

STATE OF CALIFORNIA  
THE RESOURCES AGENCY  
DEPARTMENT OF WATER RESOURCES

NEGATIVE DECLARATION  
RELOCATION OF LANDING SITE  
FOR CRESTLINE SOARING SOCIETY

The California Department of Water Resources proposes to relocate the landing site used by the Crestline Soaring Society to a 10-acre plot in the northeast portion of Section 8, Township 1 North, Range 4 West, San Bernardino B&M (Figure 1).

The landing site that has been used occupies land required for the construction of a Second Afterbay for Devil Canyon Powerplant. The Second Afterbay is needed to accommodate the increased capacity made possible by enlargement of the power plant and is part of a power enhancement project for the State Water Project.

To carry out the proposed project, spoil material from excavation of the Second Afterbay will be used in preparing an elevated, flat surface for landing.

As discussed in the attached Initial Study, the project will not cause or result in any significant impacts to the environment. Nonetheless, the following mitigation measures will be incorporated in the proposed project so that its potential environmental effects will be further reduced:

- o Brief employees to ensure that they know the project limitations. Stake the boundaries of the construction site and access roads to limit the area impacted.
- o When haul trucks and other equipment cross Devil Canyon and Ben Canyon Roads, take necessary precautions to protect cross traffic, such as stationing a flag person if necessary.
- o During construction, compact the piles of disturbed soil brought in to make the site level and spray them with water to prevent dirt from being picked up by the wind.
- o In building up the landing site, compact the soil and provide proper drainage, dust control, and vegetation as called for under the storm water pollution prevention plan established under the NPDES permit.
- o Place all food-related trash in designated containers and dispose of it away from the construction site to avoid attracting wildlife.
- o Once construction is completed, stabilize the area that has been disturbed, including the landing pad, by planting native plants, shrubs, and grasses and supplying adequate irrigation water to ensure their survival. This will help restore the habitat for wildlife, improve the appearance, and control erosion and fugitive dust.

*Revised*  
*Initial Study*

**RELOCATION OF LANDING SITE  
FOR CRESTLINE SOARING SOCIETY**

**March 1993**

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**REVISED  
INITIAL STUDY  
FOR RELOCATION OF LANDING SITE  
FOR CRESTLINE SOARING SOCIETY**

**INTRODUCTION**

Recently, the capacity of the Devil Canyon Powerplant, a hydroelectric recovery plant located on the East Branch of the California Aqueduct in San Bernardino County (Figure 1), was increased from 120 MW (1,200 cfs) to 280 MW (2,800 cfs), thereby increasing the hydraulic capacity for future water deliveries. However, because the power plant's existing 49-acre-foot afterbay lacks both sufficient storage capacity to provide necessary spinning and operating reserves and adequate emergency storage and on-peak capacity for regulating water system deliveries, the plant cannot be operated at peak efficiency. Therefore, to add to the overall flexibility and reliability of both power and water operations of the State Water Project, an 800-acre-foot Second Afterbay is to be constructed on vacant land adjacent to the power plant.

A portion of the site selected for the new Second Afterbay has been used by the Crestline Soaring Society as a hang glider landing area. To accommodate the Second Afterbay, the landing site was to be permanently relocated. However, before arrangements could be made for a permanent landing site, Southern California Edison Company constructed a new transmission line to the east of the original landing field. Towers for the line extend approximately 60 to 65 feet above the ground, thereby presenting a potential hazard for hang glider operators.

Accordingly, the Department offered the use of an existing spoil pile approximately 1,200 feet northwest of the original landing zone for temporary use by the Soaring Society. To accommodate the hang gliding operations, the Department cleared the new temporary site, filled in an open geologic test pit and test trench, bladed an access road to the new site, and provided regulated access to the fenced area via a locked gate. No interruption in glider activities was experienced.

The Department began working with the U.S. Hang Gliding Association and the Crestline Soaring Society in March 1989 to find a permanent landing site. A parcel of land owned by the San Bernardino County Flood Control District, which is immediately east of the Sweetwater Girl Scout Camp, was agreed upon by all three agencies as a replacement site.

In May 1990, the Department and representatives of the Flood Control District began meeting on the possible use of this site as a permanent landing area for the Crestline Soaring Society. The District, however, objected to the use of the site selected by the Department and the hang glider representatives and instead proposed an approximate 12-acre site, which it owns, located just west of the original site near the eastern end of the Sweetwater Girl Scout Camp. Accordingly, an Initial Study was conducted and reported,

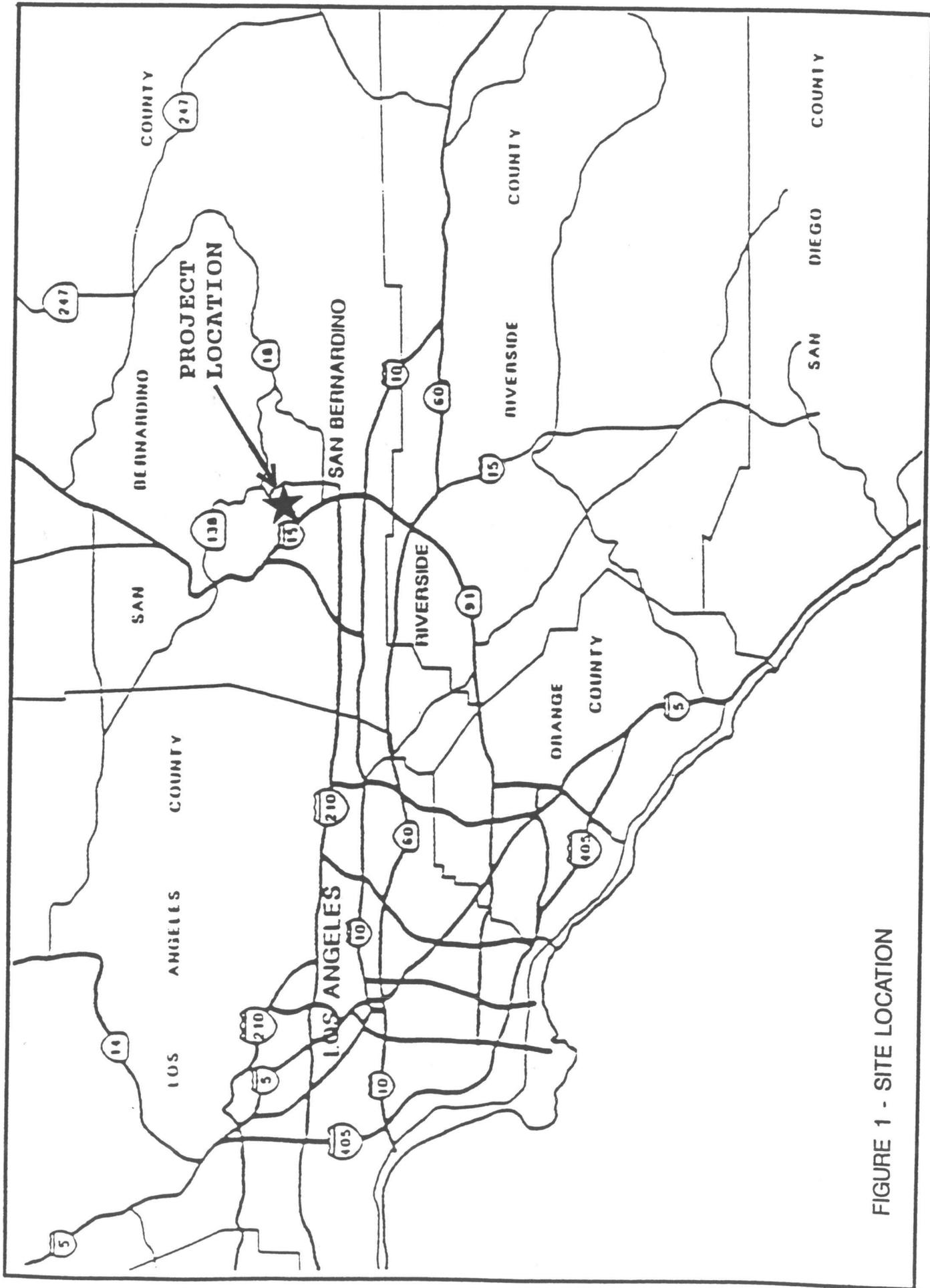


FIGURE 1 - SITE LOCATION

and, on the basis of the findings made in the Initial Study, a Negative Declaration was prepared. However, the San Bernardino Girl Scout Council later decided that the arrangement was not satisfactory, and a new site, about 900 feet to the east, was selected.

This Initial Study is, therefore, a modification of the Initial Study and Negative Declaration printed March 17, 1992.

#### Project Objective

The objective of the proposed project is to prepare a site for use as a landing field operated by the Crestline Soaring Society on a permanent basis.

#### Environmental Review

As required by the California Environmental Quality Act (CEQA) of 1970, as amended, a proposed project must undergo environmental review before it can be built. This Initial Study represents the first stage of formal environmental review of the proposed relocated landing site project.

The purpose of an Initial Study is to provide a preliminary analysis of the environmental impacts of a project to determine whether a Negative Declaration or an Environmental Impact Report (EIR) should be prepared and to focus on the issues that will be covered in an EIR, if it is found to be necessary.

Based on the findings made in this Initial Study, it has been determined that a Negative Declaration will be prepared for the proposed project. In addition, certain permits and approvals from State and local agencies will be required. Regulatory agencies with potential jurisdiction and permit responsibilities include:

- o California Department of Water Resources, as lead agency, for compliance with CEQA
- o California Department of Fish and Game to ensure that no threatened or endangered species would be jeopardized or their habitat destroyed
- o State Historic Preservation Office to ensure that no sites of historic importance will be impacted
- o South Coast Air Quality Management District to ensure that fugitive dust emissions do not exceed State air quality standards
- o Regional Water Quality Control Board, Santa Ana Region, in compliance with the NPDES permit, to ensure proper handling of drainage and storm discharges from the construction site.

## PROJECT DESCRIPTION

Devil Canyon Powerplant was built by the California Department of Water Resources as a power recovery facility on the East Branch of the California Aqueduct. By November 1972, it was completed sufficiently so that the first deliveries of water could be made.

The plant generates electrical power from the available flow through the Aqueduct. It receives water from Silverwood Lake through the San Bernardino Tunnel and a 6,749-foot-long penstock. The plant now discharges into a small 49-acre-foot afterbay, which distributes the water through individual pipelines to the contracting water users and to Lake Perris, which is the terminus of the Aqueduct.

Since the power plant was built, the demands for water on the East Branch have increased and projections are for a continuing increase. To handle these requirements, the Department undertook in 1986 to enlarge the capacity of the East Branch and to enhance the power production of the State Water Project, including the Devil Canyon Powerplant.

A Second Afterbay will also be added at the power plant to allow the plant to maximize on-peak generation, provide spinning reserve, and provide for flow regulation. This Second Afterbay is to be located southwest of the existing facilities. It will be connected to the existing afterbay by a 1,200-foot-long channel and will have an approximate volume of 800 acre-feet.

A portion of the site selected for the Second Afterbay has been occupied by the original landing zone for the Crestline Soaring Society. To provide a permanent landing area for the hang gliders, a roughly rectangular parcel of land to the east of the original landing site will be made available to the Soaring Society. The property, which is being purchased by DWR, is on an alluvial fan at the southern foot of the San Bernardino Mountains (Figure 2).

To carry out the proposed project, spoil material from excavation of the Second Afterbay will be used to build up a landing pad to give a flat surface of about 450 feet by 450 feet for landing. This will result in the destruction of the vegetation at the site. The property is relatively flat and shows signs of recent human disturbance.

Implementation of the project can be broken down into three phases:

1. Preconstruction activities
2. Construction
3. Demobilization

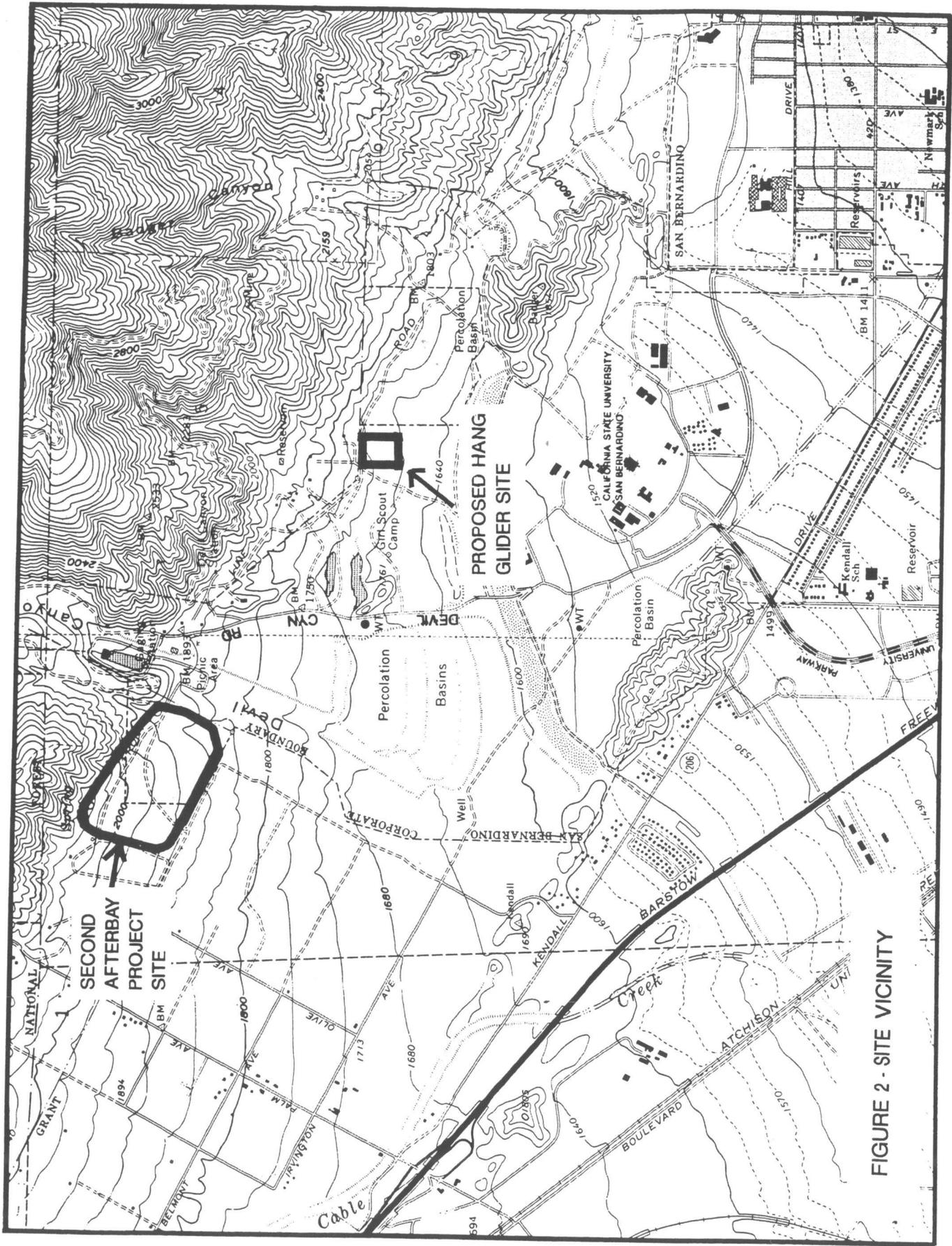


FIGURE 2 - SITE VICINITY

### Preconstruction Activities

Construction staging areas, material stockpiles, office trailers and workshops, and miscellaneous facilities will be provided at the Second Afterbay site. Before construction begins, a haul road will be provided to the site of the new landing zone.

One of the access routes planned for work on the Second Afterbay --Devil Canyon Road--connects with an unimproved dirt road that passes by the proposed project area on the south. This road, which lies on a levee just north of Ben Canyon Road, will be improved and used for importing materials and equipment for the proposed project (Figure 3). Material will be brought down the dirt road from the Second Afterbay, across Devil Canyon Road, to the site of the proposed project.

Equipment to be brought in will include that for grading and clearing the land and that for moving, spreading, and compacting the soil.

At the landing site, an area of approximately 5 acres will be cleared and grubbed, and the vegetation removed will be disposed of by mulching and spreading on the area to be revegetated.

### Construction

To get a flat surface on which gliders can land, the area will be graded, filled, and built up on the south to about 50 feet so that it will give a level surface. For this, as much as 180,000 cubic yards of fill will be required. Some of the material excavated during construction of the Second Afterbay, which will amount to approximately 6 million cubic yards, will be used. Therefore, work on the proposed project is planned to take place during the first seven months of construction on the Second Afterbay.

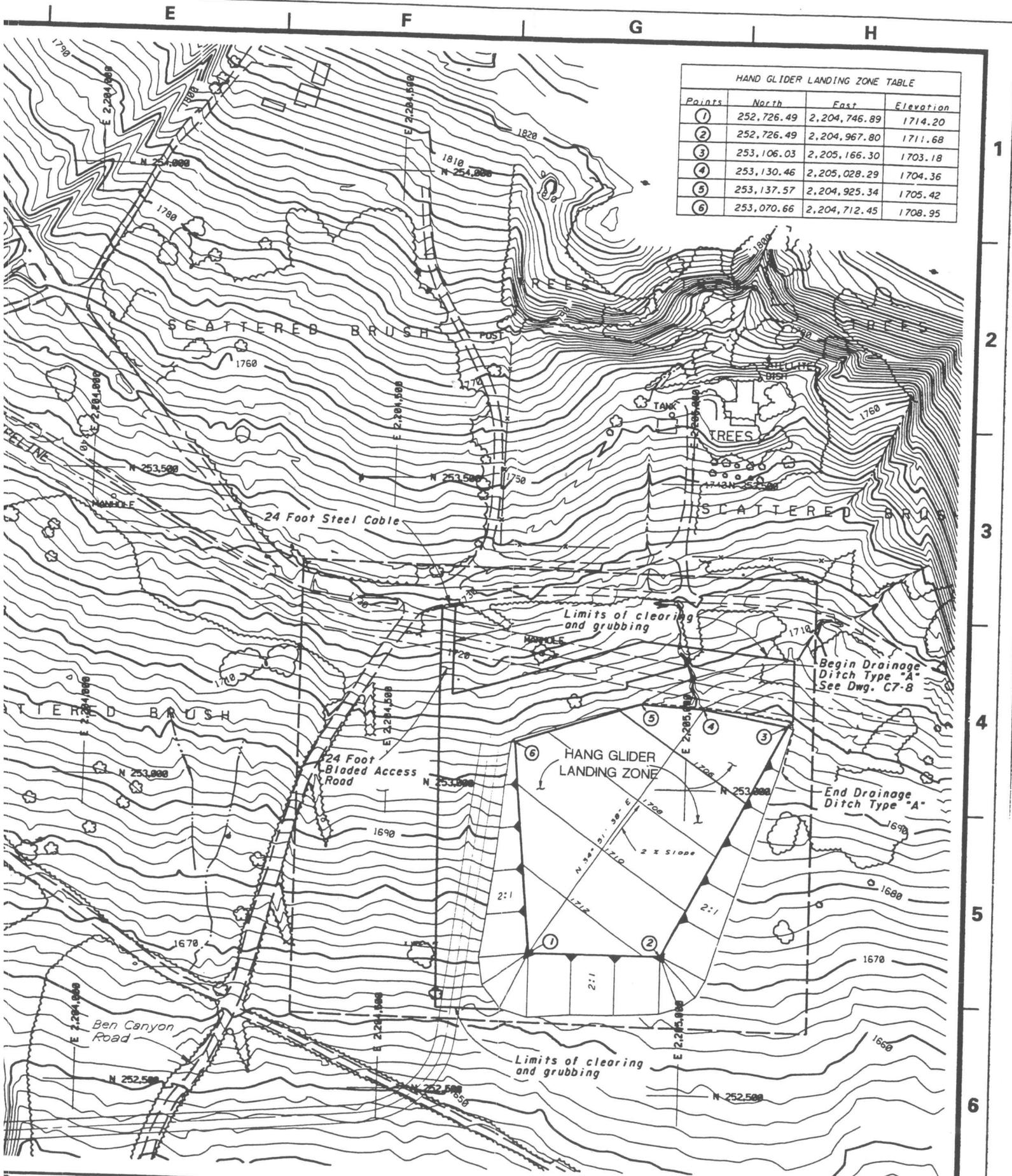
The fill material will be moved to the project site by dump trucks or scrapers, then spread, rolled, and compacted.

### Demobilization

After construction is completed, all equipment, materials, and facilities not incorporated into the project will be removed. In addition, the portion of the project site that has been disturbed will be replanted with grasses and shrubs native to the area. On the landing zone and landing approach slope, the height of vegetation will be kept low.

## ENVIRONMENTAL SETTING

The property is located on the upper alluvial fan of Devil Canyon Creek at the foot of the San Bernardino Mountains. It is a roughly rectangular parcel, covering about 10 acres, that lies east of Devil Canyon just above the 1,650-foot contour, approximately 5 miles northwest of the downtown area of the City of San Bernardino. It is



HAND GLIDER LANDING ZONE TABLE			
Points	North	East	Elevation
①	252,726.49	2,204,746.89	1714.20
②	252,726.49	2,204,967.80	1711.68
③	253,106.03	2,205,166.30	1703.18
④	253,130.46	2,205,028.29	1704.36
⑤	253,137.57	2,204,925.34	1705.42
⑥	253,070.66	2,204,712.45	1708.95

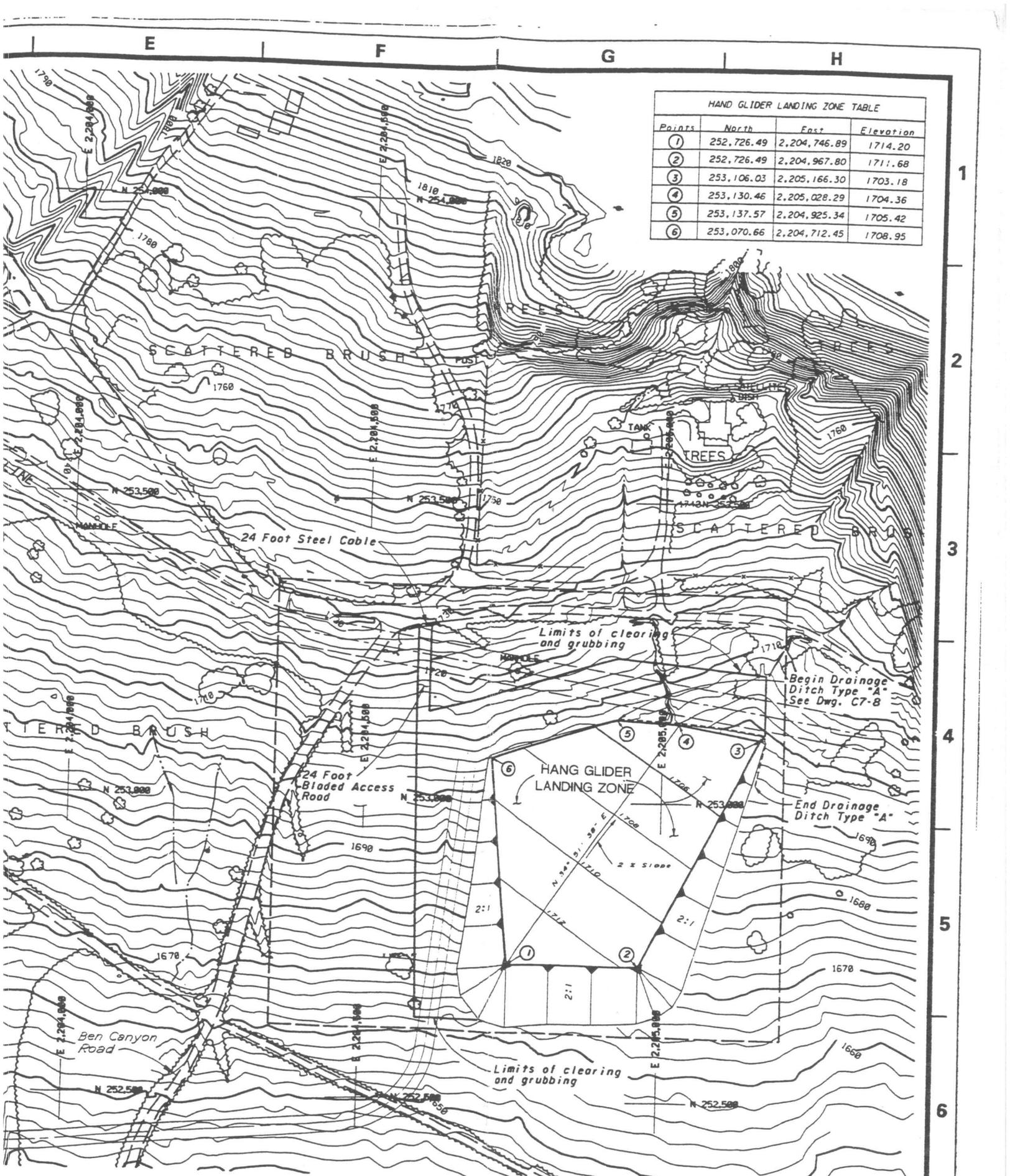
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 C.E. No. 13881



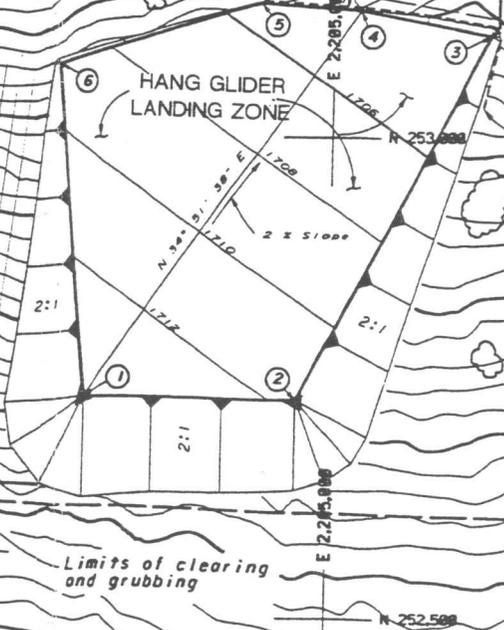
STATE OF CALIFORNIA  
 THE RESOURCES AGENCY  
**DEPARTMENT OF WATER RESOURCES**  
 DIVISION OF DESIGN AND CONSTRUCTION  
 STATE WATER FACILITIES

CALIFORNIA AQUEDUCT  
 SANTA ANA DIVISION  
 DEVIL CANYON SECOND AFTERBAY  
**FIGURE 3**  
**HANG GLIDER LANDING ZONE**

SPEC. No.  
**92-16**  
 DRAWING No.  
**C15-1**  
 REV. SHEET No.



HAND GLIDER LANDING ZONE TABLE			
Points	North	East	Elevation
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⑤	253,137.57	2,204,925.34	1705.42
⑥	253,070.66	2,204,712.45	1708.95



in the northeast portion of Section 8, Township 1 North, Range 4 West on the U.S. Geological Survey's San Bernardino North 7.5-minute topographic quadrangle.

The climate in this area is Mediterranean, with rainfall largely confined to December through February. The temperature ranges from 55 to 95 degrees Fahrenheit in the summer and 35 to 65 degrees Fahrenheit in the winter. The prevailing winds are from the west.

The project area is located within the South Coast Air Basin, which falls within the regulatory authority of the South Coast Air Quality Management District. Air quality in this basin is variable and is often affected by weak winds and frequent temperature inversions. Photochemical smog is the most conspicuous air pollutant prevalent.

The property is relatively flat and shows signs of recent human disturbance. The soil is a sandy loam with occasional scattering of coarse, mostly cobble-sized rocks at the surface. In a study made by the Department in 1971, the soil is listed as having a high infiltration rate.

Two 15-foot-wide graded dirt roads pass near the property, running approximately east to west. One lies on a levee south of the property and just north of Ben Canyon Road. The other is north of the landing site. These two roads connect with Devil Canyon Road to the west. The road on the south will be used as a construction access route (haul road) and the one to the north as the access route for persons using the completed landing site (Figure 3). This access road will be graded, and members of the Soaring Society have been informed that it has been designated for their use.

There are no permanent structures on the property; however, two residences are about 400 to 750 feet to the north.

Plans have been announced for construction of a residential development to the east of the proposed project. The western boundary of the land to be developed is about 550 feet from the eastern boundary of the plot to be used by the landing site. Approval of the development has been given by the San Bernardino City Planning Commission and City Council. Construction of the first of 500 houses planned for the development is expected to start in the next one to two years.

#### Plant Communities

The entire project area was surveyed on April 16, 1991, by randomly walking through all parts of the property, except for those spots covered by densely matted vegetation. A list was kept of each plant species observed, together with photographs and brief notes on the plant's habitat and relative abundance. All parts of the property were well covered, and it is unlikely that more than a few species escaped detection.

Riversidian coastal sage scrub is the dominant plant community. In addition, because the lower slopes of the San Bernardino Mountains are dominated by chaparral, there are also patches of species typical of that community. Human activities have resulted in the elimination of the natural vegetation from parts of the area and the consequent formation of ruderal or weedy vegetation in these disturbed areas. This type of vegetation is most noticeable along the roadsides and around occasional telephone poles in the southern portion of the property.

The most common species observed during a field survey are Salvia vaseyi, Eriogonum fasciculatum, and Adenostoma fasciculatum. A list of the vascular plants observed during the survey plus those species that could reasonably be expected to occur in the project area appears in Table 1.

Ruderal vegetation, composed largely of introduced weeds, is prevalent along roadsides and in disturbed areas around telephone poles. Generally, these areas are barren and devoid of more than

TABLE 1  
RESULTS OF SURVEY OF PLANTS  
MADE APRIL 16, 1991

Scientific name	Common name
<u>Vascular Plants Recorded (Observed)</u>	
Rhus ovata	Sugar bush
Juglans californica	California black walnut
Platanus racemosa	California sycamore
Juniperus californica	California juniper
Eriogonum fasciculatum	Wild buckwheat
Adenostoma fasciculatum	Chamise
Ricinus communis	Castor bean
Salvia vaseyi	Wand sage
Acer saccharinum L.	Silver maple
Rosmainus officinalis	Rosemary
<u>Plants Reasonably Expected to Be in Project Area (Not Observed)</u>	
Eriophyllum confertiflorum	Golden-yarrow
Tetradymia comosa	Hairy horsebrush
Lepidospartum squamatum	Scalebroom
Phacelia ramosissima	Phacelia
Erodium cicutarium	Red-stem filaree
Bromus rubens	Red brome
Festuca sp.	Fescue

a few scattered plants. The most prominent plants observed in these areas are Brassica geniculata and Helianthus annuus.

A review of the California Native Plant Society report "Inventory of Rare and Endangered Vascular Plants" (Smith and York, 1984) indicates that the project area could support several rare plant species: Boykinia rotundifolia, Brodiaea filifolia, Chorizanthe (Centrostegia) leptoceras, Eriastrum densifolium ssp sanctorum, Berberis (Mahonia) nevinii, Opuntia basilaris var. brachyclada, and Psoralea rigida. However, because of habitat requirements, soil and climatic conditions, and abundance of other species, it is unlikely that these species would be found in the project area. None was found during the field survey.

#### Wildlife

Wildlife species typically observed in the coastal sage scrub community and commonly found in the project area are red-tailed hawk, house finch, sage sparrow, lesser goldfinch, California quail, common crow, mourning dove, western fence lizard, cottontail rabbit, jackrabbit, California ground squirrel, and deer.

A biological reconnaissance survey of the project area was conducted by Andrew C. Sanders of the University of California, Riverside, in August 1988. The survey failed to turn up any evidence of threatened or endangered wildlife species; however, the orange-throated whiptail lizard (Cnemidophorus hyperythrus), a candidate species for Federal listing, was observed west of the project site (approximately 3/4 mile south of the existing afterbay) in sage scrub habitat. The activities related to the proposed project will not encroach on this area, but to minimize any potential impact, the area will be staked or fenced where appropriate to avoid work outside the designated construction site to ensure that this species will not be affected by the project.

#### Archaeological and Historic Sites

A records search in the Archaeological Information Center for San Bernardino County of the San Bernardino County Museum in Redlands and a field survey of the project area were conducted by Robert E. Parr, Director of the Cultural Resource Facility at California State University, Bakersfield. He failed to turn up any significant prehistoric or historic cultural resources.

Likewise, the Office of Historic Preservation of the California Department of Parks and Recreation reports that no historic property is to be found in the area of potential effects for this project.

ENVIRONMENTAL EFFECTS  
Environmental Checklist

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
1. Earth. Will the proposed project result in:			
a. Unstable earth conditions or in changes in geologic substructures?	—	—	<u>X</u>
b. Disruptions, displacements, compaction or overcovering of the soil?	<u>X</u>	—	—
c. Change in topography or ground surface relief features?	<u>X</u>	—	—
d. The destruction, covering or modification of any unique geologic or physical features?	—	—	<u>X</u>
e. Any increase in wind or water erosion of soils, either on or off the site?	—	<u>X</u>	—
f. Changes in deposition or erosion of beach sands or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	—	—	<u>X</u>
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	—	—	<u>X</u>
2. Air. Will the proposed project result in:			
a. Substantial air emissions or deterioration of ambient air quality?	—	<u>X</u>	—
b. The creation of objectionable odors?	—	—	<u>X</u>
c. Alteration of air movement, moisture, or temperature or any change in climate, either locally or regionally?	—	—	<u>X</u>
3. Water. Will the proposed project result in:			
a. Changes in currents or the course of direction of water movements, in either marine or fresh water?	—	—	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	—	<u>X</u>	—
c. Alterations to the course or flow of flood waters?	—	—	<u>X</u>
d. Change in the amount of surface water in any water body?	—	—	<u>X</u>
e. Discharge into surface waters or in any alteration of surface water quality, including, but not limited to, temperature, dissolved oxygen or turbidity?	—	—	<u>X</u>
f. Alteration of the direction or rate of flow of ground waters?	—	—	<u>X</u>
g. Change in the quantity of ground waters, either through direct additions or withdrawals or through interception of an aquifer by cuts or excavations?	—	—	<u>X</u>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	—	—	<u>X</u>
i. Exposure of people or property to water-related hazards, such as flooding or tidal waves?	—	—	<u>X</u>
4. Plant Life. Will the proposed project result in:			
a. Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	—	—	<u>X</u>
b. Reduction of the numbers of any unique, rare or endangered species of plants?	—	—	<u>X</u>
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	—	—	<u>X</u>
d. Reduction in acreage of any agricultural crop?	—	—	<u>X</u>
5. Animal Life. Will the proposed project result in:			
a. Change in the diversity of species or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	—	—	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b. Reduction of the numbers of any unique, rare or endangered species of animals?	—	—	<u>X</u>
c. Introduction of new species of animals into an area or result in a barrier to the migration or movement of animals?	—	—	<u>X</u>
d. Deterioration to existing fish or wildlife habitat?	<u>X</u>	—	—
6. Noise. Will proposed project result in:			
a. Increases in existing noise level?	—	<u>X</u>	—
b. Exposure of people to severe noise levels?	—	—	<u>X</u>
7. Light and Glare. Will the proposed project produce new light or glare?	—	—	<u>X</u>
8. Land Use. Will the proposed project result in a substantial alteration of the present or planned land use of an area?	<u>X</u>	—	—
9. Natural Resources. Will the proposed project result in:			
a. Increase in the rate of use of any natural resources?	—	—	<u>X</u>
b. Substantial depletion of any nonrenewable natural resource?	—	—	<u>X</u>
10. Risk of Upset. Will the proposed project involve:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	—	<u>X</u>	—
b. Possible interference with an emergency response plan or an emergency evacuation plan?	—	—	<u>X</u>
11. Population. Will the proposed project alter the location, distribution, density, or growth rate of the human population of an area?	—	—	<u>X</u>
12. Housing. Will the proposed project affect existing housing or create a demand for additional housing?	—	—	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
13. Transportation/Circulation. Will the proposed project result in:			
a. Generation of substantial additional vehicular movement?	<u>X</u>	—	—
b. Effects on existing parking facilities or demand for new parking?	—	—	<u>X</u>
c. Substantial impact upon existing transportation systems?	—	—	<u>X</u>
d. Alterations to present patterns of circulation or movement of people and/or goods?	—	—	<u>X</u>
e. Alterations to waterborne, rail or air traffic?	—	—	<u>X</u>
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	—	—	<u>X</u>
14. Public Services. Will the proposed project have an effect upon or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	—	—	<u>X</u>
b. Police protection?	—	—	<u>X</u>
c. Schools?	—	—	<u>X</u>
d. Parks or other recreational facilities?	—	—	<u>X</u>
e. Maintenance of public facilities, including roads?	—	<u>X</u>	—
f. Other governmental services?	—	—	<u>X</u>
15. Energy. Will the proposed project result in:			
a. Use of substantial amounts of fuel or energy?	—	—	<u>X</u>
b. Substantial increase in demand upon existing sources of energy or development of new sources of energy?	—	—	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
16. Utilities. Will the proposed project result in a need for new systems or substantial alterations to the following utilities:			
a. Water?	—	—	<u>X</u>
b. Sewage/disposal?	—	—	<u>X</u>
c. Power?	—	—	<u>X</u>
d. Telephone?	—	—	<u>X</u>
e. Gas?	—	—	<u>X</u>
17. Human Health. Will the proposed project result in:			
a. Creation of any health hazard or potential health hazard (including mental health)?	—	—	<u>X</u>
b. Exposure of people to potential health hazards?	—	—	<u>X</u>
18. Aesthetics. Will the proposed project result in the obstruction of any scenic vista or view open to the public, or will the proposed project result in the creation of an aesthetically offensive site open to public view?	—	—	<u>X</u>
19. Recreation. Will the proposed project result in an impact upon the quality or quantity of existing recreational opportunities?	—	—	<u>X</u>
20. Cultural Resources.			
a. Will the proposed project result in the alteration of or the destruction of a prehistoric or historic archaeological site?	—	—	<u>X</u>
b. Will the proposed project result in adverse physical or aesthetic effects to a prehistoric building, structure, or object?	—	—	<u>X</u>
c. Does the proposed project have the potential to cause a physical change which would affect unique ethnic cultural values?	—	—	<u>X</u>

Yes   Maybe   No

d. Will the proposed project restrict existing religious or sacred uses within the potential impact area?

—   —   X

21. Mandatory Findings of Significance.

a. Does the proposed 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?

—   —   X

## Discussion of Environmental Evaluation

### 1. Earth

a and g. The only excavation at the site required for construction of the proposed project will be minor excavations a few feet below the ground surface for construction of a drainage ditch. Therefore, geologic substructures will not be affected nor will the potential for geologic hazards be introduced.

b and c. Construction of the proposed project will require that approximately 180,000 cubic yards of fill material be imported so that a flat, compacted surface can be prepared for landing. This landing pad, which will start at ground surface on the north, will be built up to about 50 feet on the south to provide a level surface. When completed, it will be planted with grasses and shrubs native to the area. It will be similar in appearance to the flood control levees and other manufactured slopes already in the area. Therefore, this change to the existing topography is not considered significant.

d. A records search in the San Bernardino County Museum Archaeological Information Center in Redlands and a field survey of the project area conducted by Robert E. Parr, Director of the Cultural Resource Facility at California State University, Bakersfield, found that the site contains no unique geologic or physical features.

e and f. During construction, there will be a potential for wind and water erosion. However, mitigation measures incorporated in the project will reduce this effect to less than significant levels. Moreover, there is no river, stream, lake, or other surface water body nearby so that the project will have no effect upon the deposition or erosion of beach sands or channel or bed of a water body.

### 2. Air

a. During construction while the fill material is being brought into the area and equipment used to compact it, there will be a potential for emissions from the equipment and windblown fill material. With the adoption of mitigation measures identified in this study, potential equipment and fugitive dust emissions resulting from project activities will be slight and not considered significant.

b. Construction of the proposed project does not require the use of chemicals or other materials that might create objectionable odors.

c. The work involved in construction of the proposed project is minor and, therefore, will have no effect upon air movement, moisture, or temperature nor will change the climate in any way.

### 3. Water

a, d, and e. The proposed project is too far away from a surface water body to have any effect upon the currents or course of direction of water movements or to change the amount or quality of water in a water body.

b, c, and i. Introduction of fill material to create a flat surface has the potential for changing the absorption rates, drainage patterns, and rate and amount of surface runoff. Because of the small area involved, this effect is not considered significant. Moreover, because the surface is to be flat, it will not increase the possibility of people or property being exposed to the hazards of flooding.

f and g. All work on the proposed project is on or near the surface; therefore, it will have no effect upon quantity or movement of ground water.

h. The proposed project will not use or take away water now available as a public water supply.

### 4. Plant Life

a and c. Although the proposed project will require the removal of shrubs and grasses now occupying the site, it will not change the overall diversity of species or number of species in the region nor will it introduce new species.

b. Surveys have found no unique, rare, or endangered species of plants on the land to be occupied by the proposed project.

d. The selected site is not used now for agricultural crops.

### 5. Animal Life

a, c, and d. Although the proposed project will disrupt the wildlife habitat of the immediate area, it will not change the diversity of species of animals in the region or introduce new species. The minor disruption of habitat is not considered significant.

b. Surveys have found no unique, rare, or endangered species of animals on the land to be occupied by the proposed project.

### 6. Noise

a. During construction, the use of heavy equipment to transport fill material to the site and to compact it after it is spread will create noise; however, once the construction is completed, the noise level will return to about what it was before work on the project began. Use of the site as a landing zone for gliders will bring in people who could contribute to the noise level, but the gliders themselves will not. With normal sound attenuation and the closest sensitive receptors to the project area located

400 to 750 feet away, noise generated by the project is not considered significant.

b. Although additional noise will be introduced during construction, the noise level, after construction is completed, will return to what it was before construction began.

#### 7. Light and Glare

No work will be done after dark at the construction site nor will the landing zone be used after dark. Therefore, no light or glare will be introduced.

#### 8. Land Use

The land is now undeveloped and, on the County General Plan, is designated for flood control; therefore, the proposed project will change existing land uses. This change, because of its localized nature, is not considered significant.

#### 9. Natural Resources

a and b. The proposed project will use no natural resources.

#### 10. Risk of Upset

a. Construction of the proposed project will not require the use of explosives or other hazardous materials, other than oil and petroleum products for operation of the equipment used to haul fill material and compact it. The ground water could be contaminated by accidental spills of the fuel or oil; however, the risk of upset is slight and is therefore not considered significant.

b. Because there are no businesses or residences at or near the site of the proposed project, there is no emergency response plan or emergency evacuation plan for the area.

#### 11. Population

The land on which the proposed project is to be located is not now occupied. After the landing site is completed, it will bring in glider users, but they will be there only during daylight hours.

#### 12. Housing

There is no housing on the site of the proposed project nor is the use of the land for a glider landing site expected to bring housing into the area.

#### 13. Transportation/Circulation

a, b, c, d, e, and f. During construction, equipment for hauling and compacting fill material will be brought into the area.

After construction is completed, only the glider population will come into the area. Because there is no transportation system and little traffic in the area, whatever traffic is brought in by the glider population will be noticeable, but it will be only a minimum amount and the environmental effects are not considered significant.

#### 14. Public Services

a, b, c, d, e, and f. Use of the site as a landing area for gliders will require no new public services other than occasional maintenance of entry roads. This will not result in a significant effect on or to public services.

#### 15. Energy

a and b. Neither in construction of the proposed project nor in its operation will substantial amounts of fuel or energy be required.

#### 16. Utilities

a, b, c, d, and e. Because the number of persons who will be using the landing zone will be small, there will be no need for new systems or substantial alterations to utilities such as water, sewage, power, telephone, or gas.

#### 17. Human Health

a and b. The proposed project will not create any health hazards or expose any persons to potential health hazards.

#### 18. Aesthetics

The location of the proposed project is away from areas frequented by people, and the use of the land as a landing site will bring no buildings into the area to have an impact on the view. The only residences near enough to see the landing site are two houses 400 to 750 feet to the northeast. They are high enough above the landing site so that their view will not be obstructed. From these residences, the landing pad will appear no higher than the flood control dike to the south of it. Although a housing development has been proposed for the area to the east of the proposed project, work on the first houses in the development is not expected to be started for one or two years. By that time, the plants and shrubs planted on the slopes of the landing pad and land surrounding it will be well established. The mitigation measures incorporated in the proposed project should help ensure that it is not an aesthetically offensive site; therefore, this effect is not considered to be significant.

## 19. Recreation

The land is now undeveloped and, on the County General Plan, is designated for flood control; the proposed project will convert it to recreation use.

## 20. Cultural Resources

a, b, c, and d. A records search in the Archaeological Information Center for San Bernardino in the County Museum in Redlands; a field survey of the project area by Robert E. Parr, Director of the Cultural Resource Facility at California State University, Bakersfield; and a check with the Office of Historic Preservation of the California Department of Parks and Recreation failed to turn up any significant prehistoric or historic cultural resources in the project area. If any such resources are encountered during construction, the San Bernardino County Museum will be notified.

## 21. Mandatory Findings of Significance

Although the proposed project has the potential to degrade the quality of the environment by overcovering the soil and changing the topography, disrupting the wildlife habitat, changing the present land use, and generating additional vehicular movement, these effects, either singly or together, are not significant.

### MITIGATION MEASURES

To help mitigate some of the potential environmental effects identified on the Environmental Checklist, the following mitigation measures will be incorporated as part of the proposed project. They are expected to bring the anticipated project effects to nonsignificant levels.

- o Before construction begins, hold employee briefing session to ensure that workers know the project limitations. Clearly stake the boundaries of the construction area and access roads to limit the area impacted by the proposed project.
- o When haul trucks and other equipment cross Devil Canyon and Ben Canyon Roads, take necessary precautions to protect cross traffic, such as stationing a flag person if necessary.
- o During construction, compact the piles of disturbed soil brought in to make the site level and spray them with water to prevent dirt from being picked up by the wind.
- o In building up the landing site, compact the soil and provide proper drainage, dust control, and vegetation as called for under the storm water pollution prevention plan established under the NPDES permit.

- o Place all food-related trash in designated containers and dispose of it away from the construction site to avoid attracting wildlife.
- o Once construction is completed, stabilize the area that has been disturbed, including the landing pad, by planting native plants, shrubs, and grasses and supplying adequate irrigation water to ensure their survival. This will help restore the habitat for wildlife, improve the appearance, and control erosion and fugitive dust.

DETERMINATION  
(To be completed by Lead Agency)

On the basis of this initial evaluation:

X I find 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 the mitigation measures described on an attached sheet have been added to the project by the applicant. **A NEGATIVE DECLARATION WILL BE PREPARED.**

\_\_\_\_ I find the proposed project **MAY** have a significant effect on the environment, and a **SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT** will be prepared.

Date: 3-24-93



\_\_\_\_\_  
Charles R. White, Chief  
Southern District  
Department of Water Resources

COMMENTS RECEIVED FROM REVIEWERS  
AND RESPONSES



February 23, 1993

Charles R. White, Chief  
Southern District  
Department of Water Resources  
P. O. Box 29068  
Glendale, CA 91209-9068

RE: CRESTLINE SOARING SOCIETY LANDING SITE RELOCATION

Dear Mr. White:

1 We provided comments on this application one year ago, indicating that the proposed site would be very near a proposed housing development. Your new documents reflect that the proposed landing site has been relocated to be adjacent to that housing. Our concerns are therefore increased, not mitigated.

We have reviewed the Negative Declaration proposed for the project and offer the following comments for consideration under CEQA prior to final environmental action on the proposed project.

We own 404 acres of land east of and adjacent to (as near as we can tell) the proposed landing site. Over the past three years we have been preparing a specific plan and EIR for development of our property. On February 22, 1993 City Council granted Certification of the EIR, approval of the General Plan Amendment, Specific Plan, and Development Agreement. We anticipate beginning construction of roadways within one year, with homes to follow shortly thereafter. Your proposed landing site will bring hang gliders just feet from and presumably directly over head of 504 single family homes. (See attached map).

Although you have been aware of our project for at least one year, through our previous written comments and various conversations with Arlene Dinges of J. F. Davidson Associates, Planners and engineers for our project, the landing site location has apparently been again chosen without consideration of its potential impact on Paradise Hills. Your document indicates that the proposed landing site is 550 feet west of the Paradise Hills property, however, by plotting the location of your Figure 3 onto a copy of the U.S.G.S map showing the boundaries of our site, they appear to be contiguous.

We believe there are many potential environmental impacts that should be reviewed more thoroughly and mitigated accordingly. These impacts include safety, liability, aesthetics, erosion, noise and fugitive dust.

Safety and Liability - It seems inappropriate to site a landing facility within such close proximity to a planned development of

# ARADI, INC.

the scale of Paradise Hills. No guarantees can be made that accidents will not happen on the Paradise Hills project site. Additionally, a requirement of the Paradise Hills development is the construction of a helipad on the alluvial fan near the project. The helipad will be utilized for emergency responses only, in particular for fire fighting, but also for medical emergencies occurring within the San Bernardino National Forest. Such a medical emergency could, in fact, be a hang glider accident. How will other hang gliders in the area impact the ability to respond to the accident by helicopter? The mix of air traffic could potentially be unsafe and should be addressed thoroughly prior to approval of the site.

2

Mitigation measures should be included to guarantee that personal and property injury and loss incurred from glider accidents within Paradise Hills will be covered in full by the Crestline Soaring Society.

3

Aesthetics and Erosion - The landing site plan includes a significant man-made feature (slope) that will be visible for a great distance. Figure 3 does not indicate a height for the proposed slope, but a bench drain and terrace has been indicated mid-way up the slope. Since such benches are not common unless slopes exceed 25 feet in height, it is estimated that a fifty foot high manufactured slope is proposed to create the pad area for the landing site.

4

The Paradise Hills development is required to mitigate grading impacts similar to this one by utilizing serpentine and contour grading techniques. This requirement stems from the fact that the slopes in this area are visible from Northpark Boulevard and beyond, and this mitigation should be equitably applied to your proposed project as well. Visual impacts associated with modification of natural slopes is of great concern to the residents in this vicinity and to the City in general. The visual impact of the slope proposed in the landing site project will directly effect the future residents of Paradise Hills.

Mitigation measures should be included which:

1. Soften the contours of the manufactured slopes
2. Lower the height of the slope face
3. Insure proper compaction and drainage to prevent erosion
4. Irrigate landscaping until it is established

Noise and Fugitive Dust - The Negative Declaration states there are no sensitive noise receptors within 1/4 mile of the proposed landing site. It fails to mention that sensitive noise receptors (single Family residences) are planned within 900 feet, or that there are existing residences as close as 750 feet north of the

5

## ARADI, INC.

proposed landing site. The amount of noise anticipated from the proposed project must be quantified before impacts can be determined. Mitigation should be included to offset any noise that will significantly impact Paradise Hills and existing residents.

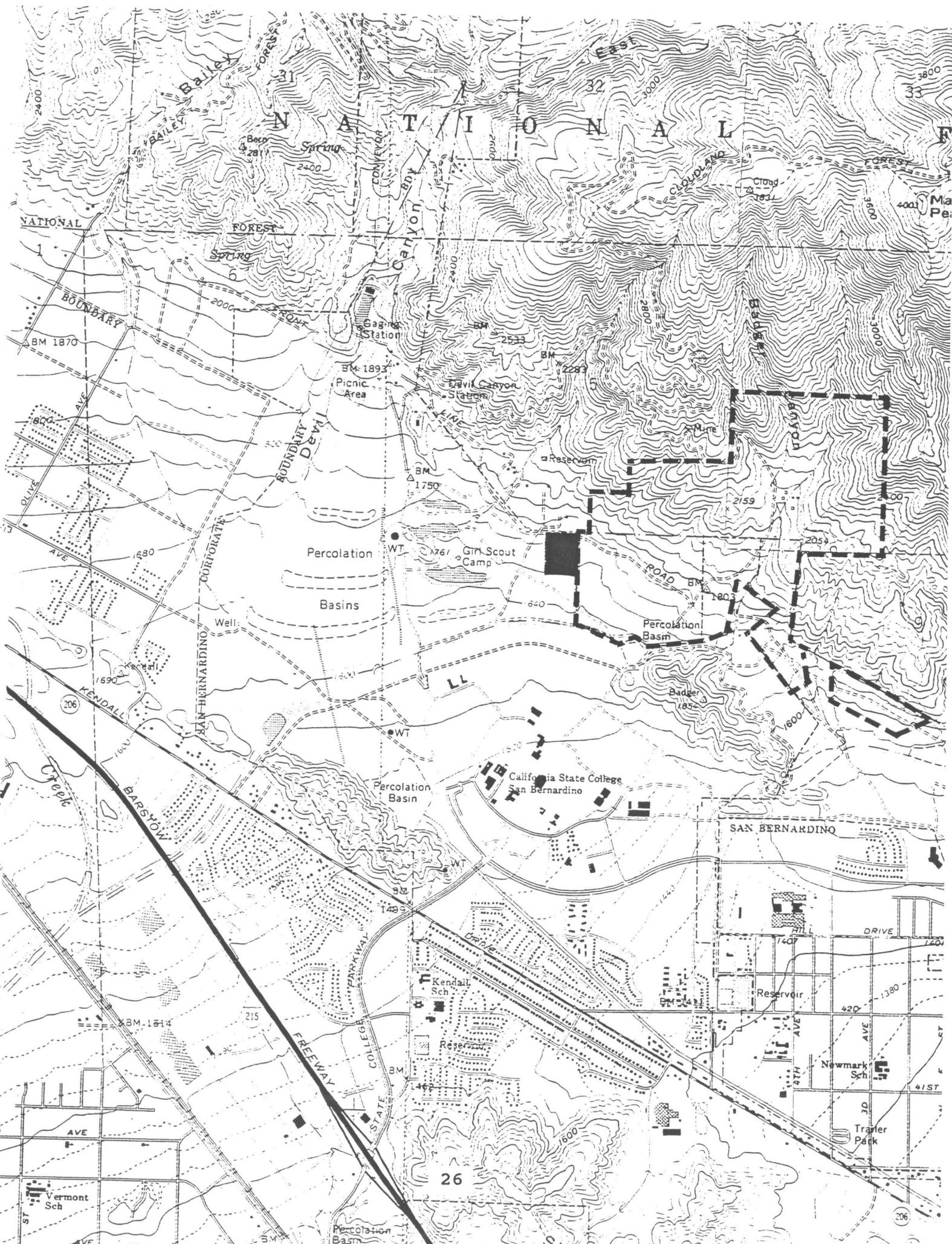
- 6 The Negative Declaration does not specify the number of vehicles that will utilize dirt roads to access the site. Prevailing winds will blow the dust created by these toward the Paradise Hills residences. Mitigation should be included to require pavement of the access roads.

Please consider these comments and provide your official response at least ten days prior to the hearing, as new State law requires. Also, please notify me of any public meeting or hearing regarding the Negative Declaration, subsequent CEQA action or the project itself.

Sincerely,



Mazen Habibi, AIA  
Fontana Corners 111



NATIONAL

FOREST

NATIONAL

FOREST

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BOUNDARY

BOUNDARY

OLIVE AVE

SAN BERNARDINO CORPORATE

Percolation

Basins

WT

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Girl Scout Camp

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Percolation Basin

Badger

SAN BERNARDINO

Percolation Basin

California State College San Bernardino

Reservoir

Newmark Sch

Trailer Park

26

Vermont Sch

Percolation Basin

206

## RESPONSE

1. We are sorry that we did not receive the comments made on the Negative Declaration last year, but the letter in which they were contained did not arrive in our office until this year. At the same time that we received the February 23, 1993, letter, we also received a copy of the letter dated February 21, 1992. The letters had been sent in separate envelopes, but both were postmarked March 1, 1993.

As is noted on page 3, paragraph 1, the landing site location was moved because the San Bernardino Girl Scout Council, which has a long-term lease arrangement with the County of San Bernardino for operation of a camp at this site, objected to the location discussed in the earlier Initial Study.

2. The National Forest Service reports that its primary use for the helipad would be for fighting fires. At such times, the hang gliders would not be operating in the area. The helipad might also be used by the San Bernardino County Sheriff's Department for search and rescue work. A representative of the Sheriff's Department estimates that, during the past year, approximately 30 missions were flown in the general area of the proposed project.

The Crestline Soaring Society reports that, based on past experience, an average of one vehicle per day during the week and 10 per day on weekends would bring hang glider users into the area. Even with two persons per vehicle, the number of hang gliders used would be small.

Moreover, although the exact location of the helipad has not been indicated, it would undoubtedly be within the area designated for the housing development, which would place it least 900 feet east of the hang glider landing site.

Based on the low usage forecast for both landing zones and the distance between them, the possibility of danger from the mix of air traffic is not considered to be significant.

3. This is not an environmental issue, and, as such, is not subject to consideration in this document (CEQA Guidelines Sec. 15131). However, we understand that the U.S. Hang Gliding Association, of which the Crestline Soaring Society is a chapter, carries liability insurance.

4. As indicated on page 6, paragraph 5, the landing pad will be built up so that a level area can be provided on which the hang gliders can land. Because the land slopes toward the south, the landing pad will start at ground surface on the north and will gradually be built up to about 50 feet on the south.

In response to the mitigation measures suggested:

(1) The manufactured slopes will be planted with native vegetation so that they will be similar in appearance to the levees and other manufactured slopes already in the area.

(2) The Crestline Soaring Society requires that the surface of the landing pad be 450 feet by 450 feet in size. To lower the height of the landing pad would reduce its size.

(3) The Department of Water Resources has submitted a Notice of Intent to the Regional Water Quality Control Board, Santa Ana Region, in compliance with the National Pollution Discharge Elimination System (NPDES) permit. In fulfillment of a provision of this permit, the Department has prepared a storm water pollution prevention plan that specifies how drainage and storm discharges from the site will be handled during and after construction. Features of the plan, such as compaction, drainage, dust control, and revegetation, are also included in the mitigation measures in this Negative Declaration.

(4) The grasses, plants, and shrubs planted will be provided with adequate irrigation water to ensure their survival.

5. According to the letter, it is anticipated that construction of roadways within the proposed housing development will begin within a year and construction of the houses after that. Therefore, construction work on the landing site, which is to begin within the next month and is to be completed within two months, will be finished before any of the houses in the development is built.

After construction is completed and the hang gliders are using the landing site, the noise level will be low because the hang gliders are virtually noiseless and the number of vehicles bringing users to the landing site (an estimated 1 per day on week days and 10 per day on weekends, according to the Crestline Soaring Society) will be small.

6. A representative of the Crestline Soaring Society estimates that, on weekdays, an average of one vehicle per day will come to the landing site and on weekends, approximately 10 per day. One of the unpaved roads in the area will be designated as the access road for the hang glider users (Figure 3). Plans are to grade the road, but otherwise to leave it in its present condition. Undoubtedly, dust will be aroused when hang glider users or local residents use the road. However, the access road is more than a quarter of a mile west of the houses to be built in the proposed development. Therefore, neither the use of the road nor the potential for the generation of fugitive dust would constitute a significant impact on the residents in the proposed development.

Frank Merrow  
27652 White Fir Lane  
Mission Viejo, CA 92691

March 1st, 1993

Department of Water Resources  
Southern District  
Post Office Box 29068  
Glendale, California 91209-9068  
Attention: Charles Keene

Regarding: Negative Declaration Relocation of Landing Site for Crestline Soaring Society

To Whom it May Concern,

My property on Ben Canyon Road is directly north of the proposed landing site for the Crestline Soaring Society. When the landing site was at the Girl Scout Camp I viewed the project with some detachment, but the new site is directly in front of my property. The potential impact on my property is large, after all it is not called the "College View Ranch" for nothing. I called and talked for some time to Charles Keene about the project. I believe Mr. Keene actually did the studies. It is because of this conversation that I have decided to respond to the study.

### Critical Items

I have split this letter into two sections. The first section contains four items that I feel are critical and directly affect my property. I feel strongly that these points must be addressed as part of this project:

1. First, I would like to take exception to paragraph 6b on page 18 of the study. I believe that "no residences" is clearly misleading. From this project to my property line is less than 200 feet in my estimation. The house is set back from the property line about another 200 feet. The house on my property is much closer than 1000 feet to this project. Hopefully, due consideration will be offered to the local residents during construction. While only a few cars a day will use Ben Canyon Road, the large equipment operators need to realize that there will be local traffic and that this traffic will access their residences by directly crossing the work area.
2. The way you have decided to level the landing site is worrisome to me. It does not take much imagination to realize that the "College View Ranch" will very likely be developed into the "College View Estates" some time within the next few years with multiple residences per acre. I believe that the "college view" that my family has enjoyed for some 60 years will much improve the price, particularly for the residences on the south side of my property. The lower southeast corner of my property appears to be level or just above your project so there does not seem to be a significant problem at this time. For the record I would rigorously oppose any increase of height in the project and in fact would like to lobby at this time for the project to be lowered even further. As the "view lots" proceed to the southeast corner of my property, your project presents a higher earth profile. I would like to offer two alternative ideas to lower this profile even further:

- a. Instead of filling dirt to raise the northeast corner of your project, remove earth from the southeast corner to lower the whole landing site. This would have the added benefit of lowering the profile of the landing site not only for me, but for the housing project to the east as well. I assume it might also lower the cost of construction since much less fill dirt will be required.
- b. Move the entire project down the hill south of its current proposed location so that the top of the landing site is considerably lowered. This is actually my preferred plan as it GREATLY reduces the impact on my property. Not only will I now be able to maintain my view, but all the noise and traffic will be farther way from the property as a whole. Mr. Keene indicated that such a move was impossible as it moved the project into the "percolation basin". However, from my point of view, your whole property from the current site all the way down to the flood control dikes is just so much brush and vegetation. The designation of "percolation basin" seems arbitrary. The ONLY item I see that would be effected by such a move is a small road to the south of the proposed site. To my knowledge this road has not been used in many years. Even if it must remain for some reason, it could easily be routed around the south or north side of the landing site by a grader with very little effort.

3. The road shown to the west of the landing site is Ben Canyon Road and is the main access road for my tenants and the second house as well. I expressed to Mr. Keene the concern that this road is a much more direct route to the landing site than proceeding further up Devils Canyon. I would expect that since it is much shorter, the regular users of the landing site will begin using it. This will increase traffic and possibly cause maintenance problems for me. Mr. Keene indicated that if such a traffic increase should become a problem, the county would provide gates and keys at its expense. (I am noting that offer in this letter for future reference!)

3 While I appreciate the "good neighbor" attitude that Mr. Keene is offering here, he is missing the point. The road that the county intends to maintain is a significantly more circuitous route. Why fight what people are going to want to do anyway? Putting in one or more gates is just an inconvenience to the people living on the properties to the north. Instead I would suggest that you grade and maintain Ben Canyon Road up to the landing site. This provides a direct route for the Hang Glider Club and gives the local residences the benefit of an improved road.

Also, your heavy equipment may be cause damage to Ben Canyon Road. After construction is finished this road should be left in good condition. Although I read the study carefully, I did not see this item directly covered. Please note that the current water turnouts are critical in preventing washout on the road and have been working well for a number of years. (These turnouts are clearly shown on your map of the area.) Unless you specifically take over maintenance of the road, I expect them to be present and clear when you have finished with the project.

I would just like to point out that pushing the project down the hill 100 yards supports all three points:

- The project would be further from the house and impact the residence there much less.
- The elevation of the top of the landing site would be significantly lowered.
- The decision to maintain at least a portion of Ben Canyon Road makes even more sense.

4. Finally I am concerned about hang gliders appearing over my property. They are particularly

4 unwanted directly over the current house and would also be unwelcome over any new housing I might choose to build. I assume existing law prevents such flights. As for flying over my property in general, I offer them no rights that current law does not guarantee them. My preference is that they should not fly over the property at all. If they have the legal right to fly over then so be it, but I accept no liability for them. I also reserve the right to build new buildings and structures without regard to their current or future flight patterns. Please understand that I have no problems with hang gliding itself and feel it is a fine sport. However, given the legal situation in American today, I feel I have no choice but to limit their access to my property.

### Other Comments and Items

I would like to offer the following observations and comments since I will likely have no representation at your project meetings other than this letter. In a perfect world perhaps this section of this letter would not be needed and in fact, several of these points are ALREADY part of the project. However, reality is that "things change" and I would like to offer some input into that potential change:

- 5 1. I noticed that no buildings and no utilities are planned for the project. I would consider a high building or lighting of any kind damaging to the value of my property.
- 6 2. I was also worried about parking, but probably not for the reason you might think. I would expect that the "last flight of the day" might be landing near or after dusk. I suspect in this case car lights would occasionally be used to light the landing area. Mr. Keene pointed out to me that there is no "north facing" parking. The only parking is on the west side so that the car lights would shine predominately in a eastwardly direction. This is very much preferable to lights shining directly on the porch at the house in the north.
- 7 3. While of no direct concern to me, the North Wind coming out of the canyon is very strong when it blows. I was wondering if the impact of dirt and sand blowing to the college had been considered. If you think a bare spot in this area will not effect the college, think again. It has been MANY years since my Grandfather tilled our soil. However, every few years we get 50 mile an hour winds coming out of the canyon. I wonder what the effect of such a large spot with no vegetation might be. Note that once again, if the project was down the hill further, while it would still be effected by the wind, it would be a "flat wind" rather than one directed by the walls of the canyon behind the house.
- 8 4. During construction I hope that any brush to the north of the landing area can be maintained as it is now. If the site must remain directly in front of my property I would appreciate it being as far south (down the hill) as possible. As I stated above, I would prefer 100 yards, but even 5 or 10 yards of extra native brush would help keep down noise and help provide my tenants (of 10 years) with the privacy they are used to. The more brush and native vegetation the better.
- 9 5. Regarding "Archaeological and Historic Sites", there may actually be an item of minor interest on the property. Before I tell you what is on the property in question, I need to give you a historical perspective of the area in general that is somewhat larger than the piece of land involved in this project:
  - a. The land that I now own is what is left of a much larger piece of land my Grandfather purchased in the early 1930's. At the time he bought it, it contained a run down cement house. This house still exists (sort of) as the house to the north and west of my property. This house is significant because (according to my Grandfather) it was the first cement house

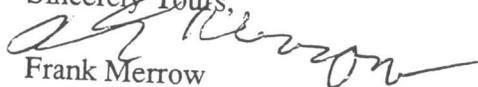
built in California. The cement itself is rumored to have been shipped "from the east" around "the cape" and then carried here on mules. This was an ironic undertaking given there was a whole mountain of cement available only a few miles away.

- b. My Grandfather fixed up and lived in the house for some 30 years. Then in the early sixties he sold the "old ranch" to Ryland Thompson. Ryland started by living in the original cement ranch house. Soon however, Ryland wanted a bigger bathtub, the bathtub would not fit in the bathroom and so he enlarged it. That small project started the remodeling of the house that buried the original cement house in the middle of the current 3000 square foot modern structure. (The original house is still there though.)
- c. There is a large reservoir which I believe still exists today above this house which dates from the same time (mid to late 1800's I believe). This reservoir at one time was the "feed and control point" for an extensive water system. This water system was an open cement flue or channel and was used to support crops all the way from the reservoir down well past the proposed landing site. Parts of this system still exist in the Girl Scout Camp, though much of it has been destroyed by the DWR percolation system. Parts of it also remain on the landing site and a few pieces on my property. Unless they have been destroyed by the current owner, the best examples still exist on the "old ranch" property directly below the reservoir.

I don't know what the significance of these relics might be to the San Bernardino Museum, but presumably they are made of the same cement as the original house. In any case, only a few good examples of this early engineering are left in the area. If anyone intends to preserve it, they need to do it within the next few years or it will be lost.

Mr. Keene assures me that this simple letter is enough to make sure I am heard in this project and that lawyers and attending project meetings is not necessary. I hope he is right.

Sincerely Yours,



Frank Merrow

## RESPONSE

1. To facilitate impact analysis, the distances given in the letter have been used.

Construction equipment is to enter the property via a levee road south of the property (Figure 3). The road, which comes from the west, crosses both Devil Canyon and Ben Canyon Roads. At both intersections, precautions will be taken to ensure safe passage of cross traffic. If the need arises, a flag person can be posted to ensure public safety.

2. As indicated on page 6, paragraph 5, the landing pad will be built up so that a level area can be provided on which the hang gliders can land. Because the land slopes toward the south, the landing pad will start at ground surface on the north and will gradually be built up to about 50 feet on the south. The landing pad will appear to be no higher than the flood control dike that now lies between Mr. Merrow's property and the college.

The Crestline Soaring Society requires that the surface of the landing pad be 450 feet by 450 feet in size. To lower the landing pad, as is suggested in 2a, would reduce its size. Moving the landing pad down the hill, as is suggested in 2b, is also impossible because it would encroach upon the land used by the San Bernardino County Flood Control District for a percolation basin which is a primary means of getting rainwater and runoff into the ground water basins for storage for future use.

3. Hang glider users will access their landing site from Devil Canyon Road on the west via a road to the north of the landing site (Figure 3). They will be instructed to use this access route, rather than Ben Canyon Road.

The access road for construction will be a levee road on the south, also coming from Devil Canyon Road on the west. The construction crew will be required to use this route, not Ben Canyon Road.

Both access roads only cross Ben Canyon Road.

4. Under the Federal Aviation Act of 1950, the public has the right to fly over other people's property (49 U.S. Code Annotated Appendix Sec. 1301 and following sections). Federal regulations specify that unpowered aircraft cannot fly over congested areas, but the term "congested" is not defined. The Federal Aviation Administration reports that, if a problem develops, it will, upon request, come in and make a case by case determination. Requirements are worked out according to the circumstances found.

5. No buildings and no utilities are planned for the site.

6. Parking is planned to be on the westside of the landing site more than 600 feet south of the existing residences.

7. The area that is disturbed during construction will be planted with native grasses and other vegetation to keep dirt and sand from being picked up by the wind.

8. Negotiations are under way to seed not only the surface and slopes of the landing pad, but also the area north of the landing pad. The work area will be clearly marked so that construction activities can be confined to the small area in which work will be done and the amount of native vegetation that will be disturbed can be kept to a minimum.

9. According to this comment, only parts of the old water system remain on the property on which the landing site is to be located. The contract for construction will contain a directive that an effort be made to preserve any part of the old water system that is found. Moreover, it is possible that none of the remaining parts is in the area to be disturbed by the construction. As Mr. Merrow points out, the cement ranch house, the reservoir, and other parts of the water system still exist in the Girl Scout Camp and on Mr. Merrow's own property, and the best examples are on the old ranch property directly below the reservoir. Therefore, construction activities for the landing site should not result in significant impacts to historic artifacts in the area.

## GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET  
SACRAMENTO, CA 95814

Mar 05, 1993

CHARLES KEENE  
CALIFORNIA DEPT OF WATER RESOURCES  
770 FAIRMONT AVE  
GLENDALE, CA 91209-9068Subject: CRESTLINE SOARING SOCIETY  
SCH # 93022013

Dear CHARLES KEENE:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call Russell Colliau at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

A handwritten signature in cursive script, appearing to read "Christine Kinne".

Christine Kinne  
Acting Deputy Director, Permit Assistance