

# 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:

<b>APN:</b> 0353-151-18	
<b>APPLICANT:</b> VERIZON WIRELESS	<b>USGS Quad:</b> PORTION OF SW ¼ SE ¼ SEC 19 TOWNSHIP 2N R 7W LYING SLY OF S LI MT BALDY RD AND EX ELY 400 FT THEREOF
<b>PROPOSAL:</b> CONDITIONAL USE PERMIT TO ESTABLISH A WIRELESS TELECOMMUNICATION FACILITY CONSISTING OF INSTALLATION OF (12) PANEL ANTENNAS AT 38-FOOT CENTERLINE MOUNTED ON A PROPOSED 45-FOOT MONOPINE. INSTALLATION OF A 12-FOOT-4-INCH X 18-FOOT BLOCK BUILDING. INSTALLATION OF AN 8-FOOT CHAINLINK FENCE WITH A 4-FOOT-WIDE GATE. INSTALLATION OF A 30-KILOWATT GENERATOR MOUNTED ON A 5-FOOT X 8-FOOT CONCRETE PAD. INSTALLATION OF (2) GPS ANTENNAS	<b>T, R, Section:</b> T2N R7W Sec.19 SE ¼, SW ¼
<b>COMMUNITY:</b> MOUNT BALDY /2 ND SUPERVISORIAL DISTRICT	<b>Planning Area:</b> MOUNT BALDY, UNINCORPORATED PORTION OF SAN BERNARDINO COUNTY
<b>LOCATION:</b> 801 SAN ANTONIO CREEK ROAD, MOUNT BALDY, CALIFORNIA 91759	<b>LUZD:</b> RC-Resource Conservation
<b>PROJECT NO.:</b> P201200254	<b>Overlays:</b> FS1 MODERATE/HIGH LANDSLIDE AREA, FEMA Zone X AND D, FP 1
<b>STAFF:</b> Jim Morrissey	
<b>REP:</b> SPECTRUM SURVEYING & ENGINEERING – RANDI NEWTON	

## PROJECT CONTACT INFORMATION:

**Lead agency:** County of San Bernardino  
Land Use Services Department, Planning Division  
385 North Arrowhead Avenue, First Floor  
San Bernardino, CA 92415

**Contact person:** Jim Morrissey, Contract Planner  
**Phone No:** (951) 925-8455 **Fax No:** (909) 387-3223  
**E-mail:** Jim.Morrissey@lus.sbcounty.gov

**Project Sponsor:** Spectrum Surveying – Randi Newton  
8390 Maple Place, Suite 110  
Rancho Cucamonga, CA 91730

## PROJECT DESCRIPTION:

The proposed application is a Conditional Use Permit (CUP) to establish a 45-foot wireless telecommunications tower camouflaged as a monopine with 12 panel antennas and two GPS antennas on a portion of a 17.56-acre parcel. The proposal includes a 12-foot-4-inch by 18-foot equipment shelter within a 900-square-foot lease area. The project will include extending the existing dirt road 230 feet for accessibility. The proposal will also include the installation of an 8-foot chain link fence, with a 4-foot-wide gate located at the southeast portion of the leased site. A 30-kilowatt generator would be installed on a 5-foot by 8-foot concrete pad, located within the southwest portion of the leased site. An existing utility pole (#4593592E) is located approximately 25 feet northeast of the proposed block building. The proposed project will connect with the existing utility pole and will install a meter pedestal (located approximately 5 feet south of the existing utility pole) as well as install an underground Telco trench (approximately 80 linear feet) to collect utilities to the proposed facility. The project site lies within the unincorporated portion of the County of San Bernardino, California, on the border of Los Angeles County. It is located south of Mount Baldy Road, on the northeast side of the Mount Baldy area. The County's General Plan designates the project area RC-Resource Conservation Land Use Zoning District. Additionally the site is located within Overlay District FS1, moderate/high

landslide area. Access to the project site is provided via a graded dirt access road that extends to within approximately 230 feet of the project site to Mt. Baldy Road via the Trout Pools parking lot.

**ENVIRONMENTAL/EXISTING SITE CONDITIONS:**

Generally, the project site is located south of San Antonio Canyon, southwest of Sugarloaf Peak and north of Kerkhoff Canyon, within the Angeles National Forest. The 17.56-acre parcel upon which the 900-foot wireless facility and connecting access road are located also contains other uses, including fishing ponds and existing single-family residential development to the east and southwest portion of the site. Mount Baldy Road is located approximately 260 feet northwest of the proposed facility. In addition, San Antonio Creek is located generally north of Mount Baldy Road, approximately 300 feet northwest of the project site. The proposed 900-square-foot lease area is a generally cleared of trees and is located directly south of an existing overhead power line. Further, the proposed facility is approximately 350 feet southwest from the closest single-family residence. See Exhibit 1 through Exhibit 4 for the project’s regional and local location and site plan.

AREA	EXISTING LAND USE	LAND USE ZONING DISTRICT/OVERLAYS
Site	Fishing ponds, storage facilities, and existing single-family residential development	RC – Resource Conservation
North	Vacant	RC-Resource Conservation
South	Vacant	RC-Resource Conservation
East	Vacant	RC-Resource Conservation
West	Single-family residences	SD - Special Development/Residential

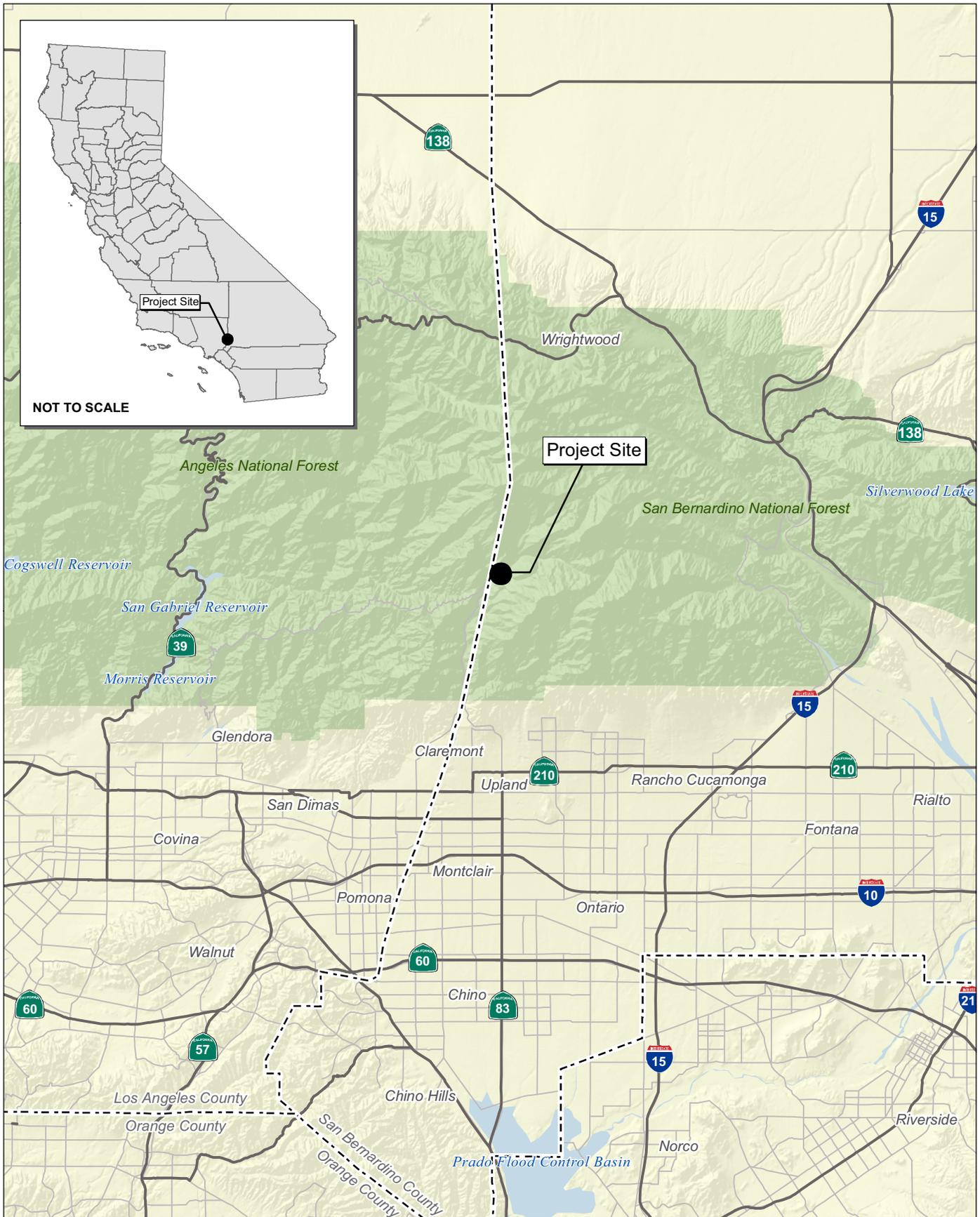
**Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement.):**

Federal: Department of Fish and Wildlife

State of California: Regional Water Quality Control Board

County of San Bernardino: Land Use Services - Building and Safety, Code Enforcement; and County Fire, Information Services

Local: N/A



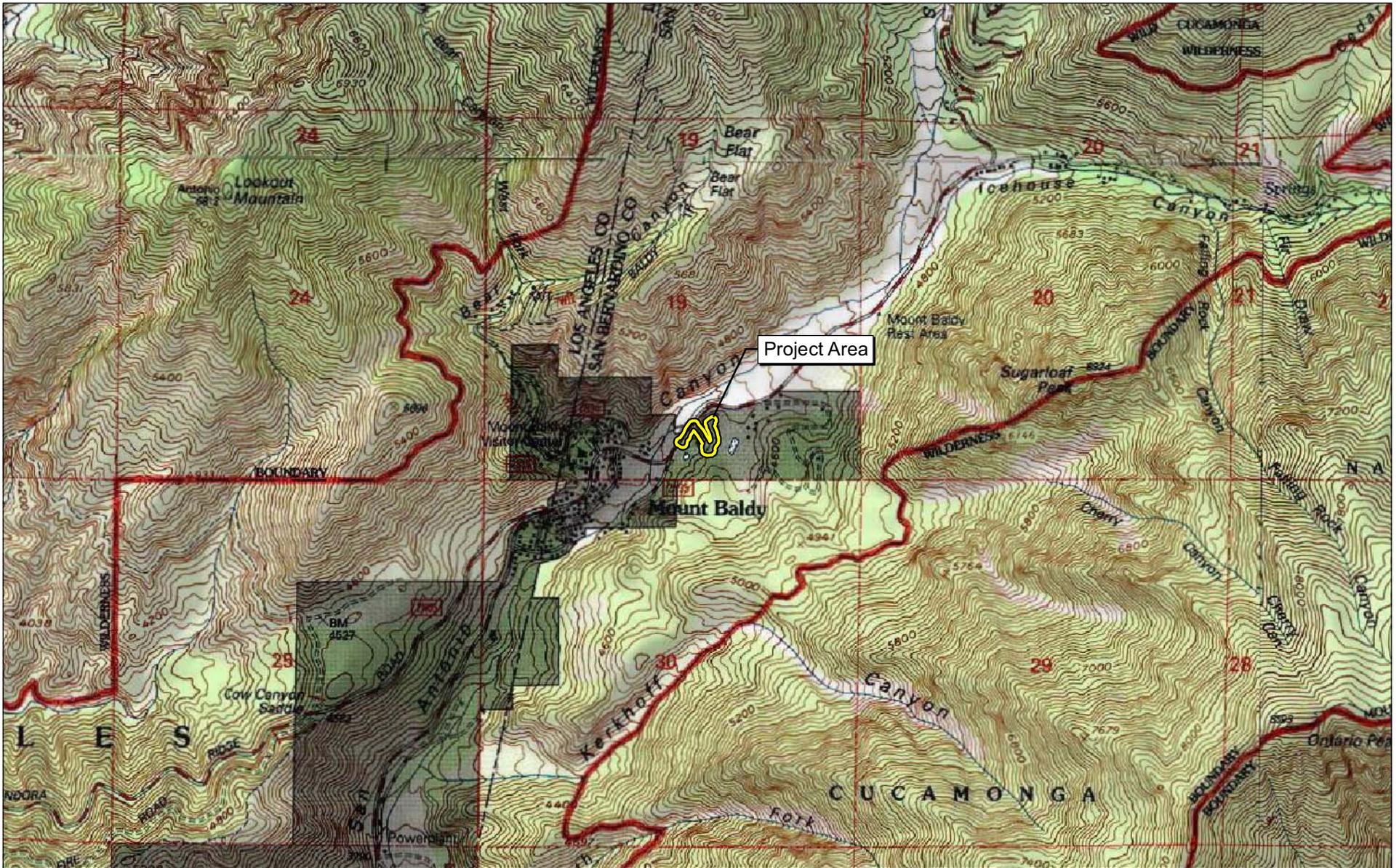
Source: Census 2000 Data, The CaSIL, MBA GIS 2013.



Michael Brandman Associates

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# Exhibit 1 Regional Location Map



Source: TOPO! USGS Cucamonga Peak (1996), Mount San Antonio (1995), Mt. Baldy (1995), and Telegraph Peak (1996), CA 7.5' DRG.

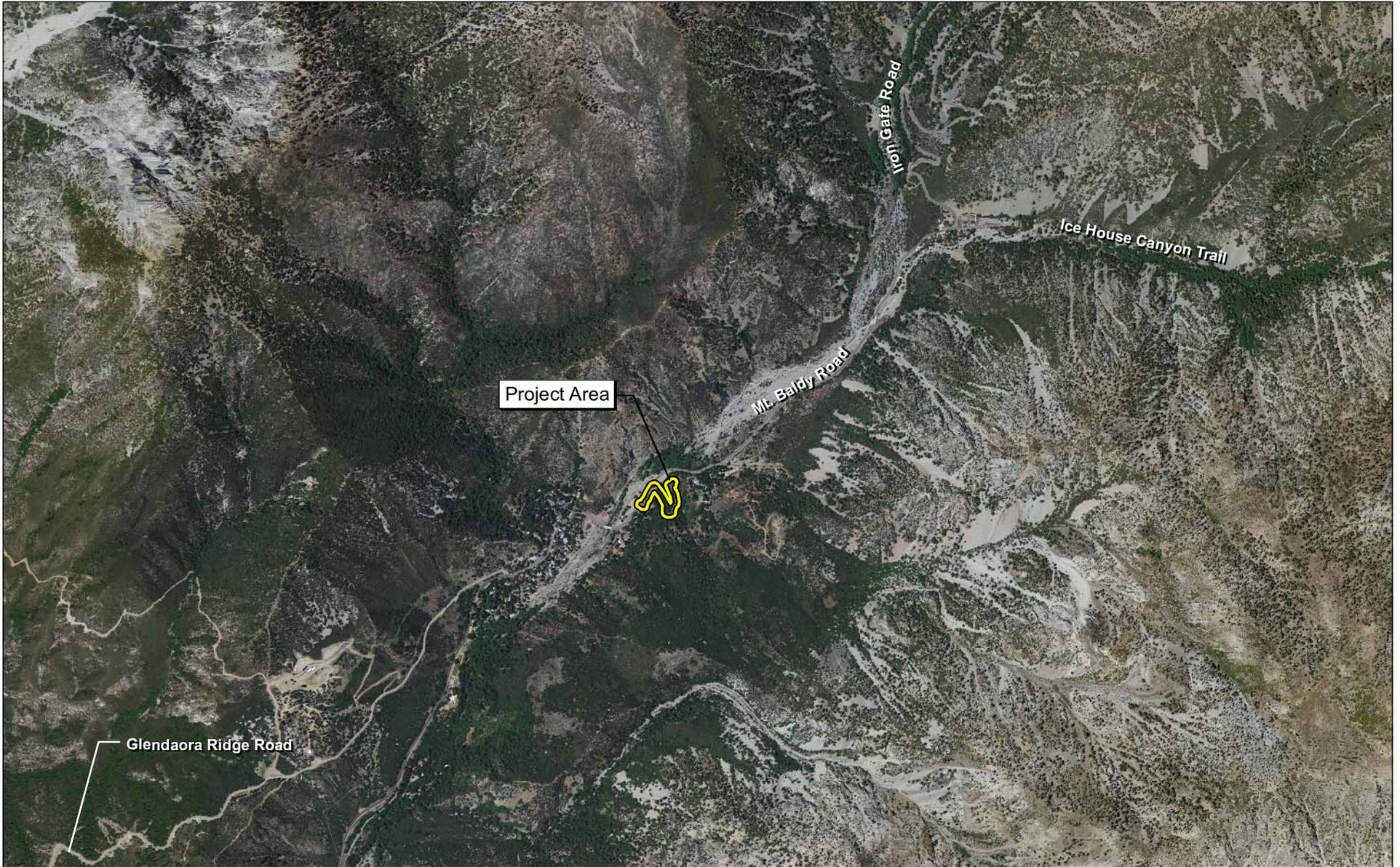


Michael Brandman Associates

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## Exhibit 2 Local Vicinity Map Topographic Base



Source: NAIP Aerial Imagery 2009.

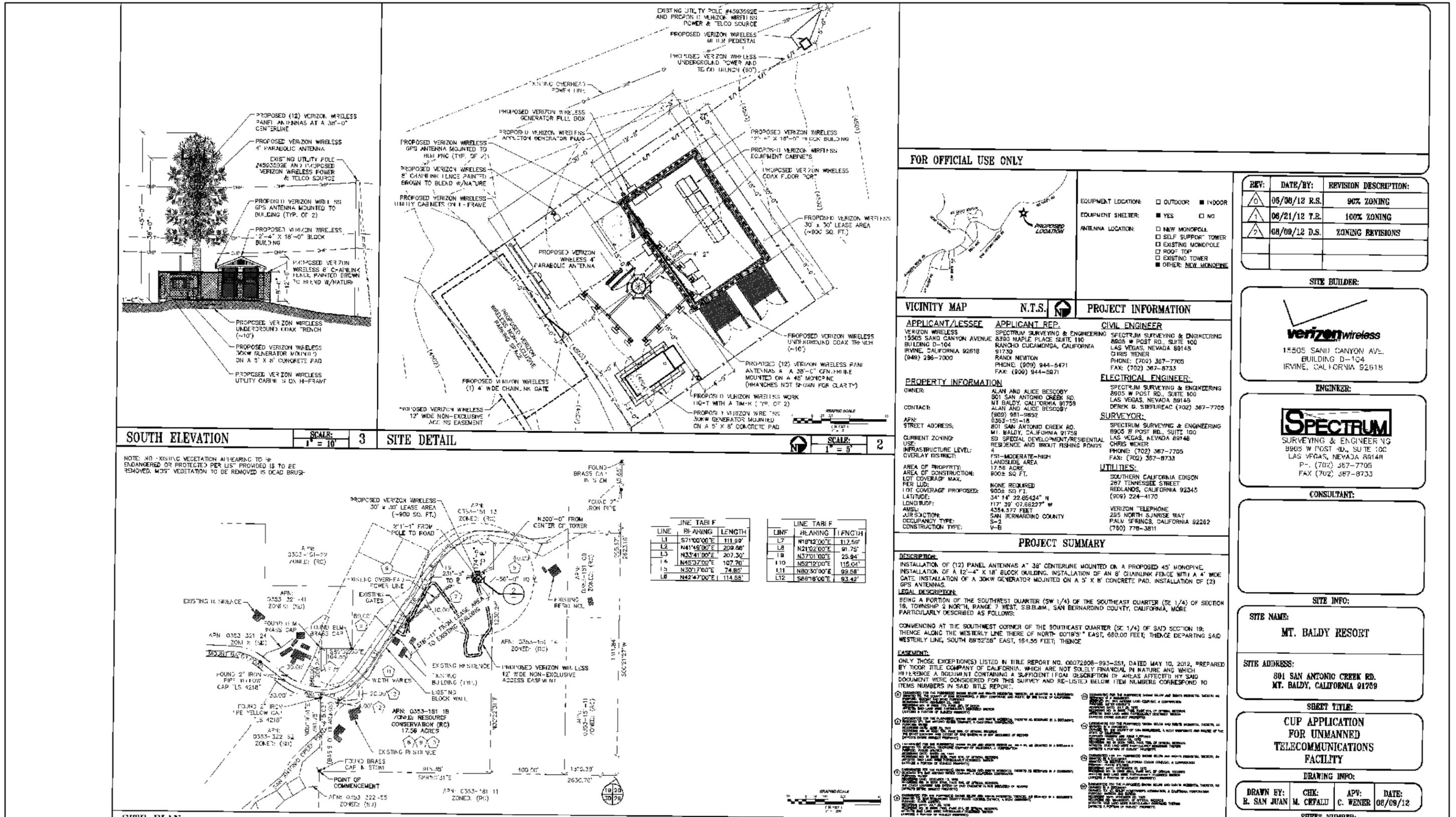


Michael Brandman Associates

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### Exhibit 3 Local Vicinity Map Aerial Base



Source: Spectrum Surveying and Engineering 2012

**EVALUATION FORMAT**

This initial study complies with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is as follows. This document evaluates the project based upon its effect on 18 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	Less than Significant	No Impact
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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. Therefore, no impacts are identified or anticipated and no mitigation measures are required.
2. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. 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 mitigation measures)
4. Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (Listing the impacts requiring analysis within the EIR).

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

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION: (To be completed by the Lead Agency)**

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

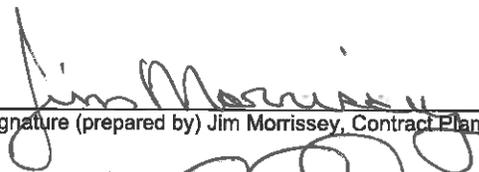
The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

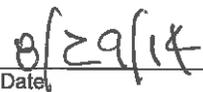
Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

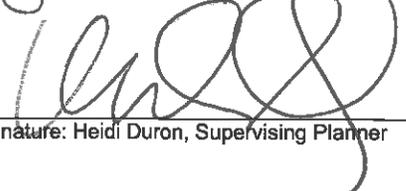
The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

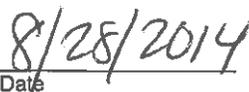
The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

  
\_\_\_\_\_  
Signature (prepared by) Jim Morrissey, Contract Planner

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Signature: Heidi Duron, Supervising Planner

  
\_\_\_\_\_  
Date

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

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

- I a) **Less than Significant Impact.** The proposed project is not located within a designated State Scenic Highway; however, it is located within the Angeles National Forest, which has been designated by the County as an area of scenic value. The project site is also located approximately 260 feet east of Mount Baldy Road, a County designated scenic route, meaning that the project site could be considered part of a scenic corridor. The General Plan determines that development along scenic corridors will be required to demonstrate through visual analysis that the proposed improvements are compatible with the scenic qualities present. As per the General Plan, development is restricted within the National Forest in general, in order to ensure sufficiently low development densities and building controls that protect visual and natural qualities of the area. The project would establish a telecommunications facility occupying approximately 900 square feet and a graded access road extending approximately 230 linear feet to the site. The tower would be designed as a monopine to blend with the surrounding habitat and scenic features. Additionally, an overhead power line is currently extending across a portion of the parcel, directly north of the site. Furthermore, renderings of the proposed site plan demonstrate that the project design, including placement of the tower amid existing pines, would not significantly impact scenic views of the area. Thus, the project would not introduce any significant structures that would deteriorate the natural or visual qualities of the area and, would not have an adverse impact on a scenic vista.
- I b) **Less than Significant Impact.** As previously discussed, the project site is located approximately 260 feet east of Mount Baldy Road, a County Designated Scenic Highway. Because of site design features including the use of a camouflaged tower (monopine), its isolated location significantly above Mount Baldy road, and the surrounding vegetation, the proposed project would not substantially damage scenic resources, including but not limited to rock outcroppings. In addition, as stated above in I a), the site is not adjacent to a State Designated Scenic Highway. Therefore, the project will not damage any rock outcroppings or historic buildings on the project site.
- I c) **Less than Significant Impact.** The proposed leased site is located approximately 260 feet from the nearest road and 350 feet southwest from the closest single-family residence. The proposal is to locate the monopine tower adjacent to and amid existing pine trees and to fence off the proposed block building further reducing impacts to the visual character or quality of the site and its surroundings. No trees are proposed to be removed, and the monopine design is intended to integrate the facility into the existing setting and would assist in maintaining the aesthetic quality of the site. Therefore, the project would not substantially degrade the existing visual character or quality of the site and its surroundings.
- I d) **Less than Significant Impact.** Locating an unmanned telecommunication facility amid mature trees has a small potential to produce new nighttime light and/or glare that may be noticeable from surrounding viewing areas. The San Bernardino County Development Code also requires the use of non-reflective colors on structures, poles, towers, antenna supports, antennas, and other components. Lighting for the unmanned project would be provided through "Verizon Wireless Work Lighting". The County Development Code permits exterior area lighting only if activated and controlled by motion sensors. However, as a requirement of

development, the project conditions of approval will require adherence with County Code that allows only hooded lighting, directed downward in a diffused pattern. There would be no hazard warning lights associated with this project. Because of the location of the project, lighting restrictions, material requirements, and the nominal intensity of the lights, impacts from lighting are less than significant.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<p><b>II. AGRICULTURE AND FOREST RESOURCES</b> - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

II a-e) **No Impact.** Based upon a review of the San Bernardino County Important Farmland Map prepared by the State pursuant to the Farmland Mapping and Monitoring Program, which includes 98 percent of the state's private lands and utilizes existing soils data to determine relevant farming categories the proposed project site is located beyond the boundaries provided by the State farmland mapping system, and as such, will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. There are no agricultural uses currently on the site and is not a dedicated agricultural preserve, under the Williamson Act. Although the community of Mount Baldy is within the Angeles National Forest and the site supports numerous trees, mostly pine, it does not meet the definitions of timberland, or timberland zoned Timberland Production and will not cause re-zoning of the site. No trees will be removed as a result of project construction. Therefore, the project will not have a related impact.

**Therefore, no impacts are identified or anticipated and no mitigation measures are required.**

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

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

III a) **No Impact.** The project site is located within the South Coast Air Basin (SCAB), and managed under the South Coast Air Quality Management Plan. The air basin is in non-attainment for federal and state ozone, PM<sub>2.5</sub>, and PM<sub>10</sub>. The proposed project would not contribute to the Air Basin's non-attainment status, because of its minimalistic nature, low operational requirements, small building footprint, and the efficient construction processes utilized.

The project site would develop an area of approximately 900 square feet, including approximately 230 feet of narrow graded roadway. Construction of the proposed project would require limited grading, including those of the equipment shelter and pad, with only tower assembly occurring onsite. The site will be cleared/grubbed and a minimal amount of grading will occur to ensure the site is level. Minor excavation will also be required to install an underground Telco trench (approximately 80 linear feet) to collect utilities to the proposed facility. During the operational phase of the project, minimal traffic would be generated due to the unmanned nature of the proposed use. The project site contains a generator, however, this component is used as an energy back up source, not as the primary, or constant energy source. Electricity will be provided to the site via the existing overhead power line. The project would generate emissions much lower than the established thresholds of 100 lbs/day of NO<sub>x</sub> during construction and 55 lbs/day during operation due to the minimal amount of improvements and virtually no vehicle trips during its operation. Additionally the project would not exceed the established 55 lbs/day thresholds for PM<sub>2.5</sub> for construction and operation, and also would not exceed the PM<sub>10</sub> thresholds of 150 lbs/day during construction and operation. Furthermore, the project would not exceed the significance thresholds for the other criteria pollutants. Thus, the project will not conflict with or obstruct implementation of the South Coast Air Quality Management Plan because the proposed uses do not exceed the established air quality thresholds. Therefore, no impacts are anticipated and no mitigation measures are required.

III b) **No Impact.** As previously discussed, the project air basin (SCAB) is in non-attainment for federal and state ozone, PM<sub>2.5</sub>, and PM<sub>10</sub>. However, the project would not create a significant individual or cumulative impact to existing air quality violations or projected violations because the emissions produced by the project would be negligible. The project would generate emissions much lower than the established thresholds of 55 lbs/day of NO<sub>x</sub> during operation and 100 lbs/day during construction due to its small size and the limited types of

construction equipment used. Additionally the project would not exceed the established 55 lbs/day thresholds for PM<sub>2.5</sub> during construction and operation, and would not exceed the PM<sub>10</sub> thresholds of 150 lbs/day during construction and operation. The project would not exceed the significance thresholds for the other criteria pollutants as well. Refer to section III a) for more information regarding emissions. Thus, because the proposed use does not exceed thresholds of concern as established by the District, the project would have no impact.

- III c) **No Impact.** Refer to Section IIIa) for pollutant information and Section III b) for further discussion regarding thresholds. The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors), because the proposed use does not exceed established thresholds of concern as adopted by the South Coast Air Quality Management District.
- III d) **Less Than Significant Impact.** The nearest sensitive receptor to the project site is a residence located more than 300 feet from the project. However, a lack of pollutants generated from project construction and operation, as well as the distance from the project to the residence precludes the possibility of exposing sensitive receptors to substantial pollutant concentrations. To further ensure impacts are reduced to less than significant, a dust control plan shall be prepared that identifies specific activities to reduce dust levels, such as but not limited to twice daily watering of site, additional watering during high wind conditions, street sweeping if necessary, and providing a binding agent to stockpiled dirt. Refer to section III a) for more information regarding potential pollutants.
- III e) **No Impact.** The project would not create odors affecting a substantial number of people because there are no identified potential uses that would result in the production of objectionable odors during operation. Furthermore, during construction, any potential odors produced through the establishment of the '45 monopine pole and accompanying structures would be negligible due to the small size of the site and equipment utilized. Additionally, the closest sensitive receptor is located more than 300 feet from the site. No structures are proposed to be demolished and the only grading is the site for the equipment shelter and pad, with the tower assembly occurring onsite, and the extension of the existing access road. Some trenching will occur to establish connectivity to existing utility lines, but this would not cause the project to create odors that would affect a substantial number of people.

**Although no significant impacts have been identified or anticipated a mitigation measure has been included to further reduce potential impacts.**

- III-1 *Dust Control Plan. The developer shall submit to County Planning a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a letter agreeing to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to the requirements of the DCP. The DCP shall include activities to reduce on-site and off-site dust production.*
- *Throughout grading and construction activities, exposed soil shall be kept moist through a minimum of twice daily watering to reduce fugitive dust.*
  - *Street sweeping shall be conducted when visible soil accumulations occur along site access roadways to remove dirt dropped by construction vehicles or dried mud carried off by trucks moving dirt or bringing construction materials.*
  - *Site access driveways and adjacent streets will be washed, if there are visible signs of any dirt track-out at the conclusion of any workday.*
  - *During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil will be watered hourly and activities on unpaved surfaces shall be terminated until wind speeds no longer exceed 25 mph.*
  - *Storage piles that are to be left in place for more than three working days shall either:*
    - 1) *be sprayed with a non-toxic soil binder, or*
    - 2) *be covered with plastic or*
    - 3) *be revegetated until placed in use.*
  - *Tires of vehicles will be washed before leaving the site and entering a paved road.*
  - *Dirt on paved surfaces shall be removed daily to minimize generation of fugitive dust.*
- [Mitigation Measure III -1] Grading Permits/Planning**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>IV. BIOLOGICAL RESOURCES - Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

IV a) **Less than significant Impact.** According to the County of San Bernardino Biotic Resources Overlay Map (December 4, 2012), the property is not located within an area of the County known to contain habitat for candidate, sensitive or special-status species. In addition, according to the General Biological Resources Assessment conducted for the project (FCS-MBA, March 26, 2013) and because of the small size and comparatively higher elevation of the project site, impacts to candidate, sensitive, or special-status species are not likely to be considered significant. The survey concludes that construction of the proposed project would not significantly impact any designated sensitive plant communities, sensitive plant species, sensitive wildlife species, or wildlife corridors. In addition, the proposed project is not located within any United States Fish and Wildlife Service designated critical habitat. Furthermore, although the project survey area contains numerous oaks, fir, and bay trees, the proposed project would not remove any trees, thus impacts are limited to shrub and chaparral habitat only. Trees located along the access road are not proposed to be removed and the footprint of development would not impact any mature trees near the project. In addition, the proposed project is not expected to be in conflict with any policies under the San Bernardino County General Plan, nor would the project impact any Habitat Conservation Plans. Therefore, development of the proposed project will have a less than significant impact on important habitat for candidate, sensitive or special-status species.

- IV b) **No Impact.** This project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife Service, because no such habitat has been identified or is known to exist on the project site based upon the completion of a General Biological Resources Assessment that included a field survey.
- IV c) **No Impact.** According to the General Biological Resources Assessment conducted for the project (FCS-MBA, March 26, 2013), no jurisdictional waters or wetlands are present on the project site; therefore, the proposed project is not expected to impact any jurisdictional waters or wetlands. In addition, this project would not 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, and coastal) through direct removal, filling, hydrological interruption, or other means, because a site survey did not find the project to be within an existing wetland area.
- IV d) **Less than Significant with Mitigation.** According to the General Biological Resources Assessment conducted for the project (FCS-MBA, March 26, 2013), the proposed project is not located within a wildlife movement corridor; therefore, the proposed project is not expected to impact any wildlife movement corridors. Therefore, the project will not 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. Additionally, the project site is bordered by an 80-foot cliff to the north and the west, which greatly reduces the chances of wildlife using the site as a migration corridor. As per the Biological Resources Report (FCS-MBA, March 26, 2013), the access road may be used as a local travel path. However, due to the disturbed nature of the existing road and its proximity to man-made recreational facilities, storage buildings, and housing, it is highly unlikely that any of these species would use the route for foraging. Potential improvements are not likely to create a significant impact. The project site contains suitable nesting habitat for avian species that occur in shrubs; therefore, the proposed project will require a pre-construction nesting bird survey prior to any vegetation removal or ground disturbance during the nesting season, which is typically from mid-February to the end of August. With the implementation of Mitigation Measure BIO-1, impacts to suitable nesting habitat would be reduced to a level of less than significant.
- IV e) **Less than Significant Impact.** This project would not conflict with any local policies or ordinances protecting biological resources. Although there are mature pine trees on the site, development of the project will not remove any existing trees because development would occur away from the existing trees. Trees along the access road are not anticipated to be altered during project construction or operation. Therefore, related impacts would be less than significant.
- IV f) **No Impact.** This project would not conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or state habitat conservation plan, because no such plan has been adopted in the area of the project site.

**Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of approval to reduce potential impacts to below level of significance.**

MITIGATION MEASURES:

Nesting Birds.

- IV-1 *In the event that nesting birds are observed by a qualified biologist during the pre-construction survey, the following mitigation measure will be required. A letter report of findings shall be completed documenting the type of nest, its general location, and estimated buffer area shall be provided to San Bernardino County Land Use Services Planning Division. The buffer area shall be no less than 200 feet around any active nest and shall be established by a qualified biological monitor based on the avian species and type of disturbance in the area. Construction activities may occur within the 200-foot buffer area at the discretion of the monitor. All construction-related activities with the potential to cause a nest to fail would be prohibited from the area until the nestlings have fledged. The mitigation measure will reduce the potential for nest failure within the project site and immediate vicinity and reduce the impacts to a level less than significant. A biological monitor shall be present during all vegetation removal and ground-disturbing activities. The nest monitoring will continue during construction activities until there are no longer any nesting activities.*

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

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

- V a) **Less than Significant Impact with Mitigation.** This project will not cause a substantial adverse change in the significance of a historical resource, because according to the County of San Bernardino Cultural Sensitivity Overlay Map there are no such resources that have been identified in the vicinity of the project. The project is not located within the Cultural or Paleontological Sensitivity overlays. In addition, based upon the negative findings of the pedestrian (field) survey in conjunction with the lack of known cultural resources within the project site, it is unlikely that Historic Properties would be affected by the proposed project. A record search was conducted by FCS in January and February of 2013, at the Archaeological Information Center at the San Bernardino County Museum (AIC), and at the South Central Coastal Information Center (SCCIC) at California State University Fullerton, respectively. The results of the record searches indicated no known cultural resources are present within the area of potential effect (APE). Therefore, the project will have low adverse effects. However, subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered historic resources. Accordingly, this is a potentially significant impact. Mitigation CUL-1 is proposed to reduce this potentially significant impact to a level that is less than significant.
- V b) **Less than Significant Impact with Mitigation.** This project will not cause a substantial adverse change to an archaeological resource, because, according to the County of San Bernardino Cultural Sensitivity Overlay Map, there are no such resources that have been identified in the vicinity of the project. However, subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered archeological resources. Accordingly, this is a potentially significant impact. Mitigation CUL-1 is proposed to reduce this potentially significant impact to a level of less than significant.
- V c) **Less than Significant Impact with Mitigation.** This project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because, according to the County of San Bernardino Cultural Sensitivity Overlay Map, there are no such resources that have been identified in the vicinity of the project. However, subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered paleontological resources. Accordingly, this is a potentially significant impact. Mitigation CUL-1 is proposed to reduce this potentially significant impact to a level that is less than significant.
- V d) **No Impact.** This project will not disturb any human remains, including those interred outside of formal cemeteries, because there are no identified burial grounds on site or in the vicinity of the project as determined by the Cultural Resource Analysis and as depicted in the County's Cultural Sensitivity Overlay Map. It is always a possibility that ground-disturbing activities during construction may uncover previously unknown buried human remains. In the event of an accidental discovery or recognition of any human remains, State law (California State Health and Safety Code Section 7050.5) requires that no further disturbance shall

occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. Therefore, the potential for impacts to unknown buried human remains is considered low, and compliance with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 must take place if human remains are uncovered. In summary, project development would result in less than significant related impacts.

**Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of approval to reduce potential impacts to below a level of significance.**

MITIGATION MEASURES:

Unknown Buried Cultural Resources

V-1 *If a potentially significant cultural resource is encountered during subsurface earthwork activities for the project, all construction activities within a 50-foot radius of the find shall cease until a qualified archaeologist determines whether the resource requires further study. The County shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to building materials, glass, ceramics, wood, railroad features, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also conduct appropriate technical analyses, prepare a comprehensive report and file it with the appropriate Information Center, and provide for the permanent curation of the recovered materials.*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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VI. **GEOLOGY AND SOILS - Would the project:**

- |                                                                                                                                                                                                                                                                                       |                          |                          |                                     |                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:                                                                                                                                                      |                          |                          |                                     |                                     |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| ii) Strong seismic ground shaking?                                                                                                                                                                                                                                                    | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| iii) Seismic-related ground failure, including liquefaction?                                                                                                                                                                                                                          | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| iv) Landslides?                                                                                                                                                                                                                                                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Result in substantial soil erosion or the loss of topsoil?                                                                                                                                                                                                                         | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?                                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001) creating substantial risks to life or property?                                                                                                                                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 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?                                                                                                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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

VI a) **Less than Significant Impact.** (i-iv) According to the County of San Bernardino Geologic Hazards Overlay Map, the project site is not located in an area that is i) susceptible to fault rupture of a known earthquake fault, ii) strong seismic ground shaking, or iii) seismic-related ground failure, including liquefaction, because there are no such geologic hazards identified in the immediate vicinity of the project site. However, the project site is located within a Moderate/High landslide area (as depicted in the Geologic Hazards Overlay Map), and adjacent to an existing/mapped landslide area and may expose people or structures to potential substantial adverse effects. According to the County of San Bernardino Development Code, projects located within the abovementioned landslide area shall comply with the Section 82.15.040 – Development Standards. The Geologic Hazard (GH) Overlay requirements contained in the County Development Code were “created to provide greater public safety by establishing investigation requirements for areas that are subject to potential geologic problems...” and are as follows:

- (a) A structure used for human occupancy shall be located 50 feet or farther from any active earthquake fault traces. Lesser setbacks may be applicable in certain situations as determined by an appropriate geologic investigation and approved by the County Geologist or other engineering geologist designated by the Building Official.
- (b) A structure used for critical facilities shall be located 150 feet or farther from any active earthquake fault trace as indicated by General Plan. Critical facilities shall include dams, reservoirs, fuel storage facilities, power plants, nuclear reactors, police and fire stations, schools, hospitals, rest homes, nursing homes and emergency communication facilities.

(c) Utility lines and streets shall not be placed within the construction setback area of a hazardous fault except for crossing which can be made perpendicular to the fault trace or as recommended by the project geologist and approved by the County Geologist or individual designated by the Building Official.

(d) The use of development restricted areas as recreation and common open spaces is encouraged.

The proposed project is not for human occupancy and is not considered a critical facility. Additionally, the terrain of the actual project site is relatively flat, with only minor slopes present on site.

- VI b) **Less than Significant Impact.** The project would not result in substantial soil erosion or the loss of topsoil because of the minimal size of the building footprint and land disturbance area associated with the project.
- VI c) **Less than Significant Impact.** The project is not located on a geologic unit or soil that has been identified in the County of San Bernardino General Plan, including the Geological Hazards Overlay, as being unstable or having the potential to result in on or off site lateral spreading, subsidence, liquefaction, or collapse. Therefore, impacts are less than significant. However, the project is located on a geologic unit or soil that has been identified as being unstable or having the potential to result in an on- or offsite landslide. See VI a) for a related response.
- VI d) **No Impact.** The project site is located in an area that is identified by the Geotechnical Engineering agency of the U.S. Department of Transportation Federal Highway Administration where risks from expansive soils are estimated to be limited to medium. "Figure 7-18: Estimated Location of Swelling Soils" (FHWA, 2012) from the Geotechnical Aspects of Pavements Reference Manual was analyzed to make this determination. The project is located within an area of soils classified as Winthrop Family, Lithic Xerorthents, and Rock outcrop (Appendix A, Biological Resources Report, Exhibit 4). These soils are not classified as expansive soils because expansive soils typically consist of higher percentages of clay, which is responsible for the saturation and expansion of the soils. As per the Unified Building Code Section 1803.5.3 Expansive Soil, soils tests are only required in areas that are likely to have expansive soils, thus no further investigated is necessary. Additionally, the proposed structures will not support human inhabitants, thus it would not place humans at risk from shrinking or swelling of the soil. Prior to issuance of building permits, the developer shall be required to submit a geotechnical report that will address the potential for expansive soils, and appropriate construction measures will be employed by the project engineer, subject to review by the County Geologist. No impacts from expansive soils would occur.
- VI e) **No Impact.** There is no wastewater associated with the proposed cell tower. There would be no wastewater facilities as part of the project.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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

**SUBSTANTIATION:**

VII a, b) **Less than Significant Impact.** As discussed in Section III of this document, the proposed project's primary contribution to air emissions is attributable to construction activities. Project construction shall result in greenhouse gas (GHG) emissions from the following construction-related sources: (1) construction equipment emissions such as grading, trenching, movement of materials, and energy used to power the equipment; and (2) emissions from construction workers personal vehicles traveling to and from the construction site. Construction-related GHG emissions vary in proportion to 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<sub>2</sub>) from gasoline and diesel combustion, with more limited vehicle tailpipe emissions of nitrous oxide (N<sub>2</sub>O) and methane (CH<sub>4</sub>), as well as other GHG emissions related to vehicle cooling systems. Although construction emissions would occur over a limited period of time, GHG emissions such as CO<sub>2</sub> can persist in the atmosphere for decades.

On December 6, 2011, the San Bernardino County Board of Supervisors adopted the County Greenhouse Gas (GHG) Emissions Reduction Plan. Once built and operational, this project would be an unmanned site, with periodic maintenance trips every 4-6 weeks on average. The project must adhere with the standard requirements contained within the GHG Emissions Reduction Plan, the goal of which is to decrease internal and external inventories of emissions to a level at least 15% below Current (2007) year emissions. To achieve this goal by 2020, the External Inventory will be reduced by approximately 2,272,000 MTCO<sub>2</sub>e (compared to 2020 unmitigated levels) to a level of approximately 5,315,000 MTCO<sub>2</sub>e (a reduction of approximately 30%). The County's goal is also to reduce its 2020 Internal Inventory by approximately 229,000 MTCO<sub>2</sub>e (compared to 2020 unmitigated levels) to a level of 289,000 MTCO<sub>2</sub>e. The GHG Emissions Reduction Plan includes provisions to reduce emissions related to transportation, building efficiency, agriculture and resource conservation, among other provisions. Due to the limited amount of emissions generated by construction activities for the installation of the wireless tower and graded roadway, as identified in the Air Quality Section of this document, and the need for only periodic facility inspections during its operation, it is unlikely that this project would impede the state's ability to meet the reduction targets of Assembly Bill 32.

The GHG Emissions Reduction Plan, referenced above, requires the use of specific mitigation measures on all projects. Although the proposed project will not result in a significant impact necessitating measures to reduce that level of impact, the measures listed below will assist in further reducing potential impacts and provide consistency with the County's adopted Emissions Plan.

**Although no significant impacts have been identified or anticipated, a mitigation measure has been included to further reduce potential impacts and provide consistency with existing plans.**

MITIGATION MEASURES:

- VII-1 GHG – Construction Mitigation. The “developer” shall submit for review and obtain approval from County Planning a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce impacts to GHG and submitting documentation of compliance. The developer/construction contractors shall do the following:
- a) Implement both the approved Dust Control Plan and Coating Restriction Plan.
  - b) Selection of construction equipment will be based on low-emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment.
  - c) Use low-sulfur fuel for stationary equipment. (SCAQMD Rules 431.1 and 431.2).
  - d) Grading plans shall include the following statements:
    - “All construction equipment shall be tuned and maintained in accordance with the manufacturer’s specifications.”
    - “All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes.”
  - e) Minimize vehicles and equipment operating at the same time.
  - f) Reduce daily equipment operation hours during smog season (May-October).
  - g) Schedule construction traffic ingress/egress to not interfere with peak-hour traffic and to minimize traffic obstructions. Queuing of trucks on and off site shall be firmly discouraged and not scheduled. A flagperson shall be retained to maintain efficient traffic flow and safety adjacent to existing roadways.
  - h) Recycle and reuse construction and demolition waste (e.g. soil, vegetation, concrete, lumber, metal, and cardboard) per County Solid Waste procedures.
  - i) The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew and educate all construction workers about the required waste reduction and the availability of recycling services.

**[Mitigation Measure VII-1] Prior to Grading Permits/Planning**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:</b>				
a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION**

- VIII a) **Less than Significant Impact.** The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, because the use proposed is not anticipated to utilize or dispose of hazardous materials during construction or operation. If such materials were proposed onsite in the future, they would be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department, and in some instances to additional land use review.
- VIII b) **Less than Significant Impact.** The 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, because no hazardous materials are proposed. Should any proposed use or construction activity involve the use of hazardous materials, it would be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.

- VIII c) **No Impact.** The project uses would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school, because the project does not propose the use of hazardous materials and all existing and proposed schools are more than 0.25 mile away from the project site.
- VIII d) **No Impact.** According to the California Environmental Protection Agency Facility Inventory Data Base (March 2013), the project site is not within an area containing hazardous waste or substances pursuant to Government Code Section 65962.5 and as such would result in no impact.
- VIII e) **No Impact.** The project is not located within an airport land use plan or within 2 miles of a public airport or public use airport. As such, it would not result in a safety hazard for people residing or working in the project area.
- VIII f) **No Impact.** The project site is not within the vicinity or approach/departure flight path of a private airstrip.
- VIII g) **No Impact.** The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project site has adequate access to allow for evacuation during an emergency via the dirt access road leading to the site, which connects to Mount Baldy Road at the paved parking lot of the Trout Pools. Establishment of the proposed project would not impact or interfere with the evacuation of individuals from the site or surrounding areas, as the access road essentially terminates at the project site and there are cliffs directly north and west of the site. Therefore, it would not be conducive for residents within the vicinity to use this route for evacuation, and other existing routes are more accessible to them as well. The project site has adequate access via Mount Baldy Road.
- VII h) **Less than Significant Impact.** According to the County of San Bernardino Hazards Overlay Map, the project is located within a Fire Hazard Zone (FS-1), which includes the mountains and valley foothills and is characterized as having moderate and steep terrain and moderate to heavy fuel loading. Any construction must meet the requirements of the Fire Department and shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards (such as use of specific building materials, fuel modification areas, building separations, etc. The Fire Department has reviewed the proposed project and found it does not represent a fire hazard due to the type of construction utilized, including fuel storage for an enclosed generator that will require a separate Fire Department permit. Typical accessibility requirements for structures in hazardous overlay zones are not necessary in this circumstance, due to the construction materials used and the non-habitable nature of the structures. These requirements will reduce fire hazard risk to below a level of significance.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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

**SUBSTANTIATION**

- IX a) **No Impact.** The project would not violate any water quality standards or waste discharge requirements. The telecommunications tower and equipment will not consume or create a demand for any water. The project would produce a negligible amount of runoff during construction or operation due to the limited amount of impervious surfaces proposed and any water that moves across the site would not be exposed to substantial pollutants that could degrade the quality of the runoff. The project will not generate any wastewater during construction and operation, resulting in no impacts to water quality or discharge requirements.
- IX b) **No Impact.** The project will not consume or create a demand for any water. It will not generate any wastewater. This condition precludes the possibility of the project impacting groundwater supply and recharge.

- IX c) **No Impact.** The project site is not crossed by an existing drainage course, and the size of the area converted to impervious surfaces is only approximately 900 square feet. 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, or substantially increase the rate or amount of surface runoff in a manner that would result in erosion or siltation on- or offsite.
- IX d) **No Impact.** The project does not propose any alteration to a drainage pattern, stream or river, and no such water courses are present on site. The project is bordered by 80 foot cliffs to the north and west, and the site is not adjacent to a drainage course. Additionally, the size of the area converted to impervious surfaces is only approximately 900 square feet, which would result in a negligible increase in water runoff. The site is relatively flat, with slight slopes, thereby preventing water from pooling on site, precluding the possibility of flooding on site. Therefore, the project would not substantially alter any existing drainage patterns 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 that would result in flooding on- or offsite.
- IX e) **No Impact.** The proposed project would not generate noticeable runoff, nor would it contribute to additional sources of polluted water discharged from the site due to its size and operational characteristics. Although no existing or planned storm drainage facilities exist in the area, any downstream facilities would not be affected due to the negligible change in water run-off from the site.
- IX f) **No Impact.** The amount or severity of pollutants produced by the project during construction would be minimal due to the size of the project and as such would not substantially degrade water quality.
- IX g) **No Impact.** The project would not place unprotected housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map because the project does not include housing. However, the California Emergency Management Agency has mapped the project site as an area, or near an area, that contains a high risk of flooding. According to the FEMA produced Flood Insurance Rate Map (FIRM) (Map No. 06071C7860H), the project site is located within the Zone X designation. Zone X includes areas that are determined to be outside the 0.2 percent annual chance flood; areas of one (1) percent annual chance flood with average depths of less than one (1) foot or with drainage areas less than one (1) square mile; and areas protected by levees from one (1) percent chance flood. The project is located within the vicinity of San Antonio Creek areas that are within the A zone (where no base flood elevations are determined); however, the project site is not located within a 100-year flood zone and distance to the creek is substantial. Furthermore, the project consists of an unmanned telecommunication tower with accessory components, thus it would not cause individuals to be exposed to flood risks.
- IX h) **No Impact.** The project would not place structures within a 100-year flood hazard area that would impede or redirect flood flows, because the site is not located within a 100-year flood hazard area.
- IX i) **No Impact.** 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, based on FEMA produced Flood Insurance Rate Maps (FIRM). Refer to Section IX g) for further information. Additionally, the project site is located within the Angeles National Forest near Mount Baldy and is situated on a ridge above a valley. The project is bordered by 80 foot cliffs to the north and west and would be unlikely to receive flows during the aforementioned situations. The project consists of an unmanned telecommunications tower, thus the project would not create a hazard for individuals on site. The project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding because of the failure of a levee or dam.
- IX j) **No Impact.** The project would not be impacted by inundation by seiche, tsunami, or mudflow, because the project is not adjacent to, or nearby, any body of water that has the potential of seiche or tsunami, nor is the project site in the path of any potential mudflow.

**Therefore, no impacts are identified or anticipated and no mitigation measures are required.**

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

**SUBSTANTIATION**

- X a) **No Impact.** The proposed wireless tower facility would occupy only about 900 square feet of a total 17.56-acre site. The existing parcel contains two (2) residences to the south. Off-site includes an existing lodge with an associated residence located southwest of the cell tower and a residence to the east. The closest receptor is a single-family residence, located approximately 350 feet east of the project site. Consequently, the existing residences onsite would not be displaced or physically divided. In addition, this use is subject to the County Ordinance regarding the siting and design of telecommunications facilities. The design and location are consistent with the ordinance and the County Development Code, see response X b for additional related information. Therefore, impacts to established communities would be less than significant.
- X b) **No Impact.** The project site is zoned as RC-Resource Conservation. According to the County of San Bernardino Development Code, areas designated as Resource Conservation development provides sites for open space and recreational activities, single family homes on very large parcels, and similar compatible uses. The project proposes to install a telecommunications facility, totaling approximately 900 square feet within a 17.56-acre site that must be consistent with development standards within areas designated as Resource Conservation (RC), pending approval of permits including a CUP. In addition, the monopine tower and artificial tree design will be 45 feet in height. According to Table 84-15, Maximum Heights of Wireless Telecommunications Towers, of the County of San Bernardino Development Code, telecommunication towers located in areas designated as RC have a maximum height of 55 feet. Therefore, the proposed 45-foot monopine tower is well below the allowable maximum height at the site. Consequently, 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 the project is consistent with all applicable land use policies and regulations of the County Development Code and the General Plan. Furthermore, the project complies with all hazard protection, resource preservation, and land-use-modifying Overlay District regulations. Therefore, the project will have no related impacts.
- X c) **Less than Significant Impact.** The project would not conflict with any applicable habitat conservation plan or natural community conservation plan, because there is no habitat conservation plan or natural community conservation plan within the area surrounding the project site. No habitat conservation lands are currently required to be purchased as mitigation for the proposed project.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>XI. MINERAL RESOURCES - Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION** (Check  if project is located within the Mineral Resource Zone Overlay): MRZ-4

- XI a) **Less than Significant Impact.** The project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, because there are no identified important mineral resources on the project site. According to the California Department of Conservation, Division of Mines and Geology, the project site is classified as Mineral Resource Zone - 3 (MRZ-3). The classification of MRZ-3 designates areas containing mineral deposits, the significance of which cannot be evaluated from available data. There are no known mineral resources at the project site and no known mining has or currently occurs in the general area around the subject parcel. Therefore, impacts on mineral resources from project implementation would be less than significant.
- XI b) **Less than Significant Impact.** The project site is not delineated in any general plan, specific plan, or any other land use plan that would indicate that site development would result in the loss of availability of a locally important mineral resource recovery site. Therefore, impacts to a mineral resource recovery site from project implementation would be less than significant.

**Therefore, no impacts are identified or anticipated and no mitigation measures are required.**

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

**SUBSTANTIATION** (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 ):

XII a) **Less than Significant Impact.** To control unnecessary, excessive, and annoying sounds, the County of San Bernardino adopted the Noise Element of the General Plan and Section 83.01.080 of the Development Code. County construction regulations and practices require that construction and related activities shall take place between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. No construction is permitted on Sundays or Federal holidays. The project is not within a noise overlay area.

According to Section 82.18.0303 of the County of San Bernardino Development Code, exterior noise levels for residential and school uses shall not exceed 65 dBA  $L_{dn}$  while interior noise levels emanating from outside of the residential building shall not exceed 45 dBA  $L_{dn}$ . The proposed project would abide by the time restrictions on construction activities as stated in the County of San Bernardino Development Code. As shown in the responses to XII c) and d) below, neither the construction nor the operation of the project will exceed the 65 dBA noise standard. Impacts are considered less than significant.

XII b) **Less than Significant Impact.** The County of San Bernardino Development Code Section 83.01.090 expresses a vibration standard that allows for no vibration which produces a particle velocity greater than or equal to two-tenths (0.2) inch per second measured at or beyond the lot line. The human response to vibration greatly depends on whether the source is continuous or transient. Continuous sources of vibration include certain construction activities, while transient sources include large vehicle movements. Generally, thresholds of perception and agitation are higher for continuous sources.

Table 1 illustrates the human response to both continuous and transient sources of groundborne vibration.

**Table 1: Human Response to Groundborne Vibration**

Peak Particle Velocity (inches/second)		Human Response
Continuous	Transient	
0.40	2.00	Severe
0.10	0.90	Strongly perceptible
0.04	0.25	Distinctly perceptible
0.01	0.04	Barely perceptible

Source: California Department of Transportation, 2004.

Vibration velocity level is reported in decibels (relative to a level of 1x10<sup>-6</sup> inches per second) and denoted as VdB. Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Offsite sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible groundborne noise or vibration (Table 2). As identified by Transit Noise and Vibration Impact Assessment, Federal Transit Administration, acceptable vibration levels for an office environment would be 84 VdB, while levels for a residential use would be 78 VdB.

**Table 2: Vibration Levels Generated by Construction Equipment**

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level (Lv) at 25 feet
Pile driver (impact)	1.518 (upper range) 0.644 (typical)	112 104
Pile driver (sonic)	0.734 upper range 0.170 typical	105 93
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall)	0.008 in soil 0.017 in rock	66 75
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.

While long-term operations of the proposed project would not generate excessive groundborne vibration or groundborne noise levels, short-term construction could potentially introduce groundborne vibration to the project site and the surrounding area. Specialty construction equipment such as pile drivers or large earthmovers can be a continuous source of excessive groundborne vibration.

Construction activities can produce vibration that may be felt by adjacent uses. The construction of the proposed project would not require the use of equipment such as pile drivers, which are known to generate

substantial construction vibration levels. The primary source of vibration during project construction would likely be from a small bulldozer (tractor), which would generate 0.003 inch per second PPV at 25 feet, which is less than the County standard of 0.2, with an approximate vibration level of 58 VdB. The vibration from the bulldozer would be intermittent and not a source of continual vibration.

The existing parcel contains two (2) residences to the south. Off-site includes an existing lodge with an associated residence located southwest of the cell tower and a residence to the east. The closest receptor is a single-family residence, located approximately 350 feet east of the project site. The bulldozer, however, would average approximately 365 feet from the closest sensitive receptor. As previously stated, the vibration level of the bulldozer at 25 feet (58 VdB) is less than the acceptable level of County of San Bernardino's vibration threshold of 78 VdB for residential or sensitive uses during the day.

While grading and earthmoving activities would occur on the project site, the use of pile drivers, large earthmovers, and other construction equipment and activities associated with groundborne vibration are not expected to be used during construction. Therefore, impacts associated with the vibration from construction equipment are considered to be less than significant.

- XII c) **Less than Significant Impact.** An increase of 3 dBA is considered barely perceivable to most healthy ears. Typically an increase of 5 dBA or greater is considered one of significance, as it is considered readily perceivable. The proposed project consists of the use of an onsite 30 kW generator as well as the infrequent occurrence of maintenance crews. These uses are not considered substantial sources of stationary noise. However, the proposed 30 KW generator produces approximately 79 dBA at a distance of 23 feet, based on information published for Generac 30 KW Industrial Diesel Generators.

The existing parcel contains two (2) residences to the south. Off-site includes an existing lodge with an associated residence located southwest of the cell tower and a residence to the east. The closest receptor is a single-family residence, located approximately 350 feet east of the project site. Applying a drop-off rate of 6 dBA per doubling of distance from the source (typical for natural settings), the generator would have a reduction of 23.6 decibels, resulting in an acceptable noise level of approximately 55 dBA (Scientific Calculation Methodology:  $(20 \times \log(23 [\text{original generator distance}] \div 350 [\text{new generator distance}]))$ ). Thus, the noise level would be reduced to a level that complies with the County's residential noise standard.

The only other source of permanent (i.e., operational) noise would be from the vehicles driven by maintenance personnel who will visit the site infrequently. However, this vehicle noise would be nearly imperceptible at adjacent receptors due to their low volume and distance from the source.

Impacts from operation of the project are considered to be less than significant.

- XII d) **Less than Significant Impact.** Most noise associated with the project would be construction related and temporary in nature. A construction-related noise impact would be considered significant if construction activities are undertaken on Sundays or federal holidays or between the hours of 7:00 p.m. and 7:00 a.m. and construction activities exceed 65 dBA at any nearby residential property. If the current noise level exceeds the 65 dBA standard, the County requires the ambient noise to become the standard. Receptors proximate to the project site include lodging and residential areas, of which the closest is a single-family residence located approximately 350 feet to the east.

Short-term significant noise impacts have the potential to occur during construction activities as a result of the transport of workers and construction materials to and from the project site, as well from ground clearing/excavation, grading, and building activities.

Construction noise levels vary significantly, based upon the size and topographical features of an active construction zone, duration of the work day, and types of equipment employed (as indicated in Table 3). Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Although there might be a relatively high, single-event noise exposure potential, resulting in potential short-term intermittent annoyances, the effect in long-term ambient noise levels are lessened when averaged over a longer period of time.

In order to determine possible construction-related noise levels at nearby sensitive receptors (e.g., residence

at 350 feet distance), calculations utilizing the FHWA Roadway Construction Noise Model (RCNM v1.1) were performed and included project-specific input. The loudest piece of equipment anticipated to operate during temporary construction activities is a bulldozer type of earthmover. Using worst-case data (an  $L_{max}$ , or maximum noise level of 85.0 dBA at 50 feet). Applying a drop-off rate of 6 dBA per doubling of distance from the source (typical for natural settings), the bulldozer would have a reduction of 16.9 decibels, resulting in an acceptable noise level of approximately 68.1 dBA (Scientific Calculation Methodology:  $20 \times \log(50 \text{ [original bulldozer distance]} \div 350 \text{ [new bulldozer distance]})$ ), the project's operational impacts would be reduced to 68.1 dBA  $L_{eq}$ . Section 83.01.080 of the County's Development Code sets forth performance standards for affected (receiving) land uses from stationary and mobile sources, during daytime (7 AM to 10 PM) and nighttime (10 PM to 7 AM) periods. Exemptions from these standards include motor vehicles not under the control of the industrial use, emergency equipment, vehicles and devices, and temporary construction and repair or demolition activities taking place between the hours of 7 AM and 7 PM Monday through Saturday, excluding federal holidays. Consequently, the project's construction related noise impacts are exempt and will take place between the hours of 7 AM and 7 PM Monday through Saturday, excluding federal holidays. Therefore, impacts in this regard will be less than significant. In an effort to further reduce potential noise impacts, noise muffling equipment shall be used on any permanent or temporary generators and air conditioning units installed at the site. If noise levels are in excess of local requirements, appropriate additional steps shall be taken by the applicant to rectify the problem.

In addition, daily construction vehicle trips to the site are estimated to be negligible (approximately 6 daily vehicle trips) compared to the above worst case scenario of a maximum noise level of 85.0 dBA at 50 feet. For an increase in traffic volumes to result in a significant correlating increase in traffic noise, said volumes need to equal ambient conditions (i.e., result in a doubling of pre-project volumes on Mt. Baldy Road. Compared to the average daily traffic on the affected roadways, 6 vehicles will result in a less than significant increase in construction traffic-related noise increases.

Therefore, construction activities will not cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

- XII e) **No Impact.** The nearest airport to the project site is Brackett Field, which is approximately 12.7 miles southwest of the actual site. Therefore, because of the distance to the site, the project site is not located within an airport land use plan or within 2 miles of a public airport or public use airport.
- XII f) **No Impact.** There are no private airstrips located within the project area. As stated in Impact XII e, the nearest airport to the project site is Brackett Field, which is approximately 12.7 miles southwest of the actual site. As such, the proposed project would not expose construction workers or maintenance personnel to excessive noise levels. Therefore, impacts associated with excessive noise levels associated with private airstrips would be less than significant.

**Although no significant impacts have been identified or anticipated, a mitigation measure has been included to further reduce potential impacts.**

XII-1 *Noise Muffling Equipment.* Noise muffling equipment shall be used on any permanent or temporary generators and air conditioning units installed at the site. If noise levels are in excess of local requirements, appropriate additional steps shall be taken to rectify the problem.

**[Mitigation Measure N-1] General Requirements/Planning**

**Table 3: Typical Construction Equipment Noise Levels**

EQUIPMENT		NOISE LEVEL (dBA) AT 50 FEET																				
		60	70	80	90	100	110															
EQUIPMENT POWERED BY INTERNAL COMBUSTION ENGINES	EARTH MOVING	Compactors (Rollers)																				
		Front Loaders																				
		Backhoes																				
		Tractors																				
		Scrapers, Graders																				
		Pavers																				
		Trucks																				
	MATERIAL HANDLING	Concrete Mixers																				
		Concrete Pumps																				
		Cranes (Moveable)																				
		Cranes (Derrick)																				
	STATIONARY	Pumps																				
		Generators																				
Compressors																						
IMPACT EQUIPMENT	Pneumatic Wrenches																					
	Jack Hammers and Rock Drills																					
	Pile Drivers																					
OTHER	Vibrators																					
	Saws																					

Source: United States Environmental Protection Agency, 1971, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," NTID 300-1.

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

**SUBSTANTIATION**

- XIII a) **Less than Significant Impact.** The project will not induce population growth in the area either directly or indirectly because the project will only expand specific cellular use capabilities in the region. The project is not proposing any new residential development and will make use of the existing roads and infrastructure, therefore, no significant impact is anticipated.
- XIII b) **Less than Significant Impact.** The proposed wireless tower and ancillary facilities would occupy approximately 900 square feet of a total 17.56-acre site. The existing residences on the parcel would not be displaced, thereby necessitating the construction of replacement housing elsewhere. In addition, the project does not propose to demolish any housing units. Therefore, impacts to the existing residential uses onsite would be less than significant.
- XIII c) **Less than Significant Impact.** The proposed wireless tower and ancillary facilities would occupy approximately 900 square feet of a total 17.56-acre site. Consequently, the proposed use would not displace any people, thereby necessitating the construction of replacement housing elsewhere, because the project would not displace any existing residents.

**Therefore, no impacts are identified or anticipated and no mitigation measures are required.**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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**XIV. PUBLIC SERVICES**

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

Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION**

XIV a) **No Impact.** The project is an unmanned wireless facility and will not generate vehicle trips once constructed, except for periodic site inspections. The proposed project is not a critical facility necessitating special consideration from public service providers. Lastly, the facility does not use, generate, or transport hazardous materials. As such, the project has no identifiable impacts upon any of the aforementioned public services. The proposed telecommunications facility does not increase the need for any of the public services identified above. There are no significant impacts to any public service anticipated because of this project.

**Therefore, no impacts are identified or anticipated and no mitigation measures are required.**

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>XV. RECREATION</b>					
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION**

- XV a) **No Impact.** The proposed project will not increase use of any existing parks or recreational facilities, since it is an unmanned facility and not associated with residential or commercial uses that could attract people to this site or area. The project proposes to provide cellular phone service for mountain residents, commuters, and tourists.
- XV b) **No Impact.** This project proposes no recreational facilities as a part of the proposal. The project proposes to provide cellular phone service for mountain residents, commuters, and tourists.

**Therefore, no impacts are identified or anticipated and no mitigation measures are required.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>XVI. TRANSPORTATION/TRAFFIC - Would the project:</b>				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION**

- XVI a) **No Impact.** The proposed project will not cause an increase in traffic that could be substantial in relation to the existing traffic load and capacity of the street system. Most roads within the plan area are currently operating at a Level of Service (LOS) at or above the standard established by the County General Plan. The project site is located within an unincorporated mountainous region of San Bernardino County, thus high levels of traffic are not common within the area. The facility would be unmanned. A maintenance worker would conduct periodic site inspection visits, approximately every 4 to 6 weeks. This would not constitute a significant number of new traffic trips on area roadways nor interfere with emergency routes or alternative transportation opportunities. Therefore, the project will not cause an increase in traffic that could be substantial in relation to the existing traffic load and capacity of the street system.
- XVI b) **No Impact.** Most roads within the area are currently operating at an LOS at or above the standard established by the County General Plan. In addition, as previously stated, the facility would be unmanned. A maintenance worker would conduct periodic visits to the site, approximately every 4 to 6 weeks. This would not constitute a significant number of new traffic trips on area roadways nor interfere with emergency routes or alternative transportation opportunities. Therefore, the project would not exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.
- XVI c) **No Impact.** 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. There are no airports in the immediate vicinity of the project and there would be no anticipated impact on air traffic volumes by passengers or freight generated by the proposed use.
- XVI d) **No Impact.** The project will not substantially increase hazards due to a design feature or incompatible uses, because the project site is adjacent to an established road, Mount Baldy Road, and has adequate physical access with appropriate sight distance and properly controlled access. Periodic maintenance vehicles would visit the unmanned site and would not constitute as an increase in hazards due to a design feature.

- XVI e) **No Impact.** The project would not result in inadequate emergency access because there is access to the site provided by a private dirt access road. The main access point is accessible via the north end of the Trout Pools parking lot, with a dirt road leading to the site. Additionally, the project would not obstruct individuals in the area from accessing emergency services, as the road essentially terminates at the project site on the ridge. Fire and police services would likely be able to reach the site via the dirt access road. Additionally the project is unmanned, and the demand for services would be negligible.
- XVI f) **No Impact.** The project would not result in inadequate parking capacity. The project is unmanned. Periodic maintenance vehicles would visit the site, using the dedicated access road from Mount Baldy Road. A non-exclusive parking space is also proposed as part of the project to accommodate the maintenance workers.
- XVI g) **No Impact.** The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks), because the scope and nature of the proposed project will not add any substantial transportation needs and/or burden to the existing infrastructure; therefore, no impact is anticipated

**Therefore, no impacts are identified or anticipated and no mitigation measures are required.**

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

**SUBSTANTIATION**

- XVII a) **No Impact.** The proposed project does not produce wastewater and, as such, would not result in any wastewater treatment impacts.
- XVII b) **No Impact.** The proposed project does not use water and, as such would not affect any water or wastewater facilities.
- XVII c) **No Impact.** The proposed project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities that would cause significant environmental effects, because the project would not affect any drainage courses, and the resulting development footprint would introduce an inconsequential amount of impervious materials, therefore not necessitating drainage improvements.
- XVII d) **No Impact.** The proposed project does not use water and, as such, would result in no impacts.
- XVII e) **No Impact.** The proposed project will not have any wastewater needs, due to the nature of its operation. As a result, no impact would occur.
- XVII f) **No Impact.** The proposed project would not generate ongoing solid waste. The project must divert construction-related waste as required by County Solid Waste. There would be no impacts.
- XVII g) **No Impact.** The proposed project is required to comply with federal, state, and local statutes and regulations related to solid waste.

**Therefore, no impacts are identified or anticipated and no mitigation measures are required.**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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**XVIII. 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("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)?                                                                                                           | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?                                                                                                                                                                                                                                                                                                             | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**SUBSTANTIATION**

- XVIII a) **Less than significant impact with mitigation.** According to the County of San Bernardino Biotic Resources Overlay Map (December 4, 2012), the property is not located within an area known to contain habitat for candidate, sensitive or special-status species. Therefore, development of the proposed project will have a less than significant impact to important habitat for candidate, sensitive or special-status species. In addition, this project will not 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. However, the trees and shrubs on and within the immediate vicinity of the project site may contain suitable nesting habitat for a number of avian species. Consequently, with the implementation of Mitigation Measure BIO-1, impacts to suitable nesting habitat will be reduced to a level of less than significant. Furthermore, there are no identified historic or prehistoric resources identified on this site, based on findings in the Cultural Resources Assessment. There are no archaeological or paleontological resources identified in the project area, based on a Records Search and field survey.
- XVIII b) **No Impact.** As noted in the individual topical sections of this document the project does not have impacts that are individually limited, but cumulatively considerable. The proposed telecommunication facility is needed to fill a coverage gap in its network. Other sites within the network, as well as sites associated with other telecommunication providers, have conducted environmental reviews and complied with conditions of approval, including required mitigation measures.
- XVIII c) **No Impact.** The project will not have other environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, as there are no such impacts identified by the studies conducted for this project or identified by review of the design of the proposed project. The project would be conditioned to ensure that all standard conditions of approval and necessary mitigation measures are followed prior to use of the facility.

**Therefore, no impacts are identified or anticipated and no mitigation measures are required, beyond those previously discussed.**

## XVIII. MITIGATION MEASURES

(Any mitigation measures that are not "self-monitoring" shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval)

**SELF MONITORING MITIGATION MEASURES:** (Condition compliance will be verified by existing procedure)

### Dust Control

III-1 *Dust Control Plan. The developer shall submit to County Planning a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a letter agreeing to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to the requirements of the DCP. The DCP shall include activities to reduce on-site and off-site dust production.*

- *Throughout grading and construction activities, exposed soil shall be kept moist through a minimum of twice daily watering to reduce fugitive dust.*
- *Street sweeping shall be conducted when visible soil accumulations occur along site access roadways to remove dirt dropped by construction vehicles or dried mud carried off by trucks moving dirt or bringing construction materials.*
- *Site access driveways and adjacent streets will be washed, if there are visible signs of any dirt track-out at the conclusion of any workday.*
- *During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil will be watered hourly and activities on unpaved surfaces shall be terminated until wind speeds no longer exceed 25 mph.*
- *Storage piles that are to be left in place for more than three working days shall either:*
  - 1) *be sprayed with a non-toxic soil binder, or*
  - 2) *be covered with plastic or*
  - 3) *be revegetated until placed in use.*
- *Tires of vehicles will be washed before leaving the site and entering a paved road.*
- *Dirt on paved surfaces shall be removed daily to minimize generation of fugitive dust.*

### Nesting Birds

IV-1 *In the event that nesting birds are observed by a qualified biologist during the pre-construction survey, the following mitigation measure will be required. A letter report of findings shall be completed documenting the type of nest, its general location, and estimated buffer area shall be provided to San Bernardino County Land Use Services Planning Division. The buffer area shall be no less than 200 feet around any active nest and shall be established by a qualified biological monitor based on the avian species and type of disturbance in the area. Construction activities may occur within the 200-foot buffer area at the discretion of the monitor. All construction-related activities with the potential to cause a nest to fail would be prohibited from the area until the nestlings have fledged. The mitigation measure will reduce the potential for nest failure within the project site and immediate vicinity and reduce the impacts to a level less than significant. A biological monitor shall be present during all vegetation removal and ground-disturbing activities. The nest monitoring will continue during construction activities until there are no longer any nesting activities.*

### Unknown Buried Cultural Resources

V-1 *If a potentially significant cultural resource is encountered during subsurface earthwork activities for the project, all construction activities within a 50-foot radius of the find shall cease until a qualified archaeologist determines whether the resource requires further study. The County shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to building materials, glass, ceramics, wood, railroad features, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also conduct appropriate technical analyses, prepare a comprehensive report and file it with the appropriate Information Center, and provide for the permanent curation of the recovered materials.*

- VII-1 *GHG – Construction Mitigation. The “developer” shall submit for review and obtain approval from County Planning a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce impacts to GHG and submitting documentation of compliance. The developer/construction contractors shall do the following:*
- a) *Implement both the approved Dust Control Plan and Coating Restriction Plan.*
  - b) *Selection of construction equipment will be based on low-emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment.*
  - c) *Use low-sulfur fuel for stationary equipment. (SCAQMD Rules 431.1 and 431.2).*
  - d) *Grading plans shall include the following statements:*
    - *“All construction equipment shall be tuned and maintained in accordance with the manufacturer’s specifications.*
    - *“All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes.”*
  - e) *Minimize vehicles and equipment operating at the same time.*
  - f) *Reduce daily equipment operation hours during smog season (May-October).*
  - g) *Schedule construction traffic ingress/egress to not interfere with peak-hour traffic and to minimize traffic obstructions. Queuing of trucks on and off site shall be firmly discouraged and not scheduled. A flagperson shall be retained to maintain efficient traffic flow and safety adjacent to existing roadways.*
  - h) *Recycle and reuse construction and demolition waste (e.g. soil, vegetation, concrete, lumber, metal, and cardboard) per County Solid Waste procedures.*
  - i) *The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew and educate all construction workers about the required waste reduction and the availability of recycling services.*
- XII-1 *Noise Muffling Equipment. Noise muffling equipment shall be used on any permanent or temporary generators and air conditioning units installed at the site. If noise levels are in excess of local requirements, appropriate additional steps shall be taken to rectify the problem.*

## **GENERAL REFERENCES**

Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500)

California Emergency Management Agency, My Hazards. Website: <http://myhazards.calema.ca.gov/>

California Environmental Protection Agency: Website - <http://www.calepa.ca.gov/sitecleanup/corteselist/SectionA.htm>.

California Farmland Mapping and Monitoring Program (FMMP). Website: [ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/sbd08\\_so.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/sbd08_so.pdf).

California Fire (CALFIRE) FHSZ Map, Southwest San Bernardino, November 2007. Website: [http://frap.fire.ca.gov/webdata/maps/san\\_bernardino\\_sw/fhszs\\_map.62.jpg](http://frap.fire.ca.gov/webdata/maps/san_bernardino_sw/fhszs_map.62.jpg)

California Standard Specifications, July 1992

CEQA Guidelines, Appendix G

County Museum Archaeological Information Center

County of San Bernardino Overlay Maps. Website: <http://cms.sbcounty.gov/lus/Planning/ZoningOverlayMaps.aspx>.

County of San Bernardino Road Planning and Design Standards.

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

County of San Bernardino. 2004. San Bernardino County Stormwater Program, Model Water Quality Management Plan Guidance. June.

County of San Bernardino. 2007. Development Code. Amended 2010.

County of San Bernardino. 2007. General Plan. Amended 2010.

County of San Bernardino. 2011. Greenhouse Gas Emissions Reduction Plan. September.

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

Google Earth EC.

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

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

South Coast Air Quality Management District. 2009. *Air Quality Significance Thresholds*. March.

U.S. Department of Transportation, FHWA. Geotechnical Aspects of Pavements Reference Manual. Chapter 7.5 Subgrade Conditions Requiring Special Design Attention. "Figure 18-1: Estimated Location of Swelling Soils" Website: <http://www.fhwa.dot.gov/engineering/geotech/pubs/05037/07c.cfm>

## **PROJECT-SPECIFIC REFERENCES**

FirstCarbon Solutions | Michael Brandman Associates. 2013. General Biological Resources Assessment. March 26. (Appendix A)

FirstCarbon Solutions | Michael Brandman Associates. 2013. Cultural Resources Assessment. April 30. (Appendix B)