SAN BERNARDINO COUNTY
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

PROJECT LABEL:

APNs:	**1016-521-03, 04, 05**
Applicant:	Brett Crowder Coastal Commercial Properties 503 North Pacific Coast Highway, Suite C Solana Beach, CA 92075 (949) 632-3122
Project No:	P201300324/CF
Staff:	Kevin White, Planner
Proposal:	A) A PLANNED DEVELOPMENT (PRELIMINARY AND FINAL), FOR A RESIDENTIAL DEVELOPMENT WITH A WATER QUALITY BASIN AND RECREATIONAL PARK, ON 6.86 ACRES; B) A GENERAL PLAN AMENDEMENT TO CHANGE THE OFFICIAL LAND USE ZONING DISTICT FROM SINGLE RESIDENTIAL WITH A 20,OOO SQUARE FOOT MINIMUM LOT SIZE (RS-20M) TO SPECIAL DEVELOPMENT-PLANNED RESIDENTIAL DEVELOPMENT (SD-PRD), ON 6.86 ACRES; AND C) A TENTATIVE TRACT MAP TO CREATE 36 LOTS ON 6.86 ACRES.

USGS Quad:	Ontario
Lat/Long:	34°01'384"N/117°43'929"W
T, R, Section:	T2S R8W Sec. 42
Community Plan:	N/A
LUZD:	RS-20M
Overlays:	N/A

PROJECT CONTACT INFORMATION:

Lead agency:	County of San Bernardino Land Use Services Department 385 N. Arrowhead Avenue, 1st Floor San Bernardino, CA 92415-0182
Contact person:	Kevin White, Planner
Phone No:	(909) 387-3067 ***Fax No:*** (909) 387-3223
E-mail:	kevin.white@lusd.sbcounty.gov

PROJECT DESCRIPTION:

Summary

The proposed project is a General Plan Amendment to change the official Land Use Zoning District from Single Residential (RS-20M) to Special Development-Planned Residential Development (SD-PRD); 2) a Planned Development (Preliminary and Final) for the proposed residential development; and 3) a Tentative Tract Map. The project would result in the development of 36 single-family detached units and a 0.26-acre private neighborhood park on a 6.86-acre site comprised of three separate parcels.

The site is located in unincorporated San Bernardino County (County), within the Sphere of Influence of City of Chino, south of the Pomona Freeway (I-60), west of Pipeline Avenue, north of Riverside Drive, and south of the Southern Pacific Railroad (See **Exhibits 1 & 2**).

Pipeline Avenue Residential Development would be developed in five phases and has a proposed density of 5.24 units per acre, with an average lot size of 5,427 square feet. The Preliminary/Final Development Plan Report includes proposed development standards to comply with Development Code Sections 84.18 and 85.10. Proposed development standards and setbacks are provided in Table 1, below. Sidewalk, entry-way, and interior road improvements comply with County standard plans and meet minimum road width requirements. The internal circulation and access have been designed to meet the County's standards (i.e. street right-of-way, curb-to-curb width, turn radii, etc.).

Pipeline Avenue Residential Homes

The Pipeline Avenue Residential community is a single-family detached neighborhood with 36 two-story homes and a 0.26-acre private neighborhood park. **Exhibit 3**, below, is the tract map/site plan of the proposed project. The project would include one main entryway off Pipeline Avenue, along the eastern project boundary. The entry drive would lead to an interior public street that loops through the community, facilitating a functional circulation system through the community for residential, visitors, and for emergency vehicles when needed. The entry and interior streets would be landscaped with street trees and include pedestrian sidewalks on both sides. The project boundary includes a six-foot high block wall that serves as a security perimeter wall and sound attenuation for the future residents.

Each home would have two attached garage spaces, directly accessible from the project's interior street. Each home complies with the County's minimum parking requirement of four spaces for each single-family home. Resident parking is accommodated at each home through the provision of a two-car garage. Guest parking would be accommodated parallel to the interior street and each residential unit would be designed with driveways that would adequately accommodate two vehicles.

Each home would front the project's interior streets. The neighborhood park is intended to promote socialization, relaxation, and community formation. The park is conveniently located adjacent to the community's entryway, and consists of a tot lot area, a large shade structure, an open lawn play area, picnic tables and barbeques.

The Pipeline Residential development would not be a gated community and the interior street is designed to meet the County's standard plans so that it can be dedicated as a public street. The sidewalks spanning throughout the community would ensure accessibility and encourage walking as an alternative to driving for short trips.

The community would exhibit a complementary architectural design inspired by Spanish Colonial, Santa Barbara, and Ranch Hacienda architectural themes. These styles are artfully designed to complement the existing surrounding homes (See **Exhibit 4**). The project includes well proportioned building massing, landscaping along interior streets, and a 6-foot high block wall surrounding the residential community that serves as a decorative security perimeter wall while also providing sound attenuation for the railroad along the northern project boundary. The use of inspired earth toned color selections would be introduced to balance the building of each residence. A minimum of two floor plans are proposed for each style. The floor plans vary in square footages ranging from a minimum of approximately 2,000 square feet to 4,000 square feet.

The proposed project complies with the minimum site requirement of 5 acres for proposed Planned Developments (Section 84.18 of the Development Code). The proposed density of 5.24 dwelling units per acre exceeds the maximum density of 4 dwelling units per acre, as specified under Section 84.18.030(b), however Section 84.18.020 indicates that the Board of Supervisors has the authority to

alter development standards if the Board finds that the altered standards in the Preliminary Development Plan would more adequately serve the purpose and intent of the planned development provisions. The proposed density of 5.24 dwelling units per acre is consistent with the City of Chino's RD8 classification, which allows for up to 8 dwelling units per acre. Minimum lot widths, depths, setbacks, along with other development standards being proposed with the Planned Development Permit are listed in **Table 1**, which are established as part of the Planned Development Permit.

Table 1: Development Standards

Lot Size	
Minimum Lot Area	4,500 square feet
Minimum Lot Width	50 feet
Minimum Lot Depth	90 feet
Setbacks	
Front Setback	20 feet minimum
Rear Setback	15 feet minimum
Side Setback (interior)	5 feet minimum
Side Setback (street side)	10 feet minimum
Distance Between Buildings	10 feet minimum
Setbacks (continued)	
Height	35 feet maximum (2.5 stories)
Building Lot Coverage (max percent)	60%
Minimum Drive Aisle Width	20 feet (36 feet including parallel spaces)
Required Parking Spaces	4 spaces total (2 w/in garage)
Required Guest Parking Spaces	N/A (available on-street parking)
Garage Dimension:	20 ft. x 20 ft. (interior dimensions)
Minimum Driveway Length	20 feet (from garage door to property line)
Standard Driveway Stall Dimension	8 ft. x 20 ft. (16 ft. x 20 ft. for 2 spaces)
Parallel Parking Stall Dimension	8 ft. x 22 ft.
Permitted Uses:	Single Family Residential Units
Prohibited Uses:	All of which are not stated as Permitted Uses

The project design includes an enhanced entry off Pipeline Avenue with interlocking pavers, entry monument sign, and enhanced wall design and materials. Landscaping is designed to be compatible with the neighboring residential communities with tree selection organized by primary function (such as street trees, streetscape, entry trees, accent trees, and screening trees), and shrub and groundcover palettes organized using similar concepts. The plant palettes consist of low water use species.

PROJECT SETTING:

Regional Setting

The project site is located in the Valley Region of San Bernardino County, particularly the West Valley Region. The nearest freeways to the project site is the Pomona Freeway (SR-60), located approximately one miles north of the project site, and State Route 71, located approximately four miles west of the project site. These two freeways connect to other major freeways and highways in the greater Los Angeles area, such as Interstate 10 (I-10) and State Route 91 (SR-91).

There are no airports in the project vicinity. Chino Airport, a non-commercial airport, is located about 6 miles to the southeast and Ontario International Airport is 10 miles to the northeast.

Local Setting

The area immediately surrounding the project site primarily consists of numerous vacant lots, residential tract housing, commercial properties, construction yards, and an agricultural field to the southeast in the City of Chino. The site is northwest of the City of Chino.

Roadways in the project vicinity are paved. Pipeline Avenue, running along the eastern edge of the site, runs parallel to Ramona Avenue, which connects to SR-60 about one mile north-east of the site. There are no designated bicycle facilities in the project vicinity. San Bernardino Associated Governments long-range planning shows a few Class II facilities planned or proposed in the project site's surrounding area.

Public transportation services in the project vicinity is provided by OmniTrans, with routes 63 and 65 running seven days a week and passing adjacent to the site to connect Chino, Ontario, Upland, Montclair and Chino Hills.

The project site is located within the Chino Valley Unified School District (CVUSD). Local schools serving the site include Newman Elementary School, less than 0.5 mile to the north; Ramona Junior High School, one mile to the northeast; and Don Antonio Lugo High School, one mile to the south.

Project Site Location, Existing Site Land Uses and Conditions

The site consists of three parcels covering 6.86 acres. The majority of the site is disturbed. It currently includes two single-level residences, one two-story residential unit, three detached garage/storage buildings, six stables, one office, one trailer, horse stables/pens, one motor-home, and three corrals. **Exhibit 5** includes several site photos that depict the existing site condition. There is also a groundwater well located in the northwest portion of the subject site and five septic tanks on-site. Additionally, the site includes a number of walls, fences, gates, hardscape areas, as well as predominantly ornamental trees and vegetation. Eucalyptus groves and two oak trees planted in an ornamental setting exist on the site, as is discussed in the biological resource assessment that was prepared for the project (provided under separate cover).

The site and surrounding vicinity is predominantly flat terrain. The project site has an elevation between 750 and 760 amsl with a slight decrease in elevation to the south. The northern portion of the property borders existing railroad tracks with residences that are separated by and located north of the railroad tracks. All residential units of the proposed project are setback a minimum of 40 feet from the railroad track centerline. Tract residential homes are located immediately west of the site and residential units are also to the east, across Pipeline Avenue. Immediately south of the project site are residential and farm properties.

The site is not within a flood hazard area. The California Department of Forestry and Fire Protection (CAL FIRE) mapping shows the site to be within a non-very high fire hazard severity zone area.

Existing General Plan Land Use Zoning Designations

Land uses on the project site and surrounding parcels along the east, south, and west are governed by the County's Zoning Code, while the parcels north and north-east of the site are governed by the City of Chino's Zoning Code. The site's County land use zoning designation is RS-20M (Single-

Residential with minimum lot size of 20,000 square feet). The project site is immediately adjacent to the City of Chino's boundaries and is identified as being within the City of Chino's Sphere of Influence Area. The City of Chino's General Plan Land Use Designation for the site is RD8.

As shown in the table below, parcels located immediately to the west, south, and east of the project site are within the County's RS-20M zoning district. The area north of the site, on the other side of the railroad, is within the City of Chino's boundaries and is zoned RD 4.5 by the City, which permits up to 4.5 dwelling units per acre.

The City of Chino designated the site with a pre-annexation zone of RD8, which is intended for new and existing single-family neighborhoods with slightly higher densities, allowing 4.5 to 8.0 dwelling units per adjusted gross acre. This designation is mainly located in the older existing neighborhoods and in transition zones between lower-density residential uses and higher-density commercial, industrial and multi-family residential land uses.

Existing Land Use and Land Use Zoning Districts		
Location	**Existing Land Use**	**County or City Land Use Zoning District**
Project Site	Residential with ancillary equestrian use; multiple structures	RS-20M (Single Residential) – County
North	Residential	RD 4.5 (Residential) - City
South	Residential and Commercial use	RS-20M (Single Residential) – County
East	Residential	RS-20M (Single Residential) – County
West	Residential	RS-20M (Single Residential) – County

DISCRETIONARY ACTIONS

General Plan Amendment

The proposed project includes a request for a General Plan Amendment to change the site's official Land Use District from Single Residential "RS-20M" to Special Development-Planned Residential Development "SD-PRD" to allow for 4,500-square-foot lots (minimum) with an overall density of 5.24 dwelling units per acre for the project, along with alternative development standards as specified in **Table 1**, above. The Board of Supervisors is the approving authority for General Plan Amendments.

Tentative Tract Map No. 18902

The tentative tract map includes a total of 36 numbered lots, one for each residential lot. Additionally, there are two lettered lots – Lot A is the proposed neighborhood park and Lot B is located at the entry way, off Pipeline Avenue, immediately adjacent to Lot 1. Interior circulation is comprised of Streets A through D. The Planning Commission is the approving authority for Tentative Tract Maps. However, because this Tentative Tract Map is associated with a General Plan Amendment, the request would be presented to the Board of Supervisors along with the requested General Plan Amendment and Planned Development Permit.

Planned Development Permit

A Planned Development Permit is requested to allow for development of the proposed 36 unit residential project with a density of 5.24 dwelling units per acre and alternative development standards as presented in the project's Preliminary/Final Development Plan Report. The Planning

Commission reviews and provides a recommendation to the Board of Supervisors, which is the approving authority on Planned Development Permits.

Exhibit 1: Vicinity Map

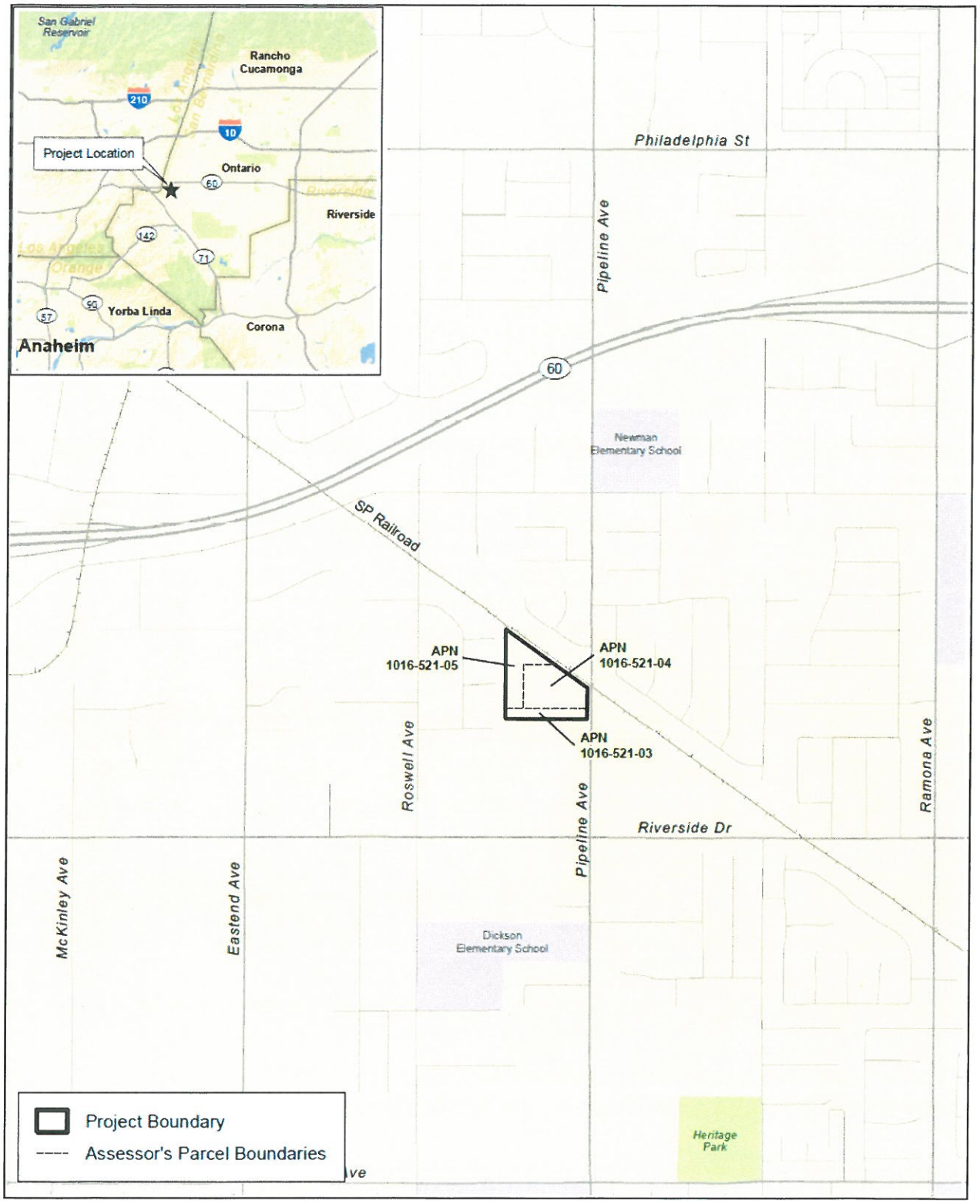


Exhibit 2: Local Area Map

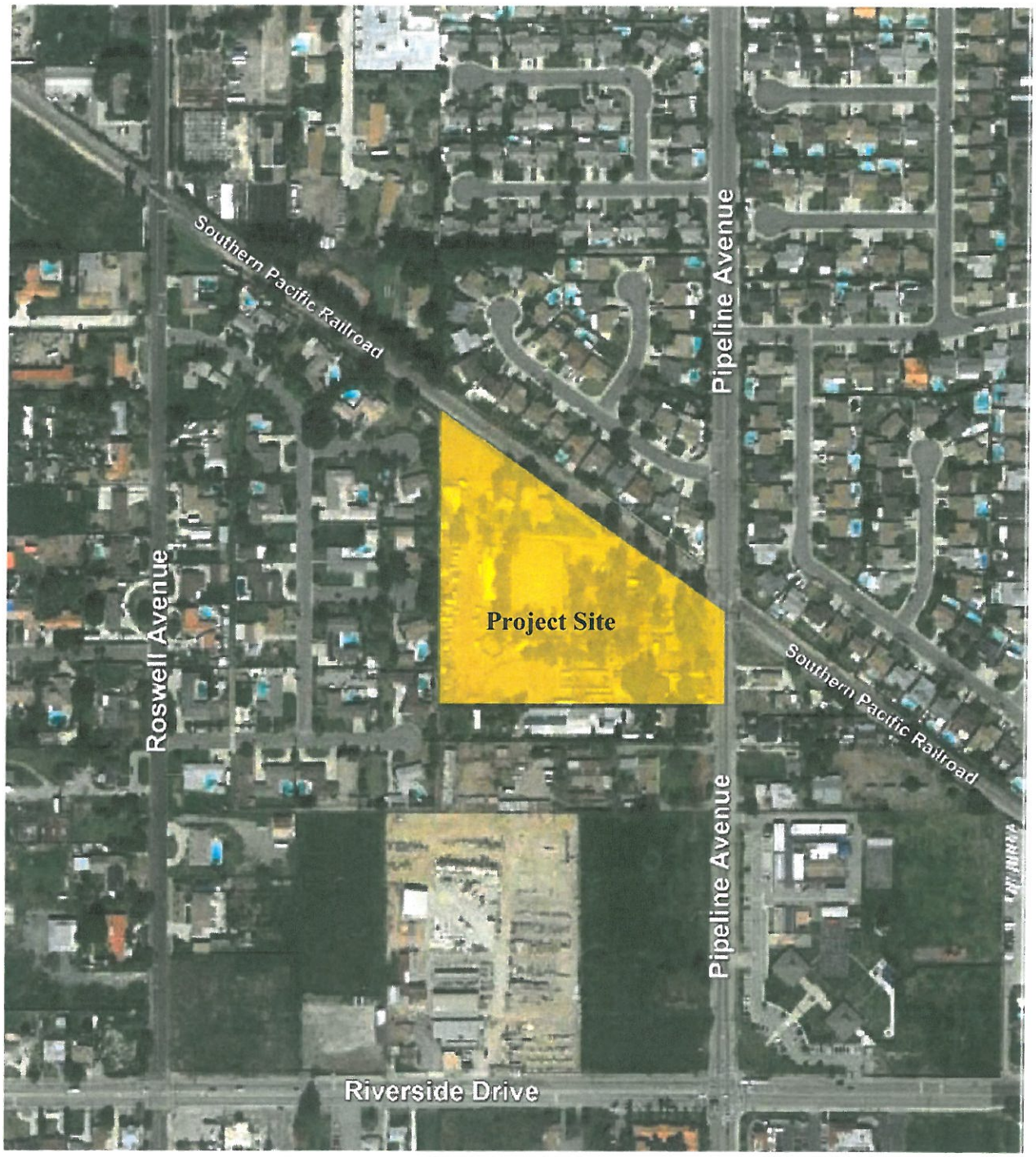
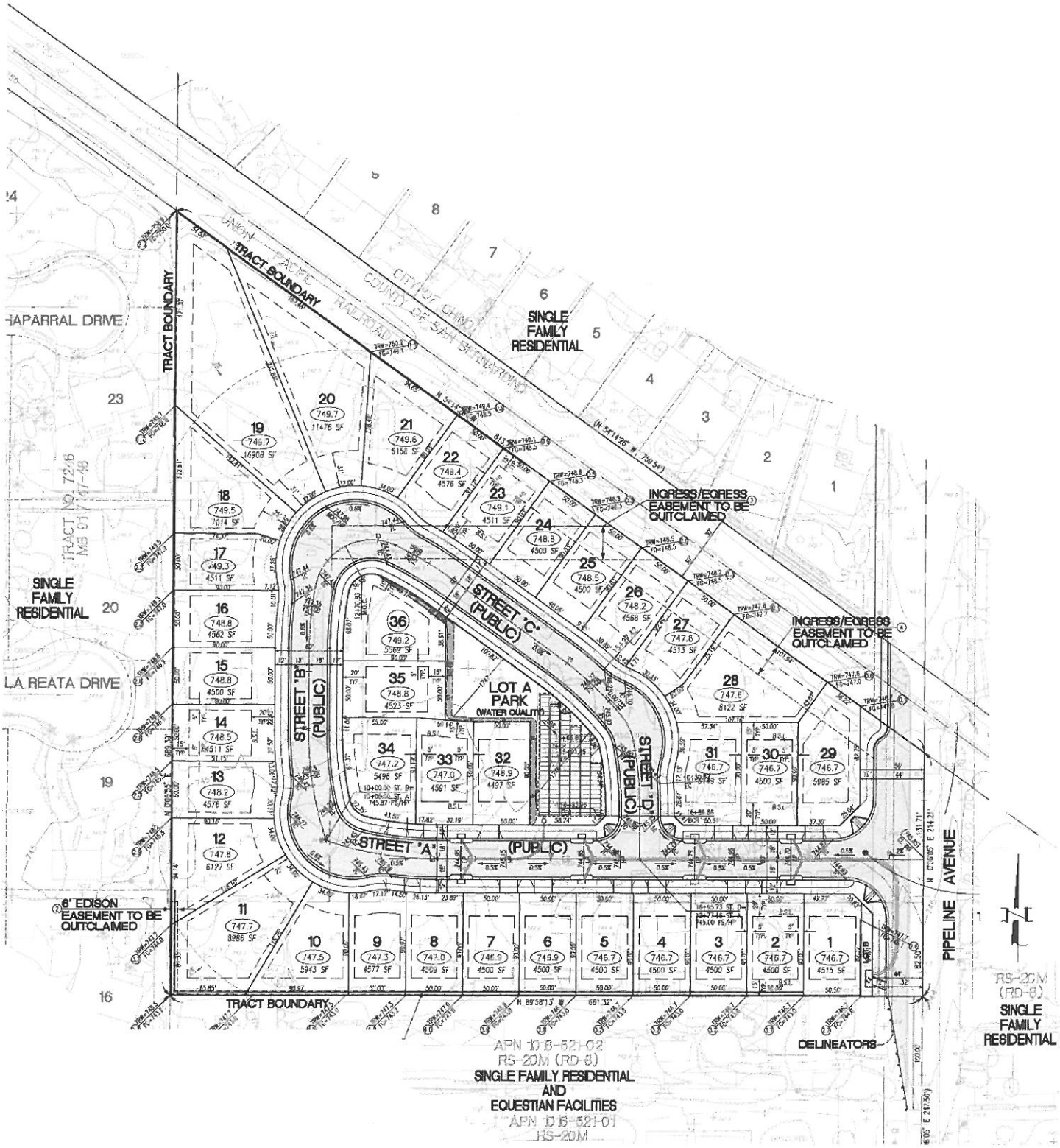


Exhibit 3: Tentative Tract Map



4: Conceptual Elevations

Spanish Colonial

Santa Barbara

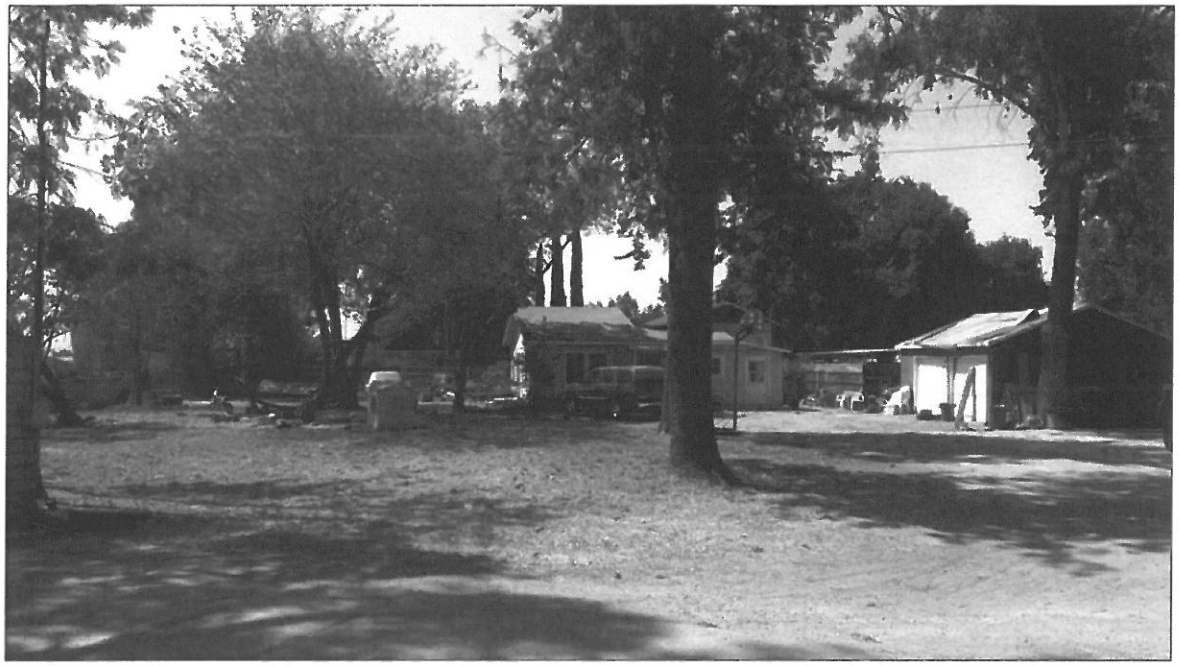
Ranch Hacienda

Exhibit 5: Site Photographs

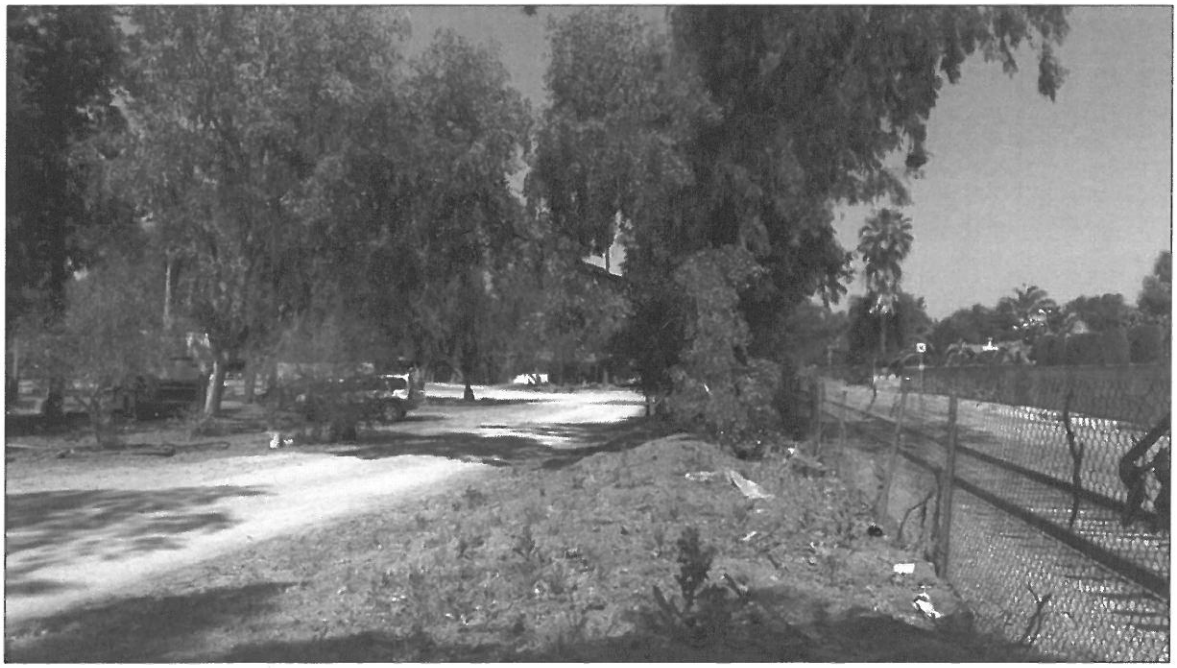
View 1. Taken from south of center, facing northwest. Showing main equestrian field in foreground and stables in distance.

View 2. Taken from the northwest, facing south. Showing residence in right foreground and trailer staging area in distance.

View 3. Taken from the southwest, facing east. Showing disturbed area in the foreground and equestrian field/barn in distance.



View 5. Taken from the northeast corner, facing south. Showing a portion of the eastern perimeter of the property.



View 6. Taken from the northeast corner, facing northwest. Showing a portion of the northern perimeter of the property including train tracks.

EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 17 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact**: No impacts are identified or anticipated and no mitigation measures are required.
2. **Less than Significant Impact**: No significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. **Less than Significant Impact with Mitigation Incorporated**: Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)
4. **Potentially Significant Impact**: Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology / Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use/ Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation / Traffic	☐ Utilities / Service Systems	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

☐	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
☒	Although the proposed project could have a significant effect on the environment, there shall not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION shall 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.

Signature (prepared by Kevin White, Planner) — Date: 3/12/14

Signature: (David Prusch, Supervising Planner) — Date: 3/12/14
Land Use Services Department/Planning Division

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
I.	**AESTHETICS** - Will the project				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	☐	☐	☒	☐

SUBSTANTIATION: *(Check ☐ if project is located within the view-shed of any Scenic Route listed in the General Plan):*

a) **No Impact.** The proposed project is not located within a Scenic Corridor. The site is also not located in the proximity of a scenic vista. There is little topography in the area or other features from which there would be views of the region.

The proposed project is located within an area where surrounding lands are already substantially developed with residential neighborhoods, commercial, institutional and other nonresidential uses. The applicant's Preliminary/Final Development Plan proposes complementary architecture and a palette of materials that would further blend the development with the surrounding viewshed. The Preliminary Development Plan sets forth standards and guidelines for the development of homes and other improvements within the proposed project.

b) **No Impact.** The site is not adjacent to a state scenic highway. There are no protected trees, rock outcroppings, or historic buildings on the project site; therefore, the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings.

c) **Less than Significant Impact.** The proposed project would not substantially degrade the existing visual character of the site and its surroundings. The site is within an urbanized area with improved roadways, electrical poles and lines, streetlights, sidewalks, ornamental landscaping (e.g., groundcover, shrubs and trees). Surrounding the site are residential neighborhoods with homes of similar size and character. Abutting the site to the north is a rail line and an at-grade signalized and gated crossing where Pipeline Avenue crosses the rail line. Further south of the site along Riverside Drive is a building materials supply business and other commercial businesses.

The project site has existing residential and non-residential structures, other related site improvements (walls, storage sheds, horse training equipment, etc.), mature trees and other ornamental landscaping. The project would require removal of the structures, improvements, trees and landscaping during site preparation, demolition and grading. The proposed project would develop the site with two-story single-family homes and related infrastructure and improvements (e.g., streets, curbs, street trees, perimeter walls, fire hydrants, park and playground equipment, etc.), which would be at a similar scale and character as existing uses and improvements surrounding the site. Therefore, the project would have a less than significant impact on the existing visual character and quality of the site and its surroundings.

d) **Less than Significant Impact.** The proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Street lights are located immediately north of the site along Pipeline Avenue and in adjacent residential communities. Street and exterior lighting proposed on site would be similar to the surrounding uses and would be hooded and down-shielded to direct lighting onsite and protect surrounding properties from any light glare. Therefore, the project would result in less than significant impacts relative to light and glare.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
II.	**AGRICULTURE 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Will the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

SUBSTANTIATION: *(Check ☐ if project is located in the Important Farmlands Overlay):*

a) **No Impact**. The Farmland Mapping and Monitoring Program of the California Department of Conservation is responsible with mapping Prime Farmland, Unique Farmland, Farmland

of Statewide Importance, and Farmland of Local Importance (Farmland) across the state. The project would not convert Farmland, as shown on the FMMP maps, to non-agricultural use, since the project site is not designated as such.

The site was once occupied by a walnut orchard in the 1940s and 1950s. All walnut trees were previously removed from the site and the site is now used for residential and equestrian use, with vegetation consisting of eucalyptus trees, ornamental vegetation, and two oak trees. The site is located in an urbanized area and is not located in an Agricultural Preserve area. There is no impact and no further analysis is warranted.

b) **No Impact**. The proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. The current General Plan land use designation for the project area is RS-20M, which allows residential development. The proposed project area is not under a Williamson Act contract. There is no impact and no further analysis is warranted.

c) **No Impact**. The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland **Table 1:** zoned Timberland Production. The proposed project area has never been designated as forest land or timberland. No rezoning of the project site would be required as the proposed residential project is compatible with the surrounding residential uses. There is no impact and no further analysis is warranted.

d) **No Impact**. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. The proposed project site is predominantly disturbed with existing residential and equestrian uses. There is no impact and no further analysis is warranted.

e) **No Impact.** The proposed project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. The current General Plan land use designation for the project area is RS-20M, which allows the development of residential units. There is no impact and no further analysis is warranted.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
III.	**AIR QUALITY -** Where available, the significance criteria established by the applicable air quality management or air pollution control district might be relied upon to make the following determinations. Will the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
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)?	☐	☒	☐	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

SUBSTANTIATION: *(Discuss conformity with the Mojave Air Quality Management Plan, if applicable):*

The following analysis is based on the project Air Quality Impact Analysis (AQIA), January 27, 2014 prepared by Giroux & Associates. The AQIA evaluates emissions from construction and operations, focusing on criteria air pollutants, hazardous emissions, and greenhouse gases (GHG). The full report, with baseline emissions data, analysis methodologies and emissions modeling output, is included as Appendix A.

a) **No Impact.** The proposed project would not conflict with or obstruct implementation of the applicable air quality plan. A project is consistent with the regional Air Quality Management Plan (AQMP) if it does not create new violations of clean air standards, exacerbates any existing violations, or delays a timely attainment of such standards.

The two principal criteria for conformance to an AQMP are 1) whether the project would result in an increase in the frequency or severity of existing air quality violations; cause or contribute to new violations; or delay timely attainment of air quality standards; and 2) whether the project would exceed the assumptions in the AQMP.

With respect to the first criterion, the analyses in responses III.b) and III.c), below demonstrate that the project would not generate short-term and long-term emissions of volatile organic compounds (VOC), oxides of nitrogen (NOx, which are ozone precursors), or PM2.5 that could potentially cause an increase in the frequency or severity of existing air quality violations; cause or contribute to new violations; or delay timely attainment of air

quality standards.

Projects such as the proposed Pipeline Avenue Residential Project do not directly relate to the AQMP in that there are no specific air quality programs or regulations governing general development. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The change to regional air quality from the proposed action is immeasurably small due to the size of the project relative to the air quality basin and because the project does not exceed air quality standards. A project specific analysis of air quality impacts was conducted in the AQIA, which demonstrates that project related emissions are below the significant threshold levels. Therefore, the project is considered consistent with the region's AQMP. No impacts would occur and no mitigation is required.

Given that the proposed project would not significantly alter the population or employment projections considered during the development of the AQMP, and considering the minor emissions attributable to the proposed project during operation (refer to discussion in Item III.b) below), there are no impacts associated with AQMP consistency.

b) **Less than Significant Impact with Mitigation Incorporated.** The proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Air quality impacts would include construction exhaust emissions generated from diesel- and gasoline-powered equipment construction equipment, vegetation clearing, grading, construction worker commuting, construction material deliveries, and operational activities upon project completion. Fugitive dust emissions include particulate matter and are a potential concern because the project is in a non-attainment area for PM-10 and PM-2.5, as well as ozone.

Construction

Dust is typically the primary concern during construction of new homes and infrastructure. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). These parameters are not known with any reasonable certainty prior to project development and may change from day to day. Any assignment of specific parameters to an unknown future date is speculative and conjectural.

Average daily PM-10 emissions during site grading and other disturbance average about 10 pounds per acre. This estimate presumes the use of reasonably available control measures (RACMs). The SCAQMD requires the use of best available control measures (BACMs) for fugitive dust from construction activities. With the use of BACMs, fugitive dust emissions can be reduced to 1-2 pounds per day per acre disturbed.

Construction emissions were calculated by using California Emissions Estimator Model (CalEEMod) version 2013.2.2. CalEEMod is a computer program accepted by the SCAQMD that can be used to estimate anticipated emissions associated with land

development projects in California. CalEEMod has separate databases for specific counties and air districts. The San Bernardino County database was used for the proposed land use consisting of 36 single family homes, assuming that the entire project would be built at once.

The CalEEMod was developed by the SCAQMD and provides a model to calculate both construction emissions and operational emissions from a residential or commercial land use project. It calculates both the daily maximum and annual average emissions for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions. The default equipment fleet and schedule durations determined by CalEEMod that were used for modeling are shown in **Table 2** below.

Table 2: Construction Activity Equipment Fleet

Phase Name and Duration	Equipment
Demolition (20 days) 14,000 sf debris	1 Concrete Saw
	2 Dozer
	3 Excavators
Grading (20 days) 19,438 CY Import	1 Excavator
	1 Grader
	1 Dozer
	3 Loader/Backhoes
Construction (230 days)	1 Crane
	3 Forklifts
	1 Generator Set
	3 Loader/Backhoes
	1 Welder
Paving (5 days)	4 Mixers
	1 Pavers
	1 Loader/Backhoe
	1 Roller

Utilizing the indicated equipment fleet shown in the table above, the following worst case daily construction emissions are calculated by CalEEMod 2013.2.2 and are listed in **Table 3** below.

Table 3: Construction Activity Emissions
Maximum Daily Emissions (pounds/day)

Maximal Construction Emissions	ROG	NOx	CO	SO_2	PM-10	PM-2.5
2015						
Unmitigated	6.3	78.5	53.6	0.1	11.9	6.7

Mitigated	6.3	78.5	53.6	0.1	7.8	4.7
2016						
Unmitigated	25.7	28.9	19.8	0.0	2.1	1.9
Mitigated	25.7	28.9	19.8	0.0	2.1	1.9
SCAQMD Thresholds	75	100	550	150	150	55

Source: Air Quality and GHG Impact Analysis prepared by Giroux & Associates, January 2014

Peak daily construction activity emissions are estimated to be below SCAQMD CEQA thresholds without the need for added mitigation. The only model-based mitigation measure applied for this project was watering exposed dirt surfaces at least three times per day as required per SCAQMD Rule 403 (Fugitive Dust), to minimize the generation of fugitive dust.

Construction equipment exhaust contains carcinogenic compounds within the diesel exhaust particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk due to the short period for which the majority of diesel exhaust would occur.

Based on the above analysis, project construction and operations would neither violate any air quality standard nor contribute substantially to an existing or projected air quality violation. Impacts are less than significant; nonetheless mitigation measures AQ-1 through AQ-3 are incorporated to facilitate monitoring and compliance with SCAQMD's Rule 403.

Operational Impacts

Project uses would generate 410 daily trips according to trip generation estimates provided in the project traffic impact analysis. Operational emissions for the proposed uses were calculated using CalEEMod2013.2.2 (assuming a project build-out year of 2016). Calculated emission levels are shown in **Table 4** below.

Table 4: Daily Operational Impacts

	Operational Emissions (lbs/day)					
Source	**ROG**	**NOx**	**CO**	**SO_2**	**PM-10**	**PM-2.5**
Area	10.9	0.3	21.1	0.0	2.8	2.8
Energy	0.0	0.3	0.1	0.0	0.0	0.0
Mobile	1.9	5.7	22.4	0.0	3.0	0.9
Total	**12.8**	**6.4**	**43.6**	**<0.1**	**5.8**	**3.7**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Output in Appendix

The project would not cause any operational emissions to exceed their respective

SCAQMD CEQA significance thresholds. Based on the modeling analysis, operational emission impacts are judged to be less than significant.

Railroad Proximity Health Impacts

The project site is bordered by the Union Pacific Railroad to the north. The Chino General Plan states that this railway spur is utilized by two freight trains per day currently with future use predicted to remain the same.

Railroad engines are significant emitters of NOx, CO and diesel particulate matter (DPM). DPMs are known carcinogens. Health risk studies have been conducted in the vicinity of very large rail yards. No similar studies have been conducted along any single rail line by any state agency such as the California ARB.

To determine heath risk for planned Pipeline Avenue residential uses, air quality modeling was performed using the Caltrans Graphical User Interface for CALINE4 (A Dispersion Model for Predicting Air Pollutant Concentrations Near Roadways, Version 2.1, October 28, 2011). CALINE4 was developed in the late 1980's at Caltrans' Transportation Laboratory. It is used in California at this time only for CO analysis, but can also handle dispersion modeling of particulate matter (PM) and nitrogen dioxide (NO_2). Like other dispersion models, CALINE4 requires input of transportation characteristics (volumes, etc.), meteorological conditions and emission factors.

Emission factors for locomotives were obtained from the EPA, Office of Transportation and Air Quality report (EPA-420-F-09-025). This document provides emission factors for both NOx and PM-10 for large switch locomotives, though it does not contain data for CO. CO factors were obtained from the ICF Report; Assessing the Effects of Freight Movement on Air Quality at the National and Regional Level (April 2005). The emission factors are all in a grams per gallon format. Therefore it was necessary to determine the mileage per gallon for freight train operations.

Railways are commonly considered to have an efficiency of 500 miles per gallon per ton weight. Weight was obtained from the Railway Age GazetteVolume 57. Freight trains using the rail line adjacent to the site are smaller switcher trains. The weight for a single locomotive is approximately 200 tons. Total estimated weight for a single locomotive and 20 freight cars (10 full, 10 empty), which is the typical train length along the adjacent rail line, is about 500 tons.

Therefore the following emission rates were analyzed in the Caline4 model:

NOx: 250 grams/ton-mile*500 tons*500 miles per ton gallon = 250 grams/mile
CO: 27.4 grams/ton-mile*500 tons*500 miles per ton gallon = 27.4 grams/mile
PM-10: 6.8 grams/ton-mile*500 tons*500 miles per ton gallon = 6.5 grams/mile

The CALINE4 model output is provided in the appendix and the results are shown below. When possible the worst case wind angle option was selected whereby the model selects

the wind angle that would produce the maximal concentration at the receptor location. Although this option is not available for NOx, the selected wind direction would similarly provide the highest impact at the modeled receptor. Although only two trains per day are predicted, as a worst case, both trains were modeled as occurring the same hour. The receptor was placed 50 feet from the track centerline and the emissions for 1,000 feet of travel (impact zone) were analyzed with the following results.

Table 5: CALINE Results

	1hr-NOx	1hr-CO	1hr-PM-10 24-hr
CALINE Results	0.01 ppm	<0.01 ppm	0.02 $\mu g/m^3$
Threshold California	0.18 ppm	20 ppm	50 $\mu g/m^3$
Threshold National	0.10 ppm	35 ppm	150 $\mu g/m^3$
Exceeds Threshold?	No	No	No

The emissions calculated and presented in **Table 5** above demonstrate that emission levels associated with the two trains passing each day north of the site do not exceed thresholds. Impacts are less than significant and no further analysis is warranted.

c) **Less than Significant Impact with Mitigations Incorporated**. As discussed in Response III.b, the project would not exceed SCAQMD criteria pollutant emission thresholds. Cumulative emissions are part of the emission inventory included in the AQMP for the project area. Therefore, there would be no cumulatively considerable net increase of the criteria pollutants that are in nonattainment status in the South Coast Air Basin.

In addition to the mass daily emissions thresholds established by the SCAQMD, short-term local impacts to nearby sensitive receptors from on-site emissions of CO, NOx, PM10, and PM2.5 are examined based on SCAQMD's localized significance threshold (LST) methodology. To assess local air quality impacts for development projects without complex dispersion modeling, LSTs were developed in response to Governing Board's Environmental Justice Enhancement Initiative 1-4 and this methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005.

For the purposes of an LST analysis, the SCAQMD considers receptors where it is possible that an individual could remain for 24 hours, such as a residence. The closest receptors to the proposed construction area would be immediately adjacent residences to the west of the site, thus the closest distance of 25 meters was selected for analysis. The analysis is shown in **Table 6**, below. In the LST analysis, only on-site emissions are considered. As shown, on-site project construction emissions would be less than the SCAQMD LST thresholds, and local impacts would be less than significant for all but PM-10 and PM-2.5 during grading activities. PM-10 and PM-2.5 emissions would be less than the LST with implementation of Mitigation Measures AQ-2 and AQ-3.

Table 6: LST and Project Emissions (pounds/day)

LST 1.0 acres/ 25 meters SW San Bernardino Valley	CO	NOx	PM-10	PM-2.5
LST Threshold	863	118	5	4
Max On-Site Emissions *				
Demolition				
Unmitigated	36	48	3	2
Mitigated	36	48	3	2
Grading				
Unmitigated	27	40	9	6
Mitigated	27	40	5	3
Construction				
Unmitigated	19	30	2	2
Mitigated	19	30	2	2
Paving				
Unmitigated	15	22	1	1
Mitigated	15	22	1	1

CalEEMod Output in Appendix
*excludes construction commuting, vendor deliveries and emissions associated with haul trucking.

d) **Less than Significant Impact.** The proposed project would not expose sensitive receptors to substantial pollutant concentrations (see Items III.a through III.c regarding criteria pollutants). The project's construction and operations would not result in any significant air pollutant emissions, and nearby sensitive receptors (consisting of residences) would not be significantly impacted by such emissions.

With regard to potentially hazardous air emissions, small amounts of hazardous air pollutants are contained in the diesel exhaust of the construction equipment to be used to prepare the site and develop the proposed housing units. Diesel exposure risk is calculated based on a 70-year lifetime with the receptor located outdoors permanently. Resident exposure to construction equipment exhaust emissions would only be for several months. The combination of limited exhaust particulate emissions, brief resident exposure and generally high dispersal rates during the daytime renders hazardous emissions impacts as less-than-significant.

For those reasons, impacts are less than significant and an assessment of potential human health risks attributable to emissions of hazardous air pollutants is not required.

e) **Less than Significant Impact.** The project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the project's (long-term operational) uses. Standard AQMD construction requirements would minimize odor impacts resulting from

construction activity. Any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of construction activity and is thus considered less than significant. Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

SIGNIFICANCE: Possible significant adverse impacts have been identified or are anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level considered less than significant:

AIR QUALITY MITIGATION MEASURES:

AQ-1 *AQ/Operational Mitigation. Operation of all off-road and on-road diesel vehicles/equipment will comply with the County Diesel Exhaust Control Measures [SBCC §83.01.040 (c)], including but not limited to:*

a) Equipment/vehicles will not be left idling for periods in excess of five minutes.
b) Engines will be maintained in good working order to reduce emissions.
c) Onsite electrical power connections will be made available where feasible.
d) Ultra low-sulfur diesel fuel will be utilized.
e) Electric and gasoline powered equipment will be substituted for diesel powered equipment where feasible.
f) Signs will be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.
g) All transportation refrigeration units (TRUs) will be provided electric connections.

AQ-2 *AQ/Dust Control Plan. The developer will prepare, submit, and obtain approval from San Bernardino County Planning of a Dust Control Plan (DCP) consistent with South Coast Air Quality Management District guidelines and a letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP will include the following elements to reduce dust production:*

a) Exposed soils and haul roads will be watered three (3) times per day to reduce fugitive dust during all grading/construction activities. Inactive areas will be treated with soil stabilizers such as hay bales or aggregate cover.
b) Street sweeping will be conducted when visible soil accumulations occur along site access roadways to remove dirt dropped by construction vehicles.
c) Site access driveways and adjacent streets will be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday.
d) Construction vehicle tires will be washed prior to leaving the project site.
e) All trucks hauling dirt away from the site will be covered, and speeds on unpaved roads will be reduced below 15 miles per hour.

f) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil will be watered hourly and activities on unpaved surfaces will cease until wind speeds no longer exceed 25 mph.

g) Storage piles that are to be left in place for more than three working days will be sprayed with a non-toxic soil binder, covered with plastic or revegetated.

AQ-3 *AQ – Installation. The developer will submit for review and obtain approval from County Planning evidence that all air quality mitigation measures have been installed properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety.*

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
IV.	**BIOLOGICAL RESOURCES** - Will the project:				
a)	Have substantial adverse effects, 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?	☐	☐	☐	☒
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc...) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☒	☐	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
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?	☐	☐	☐	☒

Figure 1

SUBSTANTIATION:	*(Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database ☐): Burrowing owl*

Vegetation Mapping and General Plant and Wildlife Surveys

Bonterra Consulting conducted general biological investigations of the project site to identify and document any biological resources that might be adversely affected by construction or operation of the project. The Biological Resources Assessment (BRA) study area included the entire project site, comprised of three parcels. Surveys were conducted on May 3, 2013 by Bonterra biologists.

The purpose of the general survey was to describe the vegetation present in the survey area and to evaluate the potential of the site to support special status species. During the general survey, all areas were evaluated for their potential to support special status plant

and wildlife species that are known or expected to occur in the region. Searches for reptiles and amphibians included visually scanning the area. Birds were identified by visual and auditory recognition. Surveying for mammals included searching for and identifying diagnostic signs, including scat, footprints, scratch-outs, dust bowls, burrows, and trails. All wildlife species observed were recorded in field notes and are listed in Table 5 of the BRA, incorporated as Appendix B. The BRA was prepared in May 2013, and the complete report with detailed findings and recommendations is included in Appendix B. The results of all the surveys are summarized as applicable for Items IV.a to IV.f.

Sensitive Wildlife Species

General Wildlife Inventory

The proposed project site is located in an urbanized setting, surrounded by residential development. Though regional wildlife corridors exist in the general vicinity of the project site (San Gabriel Mountains, Jurupa Hills, La Sierra Hills, Puente Hills and Chino Hills), the development of the project site is not located within close proximity and is, therefore, not expected to have an impact on regional wildlife movement.

Burrowing Owl

Burrowing owl (Athene cunicularia) is a species of special concern and its burrow sites are protected. A habitat assessment (Phase II) following CBOC (1993) protocol was performed within areas of potentially suitable habitat. Site conditions during the habitat assessment consisted of clear skies and cool temperatures (60–65 degrees Fahrenheit) with calm conditions (2–5 mile per hour winds). Bare soil was observed within the survey area, however the areas containing bare soil are exposed to regular disturbance from humans and domestic animals and are therefore not suitable burrowing owl habitat. Due to the close proximity to residential housing and contractor yard activity, small patches of weedy areas were observed within the survey area but, are surrounded by regular human disturbance. A sufficient expanse of weedy area to support burrowing owls does not exist in the survey area. No crop, pasture land, utility land, annual and perennial grassland, desert, or scrubland was observed within the survey area. Additionally, burrows from fossorial mammals of a suitable size to support burrowing owl occupation were not observed within the survey area. No burrowing owl sign was observed in the survey area.

Jurisdictional Waters

Streambed and wetland resources are usually under the jurisdiction of the USACE, the SWRCB, and the CDFW. Regulatory authority is granted to these agencies by the Federal Clean Water Act, California Porter-Cologne Act, and California Fish and Game Code. Impacts (e.g., discharges of fill or other material) to these resources or associated habitat are generally considered a significant impact under CEQA and would require permits from these agencies.

No jurisdictional streambed or wetland resources were observed on the project site.

Vegetation Types

The following vegetation types and land covers were observed within the survey area: eucalyptus trees, ornamental, disturbed, and developed. Oak trees are also included as a separate vegetation type though this is not a recognized vegetation type by the CDFW. The two interior live oaks (Quercus wislizenii) were observed in the backyard of a house in an ornamental setting on the southern portion of the site. These two trees do not constitute an oak woodland and are considered ornamental vegetation according to the project habitat assessment. However, their presence was felt to be noteworthy enough to include separately. These vegetation types and land covers are depicted in **Exhibit 6** below.

Exhibit 6: Vegetation Types Occurring Onsite

Special Status Plants

Sensitive Plant Species

Sensitive plants include those listed, or candidates for listing, by the U.S. Fish & Wildlife Service (USFWS) and California Department of Fish & Wildlife (CDFW), and species considered sensitive by the California Native Plant Society (CNPS) (particularly Lists 1A, 1B, and 2).

While there are special status plant species known to occur in the project region, no sensitive plant species were observed within the project site during the general biological surveys. Neither desert plant species nor riparian plant species exist, or have any potential to exist, on the project site.

Regulated Plant Species

Trees were assessed to determine whether they are subject to regulation by the County of San Bernardino 2007 Development Code. The County of San Bernardino requires approval from the Director of Land Use Services to remove any regulated trees that are associated with a Land Use Application or Development Permit (see Section 88.01.050 of the County of San Bernardino 2007 Development Code). Regulated trees are defined as either (1) native trees with a trunk diameter at breast height (dbh) that is at least six inches measured four and one-half feet above natural grade level or (2) palm trees in linear plantings, which are 50 feet or greater in length within established windrows or parkway plantings (see Section 88.01.070 of the County of San Bernardino 2007 Development Code).

Two interior live oaks (Quercus wislizenii) are located at the southern portion of the site in an ornamental setting behind an existing residence. Although they are in an ornamental setting, the trees meet the definition a "regulated tree." The project would require removal of the trees; therefore, a Tree Removal Permit is required. The findings associated with the Tree Removal Permit are listed below. One of the findings below must be met for the permit to be granted. As indicated below, the project meets two of the required permit findings.

(A) The location of the regulated tree or plant and/or its dripline interferes with an allowed structure, sewage disposal area, paved area, or other approved improvement or ground disturbing activity and there is no other alternative feasible location for the improvement.

Project Consistency: The two regulated trees are located in an area of the site that is planned for development with homes, streets, landscaping and other related insfrastructure. Overexcavation and soil import is necessary on the entire site due to geotechnical conditions to make the site useable for residential development pursuant to the General Plan-allowed density. The over excavation and grading would preclude preservation of the trees.

(B) The location of the regulated tree or plant and/or its drip line interferes with the planned improvement of a street or development of an approved access to the

subject or adjoining private property and there is no other alternative feasible location for the improvement.

Project Consistency: Refer to response (A) above. The trees are located adjacent to the planned entry to the site. Due to the limited space to accommodate the project entry and the planned homes, preservation of the trees is not feasible.

(C) The location of the regulated tree or plant is hazardous to pedestrian or vehicular travel or safety.

Project Consistency: This finding is not applicable.

(D) The regulated tree or plant or its presence interferes with or is causing extensive damage to utility services or facilities, roadways, sidewalks, curbs, gutters, pavement, sewer line(s), drainage or flood control improvements, foundations, existing structures, or municipal improvements.

Project Consistency: This finding is not applicable.

(E) The condition or location of the regulated tree or plant is adjacent to and in such close proximity to an existing or proposed structure that the regulated tree or plant has or will sustain significant damage.

Project Consistency: See response to (A) above. The regulated trees are in a location of the site where over excavation is necessary and preservation of the trees is not feasible. Removal of the tree is the only feasible option due to the over excavation that is necessary on the project site.

The two trees do not constitute an oak woodland and due to their location in the backyard of a home in an ornamental setting rather than in a more natural setting, they may be described as ornamental vegetation. Oak trees are not a recognized vegetation type by the CDFW; however, because they are considered "regulated trees" and are generally the only native plants on the site, they were noted in the BRA. Due to the large size of these trees, relocation is not recommended by the project biologist. The project would plant at least one street tree per home in addition to five Holly Oaks and other trees within the planned park and four Holly Oaks and other trees along the project frontage on Pipeline Avenue. With implementation of these project design features, the impact associated with the removal of the two oak trees is less than significant.

Jurisdictional Waters

Streambed and wetland resources are usually under the jurisdiction of the USACE, the SWRCB, and the CDFW. Regulatory authority is granted to these agencies by the Federal Clean Water Act, California Porter-Cologne Act, and California Fish and Game Code. Impacts (e.g., discharges of fill or other material) to these resources or associated habitat are generally considered a significant impact under CEQA and would require permits from these agencies.

No jurisdictional streambed or wetland resources were observed on the project site.

a) **No Impact**. The proposed project is on the Biotic Resources Overlay Map of the County's General Plan, and no species of critical habitat for threatened or endangered species, or species of special concern designated by the USFWS, CNDD, or San Bernardino County Museum Biological Species are identified as present on-site. The site was once occupied by a walnut orchard, although all walnut trees have been removed and the site now has residential and equestrian facilities uses. The site is predominantly disturbed with ornamental vegetation, and includes eucalyptus groves and two oak trees. The BRA confirmed that the site does not contain 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. Also, no potentially suitable habitat was observed on the project site, thus there is no impact.

b) **No Impact**. The site does not contain any riparian habitat. Vegetation on the site consists of predominantly ornamental vegetation, eucalyptus groves, and two oak trees. Neither desert plant species nor riparian plant species exist or have the potential to exist on the project site. The there is no impact.

c) **No Impact**. No waters and/or wetlands under the jurisdiction of the federal government, through the U.S. Army Corps of Engineers (USACE) were identified on the site. The project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act, and no mitigation measures are required. There is no impact to federally protected wetlands.

d) **Less than Significant Impact with Mitigation Incorporated**. The site does not have native wildlife species and the likelihood for such species to breed on the site is extremely low. No native wildlife have established nursery or breeding colonies on the site. No naturally occurring native fish populations are present within the project site because the project site has no standing water or significant hydrological drainages where water would be present for an extended period of time.

Wildlife Corridors

The project area offers no utility as a wildlife corridor because the site is surrounded by an urbanized environment. The general vicinity of the site includes residential development, roads, a rail line and other infrastructure that prevents substantial wildlife movement.

Nesting Birds

The study area has the potential to support nesting birds due to the presence of shrubs trees on the project site. Disturbing or destroying active nests during construction would be a violation of the Migratory Bird Treaty Act (MBTA). In addition, nests and eggs are protected under Fish and Game Code Section 3503. Thus, the removal of vegetation during the breeding season is considered a potentially significant impact. Nesting activity typically occurs from February 15 to August 31.

In order to avoid potentially significant impacts during construction, the project would be mitigated in one of two ways: 1) habitat avoidance by removing vegetation outside of the

nesting season, or 2) if construction is to occur during the nesting season, avoidance of active nests as deemed appropriate by a qualified biologist during construction monitoring. The implementation of these measures, detailed in Mitigation Measure BIO-1, would reduce this impact to a level that is less than significant.

Foraging Raptors

Although there is no raptor nesting habitat on the project site, the study area may support foraging habitat for a number of raptor species. However, in light of the amount of habitat that remains available for this species within the region, removal of foraging habitat represents a less than significant impact to regional raptor populations.

e) **Less than Significant Impact.** While the site is included on the Biotic Resources Overlay Map, it does not identify any sensitive resources on the project site. However, as discussed above, under "Regulated Plant Species," there are two oak trees on the project site. Impacts associated with removal of these trees are discussed above. Aside from the oak trees, there are no local policies or ordinances protecting biological resources that are applicable to the proposed project site.

f) **No Impact.** The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. The project would have no significant impact relating to Habitat Conservation Plans, Natural Community Conservation Plans, and Recovery Plans. There would be no take of critical habitat and, therefore, no land use conflict with existing management plans would occur.

SIGNIFICANCE: Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level below significant:

BIOLOGICAL RESOURCES MITIGATION MEASURES*:*

BIO-1 *Nesting Bird Mitigation – Pre-Construction Surveys. Within 30 days prior to vegetation clearing or ground disturbance associated with construction or grading that would occur during the nesting/breeding season (February through August, unless determined otherwise by a qualified biologist based on observations in the region), the Applicant will retain a qualified biologist to determine if active nests of species protected by the Migratory Bird Treaty Act or the California Fish and Game Code are present within or adjacent to the disturbance zone or within 100 feet (300 feet for raptors) of the disturbance zone. The surveys will be conducted no more than seven days prior to initiation of disturbance work within active project areas. If ground disturbance activities are delayed, then additional pre-disturbance surveys will be conducted such that no more than seven days will have elapsed between the survey and ground disturbance activities. If ground disturbance will be phased across the project site, pre-disturbance surveys may also be phased to conform to the development schedule.*

If active nests are found, clearing and construction within 300 feet of the nest (or a lesser distance if approved by the U.S. Fish & Wildlife Service) will be postponed or halted, until the nest is vacated and juveniles have fledged, as determined by the biologist. Avoidance buffers will be established in the field with highly visible construction fencing or flagging, and construction personnel will be instructed on the sensitivity of nest areas. A qualified biologist will serve as a construction monitor during those periods when construction activities will occur near active nests to ensure that no inadvertent impacts on these nests occur.

The results of pre-construction nesting bird surveys, including graphics showing the locations of any nests detected, and documentation of any avoidance measures taken, will be submitted to the County of San Bernardino and California Department of Fish & Wildlife within 14 days of completion of the pre-construction surveys or construction monitoring to document compliance with applicable state and federal laws pertaining to the protection of native birds.

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
V.	**CULTURAL RESOURCES** - Will the project				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

SUBSTANTIATION: *(Check if the project is located in the Cultural ☐ or Paleontologic ☐ Resources overlays or cite results of cultural resource review):*

The proposed project is not located in a Cultural or Paleontological Resources Overlay area. The analysis in this section is based on the Cultural and Paleontological Resources Analysis, dated January 28, 2014 and prepared by BCR Consulting, LLC. The report is incorporated herein as Appendix C.

a) **Less than Significant Impact.** There are no known historic resources on the project site. The Cultural and Paleontological Resources Analysis and the associated field survey conducted on the project site identified one historic-period resource. However, further evaluation of the resource in the Cultural and Paleontological Resources Analysis (Appendix C) determined that it does not meet any of the significance criteria. Therefore, development of the subject property is not expected to result in any adverse impacts to historical or archaeological resources.

b) **Less than Significant Impact**. As discussed further in the Cultural and Paleontological Resources Analysis (Appendix C), there are no known archaeological resources on the project site. A standard condition of approval would be applied to the project that requires the applicant or assignee to contact the County Museum for a determination of appropriate measures if any archeological resources are discovered during project construction. This condition would reduce the project's impacts to a level considered less than significant.

c) **Less than Significant Impact**. This project is not expected to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no resources of significance have been identified in the cultural resources survey of the site. Furthermore, the alluvial soils in the area provide a low potential for discovery of paleontological resources. The standard condition of approval mentioned above in V.b) would further reduce the potential for impacts, if anything should be found during project construction.

d) **Less than Significant Impact.** It is not anticipated that this project would disturb any

human remains, including those interred outside of formal cemeteries, because no such burials grounds are known to exist on the project site. If any human remains are discovered during construction of this project, standard requirements in the Conditions of Approval would require the developer to contact the County Coroner and the County Museum for a determination of appropriate measures to be taken. A Native American representative shall also be consulted if the remains are determined to be of potential Native American origin pursuant to Section 15064.5(e) of the CEQA Guidelines.

No historical resources were identified on the project site, thus the impact is less than significant. A standard condition of approval will be applied to the project to require the developer to contact the County Museum in the event of discovery of any artifact during construction, for instructions regarding evaluation for significance as a cultural of paleontological resource. No significant adverse impacts are identified or anticipated and therefore no mitigation measures are required.

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
VI. GEOLOGY AND SOILS - Will the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐

SUBSTANTIATION: *(Check ☐ if project is located in the Geologic Hazards Overlay District):*

A Geotechnical Investigation was prepared for this project by Leighton & Associates, Inc., May 10, 2013. This project is not located in a Geologic Hazard (GH) Overlay District, as defined in the County General Plan.

a) i) **Less than Significant Impact.** The proposed project site is not located within an Alquist-Priolo Earthquake Fault Zone. While the potential for onsite ground rupture cannot be totally discounted (e.g., unmapped faults could conceivably underlie the project site), the likelihood of such an occurrence is considered low due to the absence of known faults within the site. The closest known active or potentially active fault is the Chino fault, located approximately nine (9) miles west of the site. There is no impact related to the exposure of

persons or structures to rupture of a known earthquake fault.

ii) **Less than Significant Impact.** The project site is within a seismically active region and is potentially subject to strong ground acceleration from earthquake events along major regional faults in southern California. The nearest identified fault line to the project site is the Chino Fault (located about 9 miles west of the site), which is capable of generating significant seismic activity. The known regional active and potentially active faults that could produce the most significant ground shaking at the site include the Chino-Elsinore fault zone, San Jose, Cucamonga, Sierra Madre, Puente Hills, San Jacinto, and San Andreas faults.

The design of any structures on-site would incorporate measures to accommodate projected seismic loading, pursuant to existing California Building Code (CBC) and local building regulations. Specific measures that may be used for the proposed project include proper fill composition and compaction; anchoring (or other means of for securing applicable structures); and the use of appropriate pipeline materials, dimensions, and flexible joints. Based on the incorporation of applicable measures into project design and construction to comply with CBC, potential project impacts associated with strong seismic ground shaking would be less than significant.

iii) **Less than Significant Impact.** Liquefaction is the phenomenon whereby soils lose shear strength and exhibit fluid-like flow behavior. Other types of seismic-related ground failure include ground rupture (as discussed in Section VI.a.i), landslide (as discussed in Section VI.a.iv), dynamic ground subsidence (or settlement), and lateral spreading.

Loose granular soils are most susceptible to liquefaction, and the phenomenon is generally restricted to saturated or near-saturated soils at depths of less than 50 feet. As detailed in the Geotechnical Investigation prepared for the project by Leighton and Associates, LLC (see Appendix D), the soils underlying the region include alluvial soil consisting of combinations of silty sand and sandy silt with gravel interspersed. The soil was generally dry to moist and stiff or medium dense.

Due to the presence of shallow groundwater in the past, Leighton and Associates evaluated the liquefaction potential of the soil encountered in their borings. Results of their analysis using a historic-high groundwater level of 15 feet indicate that potentially liquefiable soils were encountered within their borings at a depth of approximately 40 feet, and are approximately 5 feet thick or less. However, due to the thick layer of overlying non-liquefiable soils, the potential for surface damage due to liquefaction (such as sand boils, bearing failures, and later spreading) is low. The potential project impacts associated with liquefaction would be less than significant and no further analysis is warranted.

iv) **No Impact.** The proposed project would not have any risks associated with landslides. Landslides are the downslope movement of geologic materials. The stability of slopes is related to a variety of factors, including the slope's steepness, the strength of geologic materials, and the characteristics of bedding planes, joints, faults, vegetation, surface water, and groundwater conditions. The project area is relatively flat terrain where landslides have not historically been an issue; therefore, no significant impacts are anticipated with respect to seismic-related (or other) landslide hazards, and no further

analysis is warranted.

b) **Less than Significant Impact.** Construction activities could result in substantial soil erosion if the sites are not properly designed. The potential impacts of soil erosion would be minimized through implementation of Development Code requirements. Specifically, the applicant would prepare a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The SWPPP would prescribe temporary Best Management Practices (BMPs) to control wind and water erosion during and shortly after construction of the project. A preliminary Water Quality Management Plan (WQMP) (Appendix I) has been prepared, which specifies permanent BMPs to control erosion and sedimentation once construction is complete (see Section IX.c for related discussion). A final WQMP is required prior to building permits, which will affirm the proposed BMPs on the construction plans. The impact on soil erosion is less than significant and no further analysis is warranted.

c) **Less than Significant Impact with Mitigation Incorporated.** The Geotechnical Investigation indicates that site soils typically consist of younger alluvial soil deposits consisting of silty sand, and sandy silt with gravel interspersed. Silty and clayey layers were encountered at depth. The site is not expected to be prone to adverse effects of: slope instability or adverse differential settlement from cut/fill transitions (significant cuts and fills are not proposed).

During construction, the geotechnical engineer would provide on-site observation of site preparation and grading, fill placement and foundation installation, thus ensuring that geotechnical conditions are as anticipated and that the contractor's work meets with the criteria in the approved plans and specifications. Any underground obstructions should be removed, as should large trees and their root systems. Resulting cavities should be properly backfilled and compacted. Efforts should be made to locate existing utility lines. Those lines should be removed or rerouted if they interfere with the proposed construction, and the resulting cavities should be properly backfilled and compacted.

Overall, adherence to the Geotechnical Investigation recommendations and implementation of San Bernardino County Development Code grading standards, as applicable, would minimize the potential impact of on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. General Plan Geologic Hazards Overlay mapping (FH27C, Chino) for the project area indicates that the area is not expected to be subject to landslide or liquefaction. The geotechnical investigation prepared for the project by Leighton & Associates sets forth recommendations for site preparation, grading and site engineering, to mitigate the potential for strong seismic shaking and potentially compressible soil. Implementation of the Leighton & Associates recommendations in the preparation and review of grading plans is incorporated as mitigation measure Geo-1, which would reduce the impact to a level considered less than significant.

d) **Less than Significant**. Expansive (or shrink-swell) behavior is attributable to the water-holding capacity of clay minerals and can adversely affect the structural integrity of

facilities. In general, compliance with Building Code requirements would minimize potential impacts to project facilities. Site soils are determined by the Geotechnical Investigation to be typically stiff or medium dense, are deemed to be low expansive potential. Prior to placing any fills or constructing any overlying improvements, loose surface soils would be scarified and compacted according to Geotechnical Investigation specifications. Impacts would be less than significant and no further analysis is warranted.

e) **No Impact.** The project does not propose to use septic tanks or alternative wastewater disposal systems; therefore, no impacts would occur. No further analysis is warranted.

SIGNIFICANCE: Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level below significant:

GEOLOGY MITIGATION MEASURES*:*

GEO-1 *Geotechnical, Grading and Design Measures. The design and construction recommendations in the May 2013 Geotechnical Investigation prepared by Leighton & Associates, specifically Chapter 3, shall be implemented in the preparation and review of grading plans and in shall be confirmed during inspection of grading and construction activities on the project site.*

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VII	**GREENHOUSE GAS EMISSIONS** - Will the project:				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

SUBSTANTIATION:

a) **Less than Significant Impact.** In September 2006, the State enacted the Global Warming Solutions Act (Assembly Bill 32), which was created to address greenhouse gases emitted by human activity and implicated in global climate change. The Act requires that the greenhouse gas (GHG) emissions in California be reduced to 1990 levels by 2020. This is part of a larger plan in which California hopes to reduce its emissions to 80 percent below 1990 levels by 2050.

Additionally, through the California Climate Action Registry (CCAR, now called the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e., from the project site itself and from activities directly associated with operations) and indirect sources (i.e., not directly associated with the project, but impacted by its operations). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

As discussed in Section III (Air Quality) of this document, the proposed project's primary contribution to air emissions is attributable to construction activities, including the delivery of construction material to the site. Project construction would result in GHG emissions from construction equipment, delivery of construction materials, and construction workers' personal vehicles traveling to and from the site. Construction-related GHG emissions vary depending on the level of activity, length of the construction period, specific construction operations, types of equipment, and number of personnel.

The primary emissions that would result from the proposed project occur as carbon dioxide (CO_2) from gasoline and diesel combustion, with more limited vehicle tailpipe emissions of nitrous oxide (N_2O) and methane (CH_4), as well as other GHG emissions related to vehicle cooling systems. To account for variations in the effectiveness of these gases on climate change, a measure called CO_2-equivalent (CO_2e) is used.

Pursuant to Section 15064.4 of the State CEQA Guidelines, the treatment of GHG emissions follows a process of quantification of project-related GHG emissions, determination of significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. The AQIA used the CalEEMod computer model to

quantify construction-period and operational GHG emissions. Modeling predicts construction activities would generate an overall total of 485.5 metric tons CO_2e emissions. SCAQMD GHG emissions policy from construction activities is to amortize emissions over a 30-year lifetime. The amortized construction emission is 16.2 metric tons CO_2e. **Table 7** identifies the total operational and annualized construction emissions.

Table 7: Operational Emissions

Consumption Source	MT $CO_2(e)$ tons/year
Area Sources	12.1
Energy Utilization	144.7
Mobile Source	606.5
Solid Waste Generation	19.2
Water Consumption	16.4
Annualized Construction	16.2
Total	**815.1**
Significance Threshold	3,500

The screening level operational threshold is 3,500 metric tons (MT) of CO_2e per year. The total operational emissions and annualized construction emissions of 815.1 metric tons of CO_2e per year is well below this threshold and are considered less than significant.

b) **Less than Significant Impact.** The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. In December 2011, the County Board of Supervisors adopted a Greenhouse Gas Emissions Reduction Plan (GHG Reduction Plan). The GHG Reduction Plan states that "[w]ith the application of the GHG performance standards, projects that are exempt from CEQA and small projects that do not exceed 3,000 $MTCO_2e$ per year will be considered to be consistent with the Plan and determined to have a less than significant individual and cumulative impact for GHG emissions." (p. 4-5). Applicable performance standards are identified in Appendix F of the GHG Reduction Plan. As noted in Appendix F, these performance standards apply to all projects and are included as Conditions of Approval when discretionary approvals are granted. Therefore, all applicable performance standards would be included in the Conditions of Approval for the project. In addition, as described in Item VII.a., the project is well below the 3,000 $MTCO_2e$ per year significance threshold.

Because the project would be required to comply with all applicable performance standards identified in the GHG Reduction Plan, and GHG emissions would not exceed the 3,000 $MTCO_2e$ per year screening threshold, the project is determined to be consistent with the County's GHG Reduction Plan.

No significant adverse impacts are identified or anticipated and no mitigation measures are required

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VIII HAZARDS AND HAZARDOUS MATERIALS - Will the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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, will it create a significant hazard to the public or the environment?	☐	☐	☐	☒
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, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

SUBSTANTIATION:

Leighton and Associates, Inc. prepared a Phase I (May 20, 2013) and Phase II (June 28, 2013) Environmental Site Assessment for the project site, which serves as the basis for the following analysis.

a) **Less than Significant Impact.** The proposed project is not expected to result in impacts from hazards and hazardous materials with respect to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous

materials. This is because the proposed project would not involve the routine transport, use, or disposal of significant amounts of hazardous materials as defined by the Hazardous Materials Transportation Uniform Safety Act. During construction, the proposed project would involve the transport of general construction materials (i.e., concrete, wood, metal, fuel, etc.) as well as the materials necessary to construct the proposed project.

Construction activities would involve the use of hazardous materials such as fuels and greases for the fueling and servicing of construction equipment. Such substances may be stored in temporary storage tanks/sheds that would be located on the project site. Although these types of materials are not acutely hazardous, they are classified as hazardous materials and create the potential for accidental spillage, which could expose workers. The use, storage, transport, and disposal of hazardous materials used in construction of the facility would be carried out accordance with federal, state, and County regulations. No extremely hazardous substances (i.e., governed under Title 40, Part 335 of the Code of Federal Regulations) are anticipated to be produced, used, stored, transported, or disposed of as a result of project construction. As needed, Material Safety Data Sheets for all applicable materials present on-site would be made readily available to on-site personnel as required by the SBCFD Hazardous Materials Division. During construction of the facility, non-hazardous construction debris would be generated and disposed of in local landfills. Sanitary waste would be managed using portable toilets, with waste being disposed of at approved sites.

The project would be required to comply with federal, state, and county laws, ordinances, and regulations; therefore, the project would result in less-than-significant impacts related to the creation of significant hazards through the routine transport, use, or disposal of hazardous materials.

b) **Less than Significant Impact.** The proposed project would 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. With the exception of construction-related materials such as fuels, lubricants, adhesives, and solvents, the proposed project would not generate or require the use or storage of significant quantities of hazardous substances. Additionally, any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department. Compliance with regulations and standard protocols during the storage, transportation, and usage of any hazardous materials would ensure no substantial impacts would occur. As such, there is a less-than significant impact associated with creating a significant hazard to the public or the environment.

c) **No Impact.** There is no school located with ¼ mile of the project. The nearest school is Newman Elementary School, which is about 0.5 mile north of the site. Additionally, the future occupants of the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school because the residential project does not propose the use of hazardous materials. There would be no impact related to hazardous emissions or the handling of

hazardous materials near schools resulting from implementation of the project.

d) **No Impact.** The project site is not located on a known site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The proposed project would not create a significant hazard to the public or the environment. Therefore, the project would result in no significant impact associated with hazardous materials sites.

e) **No Impact.** The proposed project area is not located in the vicinity of any public or public use airport. The site is not within the boundaries of an airport land use plan. The nearest public or public use airport is Ontario International Airport, about 10 miles to the northeast. At this distance, the project site is not within an airport land use plan. The project would result in no safety hazards for people residing or working in the project area as a result of proximity to an airport.

f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip; therefore, it would not result in a safety hazard for people residing or working in the project area. The nearest private airstrip is Chino Airport, located approximately 6 miles to the southeast of the project site. There is no impact and no further analysis is warranted.

g) **No Impact.** Activities associated with the proposed project would not impede existing emergency response plans for the project site and/or other land uses in the project vicinity. The project would not result in any closures of existing roadways that might have an effect on emergency response or evacuation plans in the vicinity of the project site. In addition, all vehicles and stationary equipment would be staged off public roads and would not block emergency access routes. Accordingly, implementation of the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. There is no impact and no further analysis is warranted.

h) **No Impact.** The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because there are no wildlands adjacent to this site. The project site is in an urban area and is not located in a fire safety overlay district. Therefore, it is not adjacent to wildlands or near the wildlands/urban interface, and would not expose people, structures or infrastructure to risks of wildland fires. There would be no impact and no further analysis is warranted.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
IX	**HYDROLOGY AND WATER QUALITY** - Will the project:				
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will 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 will not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that will result in substantial erosion or siltation on- or offsite?	☐	☐	☒	☐
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 will result in flooding on- or offsite?	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structure which would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒
j)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

SUBSTANTIATION:

MDS Consulting prepared a Preliminary Water Quality Management Plan (WQMP) dated July 12, 2013 and Pre- and Post-Developed Hydrology Maps which were referenced in the following analysis and incorporated as Appendices I and J respectively.

a) **Less than Significant Impact.** The project would not violate any water quality standards or waste discharge requirements, because a final WQMP would be required to be prepared and approved by the County Public Works Department as part of the building permit(s) process. As detailed in the Preliminary WQMP (Appendix I), the project proposes to collect and convey the "first flush storm water" and convey it to an underground chamber/rock leach field beneath the proposed park for percolation into the ground. The project would also retain the difference between 80% of the existing storm flow and the post development flows.

   A private storm drain system is proposed within the interior streets connecting to a bubbler structure that would discharge storm water to Pipeline Avenue via surface flow through a parkway culvert. There is no storm drain system in Pipeline Avenue that would allow connection of the project's storm drain system. As detailed in the Preliminary WQMP, the project would be retaining the difference in flows between a two-year storm pre- and post-development storm. The project's Post-Developed Hydrology Map (Appendix J) depicts the direction of flow, drainage areas, and proposed location of the drainage vault with an ejection pump.

   Refer to section XVI for an analysis of waste water (sewage).

b) **Less than Significant Impact**. The project would 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. Groundwater infiltration will still occur as discussed in section IX. a) above. Potable water would be provided by the City of Chino not from groundwater wells at the site. The City of Chino Public Works Department has given assurance via a will-serve letter (Appendix H) that it has adequate water service capacity to serve the projected demand for the project, in addition to the provider's existing commitments in conformance with the City's urban water management plan.

c) **Less than Significant Impact.** The project would not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. The project does not propose any substantial alteration to a drainage pattern. There is no stream or river on the site or in the vicinity that would be affected by construction of the project. The project is required to submit and implement an erosion control plan, and construction would be subject to a Storm Water Pollution Protection Plan (SWPPP) to prevent erosion or sedimentation during project construction.

d) **Less than Significant Impact.** As described in c.), above, the project would not impact any drainages, and the project would not otherwise result in any noteworthy change in the drainage pattern of the site or area. As shown on the hydrology plan, the project would not result in a substantial alteration to the drainage pattern of the site or area, nor would it result in any substantial increase in runoff that could cause flooding on-or off-site. The site is currently relatively flat and would remain flat after construction is completed.

e) **Less than Significant Impact.** Refer to response IX. a) above. The project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, because County Public Works has reviewed the proposed project Post-Developed Hydrology Map and has determined that the proposed on-site storm water retention systems are adequate to handle the anticipated flows. All necessary drainage improvements both on and off site would be required as conditions of the construction of the project, and would be subject to the same dust control measures, Best Management Practices for water quality and other standards and requirements that apply to on-site construction. There would be adequate capacity in the local and regional drainage systems so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of storm water flows originating from or altered by the project. Less than significant impacts would result and no further analysis is warranted.

f) **Less than Significant Impact.** Refer responses to IX. a) – e). The proposed project would not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required. No further analysis is warranted.

g) **No Impact.** The project would not 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, because The subject property is not mapped as occurring within a flood hazard zone. No further analysis is warranted.

h) **No Impact.** The project would not place structures within a 100-year flood hazard area which would impede or redirect flood flows, because the site is not located within a 100-year flood hazard area and any area identified as being potentially affected by a 100-year storm. The structures would be subject to a flood hazard review and would be required to be elevated a minimum of one foot above the base flood elevation.

i) **No Impact.** The project would not 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, because the project site is not within any identified path of a potential inundation flow that might result in the event of a dam or levee failure or that might occur from a river, stream, lake or sheet flow situation. There is no impact and no further analysis is warranted.

j) **No Impact.** The project site would not be subject to inundation by seiche, tsunami, or mudflow. A tsunami is a series of ocean waves generated in the ocean by an impulsive disturbance. Due to the inland location of the proposed project, tsunamis are not considered a threat. A seiche is an oscillating surface wave in a restricted or enclosed body of water generated by ground motion, usually during an earthquake. Inundation from a seiche can occur if the wave overflows a containment wall or the banks of a water body. No impacts are expected to occur because the project is not adjacent to any marine or inland water bodies. The soils in the project area are well-drained, the terrain is relatively flat, and mudflows have not historically been an issue in the proposed project area. No further analysis is warranted.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
X.	**LAND USE AND PLANNING** - Will the project:				
a)	Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☒	☐
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

SUBSTANTIATION:

a) **No Impact.** The proposed project would not physically divide an established community, because the proposed single family residential project is located in an urbanizing area that is zoned for residential land uses. The project is located in the Single Residential Land Use Zoning District of the County, adjacent to the City of Chino. It is also within the City of Chino's Sphere of Influence Area and the City has designed the site RD8, which is a residential designation that allows development of up to 8 dwelling units per acre. The proposed project is permitted subject to approval of a General Plan Amendment to change the Land Use Zoning District to Special Development-Planned Residential Development, which would allow for the alternative development standards being approved with the project.

In addition, the project provides greater connectivity between the existing community and uses by placing new residential uses within an area with existing residential development surrounding the site. The proposed project is sited and designed to enhance and be integrated with an established community.

b) **Less Than Significant Impact**. The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, because with approval of the requested General Plan Amendment to change the site's Land Use District, Planned Development Permit and Tract Map, the project would be consistent with all applicable land use policies and regulations of the County Development Code and General Plan. The project site does not have any Overlay District designations, thus it would not conflict with any hazard protection, resource preservation or land use modifying Overlay District regulations. The project site is designated for residential use and the proposed use is consistent with that designation, subject to the preparation and approval of a Planned Development application, as proposed. There is a less than significant impact and no further analysis is warranted.

c) **No Impact**. The proposed project does not conflict with any applicable habitat conservation plans or natural community conservation plans. No such plan exists in the area.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XI.	**MINERAL RESOURCES** - Will the project:				
a)	Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

SUBSTANTIATION: *(Check ☐ if project is located within the Mineral Resource Zone Overlay):*

a) **No Impact.** The project would not result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state, because there are no identified important mineral resources on the project site and the site is not within a Mineral Resource Zone Overlay. No further analysis is warranted.

b) **No Impact.** The proposed project would 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 (see discussion in Item XI.a). There is no impact and no further analysis is warranted.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XII.	**NOISE** - Will 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?	☐	☒	☐	☐
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
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, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

SUBSTANTIATION: *(Check if the project is located in the Noise Hazard Overlay District ☐ or is subject to severe noise levels according to the General Plan Noise Element ☐):*

The project site is not located in a Noise Hazard (NH) Overlay District and is not subject to severe noise levels according to the County General Plan Noise Element. An Acoustical Study was prepared for this project by PCR Services Corporation, May, 2013, which serves as the bases for the analysis below The Acoustical Study is provided as Appendix E.

a) **Less than Significant Impact with Mitigation Incorporated**. The project Acoustical Study analysis demonstrates compliance with the County of San Bernardino's criteria for residential development. In addition, this analysis provides specific noise mitigation measures to ensure that the noise levels comply with the required County standards. Due to the close proximity of the project site to the City of Chino and because the project is within the City's Sphere of Influence, the report discusses the City of Chino's standards. The following also analyzes the project pursuant to County standards.

Pursuant to Section 83.01.080 of the County Development Code, Interior noise levels in all single family residences shall not exceed 45 dBA Day-Night Sound Level (Ldn) emanating from sources outside the residential building. The exterior noise levels in all single family residential land use areas should not exceed 60 dBA Ldn for any exterior residential use area. However, an exterior noise level of up to 65 dBA is permitted, provided exterior noise

levels have been substantially mitigated through a reasonable application of the best available noise reduction technologies.

For the City of Chino, allowable noise levels for a given period of time vary during the day and night, and by maximum time of exposure. The maximum level permitted during the day time (between 7 a.m. and 10 p.m.) in the City is 75 dBA for any period of time. As the time of exposure increases, the maximum noise level decreases by 5 dBA. For example, 70 dBA is the maximum exposure for 1 minute/hour, 65 dBA for 5 minutes/hour, 60 dBA for 15 minutes/hour, and 55 dBA for 30 minutes/hour. During the evening, between 10 p.m. and 7 a.m. the maximum noise level is reduced by 5 dBA for each exposure time.

Exhibit 8, below identifies the noise measurement locations that were used in PCR's acoustical analysis to assess the ambient noise levels. These measurement locations are also used in **Table 8** that follows, which presents a summary of the ambient sound measurements.

Exhibit 8: Noise Measurement Locations

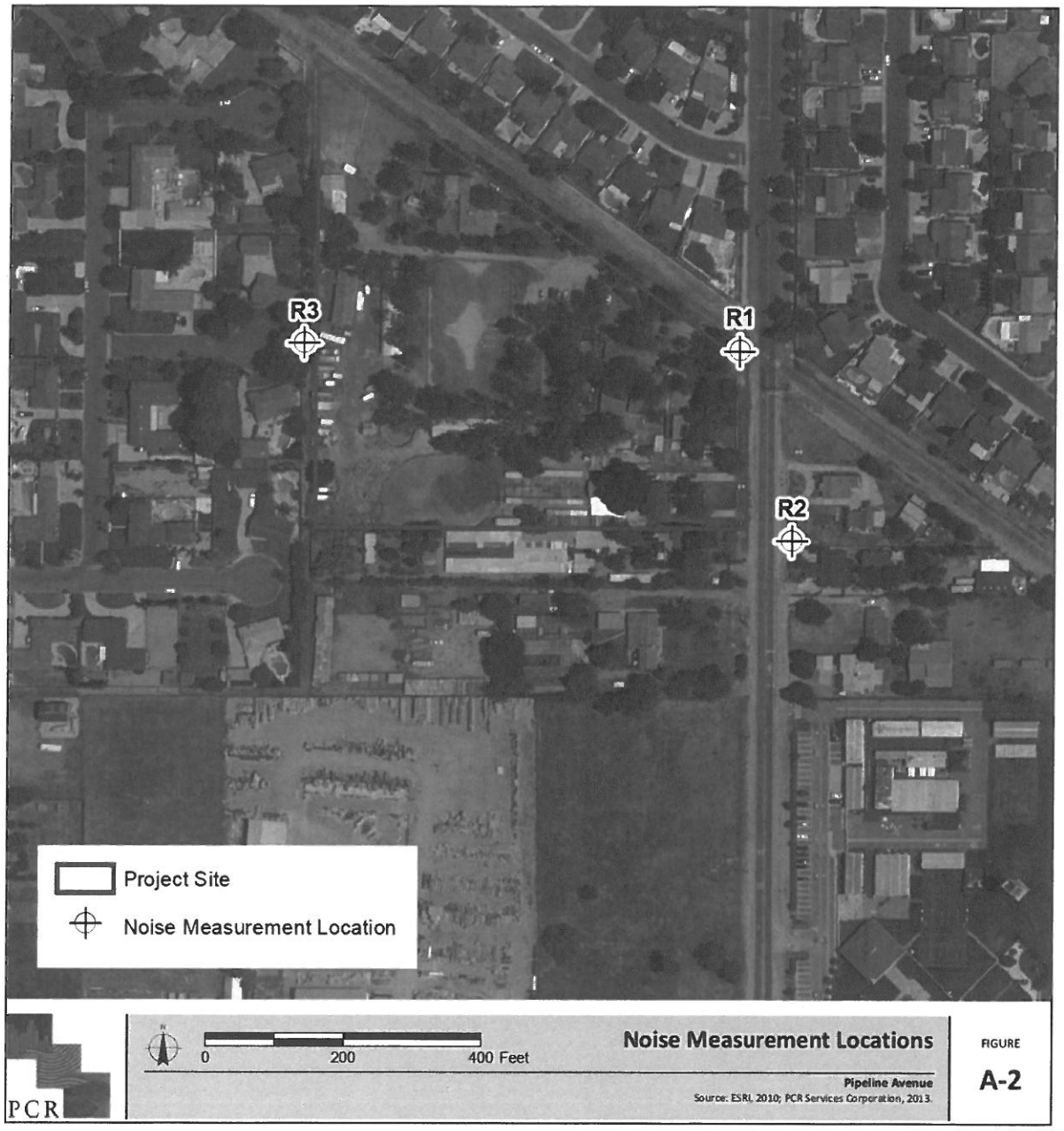


Table 8: Summary of Ambient Noise Measurements

Receptor Location	Measured Ambient Noise Levels[a] (dBA)				
	Daytime (7 a.m. to 10 p.m.)		Nighttime (10 p.m. to 7 a.m.)		24-Hour Average, L_{dn}
	Hourly L_{50}	Hourly L_{50}	Hourly L_{50}	Hourly L_{50}	
R1: 5/1/13 Wednesday (24 hours)	60-67	66-72	43-56	53-72	63
R2: 4/30/13 Tuesday (10:13 a.m.)	60	67	N/A	N/A	N/A
R3: 4/30/13 Tuesday (10:13 a.m.)	53	54	N/A	N/A	N/A
[a] *Detailed measured noise data, including hourly L_{eq} levels, are included in the Acoustical Study.*					
Source: PCR Services Corporation, 2013.					

According to the Acoustical Analysis, the primary source of noise was traffic along Pipeline Avenue and railroad train operation. The highest noise level measured was up to 67 dBA (L_{50}) from a passing freight train, which lasted approximately one minute.

To comply with performance standards of the County Development Code, the exterior noise levels would be reduced from 67 dBA to 65 dBA with the application of exterior walls, landscaping, or building placement that restricts the noise levels produced from the railroad and roadways. In order to reduce the impacts of ambient noise associated with the railroad and adjacent roadways, a 6-foot high block wall is proposed to be constructed around the project site boundaries, subject to confirmation by project-specific acoustic analyses.

Typical building construction would further provide noise reduction. The expected exterior noise levels would trigger a windows closed condition requiring each unit to include a means of mechanical ventilation (e.g. air conditioning), in combination with standard building construction that includes dual-glazed windows. These are typical features on homes; therefore, additional mitigation is not necessary.

b) **Less than Significant Impact with Mitigation Incorporated**. Groundborne vibration and groundborne noise could originate from earth movement during the construction phase of the proposed project. Construction activities may result in short term impacts to the noise environment including groundbourne vibration and noise. Potential impacts to noise would be short term during construction and would end once the project is operational. At buildout the project is not expected to generate groundbourne vibration or noise that is excessive. Short-term impacts associated with construction would be limited to the greatest extent practicable with the implementation of the mitigation measures outlined below.

c) **Less than Significant Impact**. The noise impact analysis assessed noise impacts associated with project traffic and determined it would not cause off-site noise impacts to surrounding off-site noise-sensitive uses. The traffic noise model calibration showed that the noise model result of 66.8 dBA Leq is within less than 1 dBA of the measured ambient noise level, which is within the industry standard tolerance of the noise prediction model. Project-related traffic noise impacts would be less than significant.

The Acoustical Analysis shows that the project would not create a substantial permanent

increase in traffic-related noise levels or expose persons to noise levels in excess of the exterior noise level standards established by the County of San Bernardino. No further analysis is warranted.

d) **Less than Significant Impact with Mitigation Incorporated**. Construction of the proposed project would result in a temporary increase to the noise environment on site and immediately adjacent to the project. The San Bernardino County Development Code Section 83.01(g) allows construction related noise between 7:00 am and 6:00 pm Monday through Saturday excluding holidays. Existing ambient exterior noise levels on the project site, adjacent to Pipeline Avenue range between 60 and 72 dBA during day-time hours. Short-term impacts associated with construction would be limited to the greatest extent practicable with the implementation of Mitigation Measure N-1. The project would also be conditioned to comply with the noise performance standards of the County Development Code, which requires a maximum interior noise level of 45 dBA. Therefore, with implementation of Mitigation Measure N-1, temporary or periodic noise impacts would be less-than-significant.

e) **No Impact.** The proposed project area is not located within the boundaries of an airport land use plan, and is not in the vicinity of an airport. The nearest airport is the Chino Airport, approximately 5 miles to the southeast. The project is not within an airport land use plan or within two miles of an airport. Due to the distance of the airport from the project site, there would be no noise impacts from the airstrip.

f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip. The nearest private airstrip is Chino Airport, located approximately 5 miles to the southeast of the project area. Due to the distance of the airstrip from the project site, there would be no noise impacts from the airstrip.

SIGNIFICANCE: Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level below significant:

NOISE MITIGATION MEASURE:

N-1 *Noise Mitigation. The developer will submit for review and obtain approval of an agreement letter that stipulates that all construction contracts/subcontracts contain as a requirement that the following noise attenuation measures be implemented:*

a) Noise levels of any project use or activity will be maintained at or below adopted County noise standards (SBCC 83.01.080). The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.
b) Exterior construction activities will be limited between 7 a.m. and 7 p.m. There will be no exterior construction activities on Sundays or National Holidays.
c) Construction equipment will be muffled per manufacturer's specifications. Electrically powered equipment will be used instead of pneumatic or internal combustion powered equipment, where feasible.

d) *All stationary construction equipment will be placed in a manner so that emitted noise is directed away from sensitive receptors nearest the project site.*

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XIV. PUBLIC SERVICES				
a) Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	☐	☐	☒	☐
Police Protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other Public Facilities?	☐	☐	☒	☐

SUBSTANTIATION:

Due to the project site being located within an urbanized/developed area, a full range of urban public services is available to serve the project site.

a) **Less than Significant Impact.** The proposed project would not 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, including fire and police protection, schools, parks or other public facilities. Construction of the project would increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this project.

Fire Protection. Fire protection services for the proposed project would be provided by the Chino Valley Independent Fire District (CVIFD), which provides contracted fire service to the County of San Bernardino for the project site vicinity. The nearest file station is Station 65, which is located 1.1 miles away at 12220 Ramona Avenue in Chino. This station is staffed 24 hours a day, 7 days a Week, 365 days a year. The station is an 8,300-square-foot facility and currently houses one Paramedic Engine Company staffed with four personnel, one Truck Company staffed with four personnel, and one Battalion Chief. According to the CVIFD 2012 Master Plan, average response times in 2011 were 8

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XIII. POPULATION AND HOUSING - Will 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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SUBSTANTIATION:

a) **Less than Significant Impact.** The proposed project is not expected to induce substantial population growth in the area, either directly or indirectly, because the project only proposes 36 homes.

Growth induced by a project could be considered a significant impact if it directly or indirectly affects the ability of public agencies to provide services. Public services for this project would be provided by a number of public agencies, including the County of San Bernardino and the City of Chino. No service provider has indicated inability to serve the project. Therefore, the population growth associated with the proposed project is less than significant. The project would not result in a substantial adverse effect related to substantial population growth in the area, and no mitigation measures are required.

b) **No Impact.** The proposed project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere because the project site is currently occupied by three residential units and all three homeowners are aware of this project proposal. No significant adverse impacts are anticipated and, therefore, no mitigation measures are required.

c) **No Impact.** The proposed project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere because the project site is currently developed with three residential units and the property owner is aware of the project proposal and has planned for the relocation. No significant adverse impacts are anticipated and, therefore, no mitigation measures are required.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

minutes, 47 seconds including dispatch processing time.

The proposed project includes five internal fire hydrants along internal private roads, as well as sufficient space and turning radius for fire trucks. The project would comply with all Fire Department access requirements and California Fire Code requirements for the placement of fire hydrants and the use of sprinkler systems. Project compliance with requirements set forth in the Fire Code would provide fire protection for people and structures, as well as the provision of emergency medical services on site. In addition, as discussed in Section XVI. Traffic/Transportation, the proposed project would not result in a significant traffic impact to any study area intersections. Therefore, the proposed project would not impair emergency response vehicles, and average response times in the area would remain within acceptable response time limits.

The proposed project is a residential community, which would increase the number of onsite visitors and personnel. The addition of 36 residential units as a result of the proposed project would result in a small increase in demand for fire protection services, but it would not trigger the need for new or altered facilities. No new facilities would be required to be constructed to accommodate the proposed project. The proposed project would be designed to comply with all Fire Department access requirements and California Fire Code requirements, would not impair emergency response vehicles or increase response times, and would not substantially increase calls for service thereby triggering the need for new or altered facilities.

Police Protection. The San Bernardino County Sheriff's Department would provide police protection services for the project with support from the City of Chino Police Department via a mutual aid agreement. The nearest Sheriff's station is the Chino Hills Station, located 3.4 miles away at 14077 Peyton Drive, Chino Hills. The station has 52 sworn personnel and 15 civilian personnel assigned. The Chino Police Department station is located 2 miles away from the project site at 5450 Walnut Ave, Chino.

The County and City of Chino are signers of the California Disaster and Civil Defense Master Mutual Aid Agreement. The Sheriff's and Police Departments also provide Emergency Evacuation Services in cooperation with other city agencies and the CVIFD.

The project site is planned for residential use in the County General Plan and has been considered in the County Sheriff's Department's long-term plans for police protection services. Police protection services are already provided for the project site, which is developed with residential and business uses. The increase in residences onsite would not significantly increase demand for police services and reduce response times thus requiring the construction of new facilities that would cause environmental impacts. Therefore, the project would not increase response times or require new or altered facilities.

Schools. The project area is served by the Chino Valley Unified School District (CVUSD). The following schools would serve the project: Newman Elementary School, Ramona Junior High School and Don Antonio Lugo High School. The proposed project is a residential development project that would generate students. Based on the student generation factor used by CVUSD, the proposed project would generate the following

students:

Table 9: Student Generation

Grades	Proposed Dwelling Units	Student Generation Factor (SGF)	Students
K-6	36	0.36	13
7-8	36	0.11	4
9-12	36	0.15	5
Totals	**36**	**0.63**	**23**

The small increase in students generated by the proposed project would incrementally increase the demand for school facilities.

Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of CVUSD for the purpose of funding the construction or reconstruction of school facilities. The project Applicant would be required to pay such fees to reduce any impacts of new residential development on school services as provided in Section 65995 of the California Government Code. Pursuant to the provisions of Government Code Section 65996, a project's impact on school facilities is fully mitigated through payment of the requisite school facility development fees current at the time a building permit is issued. Therefore, with payment of the required fees, potential impacts to school services and facilities associated with implementation of the proposed project would be less than significant, and no mitigation is required.

Parks. This project includes a 0.26 acre neighborhood park that includes an open lawn play area, picnic tables, a barbeque area, a fenced tot lot and large shade structure. The County's subdivision code requires residential development provide park and recreation facilities and/or pay a park fee in-lieu of providing a park. The project proponent is proposing to construct a park and pay park fees in-lieu of providing park area to meet the requirements of the subdivision code. While the proposed project would likely create a slight increase in the demand for parks or the availability of parks due to the increase in population, project impacts, given the size of the project, proposed recreation and open space uses onsite and the payment of in-lieu park fees, would be less than significant.

Other Public Facilities. The proposed project would generate an increased demand for other public facilities; however, given the relative size of the project and resulting population increase compared with the area, the project's increase would not be substantial, and the project would not require the construction of new facilities. Therefore,

while the proposed project would likely create a slight increase in the demand for other public facilities, given the size of the project and proposed uses, this impact would be less than significant. No mitigation is required.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XV.	**RECREATION**				
a)	Will the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☒	☐
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?	☐	☐	☒	☐

SUBSTANTIATION:

a) **Less than Significant Impact.** The proposed 36 unit single family residential project is not expected to result in an increase in 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. The proposed project includes an on site neighborhood park with several amenities, including a tot lot, barbeque area, open lawn area, and a shaded area for recreational activities. The neighborhood park that is proposed as a part of the project would meet neighborhood park needs of future residents. Community parks are available throughout the adjacent Cities of Chino and Chino Hills. Existing regional parks are adequate to handle regional park needs of future residents in the 36 residential units. Park fees paid by the project proponent would also offset the increased demand of regional parks.

b) **Less than Significant Impact.** The proposed project includes an on-site neighborhood park. This amenity would not have an adverse physical effect on the environment. The project does not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. No significant adverse impacts on recreation would result from implementation of the project and no further analysis is warranted.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVI.	**TRANSPORTATION/TRAFFIC** – Will 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 greenways, pedestrian and bicycle paths, and mass transit.	☐	☐	☒	☐
b)	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	☐	☐	☒	☐
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e)	Result in inadequate emergency access?	☐	☐	☒	☐
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?	☐	☐	☒	☐

SUBSTANTIATION:

a) **Less than Significant Impact.** A Traffic Impact Analysis (TIA) was prepared for the project by DKS in May 2013 (see Appendix G). The TIA was prepared using the County of San Bernardino's Traffic Impact Analysis Study Guidelines. The TIA reveals that the proposed project would not result in any decrease in the performance of the area's circulation system. The project includes a new residential roadway that would be constructed west of Pipeline Avenue, and would also intersect with Pipeline Avenue. The future roadway would provide a right-of-way (ROW) width of 60 feet containing: two lanes (one lane in each direction); 36 feet of curb-to-curb pavement and 12 foot parkways with sidewalk facilities on both sides of the street. Given that the internal circulation and access have been designed to meet the County's standards (i.e., street ROW, curb-to-curb width, turn radii, etc.), no impacts to circulation or emergency vehicles is anticipated and the project would not conflict with any plan, ordinance or policy establishing

measures of effectiveness for the performance of the circulation system. Less than significant impacts would result from implementation of the project and no further analysis is warranted.

b) **Less than Significant Impact.** As noted under impact a), above, the TIA prepared for the project reveals that the proposed project would not result in any decline in the performance of the area's circulation system during the operational period. During construction, there would be no impact to Pipeline Avenue, which currently operates at a Level of Service A and B during the AM and PM peak periods. Because the construction period is of limited duration and construction trucks would travel throughout the day rather than being concentrated during peak hours, this impact is less than significant. The proposed project would therefore not conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

The proposed project would result in a less-than-significant increase in traffic in relation to the existing traffic load and capacity of the street system. At the initiation of project construction, equipment would be mobilized to the project site using Pipeline Avenue. Such equipment would then be stored onsite for the duration of construction and used as construction progresses.

During operations, the project would result in additional traffic throughout the day, including during the AM and PM peak hours. The project would generate approximately 410 daily trips, of which 35 are in the AM peak hour, and 42 are in the PM peak hour. However, the additional daily trips attributed to the project do not change the level of service along Pipeline Avenue such that the level of service rating decreases. Based on these facts, less than significant impacts would result from implementation of the project and no further analysis is warranted.

c) **No Impact.** The proposed project would not affect air traffic patterns. The project site is not within the vicinity of any airport. The project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, because there is no anticipated notable impact on air traffic volumes by passengers or freight generated by the proposed uses and no new air traffic facilities are proposed.

d) **Less than Significant Impact.** The project would not substantially increase hazards due to a design feature or incompatible uses because the project would consolidate multiple driveways currently on Pipeline Ave. to one access point that is located a sufficient distance away from other intersections pursuant to County standards and with sufficient site distance. There are no incompatible uses proposed by the project that would impact surrounding land uses. Therefore, less than significant impacts related to roadway design features or incompatible uses would result from implementation of the project and no further analysis is warranted.

e) **Less than Significant Impact.** The proposed project would not result in inadequate emergency access to the project area. During project construction, public roads would remain open and available for use by emergency vehicles and other traffic. The proposed project would not result in any roadway closures in the vicinity of the project site. The project site would provide emergency access paths as approved by the Chino Valley Fire District. The site's access roadway is an enlarged entry to accommodate emergency vehicles and is not gated to allow emergency responders to enter the site 24 hours per day. The project complies with all local and state Fire Code regulations with respect to access as the Chino Valley Independent Fire District has determined the development meets the requirements set forth in Appendix D to allow the development to have one access point. Less than significant impacts would result from implementation of the project and no further analysis is warranted.

f) **Less than Significant Impact.** The project would not conflict with adopted policies, plans, or programs regarding public transit and alternative or non-motorized transportation (e.g., transit amenities) because all alternative transportation improvements have been included in the project design or would be addressed through standard conditions of approval regarding pedestrian access improvements. Less than significant impacts would result from implementation of the project and no further analysis is warranted.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS - Will the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded, entitlements needed?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

SUBSTANTIATION:

a) **Less than Significant Impact**. Refer to response IX. a). Wastewater sewer service for the project would be provided by the City of Chino Public Works Department. Sewage would be conveyed in public sewer lines in the public street rights-of-way on the project site to the sewer lines in Pipeline Avenue. As such, the proposed project does not exceed wastewater treatment requirements of the Regional Water Quality Control Board, Santa Ana Region, as determined by County Public Health – Environmental Health Services. The project would comply with all regulation and requirements established by the Regional Water Quality Control Board.

b) **Less than Significant Impact.** Refer response to IX. a). The proposed project would not require or result in a need for new water or wastewater treatment facilities or expansion of existing facilities. There is sufficient capacity in the existing system for the proposed use. The proposed project would be served by existing sewer and water lines in proximity to the

project, provided by the City of Chino Public Works Department.

c) **Less than Significant Impact**. Refer responses to IX. a) – e). The project proposes to collect and convey the "first flush storm water" and convey it to an underground chamber/rock leach field beneath the proposed park for percolation into the ground.

A private storm drain system is proposed within the interior streets connecting to a bubbler structure that would outlet the storm waters into Pipeline Avenue. There is no storm drain system in Pipeline Avenue that would allow connection of the project's storm drain system.

A Final WQMP is required prior to issuance of a grading permit, which would ensure that the project design complies with regulations and requirements associated with hydrology and water quality. The project is not expected to significantly alter drainage patterns off-site and no expansion or new storm drain facilities beyond what is already planned for area-wide drainage would be required. No further analysis is warranted.

d) **Less than Significant Impact**. Refer response to IX. b). Sufficient water supplies are available to serve the project from existing entitlements and resources. Due to the relatively small scale project in comparison to the City of Chino's current service area, the City has adequate capacity to accommodate the project and the impact of the project on water supplies would be less than significant.

e) **Less than Significant Impact**. Refer response to IX. a). The proposed project would not require or result in the construction of new wastewater treatment facilities or the expansion of existing wastewater treatment facilities. The City of Chino has adequate capacity to serve the projected wastewater treatment demand for the project, in addition to the provider's existing commitments. Accordingly, no impacts are anticipated from implementation of the proposed project.

f) **No Impact**. The County of San Bernardino Solid Waste Management Division (SWMD) is responsible for the operation and management of the County of San Bernardino's solid waste disposal system which consists of five regional landfills and nine transfer stations. According to the 2007 San Bernardino Countywide Integrated Waste Management Plan, the County of San Bernardino continues to have disposal capacity available for solid waste generated, but not diverted, in excess of 15 years as required under Public Resources Code Section 41701. The systemwide characteristics indicate that the County has an estimated site-life capacity of 38 years; however, the projected site life is calculated at 26 years of refuse capacity. Existing landfills serving the project area are the Mid-Valley Landfill in Rialto and San Timoteo Landfill in Redlands. The Mid-Valley Landfill has a maximum permitted capacity of 20,400,000 cubic yards and 7,500.00 tons per day of throughput with approximately 13,605,488 cubic yards of remaining capacity. The San Timoteo Landfill has a maximum permitted capacity of 101,300,000 cubic yards and 2,000.00 tons per day of throughput with approximately 67,520,000 cubic yards of remaining capacity. Based on an average single-family unit waste generation rate of 10.4 pounds per day in the City of Chino, the project would generate approximately 0.19 tons per day and 68.3 tons of solid waste per year, which is 0.002% of the combined daily capacity of both landfills and 0.00008% of the combined remaining capacity. The SWMD

has assumed build out of the project site as a residential use and planed for the associated solid waste generation in the existing sufficient permitted capacity to accommodate the project's solid waste disposal needs. Due to the relatively small amount of waste generated by the project compared with the capacity in the system the project would result in less than significant impacts

g) **Less than Significant Impact**. The proposed project would comply with all federal, state, and local statutes and regulation related to solid waste. The project would consist of short-term construction activities (with short-term waste generation limited to minor quantities of construction debris). Solid waste produced during the construction phase of this project would be disposed of in accordance with all applicable regulations, including the County construction and demolition debris reduction ordinance.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

SUBSTANTIATION:

a) **Less than Significant Impact.** The project would not significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. No potential impact on rare or endangered species or other species of plants or animals or habitat identified by the California Natural Diversity Database (CNDDB) has been identified in the analysis of the proposed project, based on the disturbed condition of the project site. There are no identified historic or prehistoric resources identified on this site.

b) **Less than Significant Impact.** Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period.

The project would not have impacts that are individually limited, but cumulatively considerable. Special studies prepared to analyze impacts of the proposed project consider and evaluate existing and planned conditions of the surrounding area and the region. Existing and planned infrastructure in the surrounding area has been planned to

accommodate planned build out of the area, including the project site with the planned uses.

c) **Less than Significant Impact.** The design of the project, with application of County policies, standards, and design guidelines ensure that there would be no substantial adverse effects on human beings, either directly or indirectly. Impacts of the proposed project would be less than significant.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level below significant:

XVIII. MITIGATION MEASURES:

(Any mitigation measures which are not "self-monitoring" will have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval. Condition compliance will be verified by existing procedure [CCRF].)

AIR QUALITY MITIGATION MEASURES:

AQ-1 *AQ/Operational Mitigation. Operation of all off-road and on-road diesel vehicles/equipment will comply with the County Diesel Exhaust Control Measures [SBCC §83.01.040 (c)], including but not limited to:*

a) Equipment/vehicles will not be left idling for periods in excess of five minutes.
b) Engines will be maintained in good working order to reduce emissions.
c) Onsite electrical power connections will be made available where feasible.
d) Ultra low-sulfur diesel fuel will be utilized.
e) Electric and gasoline powered equipment will be substituted for diesel powered equipment where feasible.
f) Signs will be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.

AQ-2 *AQ/Dust Control Plan. The developer will prepare, submit, and obtain approval from San Bernardino County Planning of a Dust Control Plan (DCP) consistent with South Coast Air Quality Management District guidelines and a letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP will include the following elements to reduce dust production:*

a) Exposed soils and haul roads will be watered three (3) times per day to reduce fugitive dust during all grading/construction activities. Inactive areas will be treated with soil stabilizers such as hay bales or aggregate cover.
b) Street sweeping will be conducted when visible soil accumulations occur along site access roadways to remove dirt dropped by construction vehicles.
c) Site access driveways and adjacent streets will be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday.
d) Construction vehicle tires will be washed prior to leaving the project site.

e) All trucks hauling dirt away from the site will be covered, and speeds on unpaved roads will be reduced below 15 miles per hour.
f) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil will be watered hourly and activities on unpaved surfaces will cease until wind speeds no longer exceed 25 mph.
g) Storage piles that are to be left in place for more than three working days will either be sprayed with a non-toxic soil binder, covered with plastic or revegetated.

AQ-3 *AQ – Installation. The developer will submit for review and obtain approval from County Planning of evidence that all air quality mitigation measures have been installed properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety.*

BIOLOGICAL RESOURCES MITIGATION MEASURES*:*

BIO-1 *Nesting Bird Mitigation – Pre-Construction Surveys. Within 30 days prior to vegetation clearing or ground disturbance associated with construction or grading that would occur during the nesting/breeding season (February through August, unless determined otherwise by a qualified biologist based on observations in the region), the Applicant will retain a qualified biologist to determine if active nests of species protected by the Migratory Bird Treaty Act or the California Fish and Game Code are present within or adjacent to the disturbance zone or within 100 feet (300 feet for raptors) of the disturbance zone. The surveys will be conducted no more than seven days prior to initiation of disturbance work within active project areas. If ground disturbance activities are delayed, then additional pre-disturbance surveys will be conducted such that no more than seven days will have elapsed between the survey and ground disturbance activities. If ground disturbance will be phased across the project site, pre-disturbance surveys may also be phased to conform to the development schedule.*

If active nests are found, clearing and construction within 300 feet of the nest (or a lesser distance if approved by the U.S. Fish & Wildlife Service) will be postponed or halted, until the nest is vacated and juveniles have fledged, as determined by the biologist. Avoidance buffers will be established in the field with highly visible construction fencing or flagging, and construction personnel will be instructed on the sensitivity of nest areas. A qualified biologist will serve as a construction monitor during those periods when construction activities will occur near active nests to ensure that no inadvertent impacts on these nests occur.

The results of pre-construction nesting bird surveys, including graphics showing the locations of any nests detected, and documentation of any avoidance measures taken, will be submitted to the County of San Bernardino and California Department of Fish & Wildlife within 14 days of completion of the pre-construction surveys or construction monitoring to document compliance with applicable state and federal

laws pertaining to the protection of native birds.

GEOLOGY MITIGATION MEASURES:

GEO-1 *Geotechnical, Grading and Design Measures. The design and construction recommendations in the May 2013 Geotechnical Investigation prepared by Leighton & Associates, specifically Chapter 3, shall be implemented in the preparation and review of grading plans and in shall be confirmed during inspection of grading and construction activities on the project site.*

NOISE

NOISE MITIGATION MEASURE:

N-1 *Noise Mitigation. The developer will submit for review and obtain approval of an agreement letter that stipulates that all construction contracts/subcontracts contain as a requirement that the following noise attenuation measures be implemented:*

a) Noise levels of any project use or activity will be maintained at or below adopted County noise standards (SBCC 83.01.080). The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.
b) Exterior construction activities will be limited between 7 a.m. and 7 p.m. There will be no exterior construction activities on Sundays or National Holidays.
c) Construction equipment will be muffled per manufacturer's specifications. Electrically powered equipment will be used instead of pneumatic or internal combustion powered equipment, where feasible.
All stationary construction equipment will be placed in a manner so that emitted noise is directed away from sensitive receptors nearest the project site.

GENERAL REFERENCES

California Department of Resources Recycling and Recovery (CalRecycle) website. Accessed January 27, 2014. http://www.calrecycle.ca.gov/

CEQA Guidelines, Appendix G.

Chino Valley Independent Fire District. 2012 Master Plan. Available at: http://www.chinovalleyfire.org/DocumentCenter/View/8

The Community Foundation. County of San Bernardino 2012 Community Indicators Report. Available at: http://www.sbcounty.gov/uploads/cao/feature/content/2012_cir_sb.pdf

County of San Bernardino. (2007, March 13). *County of San Bernardino 2007 Development Code*. Amended July 25, 2013. Available at http://cms.sbcounty.gov/lus/Planning/DevelopmentCode.aspx

County of San Bernardino. (2007, March 13). *County of San Bernardino 2007 General Plan*. Amended July 18, 2013. http://www.co.san-bernardino.ca.us/landuseservices/general_plan/Default.asp.

County of San Bernardino Geologic Hazards Overlays Map FH27C (Chino).

County of San Bernardino Hazard Overlay Map FH27C (Chino).

County of San Bernardino Identified Hazardous Materials Waste Sites List, April 1998.

County of San Bernardino, Countywide Integrated Waste Management Plan, March 1995.

County of San Bernardino, Greenhouse Gas Emissions Reduction Plan, January 6, 2012.

County of San Bernardino, *San Bernardino County Storm Water Program, Model Water Quality Management Plan Guidance*.

County of San Bernardino Road Planning and Design Standards.

Environmental Impact Report, San Bernardino County General Plan, 2007.

Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map.

South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993.

U.S. Department of Agriculture, Natural Resources Conservation Service. Web Soil Survey. Available at http://websoilsurvey.nrcs.usda.gov/.

LIST OF APPENDICES

Appendix A Air Quality and Greenhouse Gas Emissions Impact Analysis
Appendix B General Biological Resources Assessment
Appendix C Cultural Resources Assessment (includes Paleontological Resources Assessment)
Appendix D Geotechnical Investigation
Appendix E Acoustical Study
Appendix F Phase I and II
Appendix G Traffic Impact Analysis
Appendix H City of Chino Will-serve letter
Appendix I Preliminary Water Quality Management Plan
Appendix J Pre- and Post-Developed Hydrology Map