

**DRAFT**  
**Initial Study for the San Antonio Heights Trails Project**  
**County of San Bernardino, California**

Prepared for:



**County of San Bernardino**  
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## LIST OF ACRONYMS AND ABBREVIATIONS

§	Section
AB	Assembly Bill
Act	Clean Water Act
ALUP	Airport Land Use Plan
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
BMPs	Best Management Practices
Caltrans	California Department of Transportation
CDC	California Department of Conservation
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CFG Code	Fish and Game Code
EPA	United States Environmental Protection Agency
FMMP	Farmland Mapping and Monitoring Program
HCP	Habitat Conservation Plan
IS/MND	Initial Study Mitigated Negative Declaration
LSAA	Lake and Streambed Alteration Agreement
LSTs	Localized significance thresholds
MBA	Michael Brandman Associates
MBTA	Migratory Bird Treaty Act
MTCO <sub>2</sub> e	Metric Tons of Carbon Dioxide Equivalents
NCCP	Natural Community Conservation Plan

NO <sub>x</sub>	Nitrogen Oxides
NPDES	National Pollution Discharge Elimination System
NWP	Nationwide Permit
PM <sub>10</sub> , PM <sub>2.5</sub>	Particulate Matter
PPV	Peak particle velocity
RAFSS	Riversidean Alluvial Fan Sage Scrub
RL	Rural Living
RS	Single Residential
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SD	Special Development
SWPPP	Storm Water Pollution Prevention Plan
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Services
VOCs	Volatile Organic Compounds

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## **SECTION 1: INTRODUCTION**

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### **1.1 - Purpose**

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This Initial Study has been prepared in accordance with the California Environmental Quality Act (“CEQA”) statutes, Public Resources Code (PRC Section 21000 et seq.), CEQA Guidelines, and the County of San Bernardino Guidelines for Implementing CEQA. The purpose of an Initial Study is to conduct formal environmental project review to:

1. Identify project impacts, which are determined not to be significant;
2. Identify project impacts, which are determined to be potentially significant;
3. Provide an opportunity to incorporate mitigation measures or changes into the project design, which will lessen the level of significance of anticipated environmental impacts; and
4. Identify whether a Mitigated Negative Declaration (MND) is necessary to complete the environmental review for the project pursuant to CEQA.

The purpose of this Initial Study is to evaluate the potential environmental effects associated with the development, maintenance, and operation of the San Antonio Heights multi-use recreational trail. The proposed alignment of the trail is generally north of the City of Upland in the Community of San Antonio Heights in San Bernardino County. The proposed east-west alignment of approximately five miles in length lies between the cities of Rancho Cucamonga on the east and Claremont on the west.

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### **1.2 - Project Location**

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The San Antonio Heights Trail Project (Project) is located in the unincorporated area of the County of San Bernardino, north of the City of Upland in the San Antonio Heights community, as shown in Exhibit 1, Regional Location Map. Major arterial roadways in the Project vicinity are N. Euclid Avenue and N. San Antonio Avenue to the south and N. Mountain Avenue to the north. Exhibit 2 provides the location of the Project site at the local level.

The proposed project site consists of approximately five miles of multi-use recreational trail between the existing Cucamonga Creek Trail and US Army Corps of Engineers, San Antonio Dam to the west. The site is located at the base of the San Gabriel Mountains within open space and rural residential areas. Open space and recreational uses in the general vicinity of the site include Claremont Hills Park one mile to the west, San Bernardino National Forest 0.4 mile to the north, and San Antonio Park 0.5 mile to the south. Other major land uses include San Antonio Dam 0.2 mile to the northwest and major power lines owned by the Los Angeles Department of Water and Power, which crosses the proposed trail adjacent to Mountain Avenue.

The following Township and Range numbers comprise the Project site:

- T 01N; R 08W;
- T 01N; R 07W;
- Latitude 34°9'11"N; and
- Longitude 117°39'41"W.

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### 1.3 - Project Description

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The proposed five-mile long public multi-use recreational trail (Project) will be located along the northern boundary of the community of San Antonio Heights in the unincorporated area of the County of San Bernardino (See Exhibit 3). The proposed Project would generally run along the existing alignment of the San Antonio Creek Trail. In addition, two proposed staging areas will be located strategically along the trail. There are two (2) alternatives proposed as a part of the Project. The proposed Project will be the first improvements to the San Antonio Creek Trail shown on the San Bernardino County Land Use Plan, General Plan, Open Space Element, Valley and Mountain Areas.

[NOTE: See link below for the General Plan Open Space Map]

(<http://www.sbcounty.gov/landuseservices/General%20Plan%20Update/Mapping/5bOpen%20Space%20Overlay%20Maps/OpenSpaceValleyMtn.pdf>)

The General Plan Open Space Element - A Plan of Open Space and Trails for the County of San Bernardino, states: (The) San Antonio Creek Trail (Primary Trail) - This trail follows the route of flood control facilities along San Antonio Creek from the San Antonio Heights area north of Upland to the Santa Ana River Trail on the south. Since this trail lies in San Bernardino and Los Angeles counties, effective coordination between agencies will be necessary. Multiple uses are appropriate on this trail, including hiking, horseback riding, bicycling, and mountain biking depending on terrain. Due to its route through urban areas, the trail has great potential for use as an alternative-commuting route. The County of San Bernardino will oversee the construction of the Project.

The proposed Project will be used for equestrian activities, mountain bike riding, and hiking. To the greatest extent possible the Project will utilize existing earthen maintenance roads. New trail will be constructed of compacted native soil or where appropriate a prepared surface of crushed decomposed granite will be used. The compacted native soil or decomposed granite trail will allow water to permeate into the underlying ground without substantial erosion. Minor improvements may be implemented along the existing dirt paths chosen for trail construction where erosion has occurred as well as widening improvements in order to accommodate multiple uses of the trail. In addition, removal of large debris throughout the trail may be required by light construction equipment. There is no lighting proposed for the recreational trail system.

The multi-use recreational trail will range in width from approximately six (6) to twelve (12) feet wide and will use existing paved access road and existing dirt maintenance roads. New trail constructed for equestrian, mountain biking, and hiking activities as part of this project shall be either six (6) foot wide or eight (8) foot wide for a two way trail. Trail development shall conform to the Regional Parks Department draft Trail Standards D-1b, D-3 and D-4 as shown on the attached exhibits.

The proposed Project would generally run in an east-west direction on County land north of the City of Upland city limits. The proposed trail system provides two staging areas and links between existing or proposed trail systems in Claremont and Rancho Cucamonga. The staging areas would be used to park and unload bicycles, horses, and other equipment, and are directly linked to the proposed trail system. The staging areas will be approximately 5,000 square feet in size and will include parking for vehicles with trailers, secondary access to the primary trail, equestrian hitching posts, equestrian drinking troughs, wood benches, picnic tables, toilet facilities, and composting bins.

Staging Area No. 1 will be located on the western side of Cucamonga Channel at the east end of W. 24<sup>th</sup> Street. Vehicular access to Staging Area No. 1 will be provided via W. 24<sup>th</sup> Street and will be configured to accommodate a limited number of vehicles using a controlled gate. The site entrance will be improved to accommodate an inbound travel lane and an outbound travel lane for vehicles using horse trailers. There is no lighting proposed for Staging Area No. 1. Small infrastructure hookups may be required for the drinking troughs and restroom facilities.

Staging Area No. 2 will be located approximately 75 yards south of the Arctic Dr. and W. 26<sup>th</sup> Street intersection, just 0.25 mile northeast of the San Antonio Heights Community Church. Vehicular access to Staging Area No. 2 will be provided via Arctic Dr. and will be configured to accommodate a limited number of vehicles using a controlled gate. The site entrance will have an inbound and outbound travel lane for vehicles using horse trailers. There is no lighting proposed for Staging Area No. 2. Small infrastructure hookups may be required for the drinking troughs and restroom facilities.

A limited number of vehicular parking spots would be available for the public per the San Bernardino County Development Code regulations. Vehicular parking is not proposed on the roadways near the staging areas; however, the staging areas will be large enough to accommodate 10 vehicles with trailers. Security at the staging areas will be provided via a controlled gate at the entrance of the parking lot. The Regional Parks Department would be responsible for maintenance related to the multiuse trails, including the removal of animal waste.

### **Alternative Alignments**

In addition to the primary route, two alternative routes are currently being evaluated at the western terminus of the trail for the Crossing of Euclid Avenue and connection to San Antonio Dam and the proposed trails to the west (See Exhibit 2 and 3 for the locations of the proposed Alternatives). A brief description of each trail alternative is provided as follows:

- Alternative 1: This trail segment would cross a new footbridge built between two high points on Euclid Avenue approximately 140 yards south-southwest of a water tank and 260 yards southeast of the eastern San Antonio Dam top access road. The bridge will take traffic over Euclid Avenue and onto a new path built on vacant ground that runs between the eastern end of Electric Avenue and the southern end of the new bridge.
- Alternative 2: This trail segment replaces the traffic crossing on Euclid Avenue by digging a pedestrian tunnel below North Mountain in the vicinity of an underground storm drain located near the planned-for traffic crossing. Upon exiting the tunnel along the south side of Euclid Avenue, a small trail will be carved into vegetated ground so as to link with the eastern end of Electric Avenue.

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## 1.4 - Intended Uses of this Document

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As the lead agency, the County of San Bernardino has determined that a MND is the appropriate level of analysis pursuant to the CEQA Statutes and Guidelines to address the potential environmental impacts of the proposed Project. After mitigation is implemented, the Project will not have a significant effect on the environment.

### List of Agencies Expected To Use This Document

The following is a list of agencies that are expected to use this MND for their review of the Project:

- County of San Bernardino;
- California Department of Fish and Game;
- Regional Water Quality Control Board;
- South Coast Air Quality Management District;
- U.S. Fish and Wildlife Service; and
- United States Army Corps of Engineers.

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## 1.5 - Environmental Setting

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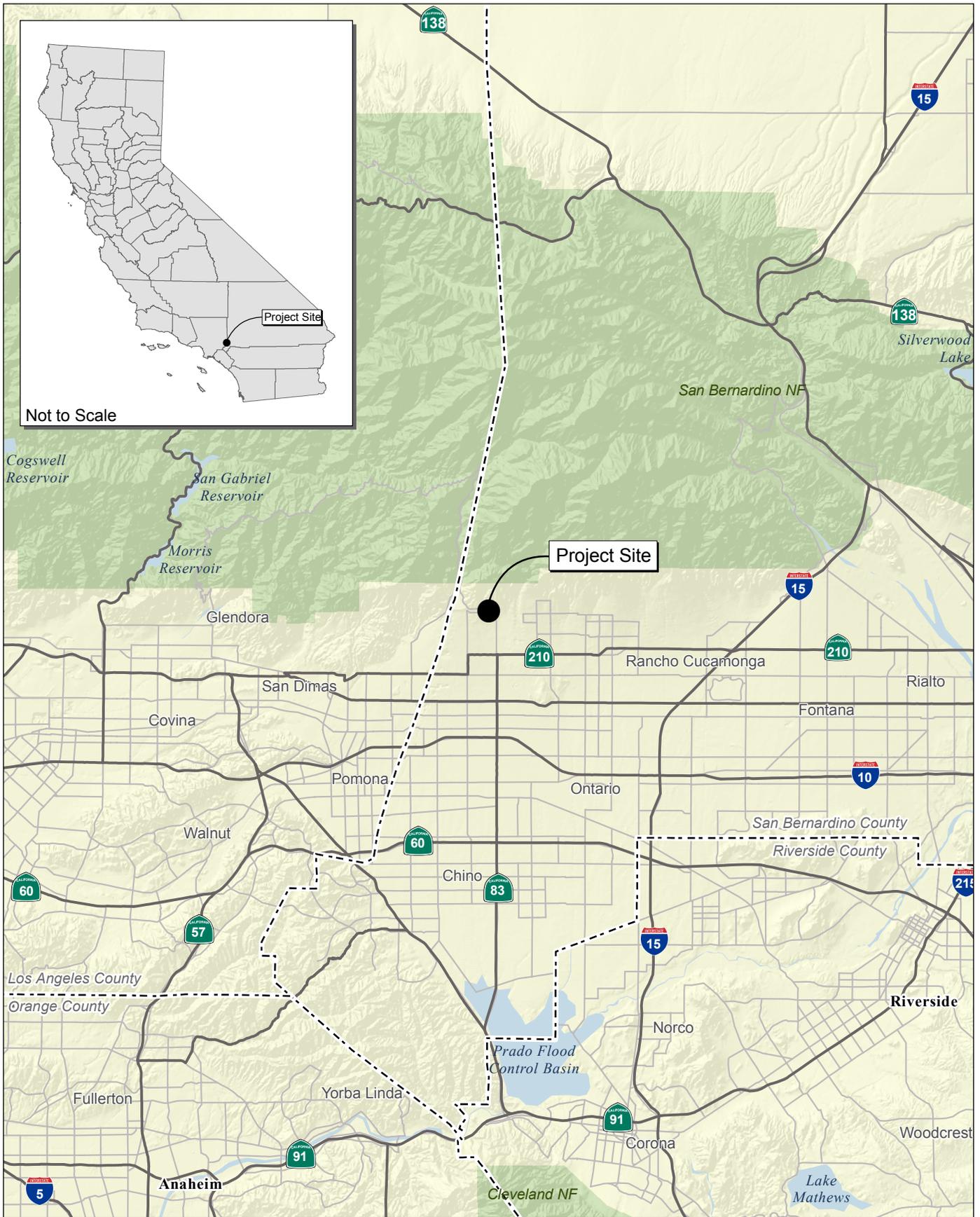
The Project site is located in the inland empire of Southern California and within the County of San Bernardino. The site is located in the community of San Antonio Heights, approximately 45 miles inland from the Pacific Ocean directly on the southern base of the San Gabriel Mountains at an elevation of 2,103 feet.

A network of federal and State freeways, toll roads, and local jurisdictional major arterials provides vehicular transportation in the Southern California region. Freeways and toll roads in the general vicinity of the site include the Foothill Freeway (Interstate 210), San Bernardino Freeway (Interstate 10), and Pomona Freeway (SR-60) south of the site, the Ontario Freeway (Interstate-15) east of the site, the Orange Freeway (Interstate 57) west of the site. Major arterials include Foothill Boulevard, N. Mountain Ave., and N. Euclid Ave. south of the site.

San Antonio Heights is an affluent area located at 34°9'11"N and 117°39'41"W. The area is directly north of the City of Upland. According to the United States Census Bureau, the San Antonio Heights has a total area of 1.4 square miles.

Urban development characterizes the inland empire; however, steep hills and ridgelines form the general area around the location of the proposed trail. Cucamonga Creek, located to the east of the Project site, is generally in a north-south direction and establishes the eastern boundary of the proposed Project. San Antonio Wash is also a generally north-south facing alluvial fan and establishes the western boundary of the Project site.

The 2000 Census of San Antonio Heights was recorded at a population of 3,122. As of 2009, San Antonio Heights's population is 3,293 people. Since 2000, it has had a population growth of 6.31 percent.



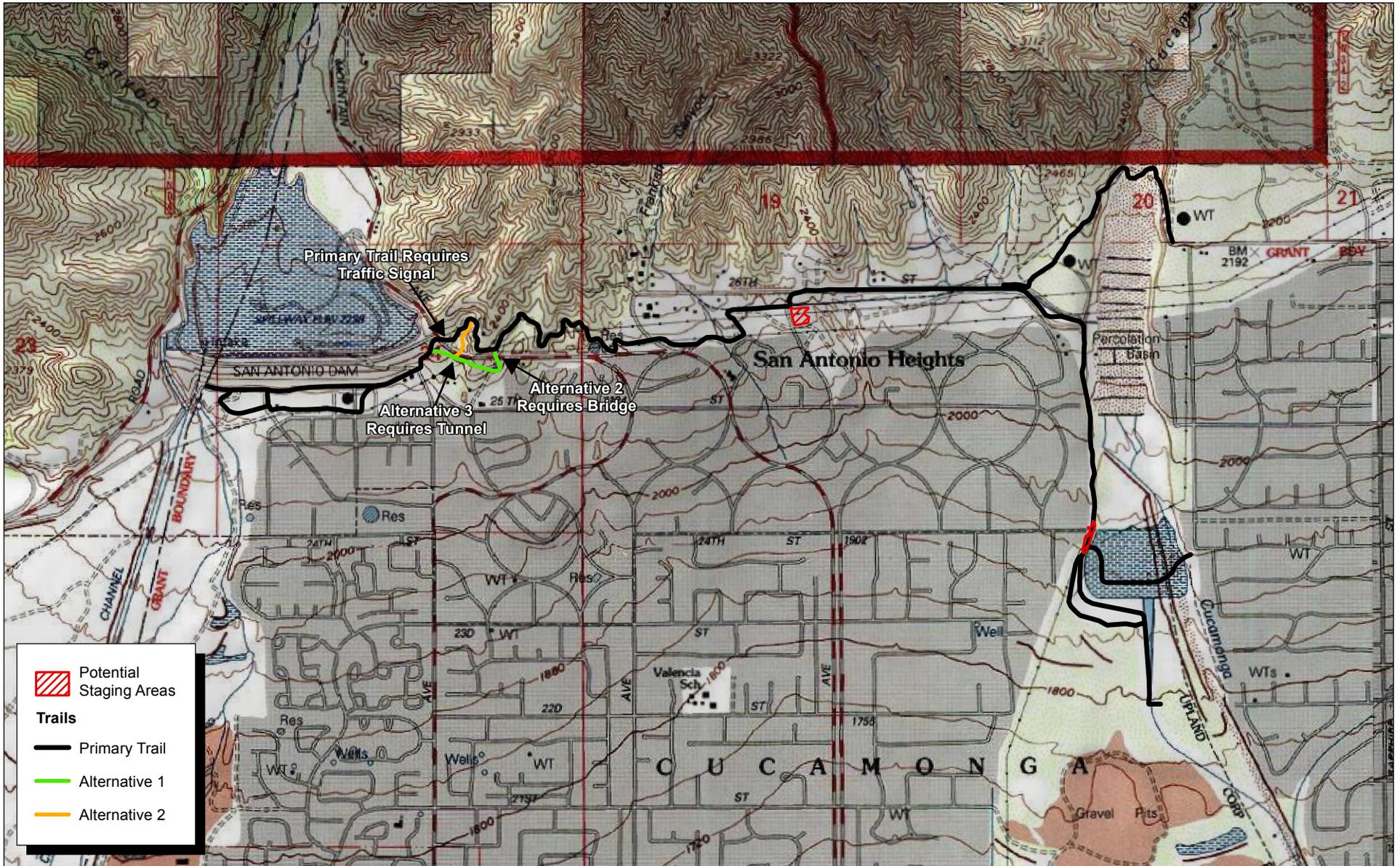
Source: Census 2000 Data, The CaSIL, MBA GIS 2009.



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# Exhibit 1 Regional Location Map

COUNTY OF SAN BERNARDINO • SAN ANTONIO HEIGHTS TRAIL  
INITIAL STUDY



Source: TOPO! USGS Mt. Baldy (1995) 7.5' DRG.

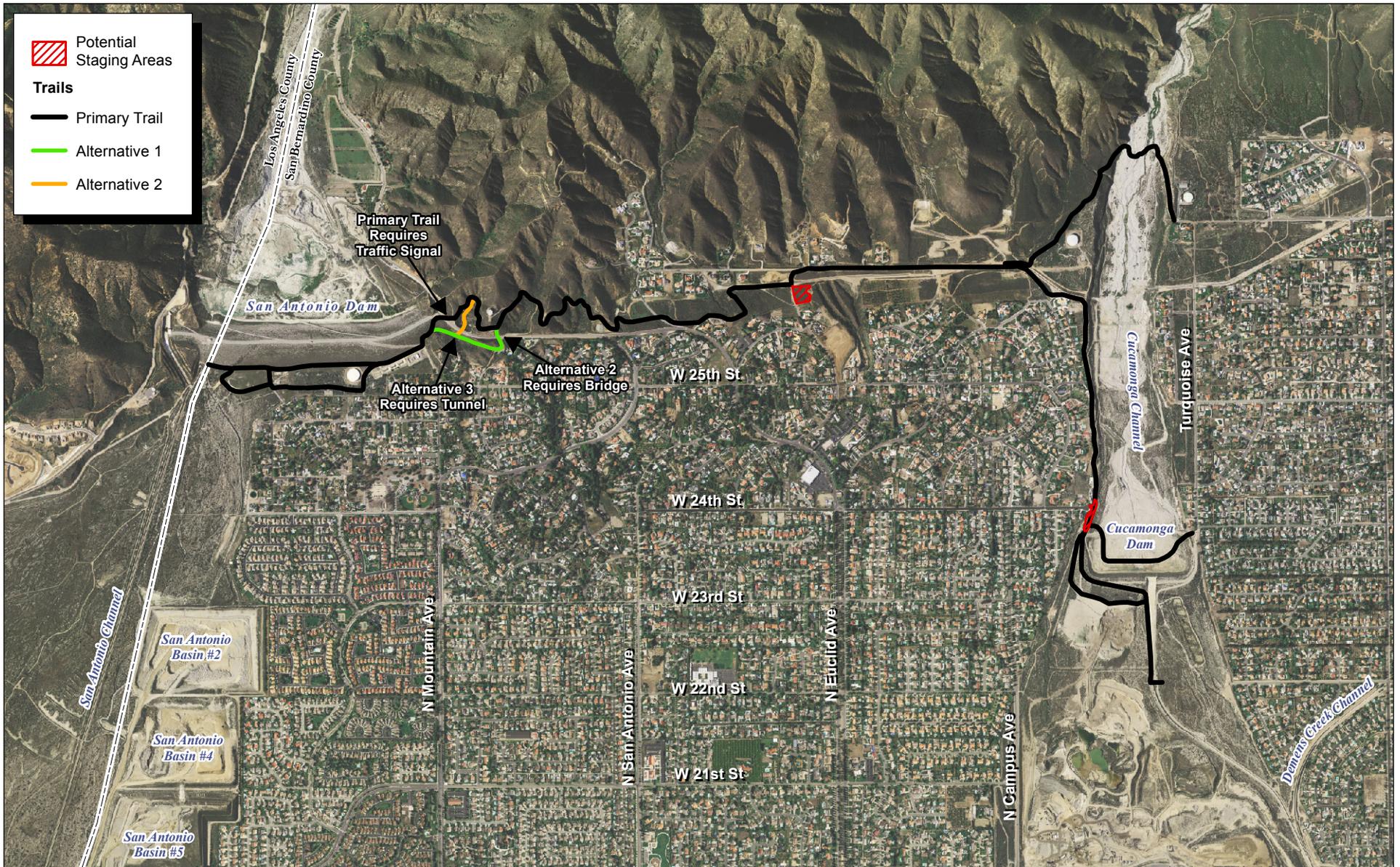


Michael Brandman Associates

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## Exhibit 2 Local Vicinity Map Topographic Base



Source: San Bernardino County Aerials (2007) Census (2000).



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### Exhibit 3 Local Vicinity Map Aerial Base

**SECTION 2: ENVIRONMENTAL CHECKLIST**

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>1. Aesthetics</b>				
<i>Would the project:</i>				
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 building within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
<b>2. Agriculture Resources</b>				
<i>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.</i>				
<i>Would the project:</i>				
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 (FMMP) 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) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>3. Air Quality</b>				
<i>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.</i>				
<i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in an increase in greenhouse gas emissions that would significantly hinder or delay the State's ability to meet the reduction targets contained in AB 32?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>4. Biological Resources</b>				
<i>Would the project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG and USFWS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA) (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), 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"/>
<b>5. Cultural Resources</b> <i>Would the project:</i>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>6. Geology and Soils</b> <i>Would the project:</i>				
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (UBC) (1994), 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"/>
<b>7. Hazards and Hazardous Materials</b>				
<i>Would the project:</i>				
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 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 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 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"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>8. Hydrology and Water Quality</b> <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>9. Land Use and Planning</b>				
<i>Would the project:</i>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>10. Mineral Resources</b>				
<i>Would the project:</i>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>11. Noise</b>				
<i>Would the project result in:</i>				
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 type="checkbox"/>	<input checked="" 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"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
<b>12. Population and Housing</b> <i>Would the project:</i>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13. Public Services</b> <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>14. 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>15. Transportation / Traffic</b> <i>Would the project:</i>				
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>
<b>16. Utilities and Service Systems</b>				
<i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB)?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>17. Mandatory Findings of Significance</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

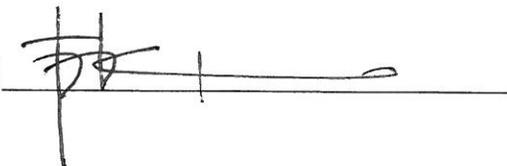
Environmental Factors Potentially Affected			
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.			
<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture Resources
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources
<input type="checkbox"/>	Hazards / Hazardous Materials	<input type="checkbox"/>	Hydrology / Water Quality
<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Utilities / Services Systems	<input type="checkbox"/>	Mandatory Findings of Significance
<input type="checkbox"/>		<input type="checkbox"/>	Air Quality
<input type="checkbox"/>		<input type="checkbox"/>	Geology / Soils
<input type="checkbox"/>		<input type="checkbox"/>	Land Use / Planning
<input type="checkbox"/>		<input type="checkbox"/>	Population / Housing
<input type="checkbox"/>		<input type="checkbox"/>	Transportation / Traffic

**Environmental Determination**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “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 measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed 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.

Signed



Date

11.11.10

## SECTION 3: DISCUSSION OF ENVIRONMENTAL EVALUATION

### 1. Aesthetics

Would the project:

- a) *Have a substantial adverse effect on a scenic vista?*

**Less Than Significant Impact.** The County of San Bernardino’s General Plan does not identify any scenic vistas within the vicinity of the proposed Project site. The Project consists of the construction of a multi-use trail system, two staging areas and alternative routes. Construction of the Project could potentially include a pedestrian bridge (Alternative 1), and/or tunnel (Alternative 2). The bridge alternative could potentially obstruct views into the San Bernardino National Forest, but only from limited vantage point; however, due to the limited size of the bridge improvements, impacts should be minimal. A tunnel (alternative 2) would not affect views because such tunnel-improvements would be at or below ground level. Therefore, potential impacts will be less than significant.

- b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?*

**No Impact.** The County of San Bernardino’s General Plan does not identify scenic highways within the vicinity of the Project site. The closest scenic highway is Highway State highway 138 located approximately 13 (aerial) miles northeast of the Project. Highway 330, another scenic highway is located approximately 27 miles to the east. There are no trees, natural rock outcroppings, historic buildings, or any other unique scenic resources that will be damaged as a result of Project implementation; therefore, no impacts would occur.

- c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

**Less Than Significant Impact.** The Project would primarily occur adjacent to the rural residential community of San Antonio Heights located near the City of Upland. The Project would be consistent with the County’s General Plan zoning designations of RL-5, RL-14M and SD-Res and would be consistent with the existing trail alignment of the San Antonio Creek Trail as to not degrade the visual character of the site and surrounding area. Construction of the Project could potentially include a pedestrian bridge (Alternative 1) and/or tunnel (Alternative 2). The bridge could potentially degrade the existing visual character of the surrounding area, but only from limited vantage points; however, due to the limited size of the bridge-improvements, impacts should be minimal.

A tunnel (Alternative 2) would not affect the existing visual character; as such tunnel-improvement would be at or below ground level. Therefore, aesthetic impacts on the visual character or quality of the site and its surroundings would be less than significant.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

**No Impact.** There is no lighting associated with the proposed Project. Therefore, no impacts related to light and glare would occur.

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## 2. Agricultural Resources

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Would the project:

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to non-agricultural use?*

**No Impact.** The Project site is not located on land that is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As a result, no impacts would occur.

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

**No Impact.** No Williamson Act contract exists on the Project site. The Project would be implemented along an existing recreational trail within a primarily residential community. Therefore, no associated agricultural impacts would occur.

- c) *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?*

**No Impact.** The Project site and surrounding areas are developed as primarily residential and open space uses, and are not currently used as farmland. There are a couple of tree farms near and/or adjacent to the proposed trail, however, the proposed improved trail alignment will have no direct or indirect affect upon the tree farms. The proposed Project would not result in the direct or indirect conversion of Farmland to non-agricultural uses. Therefore, no such impacts would occur.

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## 3. Air Quality

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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. The Project is located within the South Coast Air Quality Management District (SCAQMD) jurisdiction. Therefore, guidance and thresholds recommended by the SCAQMD are utilized in the analysis. For background

information on pollutants, greenhouse gases, and regulatory information, please refer to the *Air Quality and Climate Change Analysis Report* contained in Appendix A. The following is a summary of that report.

The Project is in the South Coast Air Basin, which is under the jurisdiction of the SCAQMD. The South Coast Air Basin is in nonattainment for ozone and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), which means that concentrations of those pollutants currently exceed the ambient air quality standards for those pollutants. Ambient air quality standards for criteria pollutants are set by the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) to protect the health of sensitive individuals. Criteria pollutants include ozone, PM<sub>10</sub>, PM<sub>2.5</sub>, carbon monoxide (CO), nitrogen dioxide, lead, and sulfur dioxide. Ozone is formed through reactions of volatile organic compounds (VOCs), nitrogen oxides (NO<sub>x</sub>), and sunlight.

To assist Lead Agencies in the analysis of Project-related air pollutants, the SCAQMD recommends use of regional and localized significance thresholds. If Project emissions are over the thresholds, the Project would result in a significant impact.

Emissions during construction and operation of the Project were estimated using URBEMIS2007. As shown in the Air Quality and Climate Change Analysis Report, Project emissions would not exceed the SCAQMD regional significance thresholds during construction or operation. Construction emissions would not exceed the localized significance thresholds for nitrogen dioxide, CO, PM<sub>10</sub>, or PM<sub>2.5</sub>.

**As shown in Table 1, operational emissions would not exceed the localized significance thresholds for nitrogen dioxide, CO, or PM<sub>2.5</sub>. Operational emissions would exceed the localized significance threshold for PM<sub>10</sub>. However, as shown in**

Table 2, after implementation of mitigation measure AQ-1, operational emissions of PM<sub>10</sub> would be below the localized significance threshold.

**Table 1: Localized Significance Analysis (Operation)**

Activity	Onsite Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Trail fugitive dust (recreational use/wind erosion/maintenance)	0.0	0.0	2.5	0.5
Maintenance equipment	5.4	3.1	0.3	0.3
Off road recreational vehicles exhaust	0.0	0.2	0.0	0.0
Off road recreational vehicles fugitive dust	0.0	0.0	2.0	0.4
Total	5.4	3.3	4.8	1.2
Localized Significance Threshold	270	2193	4	2
Exceed Threshold?	No	No	Yes	No
Source: Air Quality and Climate Change Analysis, Appendix A.				

**Table 2: Localized Significance Analysis (Operation, Mitigated)**

Activity	Onsite Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Trail fugitive dust (recreational use/wind erosion/maintenance)	0.0	0.0	2.5	0.5
Maintenance equipment	5.4	3.1	0.3	0.3
Off road recreational vehicles exhaust	0.0	0.0	0.0	0.0
Off road recreational vehicles fugitive dust	0.0	0.0	0.0	0.0
Total	5.4	3.1	2.8	0.8
Localized Significance Threshold	270	2,193	4	2
Exceed Threshold?	No	No	No	No
Source: Air Quality and Climate Change Analysis, Appendix A.				

Would the project:

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

**Less Than Significant Impact with Mitigation Incorporated.** This assessment uses the following criteria for determining Project consistency with the current air quality management plan (AQMP), as discussed below.

***Project’s Contribution to Air Quality Violations***

According to the SCAQMD, the Project is consistent with the Air Quality Management Policy (AQMP) if it will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

As shown in Table 1, the Project could violate the PM<sub>10</sub> ambient air quality standard during operation without mitigation. Therefore, the Project does not meet this criterion and mitigation measure AQ-1 is required.

If a Project’s emissions exceed the SCAQMD regional thresholds for NO<sub>x</sub>, VOC, PM<sub>10</sub>, or PM<sub>2.5</sub>, it follows that the emissions could cumulatively contribute to an exceedance of a pollutant for which the basin is in nonattainment (ozone, PM<sub>10</sub>, PM<sub>2.5</sub>) at a monitoring station in the basin. An exceedance of a nonattainment pollutant at a monitoring station would not be consistent with the goals of the AQMP - to achieve attainment of pollutants. The Project would not exceed the regional significance thresholds.

***Control Measures***

The next criterion is compliance with the control measures in the 2003 and the 2007 AQMPs. The 2007 AQMP has been adopted by the SCAQMD and ARB, but the EPA

has not approved it. As discussed in the Air Quality and Climate Change Analysis (Appendix A), the Project would comply with all of the SCAQMD's applicable rules and regulations. Therefore, the Project complies with this criterion.

**AQ-1** Signs shall be posted at all trail entrances that indicate that motorized vehicles are prohibited from the trails. Telephone numbers shall be posted on the signs that indicate a number to call for violations.

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

**Less Than Significant Impact with Mitigation Incorporated.** Localized significance thresholds (LSTs) are specific to each source receptor area. If the Project results in emissions that do not exceed those thresholds, it follows that those emissions would not cause or contribute to a local exceedance of the appropriate ambient air quality standard.

The localized construction analysis contained in the Air Quality and Climate Change Analysis demonstrates that without mitigation, the Project would not exceed the LSTs for CO, nitrogen dioxide, PM<sub>10</sub>, or PM<sub>2.5</sub> and would therefore not exceed the ambient air quality standards for CO, nitrogen dioxide, PM<sub>10</sub>, or PM<sub>2.5</sub>.

As shown in Table 1, the LST analysis for operational emissions demonstrates that the Project would not exceed the LSTs for CO, nitrogen dioxide, or PM<sub>2.5</sub>. However, without mitigation, the Project could exceed the LST for PM<sub>10</sub> and could have the potential to violate an ambient air quality standard for PM<sub>10</sub>. Therefore, implementation of Mitigation Measure AQ-1 would reduce this potential impact to a level of less than significant.

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

**Less Than Significant Impact with Mitigation Incorporated.** Section 15130(b) of the CEQA Guidelines states the following:

The following elements are necessary to an adequate discussion of significant cumulative impacts: 1) Either: (A) A list of past, present, and probable future Projects producing related or cumulative impacts, including, if necessary, those Projects outside the control of the agency, or (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior

environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.

In accordance with CEQA Guidelines 15130(b), this analysis of cumulative impacts incorporates a summary of projections. The following tiered approach is to assess cumulative air quality impacts.

1. Consistency with the regional thresholds for nonattainment pollutants;
2. Project consistency with existing air quality plans; and
3. Assessment of the cumulative health effects of the pollutants.

### **Regional Analysis**

If an area is in nonattainment for a criteria pollutant, then the background concentration of that pollutant has historically been over the ambient air quality standard. It follows that if a project exceeds the regional threshold for that nonattainment pollutant, then it would result in a cumulatively considerable net increase of that pollutant and result in a significant cumulative impact.

The South Coast Air Basin is in nonattainment for PM<sub>10</sub>, PM<sub>2.5</sub>, and ozone. Therefore, if the Project exceeds the regional thresholds for PM<sub>10</sub>, or PM<sub>2.5</sub>, then it contributes to a cumulatively considerable impact for those pollutants. Additionally, if the Project exceeds the regional threshold for NO<sub>x</sub> or VOC, then it follows that the Project would contribute to a cumulatively considerable impact for ozone. The regional significance analysis demonstrated that emissions would not be over the regional significance thresholds for any pollutants. Therefore, the Project does not contribute to a significant cumulative impact according to this criterion.

### **Plan Approach**

The geographic scope for cumulative criteria pollution from air quality impacts is the South Coast Air Basin, because that is the area in which the air pollutants generated by the sources within the basin circulate and are often trapped. The SCAQMD is required to prepare and maintain an AQMP and a State Implementation Plan to document the strategies and measures to be undertaken to reach attainment of ambient air quality standards. While the SCAQMD does not have direct authority over land use decisions, it is recognized that changes in land use and circulation planning are necessary to maintain clean air. The SCAQMD evaluated the entire Basin when it developed the AQMP.

According to the analysis contained in (a) above, the Project is consistent with the most recent AQMP with mitigation. Therefore, the Project meets this criterion with mitigation incorporated.

### **Cumulative Health Impacts**

The Basin is in nonattainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>, which means that the background levels of those pollutants are at times higher than the ambient air quality standards. The air quality standards were set to protect public health, including the health of sensitive individuals (such as the elderly, children, and the sick). Therefore, when the concentration of those pollutants exceeds the standard, it is likely that some sensitive individuals in the population would experience health effects as described in the Air Quality and Climate Change Analysis Report. However, the health effects are a factor of the dose-response curve. Concentration of the pollutant in the air (dose), the length of time exposed, and the response of the individual are factors involved in the severity and nature of health impacts. If a significant health impact results from Project emissions, it does not mean that 100 percent of the population would experience health effects.

The regional analysis of construction emissions indicates that emissions would be under the regional significance thresholds. Therefore, no cumulative health effects would occur because of the proposed Project.

### **Consistency with County of San Bernardino General Plan Air Quality Policies**

The County of San Bernardino General Plan Conservation Element contains air quality goal CO 4, which states, “the County will ensure good air quality for its residents, businesses, and visitors to reduce impacts on human health and the economy.” In some areas, developments can create fugitive dust from wind hazards (due to increased dust, the removal of wind breaks, and other factors); therefore, the County requires either mitigation measures (in the appropriate environmental analysis required by the County for the development proposal) or conditions of approval (if no environmental document is required) to address site-specific analysis of: a. grading restrictions and/or controls on the basis of soil types, topography or season, b. landscaping methods, plant varieties, and scheduling to maximize successful revegetation, and c. dust-control measures during grading, heavy truck travel, and other dust generating activities. The proposed Project would follow dust control requirements contained in SCAQMD Rule 403. However, implementation of mitigation measure AQ-2 ensures that the project would be consistent with the General Plan and impacts in this regard will be less than significant.

**AQ-2** Project landscaping, if any, shall use drought tolerant native plants that do not require a watering system.

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

**Less Than Significant Impact Mitigation Incorporated.** The localized analysis uses thresholds that represent the maximum emissions for a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air

quality standard. Localized significance thresholds are developed based on the ambient concentrations of that pollutant for each source receptor area and on the location of the sensitive receptors. If the Project results in emissions under those thresholds, it follows that the Project would not cause or contribute to an exceedance of the standard. If the standards are not exceeded at the sensitive receptor locations, it follows that the receptors would not be exposed to substantial pollutant concentrations.

The localized analysis for operational emissions demonstrates that the Project would not exceed the localized significance thresholds for CO, nitrogen dioxide, or PM<sub>2.5</sub>. However, without mitigation, the Project could exceed the threshold for PM<sub>10</sub>. Therefore, during operation, the Project could have the potential to violate an ambient air quality standard for PM<sub>10</sub>. Without mitigation (MM AQ-1), the Project could cause the following health effects to the residents within 25 meters from exposure to PM<sub>10</sub>: (a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and/or (c) Increased risk of premature death from heart or lung diseases in the elderly. However, with mitigation measure AQ-1, emissions would be below thresholds, significant health effects would not be observed, and potential impacts would be less than significant.

The localized construction analysis contained in the Air Quality and Climate Change Analysis demonstrates that without mitigation, the Project would not exceed the LSTs for CO, nitrogen dioxide, PM<sub>10</sub>, or PM<sub>2.5</sub> and would therefore not exceed the ambient air quality standards for CO, nitrogen dioxide, PM<sub>10</sub>, or PM<sub>2.5</sub>.

The construction equipment would emit diesel particulate matter, which is a carcinogen. However, the diesel particulate matter emissions are short term in nature. Determination of risk from diesel particulate matter is considered over a 70-year exposure time. Therefore, considering the dispersion of the emissions, and the short time frame of construction activities, exposure to diesel particulate matter is anticipated to be less than significant.

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

**Less Than Significant Impact.** Land uses typically considered associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. The Project does not contain land uses typically associated with emitting objectionable odors. Horses would likely utilize the proposed trails. Horses can be associated with odors. However, these odors would be minimal, would dissipate with distance, and should not reach an objectionable level at the neighboring residences.

Diesel exhaust and VOCs would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project site and therefore should not reach an objectionable level at neighboring residences.

- f) *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*

**Less than Significant Impact.** The following information in this section is a summary of the analysis in the Air Quality and Climate Change Analysis contained in Appendix A. The County of San Bernardino and the SCAQMD do not have an adopted greenhouse gas reduction plan.

During construction of the Project, the following activities would emit a total of 66 metric tons of carbon dioxide equivalents (MTCO<sub>2</sub>e): import of material, laying and grooming of trails, and small bridge construction. Averaged over 30 years, the emissions would be 2 MTCO<sub>2</sub>e per year.

Operational or long-term emissions occur over the life of the project. The operational emissions for business as usual and the project at buildout are shown in Table 3. Operational emissions in 2020 would be lower than the emissions presented due to regulations that would reduce vehicle emissions (Pavley standards and Low Carbon Fuel Standard).

The business as usual emissions refer to emissions that would occur if the project was not constructed. If the project was not constructed, recreational users would go to another site for recreational activities. Mountain biking in the San Bernardino Mountains is more than 40 miles east of the project site. There is a trail on Mount Baldy, which is approximately 8 miles north of the project site. There are also mountain biking trails in the Loma Linda hills, which are 30 miles southeast of the project site. On average, the distance to other trails from the project area would be 10 to 30 miles.

The project would reduce vehicle miles traveled because it is placing another recreational site near residential uses. The average vehicle miles traveled per trip for the project is 9.5 miles, which is the default URBEMIS2007 value for an urban project from home to “other.” The vehicle miles traveled per trip for the business as usual scenario is 19.5 miles (9.5 plus 10 miles).

**Table 3: Project Greenhouse Gas Emissions**

Source	Emissions (MTCO <sub>2</sub> e per year)	
	Business as Usual	Project
Operational Emissions		
Motor vehicles	64	31
Maintenance equipment	0	3
Off road recreational vehicles exhaust	1	1
<i>Subtotal Operational</i>	65	35
<i>Averaged Construction</i>	0	2
<b>Total</b>	<b>65</b>	<b>37</b>
Reduction from Business as Usual		<b>43%</b>
MTCO <sub>2</sub> e = metric tons of carbon dioxide equivalent, converted from tons of carbon dioxide by multiplying by 0.9072 and the global warming potential of 1. Averaged construction = construction emissions averaged over 30 years (66 ÷ 30). Source: Air Quality and Climate Change Analysis Report, Appendix A.		

Pursuant to CEQA Guidelines Section 15064(h)(3), this assessment will use AB 32 and the Scoping Plan as a “previously approved plan or mitigation program.”

AB 32 requires the ARB, the State agency charged with regulating statewide air quality, to adopt rules and regulations that would reduce greenhouse gas emissions to 1990 levels by the year 2020. On December 6, 2007, ARB approved the 1990 greenhouse gas emissions level of 427 million MTCO<sub>2</sub>e. Business as usual emissions in 2020 are estimated to be 596 million MTCO<sub>2</sub>e, which is an approximate 28 percent reduction from 1990 emissions.

Through implementation of the project, emissions compared with business as usual are reduced by 43 percent, which is greater reduction than the 28 percent reduction that AB 32 requires. Therefore, the project is consistent with the reduction goals in AB 32.

The SCAQMD’s draft tiered threshold for all land use projects is 3,000 tons per year of CO<sub>2</sub>e (operational emissions plus construction emissions averaged over 30 years). The project’s operational emissions plus the averaged construction emissions would be 37 MTCO<sub>2</sub>e per year, which is substantially lower than the SCAQMD draft threshold.

The project objective is to provide a trail. Studies have shown that vehicle miles traveled is related to accessibility to destinations (such as recreational facilities) and street network design variables. The project objective would result in reductions in vehicle miles traveled since the project provides a facility for non-motorized transportation and provides recreational uses near existing residential uses.

Considering the information contained above, although the project would emit greenhouse gases during construction and operation, these emissions would not have a significant impact on the environment. In addition, the project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Therefore, the Project results in a less than significant impact to climate change.

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#### 4. Biological Resources

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Would the project:

- a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

**Less Than Significant Impact with Mitigation Incorporated.** Based on a Habitat Assessment conducted by Michael Brandman Associates (MBA) in June 2010 (See Appendix B), no suitable habitat for any special status plant or wildlife species occurs on the Project site. No special status plant or wildlife species are likely to occur on the Project site. The Project site does not occur within any critical habitat proposed or designated by the USFWS. Therefore, no impacts to any special status species or their habitat are expected to occur as a result of the proposed Project.

The proposed Project could result in potential significant impacts to common nesting bird species protected under the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFG Code) during the construction phase. The proposed Project may result in the removal and trimming of trees and shrubs that provide marginal nesting opportunities for nesting bird species. Implementation of the following mitigation measure will ensure compliance with the MBTA and CFG Code for protected nesting bird species.

- MM BIO-1** To avoid impacts to nesting birds, it is recommended that any removal of vegetation be done outside of the nesting season, which is typically between March 15 and August 31. If construction activities take place during the nesting season, it is recommended that a pre-construction survey be conducted by a qualified biologist within 30 days prior to grading activities within any Project impact area in order to identify all active nests in areas impacted throughout Project construction and implementation. If an active nest is identified during the pre-construction survey, no construction activity

shall take place within a minimum 50 feet of any active nest until the young have fledged (as determined by a qualified biologist) and the nest is no longer determined to be active. This distance shall be expanded for any nesting raptor species. Construction activity in the vicinity of any active nest shall be conducted at the discretion of a qualified biologist.

**MM BIO-2** An invasive species vegetation management plan shall be implemented with the development of the trail. The equestrian use of the trail has the potential of introducing non-native seed material.

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 CDFG or USFWS?*

**Less Than Significant Impact with Mitigation Incorporated.** The California Department of Fish and Game has jurisdiction over lakes, streambed and the riparian communities associated with such resources. CDFG lists Riversidean Alluvial Fan Sage Scrub (RAFSS) as rare and sensitive riparian (streambed) habitat suitable for a number of sensitive plant and animal species. The proposed primary trail alignment will utilize existing bridge/culvert crossings to avoid most impacts to CDFG jurisdictional areas. However, three CDFG jurisdictional areas will be impacted. These areas include (1) The northern reach of Cucamonga Creek/Channel, (2) The Cucamonga Dam Outlet Channel, and (3) a small unnamed tributary to Cucamonga Creek. Of these impacts, the Cucamonga Creek crossing will impact adjacent jurisdictional RAFSS Habitat. In total, the project will impact 0.487 acres of CDFG jurisdictional streambed and riparian habitat. (See Exhibit 5)

Alternative Alignments along Drainage 14 (Unnamed Drainage) will result in impact of 0.030 acres of CDFG jurisdictional streambed and associated riparian habitat.

Impacts to CDFG jurisdictional areas require processing of a Lake and Streambed Alteration Agreement (LSAA) pursuant to Section 1602 of the Fish and Game Code. As part of the LSAA process, mitigation for impacts will be negotiated to compensate for impacts to CDFG jurisdictional resources (See BIO-3).

**MM BIO-3** The County will prepare and submit a Lake and Streambed Alteration Agreement pursuant to Section 1602 of the Fish and Game Code. As part of the LSAA process, mitigation for impacts will be negotiated to compensate for impacts to CDFG jurisdictional resources.

- c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

**Less Than Significant Impact With Mitigation Incorporated.** The United States Army Corps of Engineers (USACE) has primary implementation authority over Section 404 of the Clean Water Act (Act). Section 404 of the Act requires that a dredge and fill permit be obtained for any impacts to waters of the U.S., which is broadly defined to include (among other things) navigable water bodies and other drainages and tributaries and there adjacent wetlands (including marshes, vernal pools, etc.) that have a significant nexus to downstream navigable waters.

According to the Jurisdictional Delineation Report prepared for the Project (See Appendix D), there are sixteen drainage systems located within the project area, encompassing 22.07 acres, which were determined to be potential waters of the U.S. (Waters). Waters of the U.S. include portions of two named features, the Cucamonga Drainage System (Creek, Basin and Channel) and the San Antonio Dam and Channel. No adjacent wetlands (as defined by the USACE criteria) were determined to be present on the Project Site (See Table, 4 below).

The proposed project will create a recreational trail extending east to west from Cucamonga Creek/Channel to the San Antonio Channel. To minimize potential impacts to jurisdictional waters and aquatic resources, the selected (primary) alignment utilizes existing crossing structures wherever possible. A summary of existing and proposed structures and an estimation of likely impacts are summarized in Table 4 below.

**Table 4: Potential Impacts to Jurisdictional Features (Primary Alignment)**

Hydrogeomorphic Feature	Description	Existing Structure (Map Ref.)	Proposed Improvement	Potential Impacts*	
				Cross Channel length (ft)	CDFG Acre(s)
Drainage 1 (D1)	Cucamonga Channel:	Culvert/Bridge (C1)	None	None	None
	Cucamonga Basin (South):	None	Trail with Permeable Rock for Stabilization	1,746 (USACE)	0.33
	Cucamonga Creek (North):	None	Arizona Crossing /Remove Boulders	1,816 (CDFG)	0.15

**Table 4 (cont.): Potential Impacts to Jurisdictional Features (Primary Alignment)**

Hydrogeomorphic Feature	Description	Existing Structure (Map Ref.)	Proposed Improvement	Potential Impacts*	
				Cross Channel length (ft)	CDFG Acre(s)
Drainage 2 (D2)	Cucamonga Dam Outlet Channel:	Arizona Crossing (A1)	Culvert or Permeable Rock for Stabilization	9 (USACE) 10 (CDFG)	0.0019
Drainage 3 (D3)	Unnamed Tributary to Cucamonga Creek/Channel	None	Culvert or Permeable Rock for Stabilization	9 (USACE) 15 (CDFG)	0.0028
Drainage 4 (D4)	San Antonio Heights Intercept (tributary to Cucamonga)	Culvert/Bridge (C2,C3,C4)	None	None	None
Drainage 5 (D5)	26 <sup>th</sup> Street Channel (tributary to Cucamonga)	NA**	None	None	None
Drainage 6 (D6)	Catchment (Tributary to Cucamonga)	NA**	None	None	None
Drainage 7 (D7)	Catchment (Tributary to Cucamonga)	NA**	None	None	None
Drainage 8 (D8)	Unnamed Drainage (Chino Split)	Culvert (C5)	None	None	None
Drainage 9 (D9)	Unnamed Drainage (Chino Split)	Culvert (C6)	None	None	None
Drainage 10 (D10)	Unnamed Drainage (Chino Split)	Culvert (C7)	None	None	None
Drainage 11 (D11)	Unnamed Drainage (Chino Split)	Culvert (C8)	None	None	None
Drainage 12 (D12)	Unnamed Drainage (Chino Split)	Culvert (C9)	None	None	None
Drainage 13 (D13)	Unnamed Drainage (Chino Split)	Culvert (C10)	None	None	None

**Table 4 (cont.): Potential Impacts to Jurisdictional Features (Primary Alignment)**

Hydrogeomorphic Feature	Description	Existing Structure (Map Ref.)	Proposed Improvement	Potential Impacts*	
				Cross Channel length (ft)	CDFG Acre(s)
Drainage 14 (D14)	Unnamed Drainage (Chino Split)	Culvert (C11)	None	None	None
Drainage 15 (D15)	San Antonio Channel	NA***	None	None	None
Drainage 16 (D16)	San Antonio Channel/bypass	NA***	None	None	None
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>1,812 (USACE) 2,658 (CDFG)</b>	<b>0.4847</b>

\* NOTE: Impacts Include Temporary and Permanent Impacts  
 \*\* NOTE: Though trail is located on 26<sup>th</sup> Street, Drainage 5 is not crossed by proposed trail alignment. Similarly, Drainages 6 and 7 enter an underground conveyance beneath 26<sup>th</sup> Street before entering the San Antonio Intercept (D4).  
 \*\*\* NOTE: Proposed trail terminates immediately east of Drainage 15 (San Antonio Channel). Similarly, proposed trail does not cross or otherwise enter Drainage 16 (San Antonio Bypass Basin/Channels)

Description of Impacts to Drainage 1 (Cucamonga Channel/Creek/Basin):

To facilitate linkage between the proposed San Antonio Heights Trail and existing trails (Cucamonga Trail in the south and Almond Street in the north), the proposed project will make use of the existing culvert/bridge (C-1) over the Cucamonga Channel south of the Dam. This crossing is a hardened Rectangular culvert with horse fence already in place. No impacts to existing USACE and CDFG jurisdictional waters are anticipated.

Cucamonga Basin:

The primary trail alignment will connect the east and west side of the southern portion of Cucamonga Channel through the Cucamonga Basin. The alternative alignment would pass through approximately 1,746 linear feet of USACE jurisdictional waters and 1,816 feet of CDFG jurisdictional waters, with a path approximately six (6) to eight (8) feet wide. The trail would be surfaced with decomposed granite to create a more stable yet permeable surface. With an average width of 8 feet, the Basin alignment would result in impacts of approximately 0.32 acre (to waters of the U.S. (USACE Jurisdictional Waters) and 0.33 acre to CDFG jurisdictional resources. While proposed trail will permanently impact jurisdictional waters, no actual loss of jurisdictional waters will occur.

Cucamonga Creek:

At the northern end of the Cucamonga Channel, the existing channel is bordered on both sides by a wide field of large boulders, which make current equestrian use treacherous. The proposed project will clear a six (6) to eight (8) foot wide path through the boulder

field and the creek linking the trail that currently extends into the Cucamonga ravine from Almond Street in the east to an existing foot trail which rises from the west side. This northern crossing of Cucamonga Creek will potentially be subject to seasonal flooding. The trail path between the San Antonio Heights and Almond Street in Rancho Cucamonga to the east will be minimally cleared to provide trail access. The route across the creek will be marked with rock cairns and carsonite markers to designate the trail. Once the boulders are removed, the path will be either compacted native soil or stabilized with a permeable surface layer of crushed decomposed granite.

With respect to waters of the U.S. (USACE Jurisdiction), an eight (8) foot wide by forty-eight (48) linear foot swath of the Cucamonga Channel would be permanently impacted by the clearing of the boulder field. In total, these impacts include an area of 0.0088 acre (384 sq.ft.), though no net loss of jurisdictional waters of the U.S. will result.

With respect to CDFG Jurisdictional waters, an eight (8) foot wide by eight-hundred, seventeen (817) linear foot swath of the Cucamonga Channel would be permanently impacted by the clearing of the boulder field. In total, these impacts include an area of 0.150 acre (6,536 sq.ft.), though no actual loss of CDFG waters will result.

Description of Impacts to Drainage 2 (Cucamonga Dam Outlet):

An existing Arizona crossing is located on Drainage 2 approximately 140 feet south of the Cucamonga Dam Outlet structure. At the existing crossing earthen channel bank reveals some erosion. The crossing will be stabilized by either (1) placement of a small culvert (8' wide), and/or (2) Grading and placement of decomposed granite within the channel, banks and trail to prevent erosion.

At the proposed crossing point, Drainage 2 is nine (9) feet wide at the OHWM (USACE) and ten (10) feet wide at the bank. An eight (8) foot wide trail crossing the drainage will result in impacts of approximately 0.0017 acre (72 sq.ft.) to waters of the U.S. (USACE Jurisdictional Waters) and 0.0019 acre (80 sq.ft) to CDFG jurisdictional resources. However, while proposed trail will permanently impact jurisdictional waters, no actual loss of jurisdictional waters will occur.

Description of Impacts to Drainage 3 (Cucamonga Channel/Creek/Basin):

The trail through the northern portion of Cucamonga Creek connects to an existing foot path which rises in a southwesterly direction from the west side of the Cucamonga ravine. The trail is currently narrow and will need to be widened to facilitate safe foot and equestrian traffic. The path crosses Drainage 3, which descends steeply from the hills to the floor of the ravine. Drainage 3 is a small unnamed feature draining a 37.65-acre area on the west slopes of Cucamonga Creek. The existing path through the ravine will be widened and a small culvert will be placed in the drainage to prevent erosion and allow the drainage to be traversed safely.

Drainage 3 is a small unnamed feature draining a 37.65-acre area on the west slopes of Cucamonga Creek. At the proposed crossing point, Drainage 2 is nine (9) feet wide at the OHWM (USACE) and fifteen (15) feet wide at the bank. An eight (8) foot wide trail crossing the drainage will result in impacts of approximately 0.0017 acre (72 sq.ft.) to waters of the U.S. (USACE Jurisdictional Waters) and 0.0028 acre (120 sq.ft) to CDFG jurisdictional resources. However, while proposed trail will permanently impact jurisdictional waters, no actual loss of jurisdictional waters will occur.

**ALTERNATIVE ALIGNMENTS**

Alternative 2 proposes to replace the traffic crossing on Euclid Avenue by digging a pedestrian tunnel below North Mountain in the vicinity of an underground storm drain located near the planned-for traffic crossing. Upon exiting the tunnel along the south side of Euclid Avenue, a small trail will be carved into vegetated ground so as to link with the eastern end of Electric Avenue.

This alternative alignment would result in impacts to approximately 0.009 acre of USACE jurisdictional waters and 0.030 acre of CDFG jurisdictional waters within Drainage 14 along the western portion of the trail.

Though the alternative has safety and traffic benefits which are superior to the selected (primary) alignment, it is currently being evaluated for cost and logistics. Alternative alignments for the San Antonio Heights Trail were also analyzed. Ultimately these alignments were not considered to be practicable because they would result in greater impacts to waters of the U.S. (Drainage 1), or because of cost/logistics (Drainage 14). A Summary of the expected impacts to waters of the U.S. associated with the alternative alignments is summarized in Table 5 below.

**Table 5: Potential Impacts to Jurisdictional Features (Alternative Alignment(s))**

Hydrogeomorphic Feature	Description	Existing Structure (Map Ref.)	Proposed Improvement	Potential Impacts	
				Linear Feet	Waters of U.S. (Acres)
Drainage 14 (D14)	Unnamed Drainage	Culvert (C11)	Diversion of Drainage-Construction of Tunnel and new Culvert under N. Mountain Rd.	164	0.009
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>164</b>	<b>0.030</b>

If Alternative 2 is selected as the preferred option for western linkage to the San Antonio Dam, then the project would impact an additional 0.009 acre or waters of the U.S. Total impacts for the project will then amount to 0.3412 acre of impact to waters of the U.S. However, no net loss of jurisdictional waters will result from the project.

**Eligibility for the Nationwide Permit Program:**

The primary (Proposed) trail alignment would result in impacts to three drainage resources, which are potential waters of the U.S. Total impacts would include 0.048 acre of non-wetland waters of the U.S.

The proposed project activity is a recreational pedestrian/equestrian trail and would therefore be evaluated for the Nationwide Permit (NWP) program under the “Recreational Facilities” category (NWP-42). NWP-42 has an upper threshold limit of 0.5 acre.

Because project impacts associated with the primary alignment (0.3322acre) are below the upper threshold limits for NWP-42 (0.5 acre). The project should qualify for authorization under NWP-42.

If Alternative 2 (0.009-acre of impacts) is selected total project impacts will increase to 0.3412-acre, however this total is still below the 0.5-acre threshold for the NWP program.

It should be noted, however, that the United States Army Corps of Engineers will make the final determination of waters of the United States and potential impacts therein. If the USACE determines that the project will impact a greater amount of jurisdictional waters, then the some of the proposed impacts will need to be scaled back or eliminated to avoid the need to process an Individual Permit.

**MM BIO-4** The County will prepare and submit a Nationwide Permit program application (NWP-42) pursuant to section 404 of the CWA. Mitigation for impacts to impacted waters will be as agreed or otherwise required by the USACE subject to the permit authorization process

- 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 wildlife nursery sites?*

**Less Than Significant Impact.** The Project area is located at the base of the San Gabriel Mountains with uninhibited movement throughout the study area and to the north, east, and west. There are no existing or planned physical barriers surrounding the trail area other than residential development to the south and existing fencing around existing flood

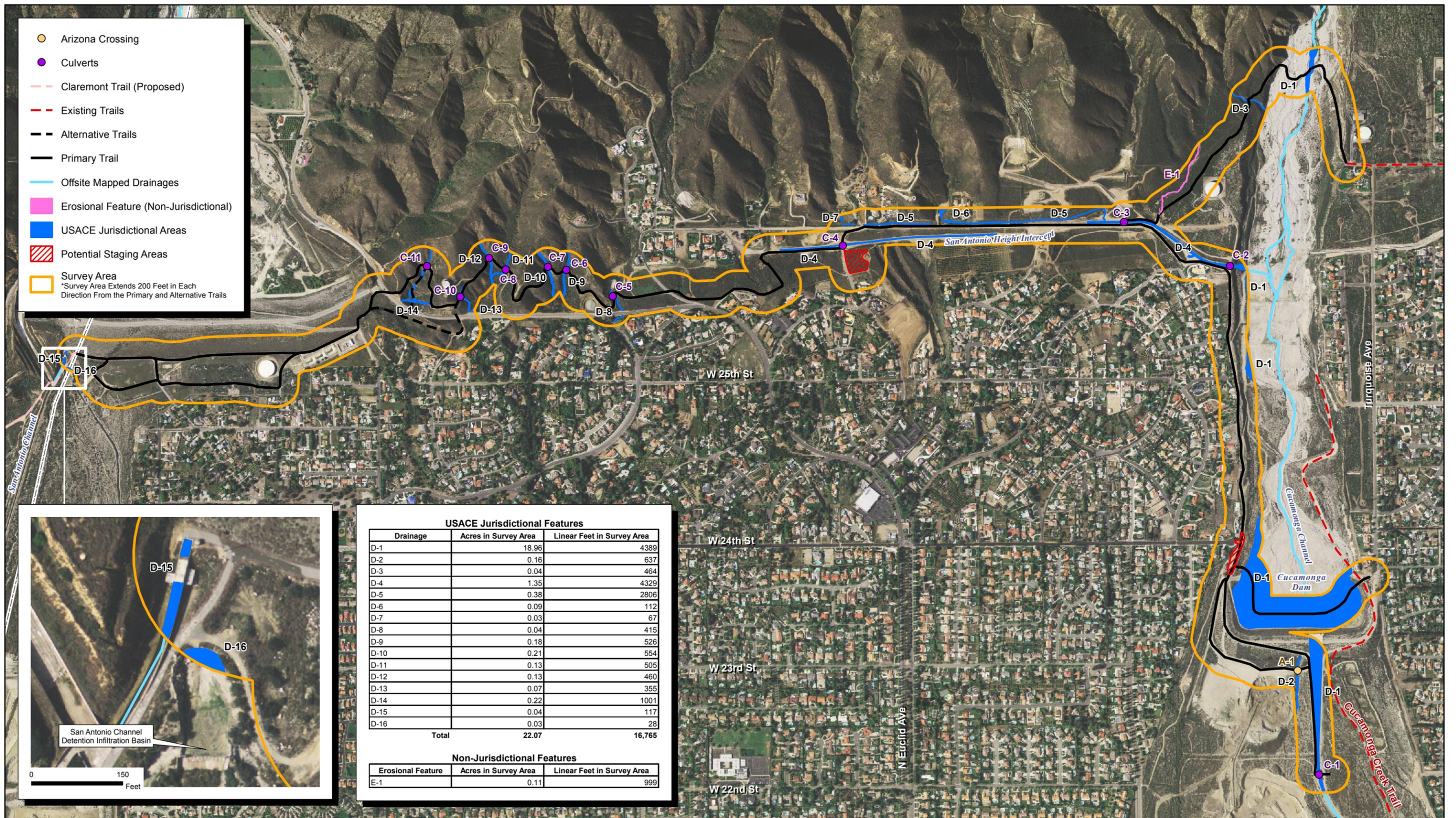
control facilities. The expanse of undisturbed land to the north of the proposed trail is conducive to wildlife traveling throughout the study area.

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

**No Impact.** No native trees protected under any local tree preservation policy or ordinance are anticipated to be removed or otherwise impacted as a result of the proposed Project. The proposed Project is anticipated to result in the removal of some shrubs; however, these shrubs are not protected under any local preservation policy or ordinance. Therefore, the proposed Project will not result in any impacts to any local applicable policies protecting biological resources.

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

**No Impact.** The proposed Project is adjacent to the boundaries of the San Bernardino National Forest. The proposed Project is not anticipated to conflict with any conservation goals and objectives set out by the County of San Bernardino. No suitable habitat for any special plant or wildlife species occurs on the Project site. No special status plant or wildlife species are likely to occur on the Project site. No portions of the Project site occur within any wildlife corridor or habitat linkage. No portions of the Project site contain resources to be considered for the assembly of a preserve system for special status species or their habitat. There is no Habitat Conservation Plan, Natural Resources Plan, or other approved local, regional, or State habitat conservation plan adopted for the area in which the proposed Project is located. There is no Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan adopted for the area in which the proposed project is selected.



- Arizona Crossing
- Culverts
- Claremont Trail (Proposed)
- Existing Trails
- Alternative Trails
- Primary Trail
- Offsite Mapped Drainages
- Erosional Feature (Non-Jurisdictional)
- USACE Jurisdictional Areas
- ▨ Potential Staging Areas
- Survey Area  
\*Survey Area Extends 200 Feet in Each Direction From the Primary and Alternative Trails

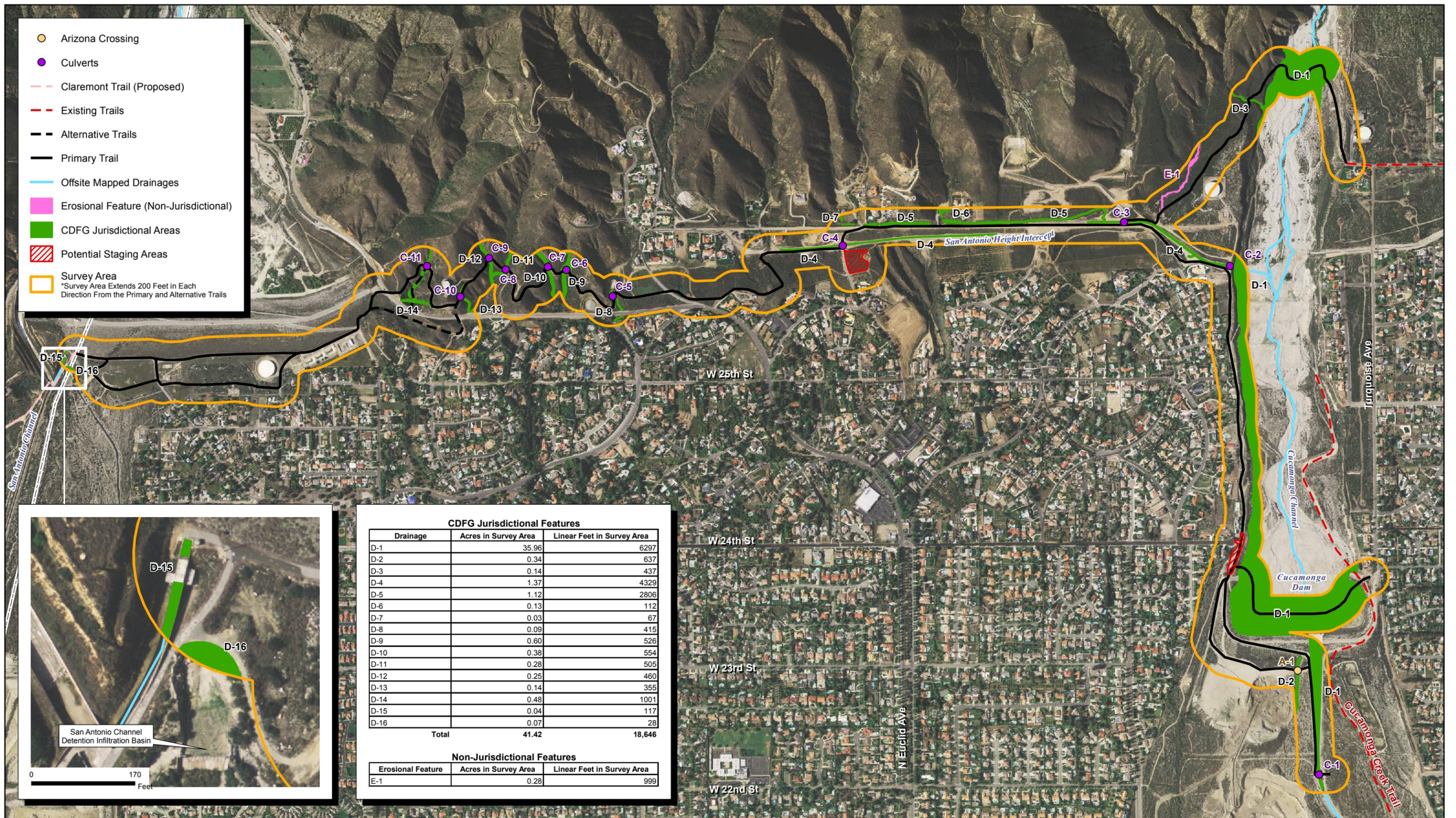
USACE Jurisdictional Features		
Drainage	Acres in Survey Area	Linear Feet in Survey Area
D-1	18.96	4389
D-2	0.16	637
D-3	0.04	464
D-4	1.35	4329
D-5	0.38	2806
D-6	0.09	112
D-7	0.03	67
D-8	0.04	415
D-9	0.18	526
D-10	0.21	554
D-11	0.13	505
D-12	0.13	460
D-13	0.07	355
D-14	0.22	1001
D-15	0.04	117
D-16	0.03	28
<b>Total</b>	<b>22.07</b>	<b>16,765</b>

Non-Jurisdictional Features		
Erosional Feature	Acres in Survey Area	Linear Feet in Survey Area
E-1	0.11	999

Source: San Bernardino County Aerials (2007), Census (2000) Data, MBA Field Survey (2010).





- Arizona Crossing
- Culverts
- Claremont Trail (Proposed)
- Existing Trails
- Alternative Trails
- Primary Trail
- Offsite Mapped Drainages
- █ Erosional Feature (Non-Jurisdictional)
- █ CDFG Jurisdictional Areas
- ▨ Potential Staging Areas
- ▭ Survey Area  
\*Survey Area Extends 200 Feet in Each Direction From the Primary and Alternative Trails

CDFG Jurisdictional Features		
Drainage	Acres in Survey Area	Linear Feet in Survey Area
D-1	35.96	6297
D-2	0.34	637
D-3	0.14	437
D-4	1.37	4329
D-5	1.12	2806
D-6	0.13	112
D-7	0.03	67
D-8	0.09	415
D-9	0.60	526
D-10	0.38	554
D-11	0.28	505
D-12	0.25	460
D-13	0.14	355
D-14	0.48	1001
D-15	0.04	117
D-16	0.07	28
<b>Total</b>	<b>41.42</b>	<b>18,646</b>

Non-Jurisdictional Features		
Erosional Feature	Acres in Survey Area	Linear Feet in Survey Area
E-1	0.28	999

Source: San Bernardino County Aerials (2007), Census (2000) Data, MBA Field Survey (2010).



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## 5. Cultural Resources

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Would the project:

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

**Less Than Significant Impact with Mitigation Incorporated.** The results of the cultural records search (See Appendix C) indicate that one prehistoric cultural resource is located very near the proposed Project near the corner of Mountain Avenue and an Edison transmission tower. There is the potential that cultural resources may be discovered when grading activities include more than one foot below the modern ground surface takes place. Therefore, MBA recommends that limited archaeological monitoring takes place during construction-related earthmoving. Compliance with the following mitigation measures will ensure that any impacts to cultural resources would be reduced to a less than significant impact.

- MM CR-1** If excavation of ground below one foot in depth shall occur within 100 feet of site CA-SBR-896, a qualified Project Archaeologist must shovel-test the trail route in this area. If the site cannot be found, apply measure CR-3 through CR-5. If the site is detected, the qualified archaeologist must determine whether the site is a significant resource following appropriate testing guidelines.
- MM CR-2** Excavation below one-foot will likely occur in staging areas. The excavation of staging areas must be monitored by a qualified archaeologist following CR-3, 4 and 5.
- MM CR-3** Once a depth below the modern ground surface of one (1) foot is reached by construction-related earthmoving, monitoring of construction-related excavations is required. Surface roughening of the trail prior to laying gravel need not be monitored. Earthmoving should be monitored on a full-time basis, but the Project Archaeologist may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected after 50 percent of the qualifying ground has been graded. If buried cultural resources are detected because of CR-1 or during CR-2 monitoring, monitoring must continue on the Project area until 100 percent of virgin earth within the project has been disturbed and inspected by the monitor(s).
- MM CR-4** Monitoring must be guided by a mitigation-monitoring plan written and implemented by the Project Archaeologist. A pre-grade meeting associated

with the details of that plan must occur between the monitoring archaeologist(s) and the grading contractor before grading begins.

The plan must discuss contingency plans associated with Native American tribal representation if any prehistoric artifacts are found during earthmoving as these may be considered sacred items by one or more Native American tribes. The mitigation-monitoring plan document must contain a description of how and where artifacts will be curated if found during monitoring.

**MM CR-5** Should previously unidentified cultural resource sites, prehistoric or historic cultural resources be encountered during the application of CR-2, they should be Phase II tested and evaluated for significance following CEQA and County of San Bernardino guidelines prior to allowing a continuance of grading in the area.

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

**Less Than Significant Impact.** The proposed Project includes the extension of an already existing recreational trail. No archaeological resources are known to exist on the Project site. Therefore, impacts from the proposed Project would be less than significant.

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

**Less Than Significant Impact.** The proposed Project includes the extension of an already existing recreational trail. No paleontological resources are known to exist on the Project site. Therefore, impacts from the proposed Project would be less than significant.

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

**Less Than Significant Impact with Mitigation Incorporated.** No known human burial sites are located on or in the surrounding areas of the Project site. In the unlikely event that human remains are encountered during Project grading or other construction activities, the proper authorities would be notified, and the standard procedures for the handling of human remains in compliance with State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 would be implemented. Therefore, impacts from the proposed Project would be less than significant.

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## 6. Geology and Soils

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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.*

**Less Than Significant Impact with Mitigation Incorporated.** A portion of the proposed Project lies within an earthquake fault zone, as delineated by the most recent Alquist-Priolo Earthquake Fault Zoning Map. The western end of the Cucamonga fault line crosses the Project site and it is considered an active fault. During a seismic episode, quite frequently the ground along a fault may break and create a potential hazard in terms of surface rupture. However, no habitable structures will be built in association with the proposed Project that will result in a risk of loss, injury, or death occurrence involving rupture of an earthquake fault. Conversely, if proposed Alternative 1, Footbridge over North Euclid Avenue or Alternative 2, Pedestrian tunnel under North Euclid Avenue, is chosen as the preferred project then further geotechnical investigation at the proposed alternative locations is recommended. Compliance with mitigation GEO-1 will reduce impacts to less than significant.

**MM GEO-1:** If proposed Alternative 1, Footbridge over North Euclid Avenue or Alternative 2, Pedestrian tunnel under North Euclid Avenue, is implemented, the County shall retain a qualified consultant to prepare a preliminary geotechnical constraints assessment of the proposed Alternative locations. This report shall include information on regional and local faulting, potential for liquefaction, constrained soils, etc. The report shall be stamped by a registered geologist or other appropriate certified professional qualified to prepare such reports.

- ii) *Strong seismic ground shaking?*

**Less Than Significant Impact.** The proposed Project is located in seismically active area, as is all of Southern California. Future earthquakes could generate various levels of seismic ground shaking onsite, and could potentially damage and/or destroy proposed improvements. The potential severity of ground shaking depends on many

factors, including distance from the originating fault, the earthquake magnitude, and the nature of the earth materials below the Project site. Project implementation would result in the construction of an equestrian trail and two staging areas; no buildings are proposed as part of the Project. Construction of the staging areas and recreational trail would conform to all applicable State and local building regulations, including the most recent version of the California Building Code (2007) and San Bernardino County design standards. Accordingly, compliance with building regulations would ensure that implementation of the proposed Project would not result in potential substantial adverse effects, including the risk of loss, injury or death involving strong ground shaking during a seismic event. Impacts would be less than significant.

*iii) Seismic-related ground failure, including liquefaction?*

**Less Than Significant Impact with Mitigation Incorporated.** The County of San Bernardino identifies areas around the creek bed on the east side of the proposed Project that may be susceptible to liquefaction. However, since there would be no habitable structures built, no substantial adverse effects, including the risk of loss, injury or death involving seismic related ground failure are anticipated to occur. Conversely, if proposed Alternative 1, Footbridge over North Euclid Avenue or Alternative 2, Pedestrian tunnel under North Euclid Avenue, is chosen as the preferred project then further geotechnical investigation at the proposed alternative locations is recommended. Compliance with mitigation GEO-1 will reduce impacts to less than significant.

*iv) Landslides?*

**Less Than Significant Impact with Mitigation Incorporated.** The County of San Bernardino's General Plan lists a large majority of the Project site in an area having moderate to high potential for landslides. However, no habitable structures would be built in association with the proposed Project that would result in a risk of loss, injury, or death occurrence involving landslides. Therefore, impacts related to landslides would be considered less than significant. Conversely, if proposed Alternative 1, Footbridge over North Euclid Avenue or Alternative 2, Pedestrian tunnel under North Euclid Avenue, is chosen as the preferred project then further geotechnical investigation at the proposed alternative locations is recommended. Compliance with mitigation GEO-1 will reduce impacts to less than significant.

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

**Less Than Significant Impact With Mitigation Incorporated.** Trenching and plowing within the Project area may create soil erosion and/or loss of topsoil. During the course of construction, high winds may generate dust during operation of machinery on-site, which may cause a potential impact to soil erosion. Additionally, erosion of soils could occur due to a storm event. Therefore, the proposed Project would be developed in compliance with a Storm Water Pollution Prevention Plan (SWPPP) and the National Pollution Discharge Elimination System (NPDES) permit.

**MM GEO-2:** The contractor shall prepare a SWPPP approved by the County Public Works Department that shall incorporate Best Management Practices (BMPs) to reduce soil erosion during construction and post construction, in accordance with the County NPDES permit.

- c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

**Less Than Significant Impact With Mitigation Incorporated.** The Project is located on a geologic unit or soil that has been identified as being unstable or having the potential to result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; however, as described previously, Project implementation would result in the construction of an equestrian trail and two staging areas; no buildings are proposed as part of the Project. Construction of the staging areas and recreational trail would conform to all applicable State and local building regulations, including the most recent version of the California Building Code (2007) and San Bernardino County design standards. Therefore, impacts would be less than significant. Conversely, if proposed Alternative 1 or 2 is chosen as the preferred project then further geotechnical investigation at the proposed alternative locations is recommended. Compliance with mitigation GEO-1 will reduce impacts to less than significant.

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

**No Impact.** The Project site is not located in an area that contains expansive soils that would create substantial risks to life or property. In addition, no habitable structures are proposed. Therefore, no impacts would occur.

- 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?*

**No Impact.** The proposed Project does not require the infrastructure for sewage disposal or septic tanks. Therefore, no impacts would occur.

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## 7. Hazards and Hazardous Materials

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Would the project:

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

**Less Than Significant Impact.** The proposed Project and area is not anticipated to be impacted from the transport, use, or disposal of hazardous materials during the construction phase or operational phase. Any unanticipated handling of hazardous materials will comply with all local, State, and Federal regulations and would ensure that this impact is less than significant.

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

**Less Than Significant Impact.** The multi-use trail and staging areas that are proposed are not expected to employ the use of hazardous materials during long-term operation in sufficient quantity and concentrations to pose a significant hazard to the public or the environment. The project is not anticipated to be impacted from the transport, use, or disposal of hazardous materials during construction activities. Any unanticipated handling of hazardous materials will comply with all local, State, and Federal regulations. Therefore, impacts related to reasonable foreseeable upset and accident conditions involving the release of hazardous materials would be less than significant.

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

**No Impact.** The Project site is not located within one-quarter mile from an existing or proposed school. The proposed multi-use recreational trail is not expected to employ the use of hazardous materials during its long-term operation in sufficient quantity and concentrations to pose a significant hazard to the public or the environment. Use of any hazardous materials during construction activities would be conducted in compliance

with all applicable federal, State, and local regulations. Therefore, no impacts would occur.

- 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?*

**Less Than Significant Impact.** Project implementation would result in the construction of an equestrian trail and two staging areas; no buildings or residences are proposed as part of the Project. Construction of the staging areas and recreational trail would conform to all applicable State and local building regulations, including the most recent version of the California Building Code (2007) and San Bernardino County design standards. The project is not located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, impacts from hazardous site under Government Code Section 65962.5 would be less than significant.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

**No Impact.** The nearest airport to the Project site is Cable Airport, located approximately three miles south of the Project site. As such, the Project would not result in a safety hazard associated with nearby airports

- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

**No Impact.** The Project site is not located within the vicinity of a private airstrip. Therefore, the proposed Project will not create related safety hazards. No impacts regarding this issue would occur.

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

**No Impact.** Due to the nature of the proposed Project, the recreational trail would not interfere with the County's emergency response or evacuation plans. Therefore, no impacts would occur.

- 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?*

**Less Than Significant Impact.** The majority of the proposed Project is identified as a Fire Safety Area 1, which includes those areas within the mountains and valley foothills. This includes all the land generally within the National Forest boundary and is characterized by areas with moderate and steep terrain and moderate to heavy fuel loading contributing to high fire hazard conditions. However, since no habitable structures are proposed, the risk of loss, injury, or death is considered less than significant. The trail may serve as an alternative evacuation route in the event of fire.

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## 8. Hydrology and Water Quality

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Would the project:

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

**Less Than Significant Impact with Mitigation.** The proposed Project would require the submittal of a Stormwater Pollution Prevention Plan (SWPPP), which includes Best Management Practices (BMPs) intended to reduce erosion, sedimentation, and non-permitted discharges of materials during construction-related activities. The BMPs to be used during construction typically include gravel bags, silt fencing, and general good housekeeping measures to prevent storm water contact with construction materials. A SWPPP shall be prepared which demonstrates compliance with the state NPDES permit and provides protection of water quality during construction activities. With implementation of the BMPs in the SWPPP, the proposed Project is not anticipated to create significant impacts to water quality with the following mitigation measure:

**MM HYD 1** Prior to the issuance of a grading permit, a SWPPP and erosion control plan for the Project shall be prepared and submitted to the County of San Bernardino for review and approval.

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

**Less Than Significant Impact.** The proposed Project does not include the construction of impermeable surfaces. The Project would install a recreational trail and two staging areas, which would consist of natural materials that would not prevent water from

infiltrating the ground. As a result, the proposed project will not affect groundwater levels nor aquifer volumes (or levels). Therefore, the impact is less than a significant impact.

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

#### **Less Than Significant Impact.**

According to the Jurisdictional Delineation Report prepared for the Project (See Appendix D), there are sixteen drainage systems located within the project area, encompassing 22.07 acres, which were determined to be potential waters of the U.S. (Waters), and 41.42 acres of CDFG jurisdictional streambed. These include portions of two named features, the Cucamonga Drainage System (Creek, Basin and Channel) and the San Antonio Dam and Channel. No adjacent wetlands (as defined by the USACE criteria) were determined to be present on the Project Site (See Exhibits 4 and 5).

The proposed primary Project alignment would utilize existing trails and stream crossing (culverts/bridges, and Arizona Crossings) that in a manner that would require minor improvements to accommodate equestrian activities. The proposed construction of a fording trail through Cucamonga Creek will not result in diversion of the stream, and none of the proposed improvements will substantially alter the existing topography or drainage patterns currently present in the system. In addition, the use of permeable surface material on the trail will substantially maintain rate or amount of surface runoff water to the pre-project condition, thereby eliminating any increased potential for flooding that might otherwise increase down stream siltation and sedimentation. In addition, trail construction through Cucamonga Creek will be constructed in the dry season, and after snowmelt runoff has subsided, thereby limiting impacts to stream flows and potential impacts to downstream water quality (downstream sedimentation, siltation) that might otherwise result during construction (See HYD-2). As such, the impact is a less than significant impact.

**MM HYD 2** Trail construction through Cucamonga Creek will be constructed in the dry season, and after snowmelt runoff has subsided, thereby limiting impacts to stream flows and potential impacts to downstream water quality (downstream sedimentation) that might otherwise result during construction.

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

**Less Than Significant Impact.** There are two main drainage systems within the project area. However, as mentioned in Impact 8c, the proposed Project would utilize existing trails in a manner that would require minor improvements to accommodate equestrian activities. These improvements, however, will not substantially alter the existing topography or drainage patterns. No significant changes to the rate or amount of surface runoff water will occur, and no increased potential for flooding would result. Thus, the impact is a less than significant impact.

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

**Less Than Significant Impact.** The proposed Project would not result in the construction of impermeable surfaces, those that will contribute to significant runoff; therefore, there will be less than significant impact.

- f) *Otherwise substantially degrade water quality?*

**Less Than Significant Impact.** The proposed Project includes the construction of a recreational trail. The design of the Project, as well as compliance with all applicable federal, State, and local regulations would ensure that issues related to water quality will be less than significant.

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

**No Impact.** The Project does not include the construction of housing or any other structures within the 100-year flood hazard area. Therefore, no impacts will occur as a result of the Project.

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

**No Impact.** The proposed Project does not propose any structures that would impede or redirect flows. Therefore, no impacts will occur as a result of the Project.

- 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?*

**Less Than Significant Impact.** The possibility of inundation from a dam failure, while remote, exists under given conditions with the San Antonio Dam located to the immediate northwest of the Project. The San Antonio Wash, an intermittent stream, would produce maximum discharge during the winter months (November through February) when seasonal precipitation and runoff is greatest. This is not an unusual condition in southern California and, for the most part, San Antonio Dam is capable of containing seasonal flow.

Due to the location of the Cucamonga Fault to the San Antonio Dam, the threat of inundation exists. If for instance, the region underwent a severe winter with unusually high amounts of precipitation and runoff filling the dam to capacity, and a seismic event occurred along the Cucamonga System, dam failure is possible. However, since no habitable structures are part of the proposed Project and that this event is considered remote, impacts from a failure of a levee or dam are considered less than significant.

j) *Inundation by seiche, tsunami, or mudflow?*

**Less Than Significant Impact.** Tsunamis, or “tidal waves,” are a coastal problem and thus would have no bearing on the proposed Project. Seiches, or waves generated by an earthquake in inland bodies of water depend on numerous factors that include the shape, depth, and size of the respective body of water. The major reservoir, the San Antonio Dam, close to San Antonio Heights is not particularly likely to produce a seiche due to seasonal rates of precipitation. Also unlikely is the possibility for a mudflow given the precipitation rates and rare occurrences in the Project area. Accordingly, less than significant impacts will occur due to seiche, tsunami, or mudflow.

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## 9. Land Use and Planning

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Would the project:

a) *Physically divide an established community?*

**No Impact.** The Project would occur along an existing trail adjacent to an established community consisting of mostly residential land uses (San Antonio Heights) and sporadic development at the base of the San Bernardino National Forest along the north side of the proposed Project. The Project would connect the Cucamonga Trail located to the east of the Project site to the San Antonio Creek Trail located to the west. Thus, the Project would not result in a physical division of the existing community; therefore, no impacts associated with this issue will occur

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?*

**Less Than Significant Impact.** According to the County of San Bernardino General Plan Land Use Map, the proposed Project is located within areas designated as Rural Living (RL-5) and Special Development (SD-Res) to the north and Single Residential (RS-14M) to the south. Recreational uses are compatible with the existing land use districts in the surrounding area. In addition, according to the County’s Open Space Element, the proposed Project will be the first segment of the San Antonio Creek Trail development. Thus, the proposed Project will not conflict with any land use plan, policy, or regulation and will have less than a significant impact.

*c) Conflict with any applicable HCP or natural communities conservation plan?*

**No Impact .** The Project proposes to use existing dirt trails that are not located in an area that would conflict with any Habitat Conservation Plan (HCP) or natural community conservation plan (NCCP). As indicated under Biological Resources, 4(f), the proposed Project is adjacent to the boundaries of the San Bernardino National Forest. No suitable habitat for any special plant or wildlife species occurs on the Project site. No special status plant or wildlife species are likely to occur on the Project site. No portions of the Project site occur within any wildlife corridor or habitat linkage. No portions of the Project site contain resources to be considered for the assembly of a preserve system for special status species or their habitat. As there are no conflicts with any HCP or natural communities conservation plan, therefore no impacts will occur.

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## 10. Mineral Resources

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Would the project:

*a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

**No Impact.** Mineral extraction activities are not present on the Project site. Both the proposed site and the surround 200-foot buffer area are not identified as sources of important mineral resources. Therefore, no impacts on mineral resources will occur.

*b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

**No Impact.** There are several existing sand and gravel extraction areas adjacent to the project site. In order to maintain the capacity of the San Antonio Dam, recent alluvium (sand and gravel) is periodically removed from the basin. Additionally there are active

extraction areas operating in both the Cucamonga Creek and San Antonio Wash area north of Hwy 210. Although the Project site is adjacent to active mineral extraction areas, the Project will be located along an existing trail and will not impact the existing sand and gravel extraction areas. Therefore, no adverse impacts to the availability of locally-important mineral resources will occur.

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## 11. Noise

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Would the project result in:

- a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

**Less Than Significant Impact.** Construction noise represents a short-term increase in ambient noise levels. Noise impacts from construction activities associated with the proposed Project would be a function of the noise generated by construction equipment, equipment location, the sensitivity of nearby land uses, and the timing and duration of the construction activities.

Short-term noise impacts could occur during construction activities either from the noise impacts created from the transport of workers and movement of construction materials to and from the Project site, or from the noise generated onsite during ground clearing, excavation, grading, dredging, and construction activities. Construction activities associated with the proposed Project would include the replacement and widening of existing trails and removal of debris. Table 6 lists typical construction equipment noise levels for equipment that would be used during construction of the proposed Project.

**Table 6: Noise Associated with Typical Construction Equipment**

Construction Phases	Maximum Noise Levels Measured (dBA at 50 feet)
Grading	89
Backhoe	90
Pneumatic tools	88
Air compressor	86
Crane	83
Plate compactor	89
Concrete vibrator	85
Trucks	87

Source: Federal Transit Administration, 1995.

In accordance with section 83.01.080(g)(3) ‘Exempt Noise’, “temporary construction, maintenance, repair, or demolition activities between 7:00 a.m. and 7:00 p.m. (Except Sundays and Federal Holidays) is exempt from the County noise standards.” Therefore, although construction noise could create noise levels in excess of the County noise standards, these standards do not apply between 7:00 a.m. and 7:00 p.m. to construction activities. Further, the project would comply with all provisions of the County’s Noise Ordinance, and would therefore not expose persons to or generate noise levels in excess of County standards. Thus, impacts will be less than significant.

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

**Less Than Significant Impact.** There would be no sources of operational vibration, but Project construction would result in vibration. Peak particle velocity (PPV) relates to the maximum instantaneous peak of the vibration signal and is often used in measuring the magnitude of vibration. Scientific studies have shown that human responses to vibration vary by the source of vibration: continuous or transient. Continuous sources of vibration include construction, while transient sources include truck movements. Generally, the thresholds of perception and annoyance are higher for transient sources than continuous sources.

Table 7 shows PPV levels for continuous and transient sources and the associated human response.

**Table 7: Vibration Levels and Human Response**

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.

Construction activities can produce vibration that may be felt by adjacent uses. The primary sources of vibration during construction would be from backhoes, crawler tractors, and scrapers.

In general, construction machinery such as pile drivers can cause excessive groundborne vibration. As stated above, construction activities would be typical and would not necessitate the use of construction machinery that would cause excessive groundborne

vibration that exceeds County standards. Construction of the proposed Project would not include the use of pile drivers. Refer to Table 6 for typical construction equipment noise levels for equipment that would be used during construction of the proposed Project. Impacts will be less than significant.

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

**No Impact.** The proposed Project would consist of extending an existing recreational trail. Therefore, there will be no permanent increase in ambient noise levels in the Project vicinity.

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

**Less Than Significant Impact.** The Project would result in a temporary increase in ambient noise levels resulting from construction activities associated with Project development. Construction activities would be performed in compliance with all applicable County Codes, which would ensure that temporary construction impacts would be less than significant.

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

**No Impact.** The Project is not located within the boundaries of any airport land use plan. The closest airport is the Cable Airport, which is approximately three miles south of the Project. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels associated with an airport.

- f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** There are no private airstrips in the vicinity of the Project, as such, the Project would not expose people residing in or working in the Project area to excessive noise levels associated with an airstrip.

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## 12. Population and Housing

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Would the project:

- a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

**No Impact.** The proposed Project involves the extension of an already existing recreational multi-use trail. Operation of the proposed Project would not induce substantial population growth in the area. Rather, the Project would facilitate recreational opportunities for existing residents. Therefore, no impacts to population growth will occur.

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

**No Impact.** The proposed Project involves the extension of an already existing recreational multi-use trail. No residential structures are proposed to be demolished as part of the Project. The Project will not result in displacement of existing housing or the construction of replacement housing. Therefore, no impacts will occur.

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

**No Impact.** As discussed previously, no housing would be removed from the Project site, and the Project would not result in the need to construct replacement housing. Therefore, no impacts related to this issue will occur.

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## 13. Public Services

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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:

- a) *Fire protection?*

**Less Than Significant Impact.** The San Bernardino County Fire Department provides fire protection to the Project area. The implementation of and improvements to a recreational trail will not create a risk for structures or wildland fires. Additionally, the Project plans would be subject to review by the San Bernardino County Fire Department.

Further, this proposed project will not result in any impact to fire service/protection, response times, fire protection personnel needs, and/or create any need for fire protection facilities. Therefore, impacts associated with this issue will be less than significant.

b) *Police protection?*

**Less Than Significant Impact.** The San Bernardino County Sheriff's Department provides police protection to the Project area. The implementation of and improvements to a recreational trail would not affect police protection service in the area. Additionally, the Project plans would be subject to review by the San Bernardino County Sheriff's Department. Further, this proposed project will not result in any impact to police service/protection, response times, police protection personnel needs, and/or create any need for new police protection facilities. Therefore, impacts associated with this issue will be less than significant.

c) *Schools?*

**No Impact.** No residential units are proposed as part of the Project, and the Project would not contribute to additional development in the area. No new demand on schools would be generated by the proposed Project. The Project will not generate school-age children. Therefore, no impacts associated with schools will occur.

d) *Parks?*

**No Impact.** The proposed Project involves the extension of a recreational trail, which would not result in the need/demand to maintain other parks or recreational facilities. Therefore, no impacts will occur as a result of the Project.

e) *Other public facilities?*

**No Impact.** The proposed Project will cater to the existing residents of San Antonio Heights and will not require the use of public facilities, such as additional library, museum and hospital services. As a result, no impacts will occur to other public facilities.

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## 14. Recreation

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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?*

**Less Than Significant Impact.** The proposed Project involves the extension of a multi-use recreational trail and two staging areas in the unincorporated area of San

Antonio Heights. The proposed Project would be the first developed segment of the San Antonio Creek Trail as described in the County General Plan Open Space Element. This project would connect the Cucamonga Creek Trail and the City of Rancho Cucamonga to the Los Angeles County community of Claremont and its trail system. Future development of the San Antonio Creek Trail would follow the alignment of the San Antonio channel flood control structures south to the Prado Basin and ultimately a future connection to the Santa Ana River Trail. It is anticipated that residents of the community would use the proposed recreational trail; however, implementation of the recreational trail is not anticipated to increase demand such that physical deterioration of nearby neighborhood park facilities would occur. Therefore, impacts will be less than significant.

- 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?*

**Less Than Significant with Mitigation.** The proposed Project involves the extension of an existing multi-use recreational trail and two staging areas in the unincorporated area of San Antonio Heights. The potential impacts of the proposed trail are part of the Project analyzed within this IS/MND, and the proposed trail would result in no adverse physical effects on the environment with the implementation of mitigation measures identified in this Initial Study. Thus, impacts will be less than significant with mitigation.

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## 15. Transportation/Traffic

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Would the project:

- 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)?*

**Less Than Significant Impact.** Due to the nature of the proposed Project, no significant amount of vehicular traffic is anticipated to be generated by the Project. The only increase in traffic will be the nominal daily vehicle trips to the trailheads (including trips for general on-going maintenance operations). Maintenance vehicles would be typical County vehicles. Based on nominal daily vehicle trips to the trailheads, the proposed project will not result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections. A traffic signal would be required at Euclid Avenue for the primary trail if an at-grade crossing is used. If the signal is not installed, then a pedestrian bridge (Alternative 1) or a tunnel (Alternative 2)

would be required for trail users to safely cross Euclid Avenue. Thus, impacts will be less than significant.

- b) *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

**Less Than Significant Impact.** As discussed previously, the Project would not generate a significant level of vehicular traffic and would not cause a significant increase in traffic in the Project area. Therefore, the proposed Project would not result in a level of service being exceeded for any roadways and, therefore, will not have a significant impact.

- 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?*

**No Impact.** The proposed Project involves the extension of an existing recreational trail and would have no affect on air traffic patterns. Therefore, no impacts will occur.

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

**Less Than Significant Impact.** The proposed multi-use trail improvements and staging areas do not include any elements that would result in increased hazards or incompatible uses. As previously mentioned, the primary trail alignment would include the installation of a traffic signal at Euclid if an at-grade crossing is used. However as alternatives, a pedestrian bridge (Alternative 1) or a tunnel (Alternative 2) would be required if the signal is not installed. Therefore, potential impacts would be less than significant.

- e) *Result in inadequate emergency access?*

**No Impact.** The proposed Project involves the extension of an existing multi-use recreational trail. The implementation of this Project would not negatively affect emergency access on the site. The project may in fact enhance emergency access/egress for the general area. Therefore, no negative impacts will occur.

- f) *Result in inadequate parking capacity?*

**No Impact.** The proposed multi-use trail includes the construction of two potential staging locations near the east and center of the proposed trail. The staging areas would be used to park and unload bicycles, horses, and other equipment, and are directly linked to the proposed trail system. The staging areas will be approximately 5,000 square feet in size and will include off-street parking for vehicles with trailers, secondary access to the primary trail, equestrian hitching posts, equestrian drinking troughs, wood benches,

picnic tables, toilet facilities, and composting bins. Thus, no impacts related to parking will occur.

- g) *Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?*

**No Impact.** The County of San Bernardino Open Space Element identifies the San Antonio Creek Trail located in the general area of the proposed Project. The proposed Project would have no affect on any plans or programs supporting alternative transportation; therefore, no impacts will occur.

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## 16. Utilities and Service Systems

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Would the project:

- a) *Exceed wastewater treatment requirements of the applicable RWQCB?*

**No Impact.** The proposed Project will provide for toilet facilities in the staging areas. Toilet facilities will be portable systems, which will not connect to the existing municipal wastewater treatment system. Solid waste will be routinely collected by the County, and transported for proper disposal. The project will not utilize cesspools or other on-site treatment/disposal systems that might discharge to or otherwise negatively impact local surface or subsurface water resources. As such, the project would not be subject to the wastewater treatment requirements of the local RWQCB. No impact will occur.

- 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?*

**No Impact.** The project will provide for portable toilet facilities within the proposed staging areas. These facilities will not connect to the local municipal wastewater treatment system, so the project will not result in an increased wastewater loading burden on municipal wastewater treatment systems. Therefore, the Project would not require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities. No impacts related to this issue will occur.

- 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?*

**Less Than Significant Impact.** To the greatest extent practicable, the County proposes to use existing trails/dirt roads for the project. A surface material applied to the trail or

the proposed staging areas will utilize permeable granitic rock, which will allow surface water to penetrate into the subsurface at approximately the same rate as the pre-project condition. As such, the project will not require construction of new facilities or expansion of existing storm water facilities. Therefore, impacts associated with storm water facilities will be less than significant.

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

**No Impact.** The Project would not generate a demand for domestic water, and therefore would not affect existing or planned water entitlements. No impacts associated with water supply will occur.

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

**No Impact.** The project will provide for portable toilet facilities within the proposed staging areas. All wastewater will be collected by the County and transported off site for proper disposal. On site toilet facilities will not connect to the local municipal wastewater treatment system. Therefore, the Project would not affect the capacity of wastewater treatment providers. No impacts will occur related to this issue.

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

**Less Than Significant Impact.** The operation of the multiuse trail would not generate solid waste in volumes that would significantly affect the permitted capacity of area landfills. Solid waste will be collected on the site during litter and animal waste management activities, and would generally be sufficiently low enough in volume that the disposal would not impact landfill capacity. Therefore, impacts associated with solid waste disposal will be less than significant.

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

**No Impact.** Solid waste on the multiuse trail would be collected by the County Regional Parks Department during regular maintenance activities, including litter and animal waste. The Department would be required to dispose of all waste, including animal waste, in accordance with federal, State, and local regulations. The Project would comply with all applicable regulations related to solid waste, and no impact will occur.

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## 17. Mandatory Findings of Significance

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- 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?*

**Less Than Significant Impact.** The Project will not substantially degrade the quality of the environment, substantially reduce habitat for fish or wildlife species, or cause a fish or wildlife population to drop below self-sustaining levels. Impacts will be less than significant, with implementation of the mitigation measures stated in the Biological Resource section of this Initial Study. In addition, the Project would not threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. The results of the cultural records search indicate that one prehistoric cultural resource is located very near the proposed Project near the corner of Mountain Avenue and an Edison transmission tower. There is the potential that cultural resources may be discovered when grading activities include more than one foot below the modern ground surface takes place. Therefore, with the implementation of the mitigation measures in the Cultural Resource section of this Initial Study, there will be less than a significant impact.

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

**Less Than Significant Impact.** Development of the proposed Project would not contribute to cumulative impacts in the vicinity of the Project. As discussed throughout this document, all Project impacts on the environment are less than significant with the incorporation of mitigation measures. For many thresholds, no impacts would occur.

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

**Less Than Significant Impact.** No potentially significant impacts have been identified in this document. Implementation of the recommended mitigation measures would reduce any adverse impacts, both direct and indirect, on human beings to a less than significant level.

## **SECTION 4: REFERENCES**

County of San Bernardino General Plan, March 2007

County of San Bernardino 2007 Development Code

City of Upland General Plan, 1992

SANBAG Non-Motorized Transportation Plan, 2001

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**SECTION 5: LIST OF PREPARERS**

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