Notice of Exemption

To: Office of Land Use and Climate Innovation P.O. Box 3044, Room 113 Sacramento, CA 95812-3044 San Bernardino County Clerk of the Board of Supervisors 385 North Arrowhead Avenue, 2nd Floor San Bernardino, CA 92415-0130	**From:** City of Upland Land Development & Transportation Division 460 N. Euclid Avenue Upland, CA 91786

Project Title: REAP 2.0 Transportation Improvements Project in Upland

Project Applicant: City of Upland

Project Location - Specific: Six roadway segments in the City of Upland

Project Location - City: Upland Project Location - County: San Bernardino

Description of Nature, Purpose, and Beneficiaries of Project:
The Project includes roadway improvements, including the construction of new Class II bike lanes and curb ramps, sidewalk repairs and replacements, and new striping and signage along six roadway segments within the City of Upland. The complete streets improvements continue SBCTA's commitment to promote active transportation options and increase multimodal safety, access, and mobility in the City of Upland. Please refer to Attachment 1 for further Project details.

Name of Public Agency Approving Project: City of Upland

Name of Person or Agency Carrying Out Project: City of Upland

Exempt Status **(check one)**:

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption. State type and section number:
- ☒ Statutory Exemptions. State code number: California Public Resources Code (PRC) 21080.25 (b)(1)

Reasons why project is exempt: The Project would implement new pedestrian and bicycle facilities with the purpose of improving safety, access, and mobility for residents and visitors near downtown Upland. The Project does not induce single-occupancy vehicle trips, add additional highway lanes, widen highways, or add physical infrastructure or striping to highways. Refer to Attachment 1 for details on the Statutory Exemption applicability.

Lead Agency Contact Person: Alan French Phone number: 909-931-4235

If filed by applicant:
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project?

☐ Yes ☐ No

Signature: Date: 10/15/26 Title: _____

☒ Signed by Lead Agency ☐ Signed by Applicant

Date Received for filing at OPR: _____
Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

CLERK OF THE BOARD OF SUPERVISORS
2026 OCT 16 AM 9:39
SAN BERNARDINO COUNTY CALIFORNIA

Form adapted from Appendix E of the CEQA Guidelines

Attachment 1

Statutory Exemption Memorandum for the San Bernardino County Transportation Authority REAP 2.0 Transportation Improvements Project in Upland

HNTB

3633 Inland Empire Blvd
Suite 955
Ontario, CA 91764

Telephone (909) 727-5600
www.hntb.com

Date: August 14, 2026

To: Alan French, Principal Engineer, City of Upland

From: David McCargar, Project Manager, HNTB Corporation
James Santos, Project Manager, HNTB Corporation

Subject: Statutory Exemption Memorandum for the San Bernardino County Regional Early Action Planning Grants (REAP) 2.0 Transportation Improvements Project in Upland

Project Description

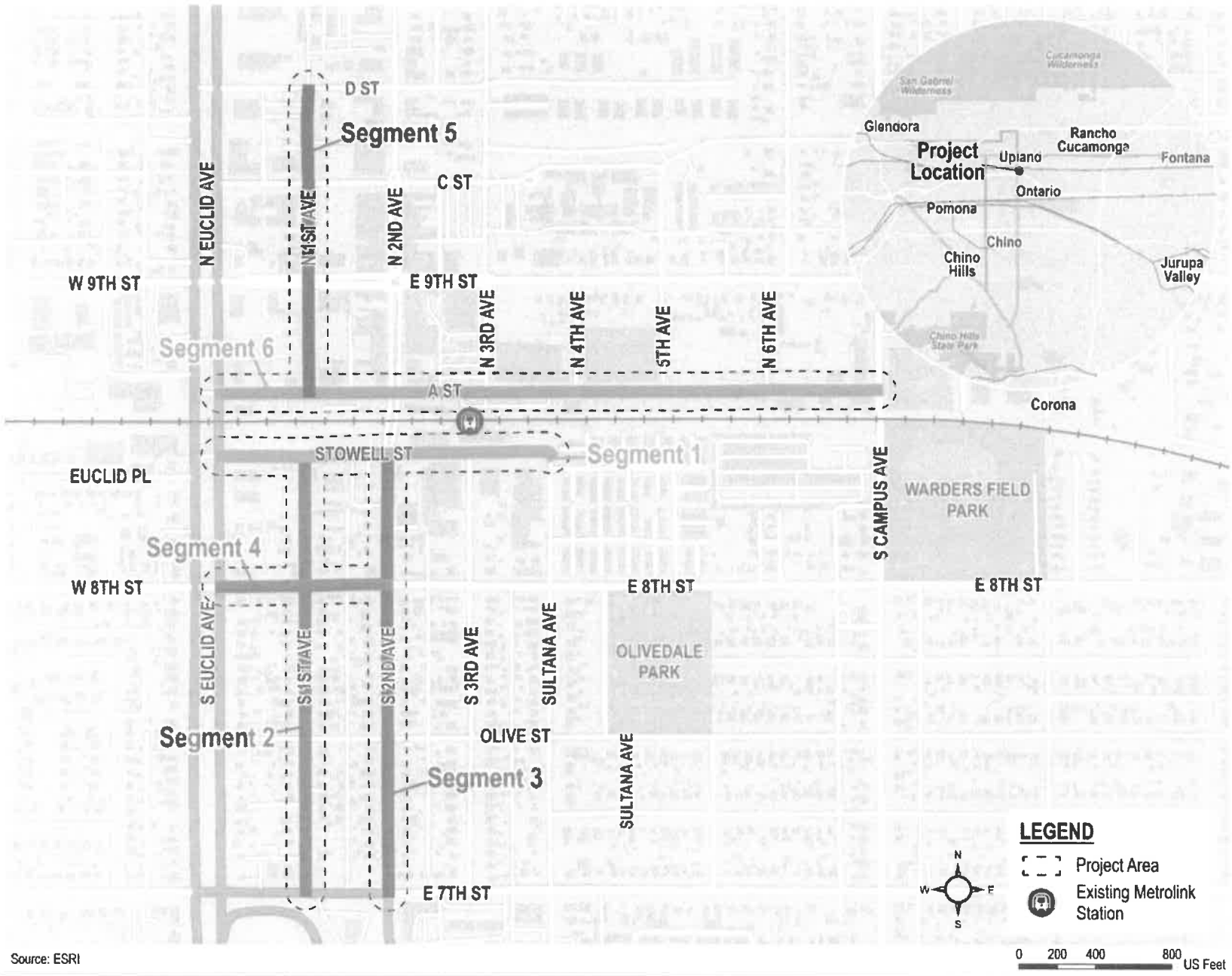
The San Bernardino County Transportation Authority (SBCTA) is proposing a Complete Streets Project through the REAP 2.0 program to enhance bicycle and pedestrian mobility in the City of Upland (Project). The Project would continue SBCTA's commitment to promoting active transportation options and increasing multimodal safety and mobility through a variety of proposed improvements along several roadway segments. The City of Upland is the lead agency under the California Environmental Quality Act (CEQA). A Notice of Exemption (NOE) was previously filed at the San Bernardino County Clerk of the Board on August 23, 2025. This subsequent NOE revises the Project Description from the previous NOE.

The proposed Project would include the installation or repair of curb ramps, sidewalk repair and widening, and new Class II bicycle lanes. Additionally, select roadway segments would be converted to one-way streets, roadway surfaces would be replaced or repaired along with curbs and gutters, and new signage and striping would be provided where needed. These elements would increase accessibility, optimize roadway safety, and support active transportation, providing a more connected and efficient travel experience for all users. Six complete streets improvement segments are proposed within the City of Upland to increase and enhance mobility and safety. The Project would improve safety, accessibility, and mobility for bicyclists and pedestrians while supporting multimodal transportation throughout the City of Upland.

East Stowell Street from Euclid Avenue to South Sultana Avenue

1. South 1st Avenue from East 7th Street to East Stowell Street
2. South 2nd Avenue from East 7h Street to East Stowell Street
3. East 8th Street from Euclid Avenue to South 2nd Avenue
4. North 1st Avenue from East A Street to D Street
5. East A Street from Euclid Avenue to North Campus Avenue

Figure 1. Project Location and Regional Vicinity



Source: ESRI

Construction of the Project would be split over three distinct phases. Phase 1 construction is scheduled to begin June 2027 with Phases 2 and 3 following completion of Phase 1 improvements. Phase 1 would last approximately five months and include the improvements along East Stowell Street. Phase 2 would include improvements along East A Street and is anticipated to last approximately four months. Phase 3 would include improvements along North 1st Avenue, South 1st Avenue, South 2nd Avenue, and East 8th Street and is anticipated to last approximately five months. The total construction duration is anticipated to be approximately fourteen months for all six complete streets improvement segments. Overall, it is anticipated that all improvements would be complete by August 2028; however, phasing sequence and schedule may vary based on contractor availability and funding considerations.

The Project area encompasses approximately 13.5 acres of public right-of-way (ROW) along the six roadway segments. No utility relocations are required, and all existing hydrants would be protected in place. Areas of Full Depth Pavement Reconstruction (FDR) are anticipated along select segments and would include excavation to depths of 14 to 16 inches. The improvements would result in the loss of on-street parking spaces.

The following discussion provides a more detailed description of each roadway segment.

Segment 1: East Stowell Street between South Sultana Avenue and Euclid Avenue

On Segment 1, the existing two-way travel along East Stowell Street would be converted to one-way travel in the westbound direction between South Sultana Avenue and South 1st Avenue, while maintaining two-way travel between South 1st Avenue and Euclid Avenue. A Class II bike lane with a 3-foot striped buffer traveling in the westbound direction would be installed on the north side of the street. This Class II bike lane would provide a restricted right-of-way for exclusive use by bicycles with through-travel by vehicles or pedestrians prohibited. Approximately 28 parallel parking stalls would be installed where roadway width permits, however implementation of the proposed improvements would result in an overall loss of 24 parking spaces along the segment. Additional signage and striping would be implemented according to safety needs.

Additional street improvements include FDR from Euclid Avenue to South Sultana Avenue except for a short segment between South 2nd Avenue and the nearest western alley where a Mill and Overlay is proposed. A new storm drain system along the southside of Stowell Street with new curb inlets would be installed between South 1st Street and South 3rd Street. The curb and gutter would be repaired along the FDR and where new sidewalks are proposed including:

- North side of East Stowell Street from Euclid Avenue to South Sultana Avenue;
- South side of East Stowell Street between South 1st Avenue and Euclid Avenue where roadway width permits; and

- South side of East Stowell Street between South 3rd Avenue and South Sultana Avenue which would also include a hydroseed/mulch buffer between the sidewalk and street.

Portions of existing failing sidewalk and four (4) existing noncompliant curb ramps would be removed and replaced, and five (5) new curb ramps will be proposed with Americans with Disabilities Act (ADA) compliant ramps.

Improvements along this segment would require the removal of 17 trees and installation of an approximate four-foot wide buffer with gravel or hydroseed/mulch along the southern edge of East Stowell Street between South 3rd Avenue and South Sultana Avenue.

Construction of the Segment 1 improvements would be part of the Phase 1 work and take approximately five months to complete.

Segment 2: South 1st Avenue Between East 7th Street and East Stowell Street

On Segment 2, the existing two-way travel along South 1st Avenue between East 7th Street and East Stowell Street would be converted to one-way travel in the southbound direction. A southbound Class II bicycle lane with a 2-foot striped buffer would be installed on the west side of the street. Parallel parking stalls would be added along the east side curb and adjacent to the bicycle lane buffer on the west side of the roadway, resulting in loss of parking spaces. Pavement improvements include a mill and overlay at the East 8th Street intersection and slurry seal throughout the remainder of the segment. Signage and striping would be updated to reflect the roadway reconfiguration and bicycle facilities. Construction of the Segment 2 improvements would occur as part of Phase 3 and would take approximately five months to complete.

Segment 3: South 2nd Avenue Between East 7th Street and East Stowell Street

On Segment 3, the existing two-way travel along South 2nd Avenue between East 7th Street and East Stowell Street would be converted to one-way travel in the northbound direction. A northbound Class II bicycle lane with a 2-foot striped buffer would be installed on the east side of the roadway. Parallel parking stalls would be provided along portions of the segment where feasible, resulting in loss of parking spaces. The roadway would undergo full-depth reconstruction with associated curb and gutter repairs. Existing failing sidewalks would be removed and replaced and new signage and striping installed to reflect the proposed roadway configuration. Construction of Segment 3 improvements would occur during Phase 3 and would take approximately five months to complete.

Segment 4: East 8th Street Between Euclid Avenue and South 2nd Avenue

On Segment 4, FDR would occur between South 1st Avenue and South 2nd Avenue along with curb and gutter repairs, while Mill and Overlay is proposed from Euclid Avenue to South 1st Avenue. Class II bike lanes in both the westbound and eastbound directions with

a 2-foot striped buffer would be constructed. All existing street parking along this segment would be removed to accommodate the bike lanes, resulting in the loss of approximately 32 spaces. Eleven (11) existing non-compliant curb ramps at the Euclid Avenue, South 1st Avenue, and South 2nd Avenue intersections, and any failing existing sidewalks wound be removed and replaced. The sidewalk repairs would include the removal of approximately 85 square feet of existing concrete from the sidewalk along the north side of the East 8th Street at South 1st Avenue. This portion of sidewalk is located outside the existing East 8th ROW within a vacant parcel. Signage and striping along the segment would be updated where necessary. Construction of the East 8th Steet improvements would be part of the Phase 3 work and take approximately five months to complete.

Segment 5: North 1st Avenue Between A Street and D Street

Segment 5 would include FDR on the eastern half of North 1st Avenue from A Street to East 9th Street. Full width FDR would occur from East 9th Street to C Street, excluding the C Street intersection as it was recently repaved. Curbs and gutters along the FDR portion would be repaired. From C Street to D Street, excluding both intersections which were recently repaved, the roadway would be repaired with mill and overlay. Class II bike lanes in both the northbound and southbound directions with a 2-foot striped buffer would be constructed. Parking would be removed along the east side of the street, while parallel parking stalls would be added along the west side of the street adjacent to the bike lane buffer resulting in an overall loss of approximately 31 spaces. Pedestrian and accessibility improvements include removing and replacing existing failing sidewalks and one (1) non-compliant curb ramp at the northeastern corner of North 1st Avenue and D Street. Curb and gutter repairs would occur along the complete segment as needed. A new pedestrian crossing with rectangular rapid flashing beacons (RRFB) would be installed at the mid-block crosswalk near the Pacific Electric (P.E.) Trail. Signage and striping would be updated throughout the segment as necessary. Construction of the North 1st Avenue improvements would be part of the Phase 3 work and take approximately five months to complete.

Segment 6: A Street Between Euclid Avenue and North Campus Avenue

Pavement improvements along Segment 6 includes slurry seal between 2nd Avenue and North Campus Avenue, as well as Euclid Avenue and 1st Avenue, and a mill and overlay between 1st Avenue and 2nd Avenue. Class II bike lanes in both the westbound and eastbound directions would be constructed with a 1.5-foot striped buffer. All existing street parking would be removed to accommodate the bike lanes, resulting in the loss of approximately 128 spaces. A new sidewalk would be constructed along the south side of East A Street between North 6th Avenue and North Campus Avenue, with other damaged or failing sidewalks along the segment removed and replaced. The addition of the southern sidewalk between 6th Avenue and North Campus Avenue would require the removal of 3 existing street trees. Curb ramp repairs would require the removal and replacement of

approximately 167 square feet of existing concrete located outside of the A Street ROW. Additionally, a High Visibility (ladder style) pedestrian crossing at eastern crosswalk of the East A Street and North 1st Avenue intersection is proposed. Ten (10) non-compliant curb ramps along the segment would be removed and replaced, while the spandrel and cross gutter in between the ramps at Euclid Avenue and 6th Avenue would be replaced. Signage and striping throughout the segment would be updated as necessary. Construction of A Street improvements would be part of the Phase 2 work and take approximately four months to complete.

California Environmental Quality Act

The proposed safety and mobility improvements are exempt from CEQA by statute pursuant to California Public Resources Code (PRC) Section 21080.25(b)(1). Statutory exemptions are projects specifically excluded from CEQA consideration as defined by the State Legislature and identified in PRC Section 21080 et seq. Section 21080.25(b)(1) provides a CEQA exemption for pedestrian and bicycle facilities that improve safety, access, or mobility within the public right-of-way.

1) A local agency is carrying out the project and is the lead agency for the project.
2) The project does not induce single-occupancy vehicle trips, add additional highway lanes, widen highways, or add physical infrastructure or striping to highways except for minor modifications needed for the efficient and safe movement of transit vehicles, bicycles, or high-occupancy vehicles, such as extended merging lanes, shoulder improvements, or improvements to the roadway within the existing right of way. The project shall not include the addition of any auxiliary lanes.
3) The construction of the project shall not require the demolition of affordable housing units.

The Project would improve bicycle and pedestrian mobility through installation of Class II bicycle lanes, roadway rehabilitation, sidewalk improvements, ADA-compliant curb ramps, accessibility upgrades, signing and striping modifications, and associated Complete Streets improvements. Improvements along South 1st Avenue and South 2nd Avenue between East 7th Street and East Stowell Street would improve multimodal accessibility, pedestrian safety, bicycle mobility, and neighborhood connectivity within downtown Upland.

The Project qualifies for a Statutory Exemption pursuant to PRC Section 21080.25 because:

A. PRC §21080.25(b) – The Project would implement pedestrian and bicycle facilities to improve safety, access, and mobility for residents and visitors in the City of Upland. The Project includes bicycle lanes, sidewalk improvements, roadway rehabilitation, ADA accessibility upgrades, curb ramps, signage modifications, and striping improvements.

B. PRC §21080.25(c)(2) – The Project would not induce single-occupancy vehicle trips, widen highways, add highway lanes, or add auxiliary lanes. The Project is intended to improve active transportation and multimodal mobility
C. PRC § 21080.25(c)(2) – The Project would not involve the modification of any existing highway and will not induce single-occupancy vehicle trips. The Project is anticipated to reduce single-occupancy vehicle trips since it will encourage non-motorized modes of transportation.
D. PRC § 21080.25(c)(3) – The new bicycle and pedestrian facilities would be within the public ROW with minor temporary easements outside of the ROW for the removal and replacement of portions of existing sidewalk. The overall construction would not require the demolition of any structures, including affordable housing units
E. PRC § 21080.25(d) – Project construction costs are estimated to be approximately $5.5 million. Project costs would not exceed $100 million and therefore the Project is exempt from the requirements of PRC § 21080.25(d).
F. PRC § 21080.25(e) – Project construction costs would not exceed $50 million and therefore the Project is exempt from the requirements of PRC § 21080.25(e)

Environmental Analysis

In support of the statutory exemption and determination that the Project would not have cumulative or significant impacts on the environment, the environmental resource areas identified in the Environmental Checklist Form (Appendix G of the State CEQA Guidelines) were considered.

Aesthetic and Visual

The Project would occur within the public ROW and include modifications to existing streets which would not substantially change or obstruct existing views. The Project would be consistent with applicable zoning, visual, and aesthetic regulations and would not involve any designated state scenic highways or potential resources of concern. Viewer response to the proposed improvements would be insignificant as the Project would be consistent with the existing urban setting within the Project area.

Agricultural and Forestry

There are no farmlands, including prime or unique farmlands, or farmlands of statewide importance located within or adjacent to the Project. The Project would occur entirely on urban and built-up land, primarily with residential, industrial, and commercial uses associated with adjacent neighborhoods and the Metrolink Upland Train Station.

Air Quality

Emissions may temporarily increase during the 14-month construction period for all six (6) segments, however the level of activity associated with the Project does not have the potential to generate substantial construction emissions. Additionally, contractor

compliance with the South Coast Air Quality Management District (SCAQMD) 2022 Air Quality Management Plan (AQMP) as well as Regulation IV Rule 401 (Visible Emissions) and Rule 403 (Fugitive Dust) would minimize any potential air quality emissions during construction. Construction activities would be intermittent and brief in any given location, consequently, there is no potential for the Project to affect any adjacent sensitive receptors.

Operation of the Project would encourage non-automotive modes of travel by enhancing the existing pedestrian and bicycle network. It is likely that cyclist and pedestrian activity within the Project area would increase as a result of the Project, and long-term increases in vehicle miles travelled (VMT) are not anticipated. Operation of the Project would not increase any criteria pollutants or other emissions, and neither construction or operation of the Project would conflict with applicable federal, state, and local regulations or ambient air quality standards.

Biological Resources

Improvements associated with the Project would occur primarily within existing paved roadway and sidewalks in the public right-of-way. The urban and built-up environment lacks suitability for sensitive or special-status species to occur. No sensitive natural communities, United States Fish and Wildlife Service designated critical habitat, wildlife corridors, riparian habitat, protected wetlands, or other conservation or preservation areas are reported within the Project area. Improvements along South 1st Avenue and South 2nd Avenue between East 7th Street and East Stowell Street would occur within an existing developed transportation corridor and would not expand into undeveloped habitat areas.

Construction and operation of the Project would not conflict with local policies or ordinances protecting biological resources. Construction would require removal of 17 trees along East Stowell Street between South 3rd Avenue and South Sultana Avenue, one tree at the southwest corner of South 2nd Avenue and East A Street, and three trees along East A Street between 6th Avenue and North Campus Avenue. Tree removal would occur outside the nesting bird season where feasible or preceded by nesting bird surveys and implementation of avoidance measures. Due to the urban nature of the Project area and the absence of sensitive habitat, biological resource impacts would be less than significant.

Cultural Resources

A records search of the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), and the City of Upland Historic Resources Survey was conducted within 0.25 miles of each Project segment. Within the Project area, Segment 5 along 2nd Avenue overlaps the Citrus and Transportation Historic District and Segment 4 overlaps the Euclid Avenue Historic District, each designated by the City of Upland. While

the Project area overlaps the historic districts, the proposed improvements associated with the Project would occur within the previously disturbed roadway and sidewalks. One previously recorded resource was found to intersect the Project along 2nd Avenue in Segment 6. The Old Spanish Trail, designated as a National Historic Trail, is a 2,700-mile route that spans from Santa Fe, New Mexico to Los Angeles, California. The portion of the Old Spanish Trail that may have traversed Project area has either been paved over, or buried, as there are no physical manifestations or known built-environment elements of the trail.

The Project includes areas of FDR along select segments, with excavation to depths of approximately 14 to 16 inches. While ground disturbance for the pavement work is anticipated, the urban setting of the Project consists of previously disturbed and paved roadway segments and sidewalks. Any resources that may have existed within the Project area are likely to have been displaced and the overall sensitivity of the site in respect to buried resources would be low. Construction of the Project would be consistent with applicable regulations, including California State Health and Safety Code § 7050.5 and California Public Resource Code (PRC) § 5097.98. In the event of discovery, further disturbances and work activities shall stop and appropriate City of Upland representatives shall be contacted, and all provisions of aforementioned regulations would be followed.

Energy

Energy usage may temporarily increase during Project construction due to the operation of necessary vehicles and equipment. However, construction activities would be standard for the scope of improvements associated with the Project and occur for a limited duration. Construction of the Project would comply with applicable state and local regulations and plans pertaining to energy efficiency.

Geology and Soils

While the Project is not located in a seismic hazard zone, including liquefaction or earthquake-induced landslide zones, the Project may be exposed to seismic activity, as is the case throughout the entirety of the Southern California region. There is no potential for the Project to exacerbate existing geologic conditions, as ground disturbance activity would be minimal at a maximum depth of approximately 14 to 16 inches. Additionally, the Project is not located on expansive or unstable soil and would not result in substantial soil erosion, on or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse.

Greenhouse Gas (GHG) Emissions

GHG emissions may increase for a temporary period during Project construction. Emissions would be minimized through compliance with GHG reduction measures outlined in the San Bernardino County Regional GHG Reduction Plan for the City of Upland. Additionally, operation of the Project would encourage non-automotive modes of travel by

enhancing the existing pedestrian and bicycle network and is not anticipated to increase GHG emissions.

Hazards and Hazardous Materials

A review of the Project area was conducted to evaluate the potential for hazards and hazardous materials impacts. The Project consists of improvements within the existing roadway right-of-way (ROW) and would not involve the routine transport, use, or disposal of substantial quantities of hazardous materials during operation. Construction activities may involve the temporary use of fuels, oils, lubricants, paints, solvents, and other standard construction materials; however, these materials would be handled, stored, transported, and disposed of in accordance with applicable federal, state, and local regulations. Therefore, the Project would not create a significant hazard to the public or environment through the routine use, transport, or disposal of hazardous materials.

Construction activities have the potential to encounter aerially deposited lead (ADL) associated with historical vehicle emissions and existing pavement markings. In the event that lead-containing materials or other hazardous substances are encountered during construction, all applicable regulatory requirements pertaining to characterization, handling, transportation, and disposal would be followed. Compliance with these requirements would minimize the potential for accidental releases and ensure protection of workers, the public, and the environment. The Project would not emit hazardous emissions or handle acutely hazardous materials in a manner that would adversely affect nearby sensitive receptors, including schools.

A review of available environmental databases and site conditions did not identify any hazardous materials sites within the Project footprint that would result in significant hazard to the public or environment. Project construction would occur within existing disturbed roadways and sidewalk areas and would not increase long-term exposure to hazardous materials. The Project is not located within an airport land use plan area, within two miles of a public airport, or within the vicinity of a private airstrip; therefore, no airport-related safety hazards would occur. Construction activities would be temporary and would be managed to maintain access for emergency vehicles and would not impair implementation of any adopted emergency response or evacuation plan. Additionally, the Project is located within a developed urban area and would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, impacts related to hazards and hazardous materials would be less than significant.

Hydrology and Water Quality

The Project would reconfigure and replace the existing paved roadway and sidewalks, and therefore would not result in an increase in impervious surfaces. Minimal ground disturbance would occur, as shallow excavation for areas of FDR would reach maximum

depths of approximately 14 to 16 inches. Groundwater would not be encountered at shallow excavation depths. Additionally, the Project would not alter the existing drainage pattern of the Project area, impede or redirect flood flows, or increase the rate or amount of surface runoff.

Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the Project is located entirely in Zone X (non-shaded), indicating the area is outside the 0.2% annual chance floodplain. It is not anticipated that the Project would risk the release of pollutants due to inundation, as it is in a low-risk flood zone and construction activities would be consistent with federal, state, and local regulations related to water quality standards and waste discharge requirements.

Land Use and Planning

Project improvements would occur within the public ROW and would not require property acquisitions or changes to existing land uses. The Project area consists of urban and built-up land, primarily with residential, industrial, and commercial uses associated with adjacent neighborhoods and the Metrolink Upland Train Station. No new land use types would be introduced and there is no potential for the Project to physically divide an established community. The Project would improve accessibility, optimize roadway safety, and support active transportation, upholding local and regional goals, policies, and regulations pertaining to land use and development.

Mineral Resources

Based on the California Department of Conservation Geologic Energy Management (CalGEM) and the San Bernardino Countywide Plan, the Project is located in a Mineral Resource Zone 2 (MRZ-2) for aggregate mineral resources. However, the Project area is fully built-out with existing transportation and pedestrian infrastructure. Construction of the Project would reconfigure and replace previously disturbed roadway and sidewalks within the ROW. There are no active resource extraction or mineral recovery activities occurring within the Project area, and the Project would not conflict with any local general plan, specific plan, or land use plan designations for mineral resource recovery.

Noise

Construction activities may result in temporary, intermittent increases in noise and vibration due to the operation of construction equipment. While the Project is adjacent to residential development, construction in any single location would be brief and construction-related noise would cease entirely once all construction phases have been completed. Additionally, all construction activities would occur during daytime hours. The Project would adhere to all relevant general plan policies and local noise ordinances, ensuring that ambient noise and vibration levels remain within allowable thresholds. Additionally, there is no potential for operation of the Project to generate long-term

increases in noise or vibration based on the scale and type of physical improvements associated with the Project.

Population/Housing

All Project segments and construction activities are located in developed urban areas and would not directly or indirectly induce substantial unplanned population growth. The Project improvements would occur along existing streets and would include reconfiguring and replacing existing paved roadways and sidewalks along with the installation of new bike lanes. Construction of the Project would not require property acquisitions.

Public Services

Once complete, the Project would encourage active transportation by enhancing the safety and mobility of the existing pedestrian and bicycle network. The Project would occur entirely within the existing paved roadway and sidewalks and would not alter existing governmental facilities such as fire stations, police stations, schools, parks, or other public facilities. Access to all public service providers would be maintained throughout Project construction. No additional demand for public services would be generated from operation or construction of the Project.

Recreation

The Project area includes the existing paved roadway and sidewalks, as well as adjacent urban development including residential, commercial, and industrial uses. The P.E. trail, a multi-use trail which spans approximately 21 miles between the City of Claremont and the City of Rialto, crosses North 1st Avenue between East C Street and D Street (Segment 6). To enhance safety of the trail crossing, a new pedestrian crossing with RRFB would be installed while connectivity would be improved with the inclusion of new bike lanes along North 1st Avenue. Access to and from the P.E. trail would be maintained during project construction.

Additionally, construction and operation of the Project would not create new demand on existing neighborhood and regional parks or recreational facilities or necessitate the construction or expansion of recreational facilities. The Project would optimize roadway safety and support multimodal transportation while upholding regulations to recreational facility access.

Transportation

During the construction period, temporary road closures may affect specific locations briefly. Detour routes for affected segments would likely be incorporated into a standard traffic control plan to minimize construction-related circulation impacts. Roadway modifications, bicycle lane installation, sidewalk improvements, curb ramp upgrades, and pedestrian enhancements would occur throughout the Project area in support of Complete

Streets objectives. Additionally, roadway modification and the installation of bicycle lanes would result in the loss of on-street parking spaces. Given the current low utilization of on-street parking and availability of off-street public parking within and near the Project area, it is not anticipated that the Project would result in a shortage of parking.

The Project would improve multimodal transportation connectivity through installation of Class II bicycle lanes, roadway rehabilitation, pedestrian accessibility improvements, curb ramp reconstruction, sidewalk enhancements, pedestrian safety improvements, striping modifications, and signage upgrades. Improvements along South 1st Avenue and South 2nd Avenue between East 7th Street and East Stowell Street would improve bicycle and pedestrian connectivity between downtown Upland, East 8th Street, East Stowell Street, and surrounding residential and commercial areas. Upon completion, the Project would encourage non-automobile travel by improving safety, accessibility, and mobility throughout the bicycle and pedestrian network. The Project would remain consistent with transportation, circulation, and safety goals established by the City of Upland and San Bernardino County.

Tribal Cultural Resources

While ground disturbance at a maximum of 14 to 16 inches for the pavement work is anticipated, the Project area consists of previously disturbed and paved roadway segments and sidewalks. Any tribal cultural resources that may have existed within the Project area are likely to have been displaced, and the overall sensitivity of the site in respect to buried resources would be low. The Project would comply with all applicable state and local regulations governing tribal cultural resources, including the Native American Graves Protection and Repatriation Act (NAGPRA). Assembly Bill (AB) 52 Tribal Consultation is not required for the Project, as projects considered statutorily exempt from CEQA under PRC § 21080 et seq. are not required to complete AB 52 Consultation.

Utilities/Service Systems

The Project would not include the relocation or construction of new or expanded water, wastewater treatment, electric power, natural gas or telecommunications facilities, and existing hydrants where sidewalk and curb ramps are being replaced would be protected in place. The Project would include the installation of a storm drain system with the new curb inlets along the southside of East Stowell Street between South 1st Avenue and South 3rd Avenue. This new storm drain system would connect into the existing storm drain system and provide improved drainage along a flat portion of East Stowell Street.

The Project would not generate solid waste in excess of the capacity of the local infrastructure and would comply with the current capacity and demand of the wastewater treatment provider. All utilities and service systems required for the proposed developments would be supplied by the existing infrastructure. The existing water

infrastructure is anticipated to serve the new development and construction activities during normal and dry years without affecting future development activities. Additionally, the Project would comply with applicable solid waste regulations established by San Bernardino County Code of Ordinances.

Wildfire

Based on the California Department of Forestry and Fire Protection (CAL FIRE), the Project is not located in or near any State Responsibility Areas (SRAs) or lands classified as Very High Fire Hazard Severity Zones. There are no significant risks of landslide, flooding, or wildfires within the Project area according to the FEMA Risk Index. As a result, there is no increased risk of pollutant exposure from wildfire events or the uncontrolled spread of a wildfire, downslope or downstream flooding or landslides, post-fire slope instability, or drainage changes.

In accordance with State Fire Marshall and San Bernardino County Fire District regulations, all emergency access routines in the vicinity of the Project would be unobstructed and kept clear at all times. Additionally, operation of the Project would not physically interfere or impair an adopted emergency response plan or emergency evacuation plan.