to determine the most likely descendent for this area. Once the most likely descendent is determined, treatment of the Native American human remains will proceed pursuant to Public Resources Code Section 5097.98.</p>
<p>Noise</p>	<p>MM Noise 1: During Project construction, stockpiling, stationary noise-generating equipment and vehicle staging areas shall be located as far as is practicable from any existing structure designed for human occupancy.</p>
	<p>MM Noise 2: In locations where construction activities occur within one-quarter mile of any existing structure designed for human occupancy, construction activities shall be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. Construction during other periods, including Sundays and holidays, shall be limited to emergencies and activities determined to be in the interest of the general public. If nocturnal construction is planned or required to minimize traffic interference, and if any occupied structures exist within one-half mile, a requested exemption to the above time constraints shall be submitted to the San Bernardino County Special Districts Department. The San Bernardino County Special Districts Department shall confirm that such operations are not detrimental to the health, safety, and welfare of the noise receptors prior to authorizing construction outside of the time constraints listed above.</p>
	<p>MM Noise 3: All construction equipment shall be operated with mandated noise control equipment (i.e., mufflers or silencers).</p>
	<p>MM Noise 4: The County shall respond to any noise complaints received for this Project by measuring noise levels at the affected receptor site. If the monitored noise level exceeds 65 dBA CNEL exterior or 45 dBA CNEL interior at the receptor, the construction contractor shall implement adequate measures (which may include portable sound attenuation walls, use of quieter equipment, shift of construction schedule to avoid the presence of sensitive receptors, etc.) to reduce noise levels to the greatest extent feasible. Any monitoring shall be conducted by a qualified acoustical firm under contract with the construction contractor and responsible to the County.</p>
<p>Transportation</p>	<p>MM Trans 1: The construction contractor shall phase the construction activities to minimize obstruction of through traffic lanes.</p>
	<p>MM Trans 2: The construction contractor shall provide adequate traffic management resources, as determined by the County, to ensure adequate access to all occupied properties on a daily basis, including emergency access. A construction traffic management plan shall be prepared and approved by the County prior to initiation of construction within the Project. The plan can include the following components: protective devices, flag person(s) or police assistance for traffic control, to maintain safe traffic flow on local streets affected by construction at all times.</p>

Impact Category	Mitigation Measures
<p>Tribal Cultural Resources</p>	<p>MM TCR 1: The Morongo Band of Mission Indians (MBMI) and San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in MM CR 1, of any Native American cultural resources discovered during any earth-moving operations associated with the proposed Project, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with the MBMI and SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents both MBMI and SMBMI for the remainder of the Project, should MBMI and/or SMBMI elect to place a monitor on-site. Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the County for dissemination to SMBMI. The County shall, in good faith, consult with SMBMI throughout the life of the Project.</p>

REFERENCES AND BIBLIOGRAPHY

The following documents were referred to as information sources during preparation of this document. They are available for public review at the web sites provided or as appendices to this document. Some of these documents may also be available at the Archibald Public Library, 7368 Archibald Avenue, Rancho Cucamonga, CA 91730.

<u>Cited As:</u>	<u>Source:</u>
Alta Loma School District Boundary Map	Alta Loma School District Boundary Map, (Available at http://locator.decisioninsite.com/?StudyID=196107# , accessed April 24, 2018.)
AMEC	Cultural Resources Inventory for Snow Drop Road Improvement Project, June, 2018 (Appendix C.1)
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CADRE(a)	Cadre Environment, <i>Biological Resources Constraints Assessment for the Snow Drop Road Improvement Project</i> , December 3, 2018. (Appendix B.1)
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San Bernardino County Development Code	San Bernardino County, Development Code, Section 83.01.080 (G). (Available at http://cms.sbcounty.gov/lus/Planning/DevelopmentCode.aspx , accessed April 2018.)
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San Bernardino County General Plan "Circulation And Transportation" Map	<i>San Bernardino County General Plan, Official Land Use Plan, Circulation and Transportation</i> , March 13, 2012. (Available at http://www.sbcounty.gov/Uploads/lus/GeneralPlan/CircValleyMtn032012.pdf , accessed April 2018.)
San Bernardino County General Plan "Geologic Hazard Overlay" Map	<i>San Bernardino County General Plan, Official Land Use Plan, "Geologic Hazard Overlay," FH20 C Cucamonga Peak</i> . (Available at http://cms.sbcounty.gov/lus/Planning/ZoningOverlayMaps.aspx , accessed April 2018.)
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