

# ADDENDUM TO THE GLEN HELEN SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

## FOR THE GLEN HELEN SPECIFIC PLAN AMENDMENT PROJECT



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# 1 INTRODUCTION

## 1.1 PURPOSE AND SCOPE

This document is an Addendum to the Glen Helen Specific Plan (GHSP) Final Environmental Impact Report (Final EIR) certified by the County of San Bernardino (County) in 2005 (State Clearinghouse (SCH) No. 2000011093). This evaluation has been prepared in conformance with State environmental policy guidelines for implementation of the California Environmental Quality Act (CEQA) including all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), to ensure the proposed Project changes to the GHSP land use designations to 161.5 acres of land do not create new significant impacts or substantially increase the severity of previously analyzed impacts. The proposed amendment would rezone 81.5 acres of Destination Recreation (DR), 31.3 acres of Commercial/Traveler Services (C/TS) and High Density Residential Overlay (HDR-O) Zone; and adds a Corridor Industrial Overlay (CI-O) to 48.7 acres of Single Family Residential – Sycamore Flats (SFR-SF). After careful consideration of the potential environmental impacts of the proposed GHSP Amendment, the County of San Bernardino, as Lead Agency, has determined that none of the conditions requiring preparation of a subsequent or supplement to an EIR have occurred.

## 1.2 GLEN HELEN SPECIFIC PLAN HISTORY AND ENVIRONMENTAL BACKGROUND

The GHSP area currently covers approximately 3,400 acres and is physically divided by the I-15 freeway, Cajon-Wash, rail lines, power transmission lines, site topography, and earthquake fault zones. Portions of the GHSP area are within the Spheres of Influence for both the Cities of San Bernardino and Rialto. In addition, portions of the GHSP area are within the City of Rialto Lytle Creek Specific Plan.

The GHSP was adopted in November 2005 and was amended three times, as detailed below. The GHSP is a comprehensive policy and regulatory guidance document for development of land within the GHSP area and includes 14 land use designations. The GHSP provides the regulatory and design guidance that are specific for the plan area, while ensuring that new development would implement the goals and policies of the County Policy Plan.

### **Glen Helen Specific Plan and Final EIR (SCH #2000011093)**

The GHSP proposed and the Final EIR analyzed 3,348 acres with up to 9,307,900 square feet of commercial and/or industrial development, 34 dwelling units, open space, parks, a golf course, flood control uses, and a Sheriff's facility. Later revisions updated the GHSP area to 3,339 acres and allowed up to 10,712,493 square feet of commercial and industrial development.

The GHSP Final EIR states that it is the primary reference document for subsequent actions within the GHSP area, and that it is the intent of the County to use the EIR to permit land use designations to facilitate the development of a complementary and successful pattern of development, and that future developments that require additional discretionary review may require subsequent environmental review.

Table 1.5-1 of the GHSP Draft EIR Executive Summary provides a list of the impacts that would result from construction and operation of the GHSP, which include the following:

Significant and Unavoidable Impact: The GHSP Final EIR identified significant and unavoidable impacts in the following environmental topic areas:

- Transportation and Circulation
- Air Quality

- Visual and Aesthetic Resources

Less Than Significant Impact with Incorporation of Mitigation: The GHSP Final EIR identified impacts that could be mitigated to less than significant levels with incorporation of mitigation measures in the following environmental topic areas:

- Geology and Soils
- Water Resources
- Noise
- Biological Resources
- Cultural Resources
- Public Services and Utilities

Less Than Significant Impact: The GHSP Final EIR identified less than significant impacts in the following environmental topic areas:

- Water resources

No Impact: The GHSP Final EIR determined that no impact would occur with respect to the following environmental topic areas below. Evaluation of these impacts were included in the GHSP Draft EIR's Initial Study that is included as Appendix A of the GHSP Draft EIR.

- Agricultural Resources

#### **2016 Glen Helen Specific Plan Amendment and EIR Addendum (County Project No. P201500366)**

In 2016, the Sycamore Flats subarea of the GHSP was amended to provide:

- 754 additional dwelling units, consisting of:
  - 418 single-family detached homes
  - An overlay to allow replacement of 157,000 sq. ft. of shopping center space with up to 336 multi-family dwelling units.
- Removal of golf course uses
- Addition of passive open space

An EIR Addendum was prepared to evaluate the 2016 GHSP Amendment. The Addendum included revised mitigation measures that were subsequently adopted by the County as part of the Mitigation Monitoring and Reporting Program (MMRP). These mitigation measures continue to be applicable and are included within this Addendum along with analysis of the proposed Specific Plan amendment.

#### **2020 Glen Helen Specific Plan Amendment and EIR Addendum (County Project No. P 2020-00150)**

In 2020, the Sycamore Flats subarea of the GHSP was amended to:

- allow for single-family detached condominium dwelling units within the Single Family Residential – Sycamore Flats (SFR-SF) designated area located on the west side of I-15.
- allow interim uses, including support facilities for highway construction, infrastructure development and logistic facilities; including but not limited to, batch plants, equipment storage yards, and storage for truck trailers and containers, within the Single Family Residential-Sycamore Flats (SFR-SF), Destination Recreation (DR) and Commercial/Traveler Services (C/TS) designations with approval of a Special Use Permit (SUP).

An Addendum to the GHSP Final EIR was prepared in 2020, which determined that no additional impacts would result from the amendment with inclusion of previously adopted mitigation measures.

## **2024 The Oasis at Glen Helen Parkway Project and Subsequent EIR (County Project No. P 2023-00012)**

In June 2024 the County approved a development project that includes 202,900 square feet (SF) of commercial and retail uses on approximately 32 acres in the southern portion of the GHSP, to include but not necessarily be limited to, hotel uses, fitness facilities, market and pharmacies, commercial shops, gas station and convenience store, drive-through car wash, restaurants, and a joint Fire and Sheriff Station.

The Oasis at Glen Helen Parkway Project included a Specific Plan Amendment to provide minor clarification/text amendment to the existing DR zone of the GHSP to provide greater flexibility by allowing residential, general service retail, government/civic uses, service and hospitality uses. The SPA also included additional uses that could be conditionally permitted within the DR zone. The SPA affected all areas within the GHSP with a “DR” designation. The SPA also expanded the definition of the types of uses that would be allowable as part of a Planned Development (PD) to include a variety of retail and commercial uses.

## **1.3 GLEN HELEN SPECIFIC PLAN EXISTING DEVELOPMENT PLAN**

The existing GHSP, as amended, includes the following scope of development:

- 418 single-family units within an area designated as Single Family Residential– Sycamore Flats (SFR-SF).
- 12 acres of “Commercial/Traveler Services,” which could provide approximately 157,000 square feet of commercial development (based on a probable floor area ratio of 0.3). This area has a High Density Residential Overlay (HDR-O) to allow up to 336 multifamily dwelling units.
- Passive open space.
- Allow interim uses within the Single-Family Residential - Sycamore Flats (SFR-SF), Destination Recreation (DR) and Commercial/Traveler Services (C/TS) designations with approval of a Special Use Permit (SUP).

Development within the GHSP area is subject to mitigation measures as identified in the GHSP EIR, the development regulations in the amended GHSP, and the Countywide Development Code. Pursuant to Public Resources Code Section 21167.2, the GHSP EIR must be conclusively presumed to be valid with regard to use for later activities unless any of the circumstances requiring supplemental review exist.<sup>1</sup>

## **CEQA Addendum for the Proposed Project**

This environmental checklist provides the basis for an Addendum to the previously certified Final GHSP EIR and serves as the appropriate level of environmental review of the proposed Project, as required pursuant to the provisions of CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines. This Checklist confirms that the proposed Project is within the scope of the amended GHSP analyzed in the Final EIR. This Addendum augments the analysis in the Final EIR as provided in State CEQA Guidelines Section 15162 and 15164 and provides the basis for the County’s determination that no supplemental or subsequent EIR is required to evaluate the proposed Project. Environmental analysis and mitigation measures from the Final EIR have been incorporated into this Addendum, and applicability of each has been described. In cases

<sup>1</sup> See Pub. Resources Code, § 21167.2; *Laurel Heights Improvement Ass’n v. Regents of the University of California* (1993) 6 Cal.4th 1112, 1130 (“[a]fter certification, the interests of finality are favored”); *Santa Teresa Citizen Action Group v. City of San Jose* (2003) 114 Cal. App. 4th 689, 705-706.)

where mitigation measures from the Final GHSP EIR have been revised or satisfied by studies prepared for this Addendum, it is noted.

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the County, as the Lead Agency, is charged with the responsibility of deciding whether or not to approve the proposed Project. As part of the decision-making process, the County is required to review and consider the potential environmental effects that could result from the proposed Project. The analysis in this document discusses the impacts identified within the Final GHSP EIR for buildout of the Project site as allowed by the amended Specific Plan and compares them with the impacts that would result from buildout of the proposed GHSP land uses.

### **Existing Plans, Programs, or Policies (PPPs)**

Throughout the analysis of this document, reference is made to requirements that are applied to all development on the basis of federal, state, or local law. Existing Plans, Programs, or Policies are collectively identified in this document as PPPs. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts.

Additionally, applicable mitigation measures from the Final GHSP EIR are included herein and will be incorporated into future buildout of the Project site. As shown throughout the analysis, the proposed Project does not result in any new impacts and no additional mitigation measures are required. All references to mitigation measures relate only to those from the GHSP Final EIR.

## **1.4 ENVIRONMENTAL PROCEDURES**

Pursuant to CEQA and the State CEQA Guidelines, the County's review of this Checklist and Addendum will determine if approval of the requested discretionary actions and subsequent development could cause a change in the conclusions of the certified Final GHSP EIR and disclose any change in circumstances or new information of substantial importance that would substantially change the conclusions of the Final GHSP EIR. This environmental Checklist and Addendum provide the County with information to document potential impacts of the proposed Project.

Pursuant to Section 21166 of the Public Resources Code and Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence, that one or more of the following conditions are met:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
  - a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration.
  - b) Significant effects previously examined will be substantially more severe than identified in the previous EIR.
  - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.



- d) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Section 15164 of the State CEQA Guidelines states that an Addendum to an EIR shall be prepared “if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” Section 15168 of the State CEQA Guidelines states that where the later activities within the scope of a program EIR involve site specific operations, the agency should use a written Checklist to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the impacts identified in the program EIR. Under Section 15168, where if the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document is required.

In reviewing this Addendum, the question before County decision-makers is not whether the Final GHSP EIR complies with CEQA, but only whether one of the events triggering the need for subsequent environmental review has occurred. (*A Local & Regional Monitor v. City of Los Angeles* (1993) 12 Cal.App.4th 1773; *Committee for Green Foothills v. Santa Clara County Board of Supervisors* (2010) 48 Cal.4th 32.)

This Addendum and the technical studies in support of the analysis review the proposed Project and any changes to the existing conditions that have occurred since the Final GHSP EIR was certified. It also reviews any new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time that the Final GHSP EIR was certified. It further examines whether, as a result of any changes or any new information, a subsequent EIR may be required. This examination includes an analysis of the provisions of Section 21166 of the Public Resources Code and Section 15162 of the State CEQA Guidelines and their applicability to the proposed Project. This Addendum relies on use of the environmental analysis provided herein, which addresses environmental issues on a section-by-section basis and provides a comparison to the findings in the Final GHSP EIR.

On the basis of the findings of the certified Final GHSP EIR and the provisions of the State CEQA Guidelines, the County as the Lead Agency determined that, as documented in this Addendum to the previously certified Final GHSP EIR, no supplemental or subsequent EIR is required to review the proposed Project.

## 1.5 PREVIOUS ENVIRONMENTAL DOCUMENTATION AND DOCUMENTS INCORPORATED BY REFERENCE

In accordance with Section 15150 of the CEQA Guidelines and to reduce the size of the report, the following documents are hereby incorporated by reference into this Addendum and are available for public review at the San Bernardino County Government Center Land Use Services Department, 385 N. Arrowhead Avenue, 1st floor, San Bernardino, CA 92415 and at the website addresses listed below. A brief summary of the scope and content of these documents is provided below.

**Glen Helen Specific Plan.** The Specific Plan area encompasses approximately 3,400 acres and includes 14 land use designations for commercial, entertainment, traveler services, industrial, heavy industrial, open space, public facility, single-family residential, and special uses. The GHSP provides a comprehensive guide to integrate an effective land-use pattern for recreational, economic, governmental and conservation goals. The GHSP provides comprehensive policy and regulatory guidance, unique to each subarea within the GHSP area. In addition, the GHSP includes direction to guide development concentrated at the interchange of the I-15/I-215 and along a corridor adjacent to the I-215. The GHSP, as amended, is incorporated herein. Accessible: [https://www.sbcounty.gov/uploads/LUS/SpecificPlans/GHSP\\_2020Revision.pdf](https://www.sbcounty.gov/uploads/LUS/SpecificPlans/GHSP_2020Revision.pdf)

**Glen Helen Specific Plan Final EIR.** As described previously, the GHSP Final EIR (State Clearinghouse Number 2000011093) was adopted by San Bernardino County in 2005 that is a comprehensive policy and regulatory guidance document for development of land within the GHSP area, which includes the Project site parcels. The EIR is programmatic and is the primary environmental document that serves as the framework for further environmental analyses required for site-specific, surface impacting activities. The findings of the Final EIR are summarized and addressed throughout this EIR Addendum. The GHSP Final EIR and associated findings are incorporated herein by reference.

**San Bernardino County Countywide Plan.** The County of San Bernardino adopted the Countywide Plan in 2020. The Countywide plan is comprised of four sections: Policy Plan, Business Plan, Community Action Guides, and Environmental Documents. The County Policy Plan is an update and expansion of the County's General Plan for the unincorporated areas. As an update of the County's General Plan and Community Plans, the Policy Plan addresses physical, social, and economic issues facing the unincorporated portions of the County. It also addresses supportive services for adults and children, healthcare services, public safety, and other regional county services provided to both incorporated and unincorporated areas. As part of its Policy Plan, the County includes the following eight elements: 1) Land Use; 2) Infrastructure & Utilities; 3) Transportation & Mobility; 4) Natural Resources; 5) Hazards; 6) Personal & Property Protection; 7) Economic Development; and 8) Health & Wellness. The Policy Plan contains information, policies, and regulations relevant to the GHSP area. Thus, the General Plan is incorporated herein by reference. Accessible: <https://countywideplan.com/resources/document-download/>

**San Bernardino Countywide Plan EIR.** The San Bernardino Countywide Plan EIR (SCH No. 2017101033) analyzes the potential environmental impacts that would result from implementation of the Countywide Plan. Buildout of the unincorporated County is estimated to include a population increase of 49,680 with up to 15,365 housing units, 12,546 jobs, and 19,397,900 square feet of building square footage. The Countywide Plan EIR contains analysis that is relevant to the GHSP area and is used in this Addendum as a source of data for the identification of potential impacts. Thus, the General Plan EIR is incorporated herein by reference. Accessible: <https://countywideplan.com/resources/document-download/>

**County of San Bernardino Development Code.** The County of San Bernardino Development Code implements the goals and policies of the Policy Plan by regulating land uses within the unincorporated areas of the County. The Code also establishes specific development standards for each district and the procedures to follow in order to approve a particular use. The Development Code is utilized throughout this document describing the related governing of development and land use activities within the County. Regulatory information from the Development Code is cited in various sections of this EIR Addendum. Accessible: <https://lus.sbcounty.gov/planning-home/development-code/>

## 2 ENVIRONMENTAL SETTING

### 2.1 PROJECT LOCATION

The GHSP area encompasses 3,460 acres and is located within unincorporated San Bernardino County at the foothills of the San Gabriel and San Bernardino Mountains, as shown in Figure 2-1, *Regional Location*. The GHSP is bisected by Interstate 15 (I-15). Regional access to the GHSP area is provided via I-15 from the north and southwest and I-215 from the southeast. The GHSP is located in Townships 1 and 2 North, Range 5 West, San Bernardino Base Meridian as shown on portions of the USGS Devore and San Bernardino North 7.5' Topographic Quadrangles.

The GHSP is divided into six subareas, as shown on Figure 2-2, *GHSP Subareas*. The areas subject to the proposed amendment are located within three of the six subareas, including: Devore, North Glen Helen, and Sycamore Flats that is within the City of Rialto's Sphere of Influence.

### 2.2 EXISTING PROJECT SITE

The Project area (area included in the proposed Specific Plan Amendment) includes 161.5 acres of land within three subareas of the GHSP. This includes approximately 81.5 acres of land designated for Destination Recreation (DR), 31.3 acres designated for Commercial/Traveler Services (C/TS) and High Density Residential Overlay (HDR-O) zone, and 48.7 acres designated for Single Family Residential – Sycamore Flats (SFR-SF) acres, as shown in Figure 2-3, *Existing GHSP Land Use*.

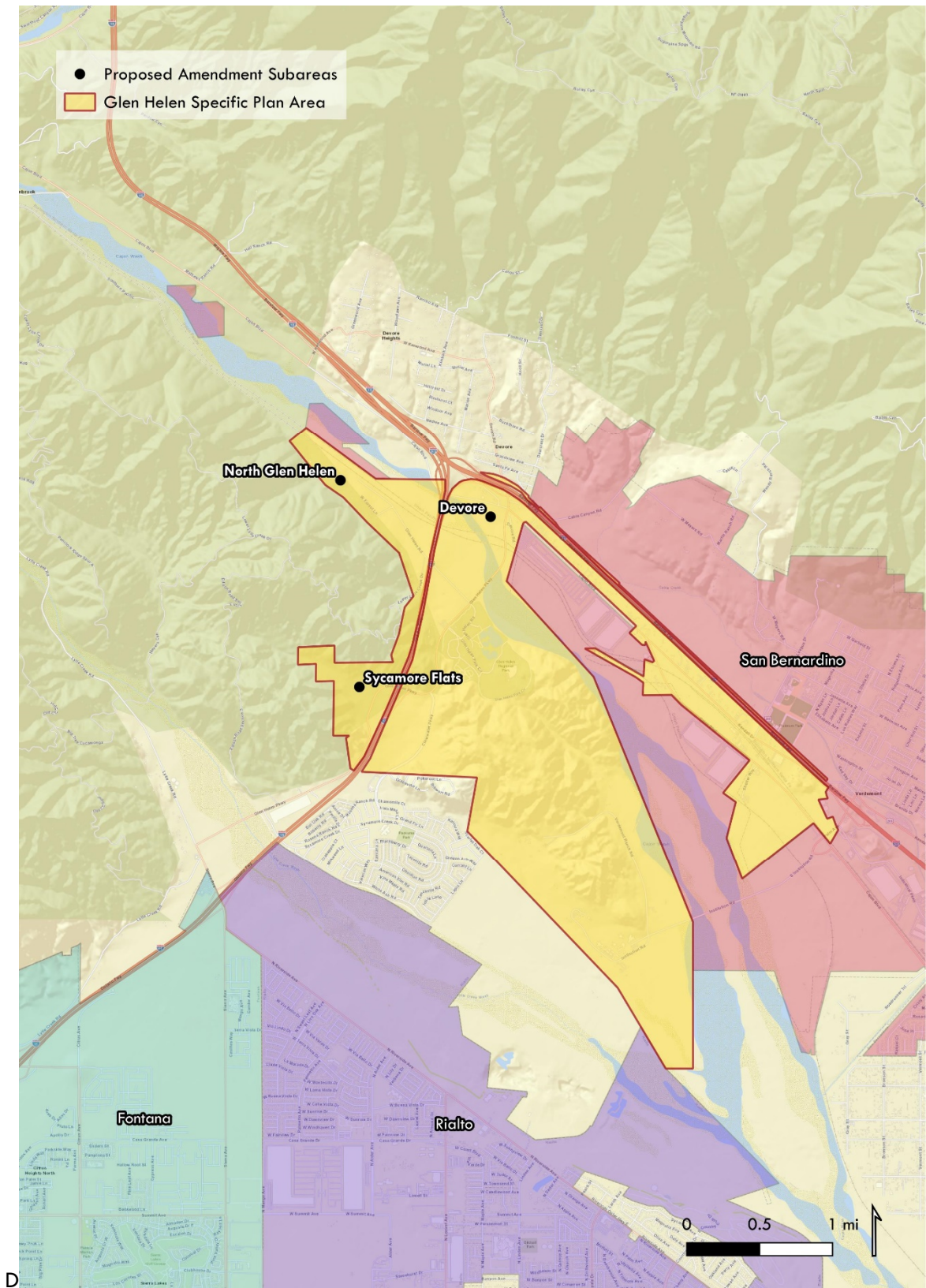
#### North Glen Helen Subarea

The North Glen Helen Subarea is located along Glen Helen Road and is south of I-15 and Cajon Boulevard. Regional access to this area is provided by I-15 and I-215 and the Union Pacific Railway and the Burlington Northern and Santa Fe (BNSF) Railway are located to the north beyond Glen Helen Road. Local access to this area is provided by Glen Helen Road, as shown in Figure 2-4, *Aerial View – North Glen Helen Subarea Proposed Amendment Area*. The North Glen Helen Subarea is bounded to the southwest by the San Gabriel Mountains, specifically Lytle Creek Ridge, and the San Bernardino National Forest. Lytle Creek Ridge is very steep and heavily vegetated. The western portion of the subarea has variable topography, and the eastern side of the subarea is relatively flat.

The portion of the North Glen Helen Subarea that is proposed to be amended includes 81.5 acres of land that has been largely disturbed and used or proposed for urban freeway-oriented uses that include:

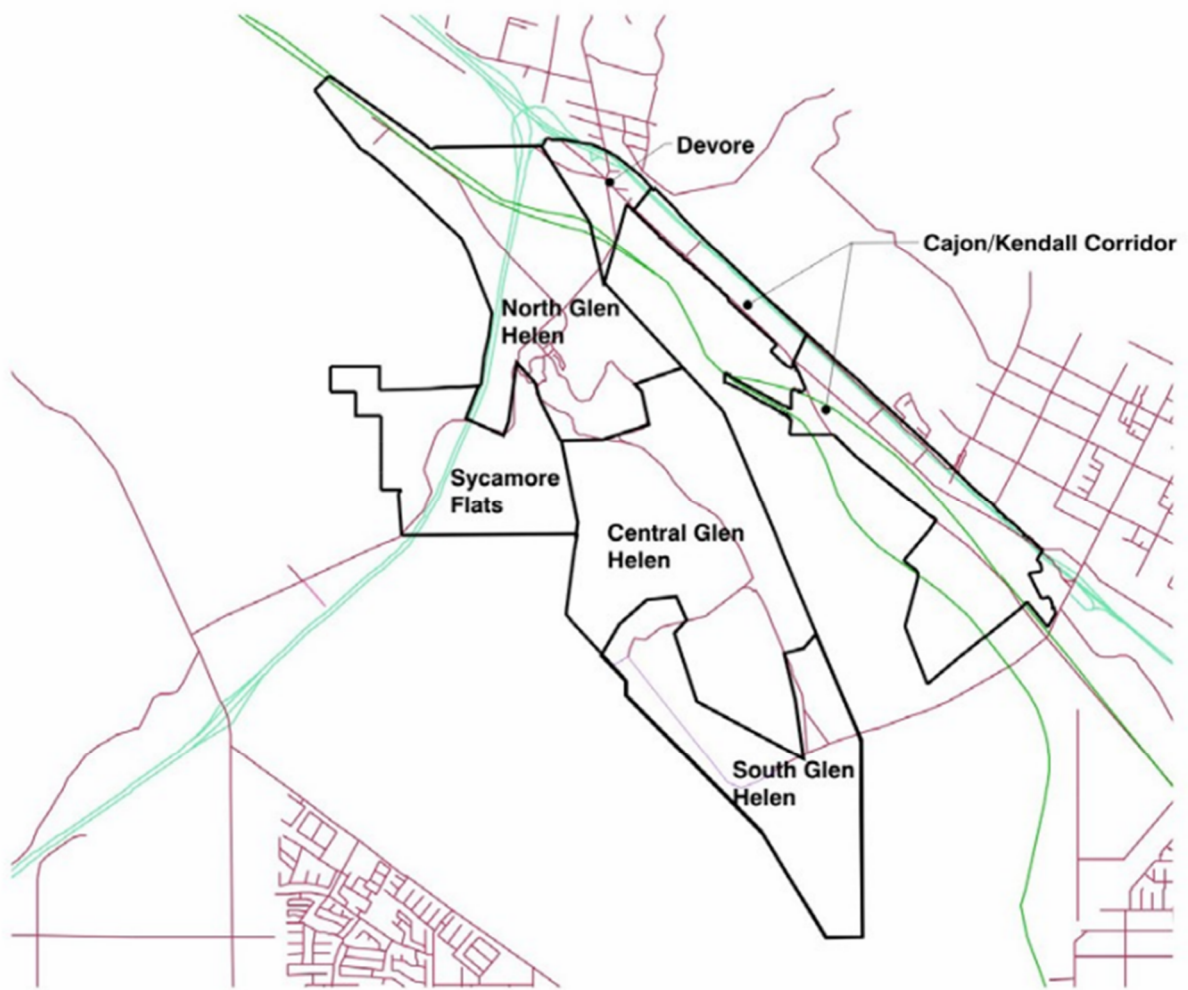
- Two of the parcels (APN: 0349-191-24 and -251 located at 1850 Glen Helen Road), consist of a 18.7-acre trucking dispatch facility (County Permit Number: PTUP-2021-00018) that has been fully constructed with the conditioned off-street improvements. The development consists of 364 truck trailer parking stalls, 6 auto parking stalls and 1 accessible parking stall that is used to support existing warehouse facilities located at 5990 N. Cajon Boulevard, which is 5 miles from the Project site.
- Four of the parcels (APNs: 0349-201-05, -09, -36, -037) totaling 31.3 acres located at 1924 Glen Helen Road is being constructed with a trailer dispatch facility (County Permit Number: PTUP-2022-00046) that was approved on August 29, 2023 to support a nearby distribution center located at 4121 Lytle Creek Road that is 4.6 miles from the site. The facility is estimated to be completed in November 2024 and will contain 618 trailer parking stalls, 3 auto parking stalls and 1 handicap parking stall. Buildings will include three 277 SF guard house buildings, one 194 SF restroom building, one 1,200 SF break room building, and one 400 SF fire pump building.
- The four parcels (APNs 0349-201-04, -26, -29, and 0349-191-08) total 31.5 acres and are currently vacant and undeveloped; however, the area has been highly disturbed from previous development and ongoing activities that include previous residential structures and mobile homes, access roads, vehicle parking areas, illegal dumping areas, agricultural uses, and weed abatement activities.

Figure 2-1: Regional Location

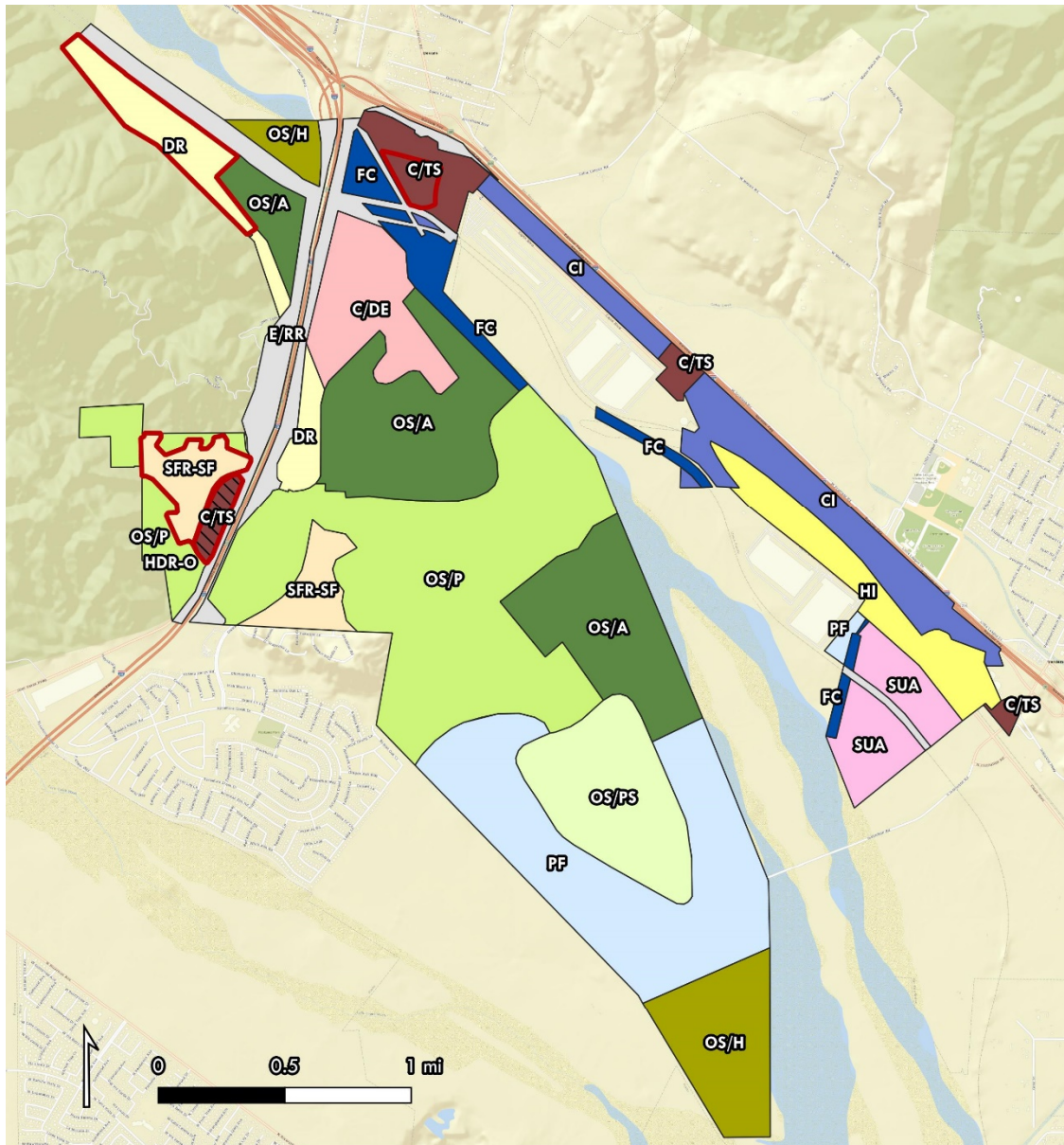




**Figure 2-2: GHSP Subareas**



**Figure 2-3: Existing GHSP Land Use Plan**



**Glen Helen Specific Plan**

- |  |  |
|--|--|
| <span style="border: 2px solid red; padding: 2px;"> </span> Proposed Amendment Areas   | <span style="background-color: #4F81BD; border: 1px solid black; padding: 2px;"> </span> Open Space/Active Recreation (OS/A)               |
| <b>Existing Land Use</b>   | <span style="background-color: #808000; border: 1px solid black; padding: 2px;"> </span> Open Space/Habitat Preserve (OS/H)                |
| <span style="background-color: #FFC0CB; border: 1px solid black; padding: 2px;"> </span> Commercial/Destination Entertainment (C/DE) | <span style="background-color: #90EE90; border: 1px solid black; padding: 2px;"> </span> Open Space Passive Recreation (OS/P)              |
| <span style="background-color: #8B0000; border: 1px solid black; padding: 2px;"> </span> Commercial/Traveler Services (C/TS)         | <span style="background-color: #90EE90; border: 1px solid black; padding: 2px;"> </span> Open Space/Public Safety (OS/PS)                  |
| <span style="background-color: #4169E1; border: 1px solid black; padding: 2px;"> </span> Corridor Industrial (CI)                    | <span style="background-color: #ADD8E6; border: 1px solid black; padding: 2px;"> </span> Public Facility (PF)                              |
| <span style="background-color: #FFFF00; border: 1px solid black; padding: 2px;"> </span> Destination Recreation (DR)                 | <span style="background-color: #FFDAB9; border: 1px solid black; padding: 2px;"> </span> Single Family Residential Sycamore Flats (SFR-SF) |
| <span style="background-color: #D3D3D3; border: 1px solid black; padding: 2px;"> </span> Existing Road/Railroad (E/RR)               | <span style="background-color: #FFB6C1; border: 1px solid black; padding: 2px;"> </span> Special Use Areas (SUA)                           |
| <span style="background-color: #0000FF; border: 1px solid black; padding: 2px;"> </span> Flood Control (FC)                          | <span style="background-color: #FFA500; border: 1px solid black; padding: 2px;"> </span> High Density Residential Overlay (HDR-O)          |
| <span style="background-color: #FFFF00; border: 1px solid black; padding: 2px;"> </span> Heavy Industrial (HI)                       |  |



**Figure 2-4: Aerial View – North Glen Helen Subarea Proposed Amendment Area**



The proposed amendment area in the North Glen Helen Subarea is within an Alquist-Priolo Earthquake Fault Zone; and there are two high pressure gas transmission lines located within the road alignment that is adjacent to the east side of the subarea.

### **Devore Subarea**

The Devore Subarea consists of three parcels that total 19.2 acres that are located at the southwest corner of Glen Helen Parkway and Cajon Boulevard. Regional access to this area is provided by I-15 and I-215. The I-15/I-215 Devore junction is located 0.25-mile northwest of this subarea. Local access is provided by Cajon Boulevard and Glen Helen Parkway, as shown in Figure 2-5, *Aerial View – Devore Subarea Proposed Amendment Area*.

The subarea is vacant and undeveloped land that is relatively flat and slopes on the southeast most portion of the site. The site is surrounded on three sides by roadways and the Cajon Wash (natural drainage area) bounds the site on the fourth side.

### **Sycamore Flats Subarea**

The Sycamore Flats Subarea consists of two undeveloped areas that are bisected by the I-15 and Glen Helen Parkway, as shown on Figure 2-6, *Aerial View - Sycamore Flats Subarea Proposed Amendment Area*. Regional access to this area is provided by I-15 and local access is provided by Glen Helen Parkway.

The portion of the subarea on the east side of the I-15 freeway portion of this subarea is characterized by gently sloping terrain, and the west side of the I-15 freeway portion of this subarea is topographically varied and extends into the San Bernardino National Forest. The Project site's existing conditions are shown in Figure 2-6, *Aerial View - Sycamore Flats Subarea Proposed Amendment Area*.

## **2.3 EXISTING LAND USE AND ZONING DESIGNATIONS OF THE PROJECT SITE PARCELS**

The Project site has a General Plan designation of Specific Plan, and the GHSP provides the land use requirements for the site. Per the GHSP, 81.5 acres of the site are currently designated for Destination Recreation (DR), 31.3 acres are designated Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR-O) zone, and 48.7 acres are designated for Single-Family Residential – Sycamore Flats (SFR-SF), as shown in Figure 2-3, *Existing GHSP Land Use*. The parcels that are designated for Single-Family Residential – Sycamore Flats (SFR-SF) have split zoning with portions of the parcels designated for Open Space/Passive (OS/P), which would not be modified as part of the Project; and therefore, are not included in the Project acreage, but are listed in the Project Description below.

**Destination Recreation:** The most recent (June 2024) Amendment to the GHSP describes that the Destination Recreation (DR) designation is intended to accommodate residential land uses, general service retail and low-intensity service commercial, government/civic uses, and recreation entertainment uses that are sensitive to the physical and environmental constraints of the area while providing strategically located services and hospitality uses to the adjacent community and traveler. The DR designation also allows planned development residential uses that incorporate mixed use or recreational amenities. This designation provides for the continued use of existing single-family residential uses on large parcels. Land uses allowed within this designation include recreation vehicle parks, private campgrounds, residential uses, bed and breakfast establishments, restaurants, and limited retail commercial; as well as a full range of recreation-oriented activities.

**Commercial/Traveler Services (C/TS):** The GHSP describes that the Commercial/Traveler Services (C/TS) designation provides for uses that serve the traveling public, typically during transit from one destination to

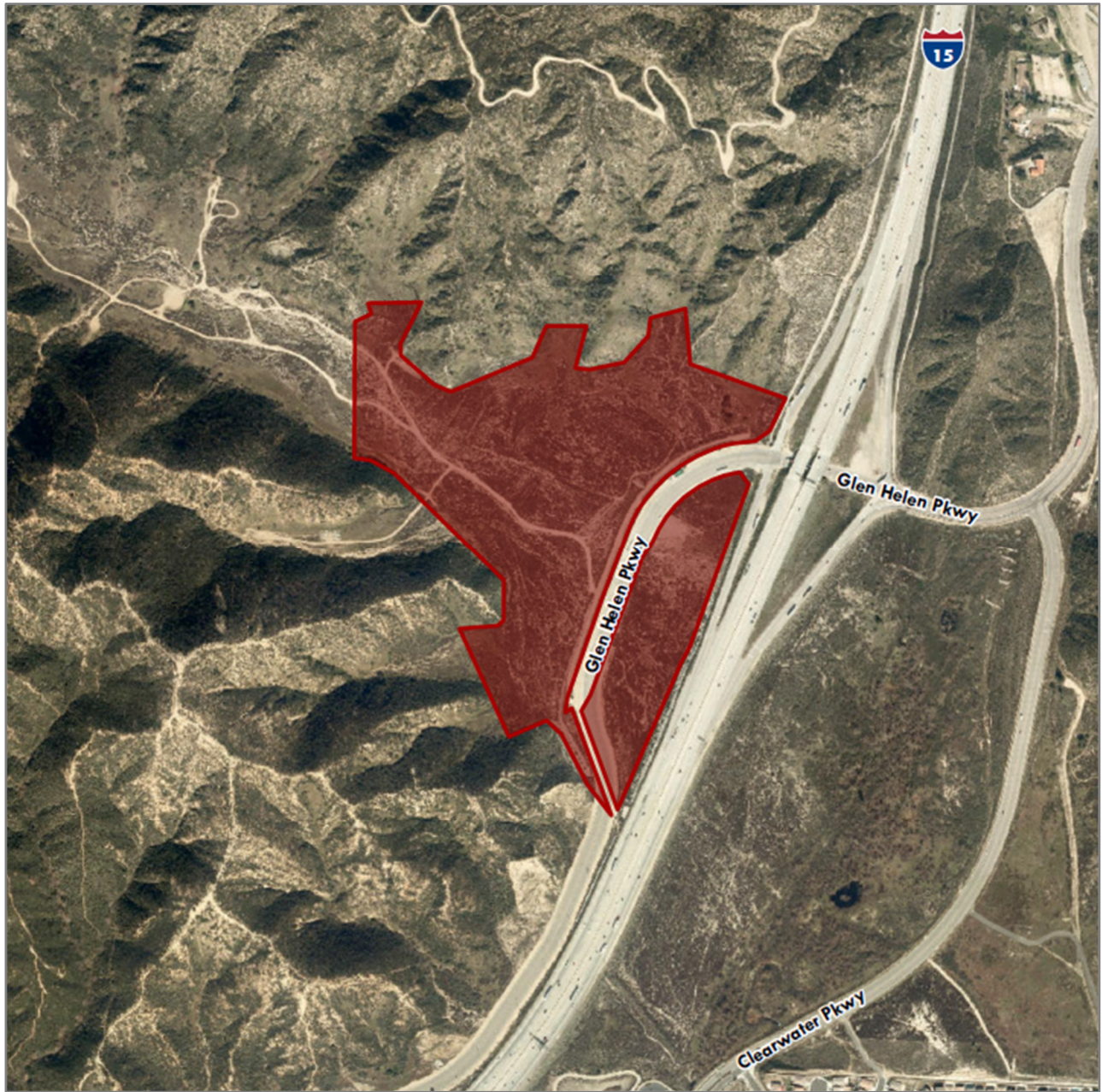


**Figure 2-5: Aerial View – Devore Subarea Proposed Amendment Area**





**Figure 2-6: Aerial View - Sycamore Flats Subarea Proposed Amendment Area**



another outside of the immediate area. The focus would be on serving people as they pass through, rather than people who stay for local events. Restaurants, convenience services, automobile and truck service stations, lodging, retail goods, and commercial recreation uses are typical uses to be found in this designation.

**High Density Residential Overlay (HDR-O):** The GHSP describes that the High Density Residential Overlay (HDR-O) zone is intended to provide for the development of attached residential uses. Typical housing types may include, but are not limited to, townhouses, stacked flats, motorcourts, courtyard homes, podium units, and apartments, with a density range of 25-35 dwelling units per acre.

**Single-Family Residential – Sycamore Flats (SFR-SF):** The GHSP describes that the Single-Family Residential – Sycamore Flats (SFR-SF) designation provides for single-family detached residential development, at a density of up to 7 dwelling units per acre, within the Sycamore Flats subarea. This may consist of standard residential single-family detached subdivision development or may consist of a residential single family detached condominium style development or a combination thereof.

**Open Space/Passive (OS/P):** The GHSP describes that the Open Space/Passive (OS/P) designation provides for relatively unstructured and low-intensity recreation activities at the Regional Park, such as horseback riding, hiking, nature observation, and casual picnicking. The intent is to enable park users to enjoy being part of the natural environment and interacting with it in as non-intrusive a manner as possible. Open Space/Passive (OS/P) areas are located in the Sycamore Flats Subarea adjacent to the Single-Family Residential – Sycamore Flats (SFR-SF) area.

## 2.4 SURROUNDING GENERAL PLAN AND ZONING DESIGNATIONS

The Project subareas are to the east and west of the I-15 freeway right-of-way and surrounded by generally undeveloped areas. Land uses surrounding the Project site are described in Table 2-1 and shown in Figures 2-3 through 2-6.

**Table 2-1: Surrounding Existing Land Use and Zoning Designations**

Amendment Area	Existing Land Use	General Plan Designation	GHSP / Zoning Designation
<b>North Glen Helen</b>	<b>North:</b> roadway and railroad right-of-ways <b>East:</b> roadway and railroad right-of-ways <b>South:</b> San Bernardino National Forest <b>West:</b> San Bernardino National Forest	<b>North:</b> Special Development (SD) <b>East:</b> Special Development (SD) and Open Space (OS) <b>South:</b> Open Space (OS) <b>West:</b> Open Space (OS)	<b>North:</b> GHSP Existing Road / Railroad (E/RR) <b>East:</b> GHSP Open Space /Active Recreation (OS/A) and Resource Conservation (RC) <b>South:</b> Resource Conservation (RC) <b>West:</b> Resource Conservation (RC)
<b>Devore</b>	<b>North:</b> Cajon Blvd right-of-way <b>East:</b> Glen Helen Parkway right-of-ways <b>South:</b> Vacant and undeveloped land that is a drainage and railroad right-of-ways <b>West:</b> Vacant and undeveloped land that a drainage	<b>North:</b> Special Development (SD) <b>East:</b> Special Development (SD) <b>South:</b> Special Development (SD) <b>West:</b> Special Development (SD)	<b>North:</b> GHSP Commercial/Traveler Services (C/TS) <b>East:</b> GHSP Commercial/Traveler Services (C/TS) <b>South:</b> GHSP Flood Control (FC) and Corridor Industrial (CI) <b>West:</b> GHSP Flood Control (FC)
<b>Sycamore Flats</b>	<b>North:</b> Vacant and undeveloped land <b>East:</b> Vacant and undeveloped land, Glen	<b>North:</b> Special Development (SD) <b>East:</b> Special Development (SD) <b>South:</b> Special Development (SD)	<b>North:</b> GHSP Open Space Passive Recreation (OS/P)

Amendment Area	Existing Land Use	General Plan Designation	GHSP / Zoning Designation
	Helen Parkway and I-15 right-of-ways <b>South:</b> Vacant and undeveloped land <b>West:</b> Vacant and undeveloped land San Bernardino National Forest	<b>West:</b> Special Development (SD)	<b>East:</b> GHSP Corridor Industrial (CI) and Existing Road/Railroad (E/RR) <b>South:</b> GHSP Open Space Passive Recreation (OS/P) <b>West:</b> GHSP Open Space Passive Recreation (OS/P)

### 3 PROJECT DESCRIPTION

#### 3.1 PROPOSED GHSP LAND USE CHANGES

The project proposes an amendment to the GHSP that would change the GHSP zoning designations of 161.5 acres of land within three subareas of the GHSP. The proposed amendment would rezone 81.5 acres of Destination Recreation (DR), 31.3 acres of Commercial/Traveler Services (C/TS) and High Density Residential Overlay (HDR-O); and adds a Corridor Industrial (CI) Overlay to 48.7 acres of Single-Family Residential – Sycamore Flats (SFR-SF). Table 3-1 lists the subarea, APN, current specific plan zoning, acreage, and proposed specific plan zoning for each of the parcels included in the proposed amendment.

**Table 3-1: Proposed GHSP Amendment Land Use Changes**

APN	Existing GHSP Land Use	Acreage	Proposed GHSP Land Use
<b>North Glen Helen Subarea</b>			
0349-201-04	DR	14.7	CI
0349-201-05	DR	1.9	CI
0349-201-26	DR	8.5	CI
0349-201-29	DR	5.5	CI
0349-191-08	DR	2.8	CI
0349-201-09	DR	9.0	CI
0349-191-24	DR	16.1	CI
0349-191-25	DR	2.6	CI
0349-201-36	DR	12.5	CI
0349-201-37	DR	7.9	CI
<b>Devore Subarea</b>			
0349-174-03	C/TS	16.1	CI
0349-174-01	C/TS	2.6	CI
0349-174-12	C/TS	0.5	CI
<b>Sycamore Flats Subarea</b>			
0239-021-21	SFR-SF, O S/P <sup>1</sup>	104.1	SFR-SF, CI Overlay, O S/P
0239-031-21	SFR-SF, O S/P <sup>1</sup>	6.2	SFR-SF, CI Overlay, O S/P
0239-031-35	SFR-SF, O S/P <sup>1</sup>	2.6	SFR-SF, CI Overlay, O S/P
0239-031-36	SFR-SF, O S/P <sup>1</sup>	8.8	SFR-SF, CI Overlay, O S/P
0239-031-19	SFR-SF, O S/P <sup>1</sup>	15.7	SFR-SF, CI Overlay, O S/P
0239-031-22	C/TS (HDO)	1.4	CI
0239-031-18	C/TS (HDO)	3.7	CI
0239-031-17	C/TS (HDO)	6.7	CI
0239-021-16	C/TS (HDO)	0.1	CI
0239-021-15	C/TS (HDO)	0.1	CI
0239-031-20	C/TS (HDO)	0.1	CI

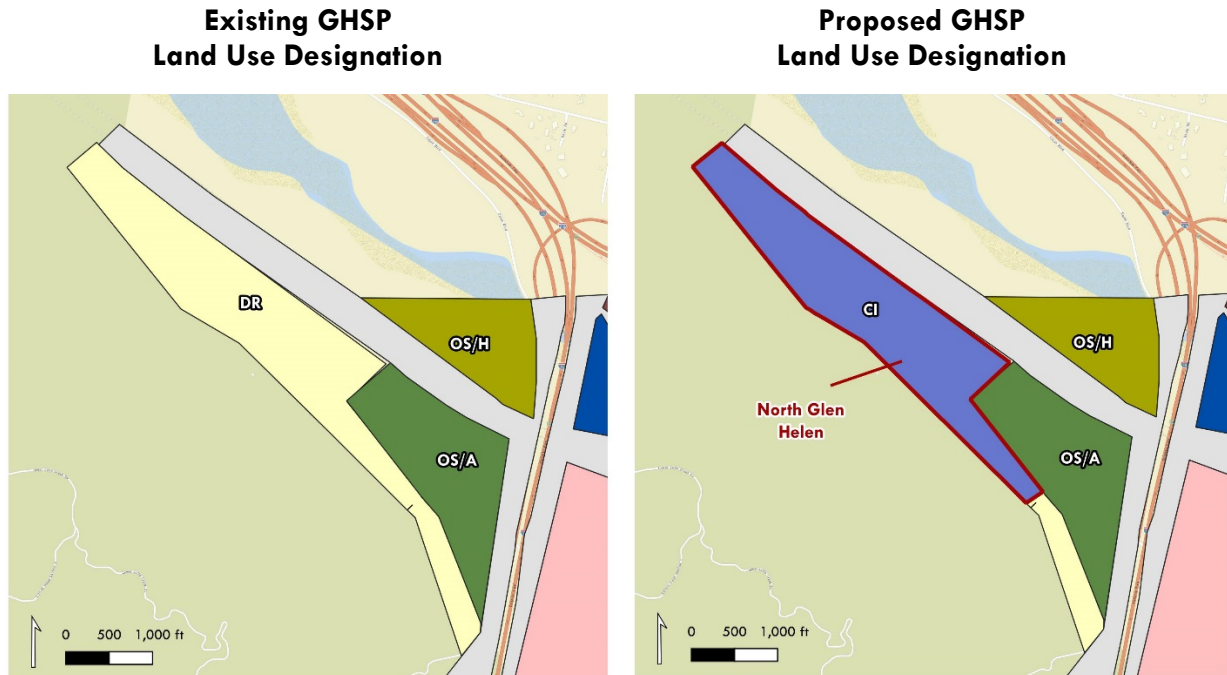
<sup>1</sup>Parcels that are designated for Single-Family Residential – Sycamore Flats (SFR-SF) have split zoning with portions of the parcels designated for Open Space/Passive (OS/P), which would not be modified as part of the Project.

#### North Glen Helen Subarea

Within the North Glen Helen Subarea, the proposed Project would amend the GHSP zoning designation of 81.5 acres of land designated Destination Recreation (DR) to Corridor Industrial (CI) with a maximum Floor Area Ratio (FAR) of 0.03 or 103,237 square feet maximum whichever is less, which reflects the development constraints of the area that includes earthquake faults and lack of water and sewer connections; and also reflects the truck trailer parking in the area that exists and is under construction. Figure 3-1 shows the existing and proposed GHSP zoning designations in the North Glen Helen Subarea.



**Figure 3-1: Existing and Proposed North Glen Helen Subarea Land Use Designations**



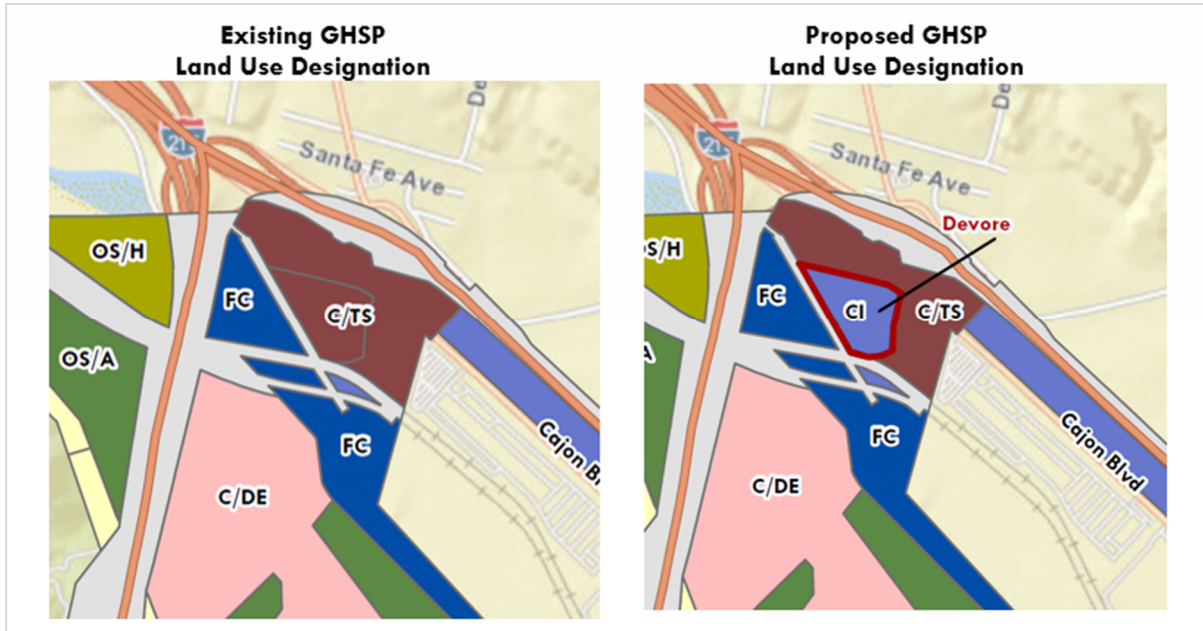
**Glen Helen Specific Plan Land Use Designations**

<span style="display: inline-block; width: 15px; height: 15px; background-color: #f8d7da; border: 1px solid #c3e6cb;"></span> Commercial/Destination Entertainment (C/DE)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #d4edda; border: 1px solid #c3e6cb;"></span> Open Space/Habitat Preserve (OS/H)
<span style="display: inline-block; width: 15px; height: 15px; background-color: #d4edda; border: 1px solid #c3e6cb;"></span> Commercial/Traveler Services (C/TS)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #d4edda; border: 1px solid #c3e6cb;"></span> Open Space Passive Recreation (OS/P)
<span style="display: inline-block; width: 15px; height: 15px; background-color: #d4edda; border: 1px solid #c3e6cb;"></span> Corridor Industrial (CI)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #d4edda; border: 1px solid #c3e6cb;"></span> Open Space/Public Safety (OS/PS)
<span style="display: inline-block; width: 15px; height: 15px; background-color: #d4edda; border: 1px solid #c3e6cb;"></span> Destination Recreation (DR)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #d4edda; border: 1px solid #c3e6cb;"></span> Public Facility (PF)
<span style="display: inline-block; width: 15px; height: 15px; background-color: #d4edda; border: 1px solid #c3e6cb;"></span> Existing Road/Railroad (E/RR)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #d4edda; border: 1px solid #c3e6cb;"></span> Single Family Residential Sycamore Flats (SFR-SF)
<span style="display: inline-block; width: 15px; height: 15px; background-color: #d4edda; border: 1px solid #c3e6cb;"></span> Flood Control (FC)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #d4edda; border: 1px solid #c3e6cb;"></span> Special Use Areas (SUA)
<span style="display: inline-block; width: 15px; height: 15px; background-color: #d4edda; border: 1px solid #c3e6cb;"></span> Heavy Industrial (HI)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #d4edda; border: 1px solid #c3e6cb;"></span> High Density Residential Overlay (HDR-O)
<span style="display: inline-block; width: 15px; height: 15px; background-color: #d4edda; border: 1px solid #c3e6cb;"></span> Open Space/Active Recreation (OS/A)	

## Devore Subarea

The proposed Project would amend the GHSP designation of 19.2 acres of the Devore Subarea from Commercial/Traveler Services (C/TS) to Corridor Industrial (CI), as listed on Table 3-1. Figure 3-2 shows the existing and proposed GHSP zoning designations of the Devore Subarea.

**Figure 3-2: Existing and Proposed Devore Subarea Land Use Designations**



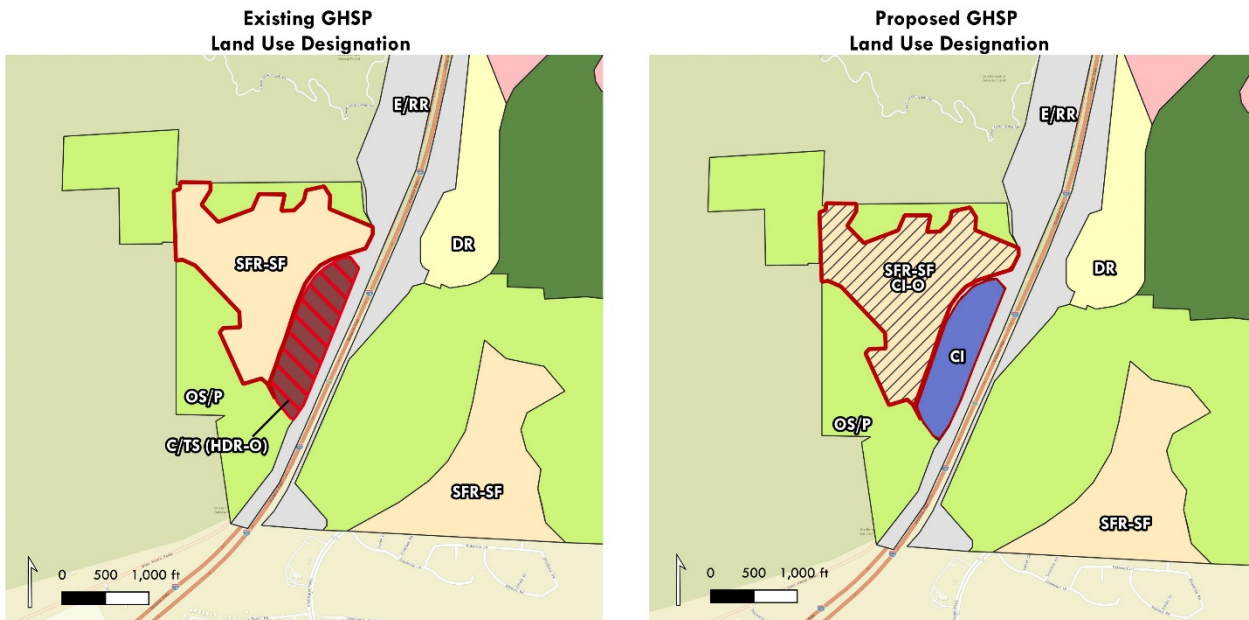
### Glen Helen Specific Plan Land Use Designations

<span style="display:inline-block; width:15px; height:15px; background-color: #f8d7da;"></span> Commercial/Destination Entertainment (C/DE)	<span style="display:inline-block; width:15px; height:15px; background-color: #d4edda;"></span> Open Space/Habitat Preserve (OS/H)
<span style="display:inline-block; width:15px; height:15px; background-color: #d4edda;"></span> Commercial/Traveler Services (C/TS)	<span style="display:inline-block; width:15px; height:15px; background-color: #d4edda;"></span> Open Space Passive Recreation (OS/P)
<span style="display:inline-block; width:15px; height:15px; background-color: #d4edda;"></span> Corridor Industrial (CI)	<span style="display:inline-block; width:15px; height:15px; background-color: #d4edda;"></span> Open Space/Public Safety (OS/PS)
<span style="display:inline-block; width:15px; height:15px; background-color: #d4edda;"></span> Destination Recreation (DR)	<span style="display:inline-block; width:15px; height:15px; background-color: #d4edda;"></span> Public Facility (PF)
<span style="display:inline-block; width:15px; height:15px; background-color: #d4edda;"></span> Existing Road/Railroad (E/RR)	<span style="display:inline-block; width:15px; height:15px; background-color: #d4edda;"></span> Single Family Residential Sycamore Flats (SFR-SF)
<span style="display:inline-block; width:15px; height:15px; background-color: #d4edda;"></span> Flood Control (FC)	<span style="display:inline-block; width:15px; height:15px; background-color: #d4edda;"></span> Special Use Areas (SUA)
<span style="display:inline-block; width:15px; height:15px; background-color: #d4edda;"></span> Heavy Industrial (HI)	<span style="display:inline-block; width:15px; height:15px; background-color: #d4edda;"></span> High Density Residential Overlay (HDR-O)
<span style="display:inline-block; width:15px; height:15px; background-color: #d4edda;"></span> Open Space/Active Recreation (OS/A)	

## Sycamore Flats Subarea

The proposed Project would amend GHSP designation of portions of APNs 0239-021-21, 0239-031-19, -21, -35, and -36, that includes approximately 48.7 acres on the west side of Glen Helen Parkway to include a Corridor Industrial (CI) Overlay to the existing Single-Family Residential - Sycamore Flats (SFR-SF) zone to allow for future development of either all single-family residential or all Corridor Industrial uses. In addition, the 12.1 acres of the Commercial/Traveler Services (C/TS) with High Density Residential Overlay (HDR-O) would be redesignated to Corridor Industrial (CI). The existing Open Space (OS/P) portions of the Sycamore Flats Subarea are not proposed to change. Figure 3-3 shows the existing and proposed GHSP zoning designations in the Sycamore Flats Subarea.

**Figure 3-3: Existing and Proposed Sycamore Flats Subarea Land Use Designations**



**Glen Helen Specific Plan Land Use Designations**

Commercial/Destination Entertainment (C/DE)	Open Space/Habitat Preserve (OS/H)
Commercial/Traveler Services (C/TS)	Open Space Passive Recreation (OS/P)
Corridor Industrial (CI)	Open Space/Public Safety (OS/PS)
Destination Recreation (DR)	Public Facility (PF)
Existing Road/Railroad (E/RR)	Single Family Residential Sycamore Flats (SFR-SF)
Flood Control (FC)	Special Use Areas (SUA)
Heavy Industrial (HI)	High Density Residential Overlay (HDR-O)
Open Space/Active Recreation (OS/A)	Corridor Industrial Overlay (CI-O)

**3.2 PROPOSED GLEN HELEN SECIFIC PLAN AMENDMENT SUMMARY**

Table 3-2 shows the proposed GHSP Amendment changes to Table 2-1 of the GHSP that provides a summary of buildout. As shown, the acreage of Commercial/Traveler Services (C/TS) would be reduced from 96.2 acres to 64.9 acres, the 48.7 acres of Single Family Residential-Sycamore Flats (SFR-SF) area on the west side of Glen Helen Parkway that would also have a Corridor Industrial (CI) Overlay, and the Destination Recreation (DR) would be reduced from 132.8 acres to 51.3 acres. The proposed GHSP Amendment would increase the acreage of Corridor Industrial (CI) and CI Overlay (CI-O) from 132.9 acres to 292.4 acres. Figure 3-4 provides the proposed GHSP land use plan.



Table 3-2: Proposed Revisions to GHSP Table 2-1

Table 2-1 Land Use Plan Statistical Summary							
Code	Land Use Designation	Net Acreage	Maximum Density	Dwelling Units <sup>9</sup>	Probable FAR	Maximum FAR <sup>1</sup>	Square Footage
C/TS	Commercial/Traveler Services	<del>96.2</del> <u>64.9</u>	<del>35</del> DU/AC <sup>8</sup> NA	<del>336</del> <sup>6</sup> NA	0.3	0.4	<del>1,257,142 – 1,676,189</del> <u>848,113 – 1,130,818</u>
C/DE	Commercial/Destination Enter.	123.7	NA	NA	0.2	0.35	1,077,674 – 1,885,930 <sup>5</sup>
CI	Corridor Industrial	<u>245.7</u> <sup>11</sup>	NA	NA	0.35	0.5 <sup>10</sup>	<del>2,026,193 – 2,894,562</del> <u>2,606,603 – 3,679,513</u> - 7,10
<u>CI-O</u>	<u>Corridor Industrial Overlay</u>	<u>48.7</u> <sup>11</sup>	<u>NA</u>	<u>NA</u>	<u>0.35</u>	<u>0.5</u>	<u>742,480 – 1,060,868</u> <sup>7</sup>
HI	Heavy Industrial	129.0	NA	NA	NA	NA	1,966,734 – 2,809,620
<del>GH/SP</del> SFR-SF	<del>Glen Helen Specific Plan</del> Single Family Residential- Sycamore Flats	94.7 <sup>11</sup>	7DU/AC	418 <sup>11</sup>	NA	NA	
PF	Public Facility	398.8	NA	NA	NA	NA <sup>2</sup>	
SUA	Special Use Area	119.0	NA	NA	NA	NA <sup>3</sup>	
DR	Destination Recreation	<del>132.8</del> <u>51.3</u>	1DU/5AC	<del>17</del> <u>10</u>	0.2	0.25	<del>1,156,953 – 1,446,192</del> <u>446,926 – 558,657</u> <sup>6</sup>
OS/A	Open Space/Active	458.9	NA	NA	NA	NA <sup>4</sup>	
OS/P	Open Space/Passive	726.6	NA	NA	NA	NA <sup>4</sup>	
OS/H	Open Space/Habitat Preserve	185.5	NA	NA	NA	NA <sup>4</sup>	
OS/PS	Open Space/Public Safety	209.0	NA	NA	NA	NA <sup>4</sup>	
FC	Flood Control	97.5	NA	NA	NA	NA <sup>4</sup>	
E/RR	Existing Roads/Railroad ROW <sup>78</sup>	434.7	NA	NA	NA	NA	
	TOTAL	3,339.3 <sup>11</sup>		<del>771</del> <u>428</u> <sup>11</sup>			<del>7,484,696 – 10,712,493</del> <u>7,688,558 – 11,125,224</u>

<sup>1</sup> The Maximum intensity shall be used for purposes of the FEIR and traffic analysis to evaluate "most case" – levels of development is the gross floor area of all buildings on a parcel divided by the net acreage of a parcel.

<sup>2</sup> Intensity standards to be determined in the Master Plan for County Sheriff's Facilities at Glen Helen.

<sup>3</sup> Long-term uses are not identified owing to the condition of the disposal site.

<sup>4</sup> Intensity standards are not useful here. Rather, specification of the limited improvements applicable to each category in the Specific Plan Regulations defines the intent regarding intensity.

<sup>5</sup> Square footage range reflects a 0.2 to 0.35 FAR overall within the private land area and the additional development of up to 20 acres within the Regional Park.

<sup>6</sup> The table reflects an addendum to the FEIR that transferred 45.47 acres from the C/DE land use zoning district to the DR land use zoning district.

<sup>7</sup> ~~The table reflects an amendment to the GHSP that transferred 161.5 acres from the C/TS, SFR-SF, and DR land use zoning districts to the CI and CI Overlay land use zoning district. E/RR is not a land use zoning district but the area is included in the total acreage.~~

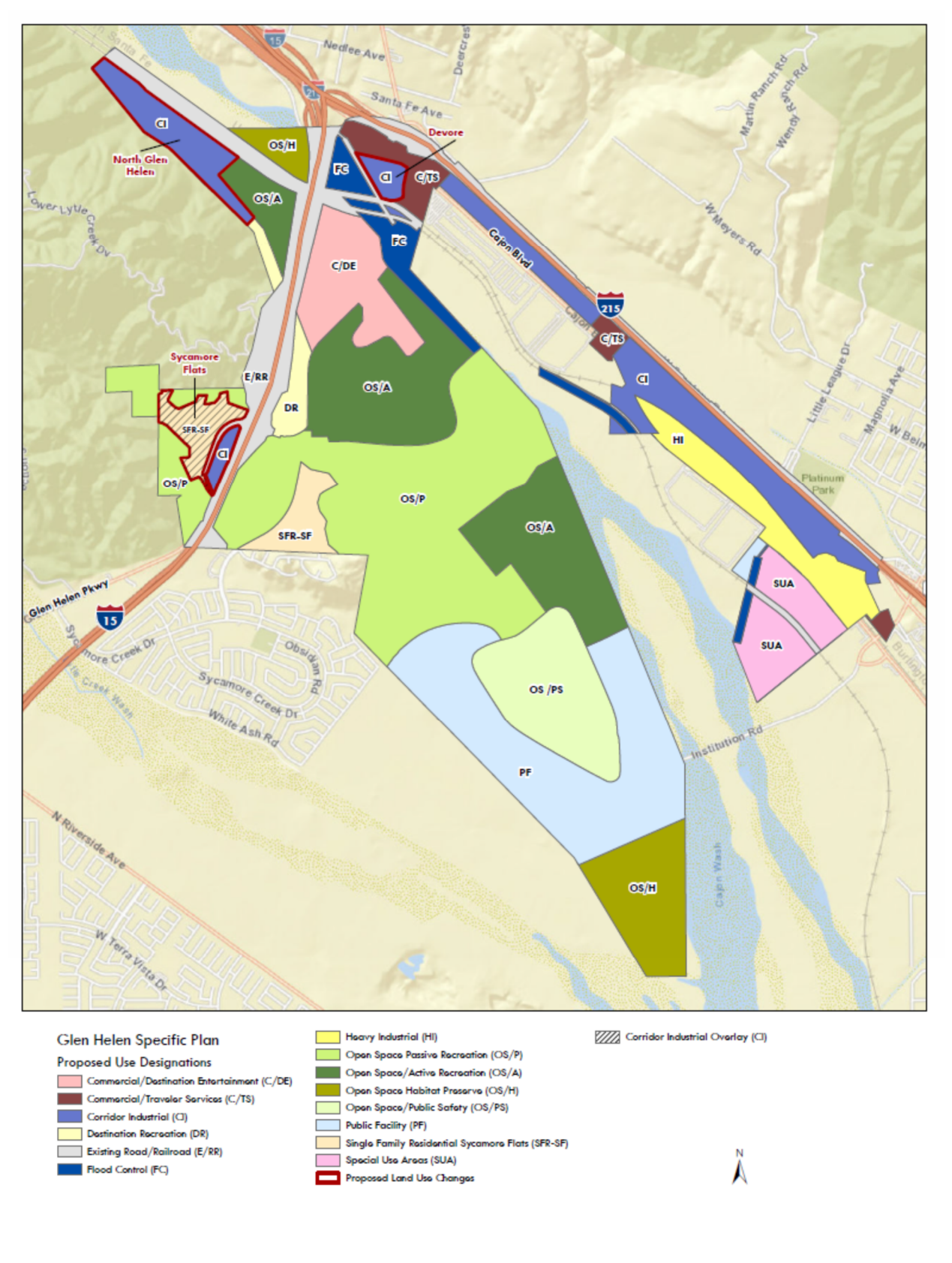
<sup>8</sup> E/RR is not a land use zoning district but the area is included in the total acreage. ~~Residential units permitted per the HD overlay zone.~~

<sup>9</sup> To allow for development flexibility, transfer and adjustment of residential units shall be permitted to occur between land uses provided that the overall total number of units within any land use designation does not exceed to maximum density permitted and that the total number of units within the Specific Plan Area does not exceed ~~42835~~ 771.

<sup>10</sup> ~~There are 81.5 acres within the North Glen Helen subarea within the CI that are limited to a maximum FAR of 0.03 or 103,237 SF whichever is less due to existing development constraints such as earthquake faults and lack of water and sewer connections, the gross floor area of all buildings divided by the net acreage. Therefore, the maximum CI square footage is calculated based on 164.2 acres with a maximum FAR of 0.5 (3,576,276 SF) and 81.5 acres with a maximum FAR of 0.03 or 103,237 SF for a maximum total of 3,679,513 SF of CI.~~

<sup>11</sup> Residential units permitted per the HD overlay. If the 48.7 acres are developed as CI there would be a total of 292.4 acres of CI and a total of 46 acres of SFR-SF would remain with a maximum of 332 dwelling units. The total acreage of the Glen Helen Specific Plan 3,339.3 acres.

Note: Deletions are in ~~strikeout~~ text and additions are in double underline



The proposed land uses changes to the Corridor Industrial (CI) and CI Overlay (CI-O) would allow a range of general industrial uses, including research and development activities, small parts and equipment manufacturing, assembly, processing, repair services for goods and equipment, and supporting office/administrative uses. General industrial uses, including transportation facilities, truck terminals, parking structures are allowed with a Minor Use Permit (MUP). Storage, processing packaging and shipping facilities for mail order and e-commerce retail establishments also require a MUP. Limited outdoor commercial services, including recreational vehicle sales and manufactured home sales, are allowed with a Conditional Use Permit (CUP).

Table 3-3 provides the change in maximum buildout that would occur from the proposed GHSP Amendment. As shown, the proposed GHSP Amendment would result in a reduction of Commercial/Traveler Services development by 554,083 SF or 336 multi-family residential units with the High Density Residential Overlay (HDR-O), a reduction of 96 single-family residences with implementation of the Corridor Industrial Overlay (CI-O) (as 46 acres would remain designated for SFR-SF land use, with a maximum of 322 units based on a density of 7 du/ac), a reduction of 860,310 SF of Destination Recreation (DR) development, and an increase in Corridor Industrial (CI) development by 1,856,527 SF.

**Table 3-3: Proposed GHSP Amendment Change in Maximum Buildout (Existing – Proposed)**

Code	Land Use Designation	Proposed Acreage Change	Maximum Density	Change in Residential Buildout (Units)	Maximum FAR	Change in Non-Residential Buildout (SF)
C/TS (HDR-O)	Commercial/Traveler Services (High Density Residential Overlay) either residential or commercial not both	-31.3	35 DU/AC	-336 <sup>1</sup> with HDR Overlay	0.4	-545,371 SF
CI	Corridor Industrial	+112.8			0.03 for the 81.5 acres in the North Glen Helen Subarea; 0.5 for the remainder of the GHSP area	+784,951 SF <sup>2</sup>
CI-O	Corridor Industrial Overlay <sup>3</sup>	48.7	110.8		0.5	+1,060,686 SF
SFR-SF (CI-O)	Glen Helen/Specific Plan- Single Family Residential-Sycamore Flats with Corridor Industrial Overlay <sup>3</sup>	-48.7	7 DU/AC	-96 with CI Overlay		
DR	Destination Recreation	-81.5	1 DU/5AC	-7	0.25	-887,535 SF
<b>Total Buildout Change</b>		<b>0</b>	<b>-</b>	<b>-439 with HDR-O<sup>1</sup> and CI-O<sup>3</sup></b>	<b>-</b>	<b>+412,731 SF Increase</b>

<sup>1</sup>Residential units permitted in lieu of Commercial Uses per the HDR Overlay.

<sup>2</sup> 164.2 acres with a maximum FAR of 0.5 (3,576,276 SF) and 81.5 acres within the North Glen Helen Subarea at a maximum FAR of 0.03 or 103,237 SF maximum whichever is less.

<sup>3</sup>There are 48.7 acres on the west side of Glen Helen Parkway per the proposed CI overlay that may be developed either as all single-family residential or all commercial.

Consistent with the existing GHSP, future developments that require additional discretionary review would require subsequent environmental review. In addition, all future development projects would be required to adhere to existing regulations that would be implemented through the County's existing development review and permitting process.



### 3.3 DISCRETIONARY APPROVALS AND PERMITS

The following discretionary approvals, permits, and studies anticipated to be necessary for implementation of the proposed Project include, but not necessarily limited to, the following:

**County of San Bernardino**

- Specific Plan Amendment
- Approval of CEQA document

## 4 ENVIRONMENTAL CHECKLIST

This section includes the completed environmental checklist form. The checklist form is used to assist in evaluating the potential environmental impacts of the proposed Project. The checklist form identifies potential Project effects as follows: 1) Substantial Change in Project or Circumstances Resulting in New Significant Effects; 2) New Information Showing Greater Significant Effects than Previous EIR; 3) New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined; 4) Minor Technical Changes or Additions; and 5) No New Impact/No Impact. Substantiation and clarification for each checklist response is provided in Section 5 (Environmental Evaluation). Included in the discussion for each topic are standard conditions/regulations and mitigation measures, if necessary, that are recommended for implementation as part of the proposed Project.

### 4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The subject areas checked below (☒) were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

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

## 4.2 DETERMINATION

On the basis of this initial evaluation:

- ☐ No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously certified EIR adequately discusses the potential impacts of the project without modification.
- ☒ The Checklist/Addendum concludes that none of the conditions or circumstances that would require preparation of a subsequent or supplemental EIR pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162 exists in connection with the design of the Project. No substantial changes have been proposed to the project described in the Final EIR that require major revisions to Final EIR. No new significant environmental effects or substantial increase in the severity of previously identified significant environmental effects would occur. The Checklist/Addendum also indicates that there have not been any substantial changes with respect to the circumstances under which development of the project site, including the project, would be undertaken that would require major revisions to the Final EIR. The Checklist/Addendum concludes that no substantial changes with respect to circumstances under which the project is undertaken have occurred that have not already been accounted for. The Checklist/Addendum also concludes that no new information of substantial importance, which was not known and could not have been known at the time that the Final EIR was certified, shows that the project would cause or substantially worsen significant environmental impacts discussed in the Final EIR, that mitigation measures or alternatives found infeasible in the Final EIR would in fact be feasible, or that different mitigation measures or alternatives from those analyzed in the Final EIR would substantially reduce one or more significant environmental effects found in the Final EIR.
- ☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, all new potentially significant environmental effects or substantial increases in the severity of previously identified significant effects are clearly reduced to below a level of significance through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT EIR is required.
- ☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous EIR adequate for the project in the changed situation. Therefore, a SUPPLEMENTAL EIR is required.
- ☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3) such as one or more significant effects not discussed in the previous EIR. Therefore, a SUBSEQUENT EIR is required.

Signature

Date

Printed Name

For



### 4.3 EVALUATION OF ENVIRONMENTAL IMPACTS

The evaluation of environmental impacts in this addendum summarizes conclusions made in the Final EIR and compares them to the impacts of the proposed Project. Mitigation measures referenced are from the MMRP adopted as part of the Final EIR, and are described as either being previously implemented, applicable to the proposed Project, or not applicable.

This comparative analysis has been undertaken pursuant to the provisions of CEQA and the State CEQA Guidelines, to provide the factual basis for determining whether the proposed Project, or any new information that has come to light that permits or requires the preparation of a subsequent or supplemental EIR.

Pursuant to State CEQA Guidelines Section 15162, when an EIR has been previously certified that includes the scope of development of a site or area, no subsequent or supplemental EIR shall be prepared for the project unless the lead agency determines that one or more of the following three conditions are met: 1) the project would result in new or substantially more severe impacts than were disclosed in the previous EIR; 2) changes in the circumstances surrounding the project result in new or substantially more severe impacts than were disclosed in the previous EIR; or 3) new information has come to light showing that new or substantially more severe impacts than were disclosed in the previous EIR will occur.

#### Terminology Used in the Checklist

For each question listed in the Environmental Checklist, a determination of the level of significance of the impact is provided. Impacts are categorized in the following categories:

**Substantial Change in Project or Circumstances Resulting in New Significant Effects.** A Subsequent EIR is required when 1) substantial project changes are proposed or substantial changes to the circumstances under which the project is undertaken, and 2) those changes result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects, and 3) project changes require major revisions of the EIR.<sup>2</sup>

**New Information Showing Greater Significant Effects than Previous EIR.** A Subsequent EIR is required if new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified, shows 1) the project will have one or more significant effects not discussed in the EIR; or 2) significant effects previously examined will be substantially more severe than shown in the EIR.<sup>3</sup>

**New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined.** A Subsequent EIR is required if new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified shows 1) mitigation measures or alternatives previously found not to be feasible would in fact be feasible (or new mitigation measures or alternatives are considerably different) and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.<sup>4</sup>

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<sup>2</sup> CEQA Guidelines. California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, § 15162, as amended.

<sup>3</sup> CEQA Guidelines. § 15162.

<sup>4</sup> CEQA Guidelines. § 15162.



With regard to the foregoing three categories, a Supplement to an EIR can be prepared if the criterion for a Subsequent EIR is met, and only minor additions or changes would be necessary to make the EIR adequately apply to the proposed Project.<sup>5</sup>

**Minor Technical Changes or Additions.** An Addendum to the EIR is required if only minor technical changes or additions are necessary and none of the criteria for a subsequent EIR is met.<sup>6</sup>

**No Impact.** A designation of *no impact* is given when the proposed Project would have no changes in the environment as compared to the original project analyzed in the EIR.

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<sup>5</sup> CEQA Guidelines, § 15163.

<sup>6</sup> CEQA Guidelines, § 15164.

## 5 ENVIRONMENTAL ANALYSIS

This section provides evidence to substantiate the conclusions in the environmental checklist. The section briefly summarizes the conclusions of the GHSP Final EIR, and then discusses whether or not the proposed Project is consistent with the findings contained in the GHSP Final EIR, or if further analysis is required in a supplemental or subsequent EIR. Mitigation measures referenced herein are from the GHSP Final EIR.

### 5.1 AESTHETICS

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact /No Impact
Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Summary of Impacts Identified in the GHSP Final EIR

**North Glen Helen.** The GHSP Final EIR describes that sensitive receptors in proximity to the North Glen Helen Subarea include public areas within Devore Heights and motorists travelling along I-15 and I-215. The area north of I-215 along Glen Helen Road is largely isolated visually from the rest of the GHSP area due to barriers formed by the railroad tracks, the Cajon Creek Wash, and freeway embankments and structures. The GHSP Final EIR determined that impacts related to the GHSP would be less than significant related to visual character and scenic vistas (GHSP DEIR p. 4.10-14).

**Devore.** The GHSP Final EIR describes that no significant impacts to sensitive viewers are anticipated from development of the Devore Subarea. The Final GHSP EIR determined that development planned in the GHSP area would enhance the visual resources in the area by removing any aesthetically offensive sites currently open to public view. The Scenic Resources Overlay District standards and policies specified in the San Bernardino General Plan and Development Code would act to minimize any potential impacts to a less than significant level (GHSP DEIR p. 4.10-13).

**Sycamore Flats.** The Sycamore Flats subarea is currently undeveloped. The GHSP Final EIR describes that because the planning area is undeveloped, any development in the area would substantially change the visual character and land use intensity and could result in potentially significant aesthetic impacts; therefore, development standards are incorporated into the Specific Plan to minimize adverse impacts.

The GHSP Final EIR describes that future impacts may include development of the hilltop area of Sycamore Flats adjacent to Glen Helen Parkway and the I-15 freeway. Views from both vantage points are foreground to middle-ground unobstructed views from elevations above the subarea. The GHSP Final EIR describes that potentially significant impacts to scenic vistas and resources may occur in this area from implementation of the GHSP and mitigation was included to require implementation of the GHSP design guidelines, development code requirements, and Countywide Plan. However, it was determined that due to the magnitude of change in the nature of existing scenic vistas and proposed land uses, the level of impact remains potentially significant (GHSP DEIR p. 4.10-17).

**Light and Glare.** The GHSP Final EIR describes that development or improvements in the GHSP area would be required to comply with the County of San Bernardino Development Code and the light and glare standards as follows:

"Lights shall be designed, oriented, and shielded so that glare does not extend beyond the property line to any adjacent property, roadway or freeway. In particular, no glaze shall be produced that would be distracting to motorists on the I-15 and I-215 Freeways and their associated transition roads. Lighting levels on the property shall be sufficient to provide for safe operations according to commonly accepted specifications for proper security."

Compliance with existing codes would reduce any impacts from the creation of new sources of light and glaze to less than significant levels (GHSP DEIR p. 4.10-15).

### Impacts Associated with the Proposed Project

#### a) Have a substantial adverse effect on a scenic vista?

**No New Impact.** The GHSP describes that the natural topographic features in the North Glen Helen Subarea create a strong visual statement. Within the GHSP area, the general slope toward the southeast provides unobstructed views of the greater San Bernardino Basin. Extensive views of the San Bernardino and San Gabriel Mountains are also provided to the east and west of the GHSP area. The Sycamore Flat Subarea provides strong southerly views with freeway visibility. In addition, the GHSP states that the following are identified as scenic resources:

- Vistas of the hills and developed recreation areas of Glen Helen Regional Park and National Forest
- Cajon Wash trails
- Significant landforms along the corridor

The GHSP states that the Scenic Resources Overlay applies to 200 feet to both sides of the I-15 corridor and 600 feet to both sides of the I-215 corridor and provides project compliance criteria for proposed development. The criteria states that proposed building and structure placement should be compatible with and should not detract from the visual setting or obstruct significant views, and that alteration of the natural topography of the site shall be minimized and shall avoid detrimental effects to the visual setting of the designated area and the existing natural drainage system. Alterations of the natural topography should be screened from view from either the scenic highway or the adjacent scenic and recreational resource by landscaping and plantings which harmonize with the natural landscape of the designated area, and which are capable of surviving with a minimum of maintenance and supplemental water (GHSP page 2-106).

The proposed Project would amend the GHSP land use designation of various parcels totaling 161.5 acres within three subareas of the GHSP from Destination Recreation (DR), Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR-O), to Corridor Industrial (CI) and add a CI Overlay (CI-O) to the Single-Family Residential – Sycamore Flats (SFR-SF) area.

**North Glen Helen Subarea.** Within the North Glen Helen Subarea, the proposed Project would amend the GHSP zoning designation of 81.5 acres of land designated Destination Recreation (DR) to Corridor Industrial (CI) with a maximum Floor Area Ratio (FAR) of 0.03. As detailed previously, the North Glen Helen Subarea has been largely disturbed and used or proposed for urban freeway-oriented uses that include an approximately 18.7-acre trucking dispatch facility and a 31.3-acre truck trailer storage facility. In addition, the Union Pacific Railway and the BNSF Railway and the I-15 freeway are visible to the north of the subarea.

The land use change from Destination Recreation (DR) that allows structures up to 60 feet in height to Corridor Industrial (CI) that allows structure heights of 75 feet would allow buildings to be 15 feet taller. However, the Corridor Industrial (CI) maximum FAR within the North Glen Helen Subarea would be of 0.03, which is less than the allowable FAR of 0.25 under the existing Destination Recreation (DR) designation. Also, the required setbacks from major highways and secondary highways would be the same under both designations (25 feet). The limited allowable height with a reduction in allowable FAR would not result in a substantial encroachment into a scenic vista in the North Glen Helen Subarea, which are generally related to the topographical changes and ridgelines of the San Bernardino Mountains in background views from roadways. Future proposed development projects would be required to adhere to the Development Code and GHSP development requirements; thus, consistent with the findings of the GHSP, impacts from buildout of the proposed GHSP Amendment in the North Glen Helen Subarea would be less than significant.

**Devore Subarea.** Within the Devore Subarea, the proposed Project would amend the GHSP designation of 19.2 acres from Commercial/Traveler Services (C/TS) to Corridor Industrial (CI), as listed in Table 3-1 and shown in Figure 3-2. The Devore Subarea is vacant and undeveloped land that is relatively flat and slopes on the southeast most portion of the site. The site is surrounded on three sides by roadways and natural drainage area bounds the site on the fourth side. Views from the Devore Subarea include freight rail lines, freeway overpasses, water reservoir tanks, and communication towers.

The GHSP states that the existing Commercial/Traveler Services (C/TS) designation is intended to provide for commercial uses within the heart of industrial development. Thus, the Commercial/Traveler Services (C/TS) designation is consistent with views generated by industrial development. The land use change from Commercial/Traveler Services (C/TS) that allows structures up to 35 feet in height and a FAR of 0.4 to Corridor Industrial (CI) that allows structure heights of 75 feet and a FAR of 0.5 would allow buildings to be 40 feet taller and have 10% more mass. However, the required setbacks from major highways and secondary highways would be the same under both designations (25 feet). The proposed GHSP Amendment area within the Devore Subarea is much lower in elevation than surrounding areas, including area freeways. The allowable height increase would not result in a substantial encroachment into a scenic vista in the Devore Subarea, which are related to the topographical changes and ridgelines of the surrounding mountains. The existing GHSP includes development standards to reduce the potential for new structures to encroach into scenic views. Future proposed development projects would be required to adhere to the County's Development Code and GHSP development requirements and are subject to separate County discretionary review and approval. Thus, consistent with the findings of the GHSP, impacts from buildout of the proposed GHSP Amendment in the Devore Subarea would be less than significant.

**Sycamore Flats Subarea.** Within the Sycamore Flats Subarea, the proposed Project would amend the GHSP designation of 48.7 acres on the west side of Glen Helen Parkway to include a Corridor Industrial Overlay (CI-O) to the existing Single Family Residential - Sycamore Flats (SFR-SF) designation to allow for future development of either single-family residential or Corridor Industrial. In addition, the 12.1 acres of the

Commercial/Traveler Services (C/TS) zone with High Density Residential Overlay (HDR-O) would be rezoned to Corridor Industrial (CI).

The existing Single Family Residential - Sycamore Flats (SFR-SF) designation allows for a maximum of 7 dwelling units per acre with a front setback of 10 feet and a maximum lot coverage of 70 percent for single-family detached homes and 80 percent for detached single-family condominiums. The proposed Corridor Industrial Overlay (CI-O) that allows structure heights of 75 feet and a 25-foot setback from major highways and secondary highways would allow for taller buildings that would be required to be setback 15-feet further from the roadways than those allowed under the existing SFR-SF designation. Consistent with the findings of the GHSP Final EIR, because the planning area is undeveloped, any development in the area would substantially change the visual character and land use intensity and could result in potentially significant aesthetic impacts. As detailed in the GHSP Final EIR, future impacts may result from development of the hilltop area of Sycamore Flats adjacent to Glen Helen Parkway and the I-15 freeway. Views from both vantage points are foreground to middle-ground unobstructed views of the subarea. Thus, consistent with the GHSP Final EIR, potentially significant impacts to scenic vistas and resources may occur in this area from implementation of the proposed Project.

However, the west side of the Sycamore Flats Subarea is topographically diverse and depending upon the specific siting, design, and floor elevation of a 75-foot-high corridor industrial building it could be consistent with the topography of the area. Also, landscaping would be required by the GHSP landscape guidelines to screen views of future buildings from nearby roadways. Each future development project would be subject to separate County discretionary review and approval. Consistent with the GHSP Final EIR all GHSP wall and landscape screening requirements would be implemented along with Mitigation Measures 4.10-1 through 4.10-3, which ensure that all development complies with the GHSP Design Guidelines, the County Development Code, and Section 162 of the National Scenic Byways program and Section 260-283 of the California Streets and Highways Code as required by the County of San Bernardino General Plan, which would reduce potential impacts to scenic vistas. As specific future developments of the area are currently unknown and because the area is undeveloped, consistent with the GHSP Final EIR, due to the magnitude of change in the nature of existing scenic vistas and the urban development that could result from the proposed land uses, the level of impact would be potentially significant. No new or increased impacts would result from the proposed GHSP Corridor Industrial Overlay beyond those identified in the GHSP Final EIR.

As described previously, the GHSP states that the existing Commercial/Traveler Services (C/TS) designation is intended to provide for commercial uses within the heart of industrial development. The Commercial/Traveler Services (C/TS) designation is consistent with views generated by industrial development and the HDR-O overlay allows for up to 35 dwelling units per acre within structures that are up to 55 feet in height. The land use change of 12.1 acres of Commercial/Traveler Services (C/TS) with an HDR-O to Corridor Industrial (CI) would allow structure heights to be 20 feet taller. However, the required setbacks from major highways and secondary highways would be the same under both designations (25 feet) and the allowable FAR under both land use designations is the same (85%). Further, the existing Open Space (OS/P) areas are not proposed to change and would continue to buffer areas of offsite scenic vistas. Therefore, a new potential encroachment into the scenic public view corridor would not occur. Overall, the proposed GHSP Amendment would result in a less than significant impact related to effects on a scenic vista. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No New Impact.** The proposed GHSP Amendment areas are not located within view of a state scenic highway, and there are no designated state scenic highways within the vicinity of the site. The nearest eligible state scenic highways are Route 138, approximately 10 miles north, and Route 330, approximately 18 miles southwest from the closest portions of the proposed GHSP Amendment areas. The Project would not result in impacts to trees, rock outcroppings, or historic buildings within a state scenic highway. Therefore, no impacts to scenic resources within a state scenic highway would occur. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

**No New Impact.** The proposed GHSP Amendment areas are designated for urban land uses and are adjacent to existing roadways and freeways; therefore, for purposes of evaluation herein the proposed Project is considered to be located in an urbanized area.

**GHSP Regulations.** The GHSP design guidelines and development standards provide the applicable zoning and other regulations governing scenic quality. The GHSP includes various architectural guidelines. Buildings are required to have scale, massing, orientation, variation in setbacks and building heights. In addition, the guidelines include architectural façade treatment requirements for materials, windows, and screening of equipment areas. Chapter 7 of the GHSP provides hillside development requirements that may be related to future development proposals within the west side of the Sycamore Flats Subarea that provide for terraced development pads, landscaped drainage areas, and grading review requirements. The GHSP also includes landscaping requirements for streetscapes and driveway entrances, and to screen loading dock and parking areas. These GHSP regulations are required for both the existing and proposed GHSP land uses and would ensure that future development projects result in less than significant impacts related to scenic quality.

The proposed Project would amend the GHSP land use designation of various parcels totaling 161.5 acres within three subareas of the GHSP from Destination Recreation (DR), Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR-O), to Corridor Industrial (CI) and add a CI Overlay (CI-O) to the Single Family Residential – Sycamore Flats (SFR-SF) area. Future proposed development projects would be reviewed by the County as part of the development review process to ensure that each project meets the GHSP development standards and that each project does not conflict with GHSP regulations governing scenic quality. Thus, the proposed GHSP Amendment would not conflict with applicable regulations governing scenic quality and impacts would be less than significant.

**Development Code Regulations.** The GHSP standards provide a majority of the regulations related to scenic quality. However, topical areas not included in the GHSP standards would be regulated by County Development code requirements, which are included in various portions of the GHSP building standards and design requirements.

The proposed Project would amend the GHSP land use designation of various parcels from Destination Recreation (DR), Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR-O), to Corridor Industrial (CI) and add a CI Overlay (CI-O) to the Single Family Residential – Sycamore Flats (SFR-SF) area. Future development of this area would continue to be required to adhere to applicable development code regulations. Future proposed development projects would be reviewed by the County as part of the development review process to ensure that each project does not conflict with County

Development Code regulations governing scenic quality. Thus, the proposed GHSP Amendment would not conflict with applicable regulations governing scenic quality and impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

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

**No New Impact.** The proposed GHSP Amendment areas are designated for urban land uses and are adjacent to existing roadways and freeways. Existing nighttime lighting in the GHSP Amendment area vicinity consists of lighting from streetlights, vehicle headlights, and security light. Nighttime illumination is lowest in the undeveloped parcels, and highest in the developed areas along roadways. Sensitive uses with respect to light and glare include the residential areas. Glare in the area is limited. No large continuous expanses of highly reflective materials exist within the proposed GHSP Amendment areas or in the vicinity. Activities that would be sensitive to daytime glare from reflected sunlight include motorists traveling on the adjacent roadways or residences.

The Project would amend the GHSP land use designation of various parcels Destination Recreation (DR), Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR), to Corridor Industrial (CI) and add a CI Overlay (CI-O) to the Single Family Residential – Sycamore Flats (SFR-SF) area. Consistent with development of the existing GHSP land uses, these proposed GHSP land uses would introduce new sources of light from new building lighting, exterior lighting, signage lighting, interior lights shining through building windows, and headlights from nighttime vehicular trips. However, as a standard condition of future development permitting approval, the developments are required to comply with lighting standards detailed in the County's Development Code Section 83.07, which requires lighting from development projects to be shielded, diffused, or indirect to avoid glare to both on offsite residents, pedestrians and motorists. In addition, the GHSP includes Lighting Guidelines (Chapter 6, GH3.0605) that provide specific provisions for exterior lighting, parking lot lighting, pedestrian lighting, architectural lighting, service area lighting, and accent lighting (GHSP pages 3-45 and 3-46). Compliance with the Development Code would be implemented through the construction permitting and plan check process for each proposed development. Therefore, impacts associated with new lighting from the proposed GHSP amended land uses would be less than significant, which is consistent with the findings of the GHSP Final EIR.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR. Impacts from the proposed Project would be consistent with those identified in the GHSP Final EIR.

## Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding aesthetics. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the previous GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts,



State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

### Plans, Programs, or Policies (PPP)

**County Development Code Section 83.07, Light Trespass.** Requires outdoor lighting measures that minimize light pollution, glare, and light trespass; conserve energy and resources while maintaining nighttime safety, visibility, utility and productivity; and curtail the degradation of the nighttime visual environment. Outdoor light fixtures shall be directed downward so as to minimize sky glow, glare and light trespass onto adjacent properties. Outdoor lighting of commercial or industrial land uses shall be fully shielded to preclude light pollution or light trespass in excess of the maximum allowed foot-candles allowed by any of the following:

- (1) An abutting residential land use zoning district;
- (2) A residential parcel; or
- (3) Public right-of-way.

Direct or indirect light from any light source shall not cause light trespass exceeding five-tenths foot-candles when measured at the property line of a residential land use zoning district, residential parcel, or public right-of-way. Light levels shall be measured with a light meter, following the standard spectral luminous efficiency curve adopted by the International Commission on Illumination (CIE).

### Mitigation/Monitoring Required

#### **GHSP Final EIR Mitigation Measures**

**4.10-1: Specific Plan Design Guidelines.** All development or improvements within the Sycamore Flats planning area must comply with the Glen Helen Specific Plan Design Guidelines.

Applicable: GHSP Final EIR Mitigation Measure 4.10-1 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future development project permitting requirements.

**4.10-2: County Development Code.** All development improvements shall comply with the design standards contained in the County of San Bernardino Development Code.

Applicable: GHSP Final EIR Mitigation Measure 4.10-2 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future development project permitting requirements.

**4.10-3: Effects on Scenic Vistas and Resources.** All development improvements shall comply with Section 162 of the National Scenic Byways program and Section 260-283 of the California Streets and Highways Code as required by the County of San Bernardino General Plan.

Applicable: GHSP Final EIR Mitigation Measure 4.10-3 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future development project permitting requirements.

#### **Proposed Project Mitigation Measures**

No new impacts nor substantially more severe aesthetics related impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for aesthetics.



## 5.2 AGRICULTURE AND FORESTRY RESOURCES

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact /No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Summary of Impacts Identified in the GHSP Final EIR

**Agriculture.** The GHSP Final EIR describes that the former site of the Verdemont Boys' Ranch is designated Prime Farmland on the 1996 Important Farmlands Overlay Map and that the San Bernardino County Sheriff has occupied the area since the 1950s. It has not been farmed except for vocational farming and 4H activities conducted when the Verdemont Boys' Ranch was active. The GHSP Final EIR states that the San Bernardino County Sheriff Facilities Master Plan governs the use of the area in question and that the GHSP would not affect the potential use of the Prime Farmland. The GHSP Final EIR states that there is no agricultural production within the GHSP area and that implementation of the GHSP would not reduce the acreage of and agricultural crop or conflict with existing zoning for agricultural use or a Williamson Act contract (GHSP Draft EIR Appendix A, Initial Study page 28).

**Forest.** The GHSP Final EIR describes that the San Bernardino National Forest is located to the north and southwest of the North Glen Helen Subarea and extends into the portions of the northwestern boundary of the Sycamore Flats Subarea. The portions of the GHSP area that are within the forest are designated Open Space / Passive Recreation (OS/P). The GHSP did not identify any impacts related to forest resources.

### Impacts Associated with the Proposed Project

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

**No New Impact.** The Countywide Plan Policy Map NR-5 Agricultural Resources does not identify any portion of the GHSP Amendment area as containing Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The California Department of Conservation Important Farmland mapping identifies the Devore proposed amendment subarea as Grazing land and the North Glen Helen Subarea and Sycamore Flats Subarea as Other Land. No areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance are located on or adjacent to the proposed GHSP Amendment areas. The proposed GHSP Amendment areas are not used for farmland and are not adjacent to areas that are used for farmland. Therefore, the proposed Project would not have impacts related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

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

**No New Impact.** The Williamson Act (California Land Conservation Act of 1965) restricts the use of agricultural and open space lands to farming and ranching by enabling local governments to contract with private landowners for indefinite terms in exchange for reduced property tax assessments. The proposed GHSP Amendment areas are not under an active Williamson Act contract. In addition, the GHSP Amendment areas are not zoned for agricultural uses. The existing zoning of the proposed amendment area consists of 81.5 acres designated for Destination Recreation (DR), 31.3 acres designated Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR-O), and 48.7 acres designated for Single Family Residential – Sycamore Flats (SFR-SF), as shown in Figure 2-3, *Existing GHSP Land Use*. Therefore, the proposed Project would not result in impacts related to a Williamson Act contract or zoning for agricultural uses. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

**No New Impact.** The proposed GHSP Amendment areas are designated for urban land uses and are adjacent to existing roadways and freeways. The proposed GHSP Amendment areas do not contain forest land and there are no forestland resources in the vicinity of the Project site. The existing zoning of the proposed amendment area consists of 81.5 acres designated for Destination Recreation (DR), 31.3 acres designated Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR-O), and 48.7 acres designated for Single Family Residential – Sycamore Flats (SFR-SF), as shown in Figure 2-3, *Existing GHSP Land Use*. Thus, the site is not designated or zoned as forest land or timberland or used for timberland production. As a result, the Project would not result in impacts on timberland resources. No new

or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**d) Result in the loss of forest land or conversion of forest land to non-forest use?**

**No New Impact.** As discussed previously, there are no forest or timberland resources within the proposed GHSP Amendment area. The proposed Project would not convert forest land to a non-forest use. Therefore, there would be no impacts related to the loss of forest land or the conversion of forest land to non-forest uses. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

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

**No New Impact.** As previously stated, the proposed GHSP Amendment areas are not used for either agricultural or forest uses. The areas are also not designated or zoned for agricultural purposes or forest land. The proposed Project would not convert farmland to a nonagricultural use or convert forest land to a non-forest use. Therefore, no impacts would occur, and the Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

## **Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding agriculture and forest resources. There have not been 1) changes related development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site undertaken that require major revisions of the previous GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

## **Plans, Programs, or Policies (PPP)**

None.

## **Mitigation/Monitoring Required**

No mitigation measures were included in the GHSP Final EIR related to agriculture and forest resources. No new impacts nor substantially more severe agriculture and forest resources impacts would result from the proposed Project; therefore, no new or revised mitigation measures are required for agriculture and forest resources.

### 5.3 AIR QUALITY

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact /No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on the Air Quality Impact Analysis, which is included as Appendix A.

#### Impacts Identified in the GHSP Final EIR

The GHSP Final EIR concluded that the project would produce significant short-term air quality impacts from construction with implementation of existing construction-related air quality regulations (GHSP DEIR p. 4.6-17 through 4.6-20). The GHSP Final EIR describes that emissions from vehicles would exceed the daily South Coast Air Quality Management District (SCAQMD) threshold of significance for three criteria pollutants, CO, NO<sub>x</sub>, and ROG (VOC). The GHSP Final EIR also describes that emissions from electricity generation and natural gas usage would exceed thresholds for NO<sub>x</sub>. The GHSP Final EIR included Mitigation Measures 4.6-1 through 4.6-11 to reduce emissions from buildout of the GHSP land uses, but determined that impacts would remain significant, mainly due to the size of the project (GHSP DEIR p. 4.6-22 through 4.6-25).

The GHSP Final EIR describes that buildout of the GHSP would be consistent with the AQMP because the GHSP results in fewer overall emissions than buildout of the General Plan for the area, and that emissions from the General Plan have been accounted for in the AQMP. Thus, no impacts related to the AQMP would occur (GHSP DEIR p. 4.6-14).

#### Impacts Associated with the Proposed Project

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

**No New Impact.** The Project site is located in the South Coast Air Basin (SCAB), which is under the jurisdictional boundaries of the SCAQMD. The SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal

and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG use land use designations contained in General Plan documents to forecast, inventory, and allocate regional emissions from land use and development-related sources.

As described in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993), a project would conflict with the AQMP if a proposed project would have a development density and vehicle trip generation that is substantially greater than what was anticipated in the regional projections, which are based, in part upon General Plan land use designations. On the other hand, if a project's density is consistent with the regional projections, its emissions would be consistent with the assumptions in the AQMP, and the project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers projects consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

As shown in Table 3-3 in Section 3.0, *Project Description*, the proposed GHSP Amendment at buildout would result in either 336 fewer residential units or 545,371 SF of Commercial/Traveler Services development; an increase of 1,845,637 SF of Corridor Industrial development; a reduction in 96 single-family residences with implementation of the proposed CI Overlay, and a reduction of 887,535 SF of Destination Recreation development. With the proposed Corridor Industrial Overlay, the proposed change would result in a total reduction of 439 residential units and a reduction of 1,475 residents, and an increase of 568 employees compared to the buildout of the existing GHSP. This equates to a reduction of 907 people within the proposed amendment areas at buildout. Although an increase in non-residential development and an increase of 568 employees would occur, the employees would not be a new 24-hour population and based on the jobs/housing discussion in Section 5.14, *Population and Housing*, most new employees would live locally in the unincorporated San Bernardino County area, as there is a higher ratio of housing than employment opportunities. The new jobs in an area with more housing than jobs would provide employment for local residents. Further, the 568 additional jobs that would result from buildout of the proposed GHSP Amendment would generate a 7 percent increase in jobs, which would be 4.5 percent of the SCAG projected increase in employment in unincorporated San Bernardino County through 2050. Thus, buildout of the proposed GHSP would be consistent with the AQMP and would not conflict with or obstruct implementation of the air quality plan.

Also, as detailed in Section 5.3b below, the proposed Project would result in a reduction in vehicle trips and would not result in an increase of long-term regional emissions of criteria pollutants that would result in a new or greater exceedance of thresholds. Further, emissions generated by construction from buildout of the land uses included in the proposed GHSP Amendment would not exceed thresholds. Thus, the emissions generated would not conflict with SCAQMD's attainment plans; and would not result in an increase in the frequency or severity of an air quality violation or cause a new violation beyond those described in the GHSP Final EIR. Therefore, impacts of the proposed Project related to conflict with the AQMP would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard)?**

**No New Impact.** The SCAB is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SCAB, including those that could occur under the proposed GHSP Amendment, could cumulatively contribute to these pollutant violations. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating Project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1. Should construction or operation of the proposed Project exceed these

thresholds a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

**Table AQ-1: SCAQMD Regional Daily Emissions Thresholds**

<b>Pollutant</b>	<b>Construction (lbs/day)</b>	<b>Operations (lbs/day)</b>
NO <sub>x</sub>	100	55
VOC	75	55
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55
SO <sub>x</sub>	150	150
CO	550	550

Source: Regional Thresholds presented in this table are based on the SCAQMD Air Quality Significance Thresholds, March 2015

### **Construction**

Consistent with buildout of the existing GHSP land uses, construction activities associated with the buildout of the proposed land uses would generate pollutant emissions from the following: (1) site preparation, (2) grading, (3) building construction, (4) paving, and (5) architectural coatings. The quantity of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring. In addition, buildout of the proposed GHSP Amendment would generate a need for construction worker vehicle trips to and from the Project site.

Construction activities would be dependent on the timing of future development projects, the timing of which is currently unknown. Therefore, consistent with the GHSP FEIR, a reasonable worst-case scenario of construction activities was assumed to occur. For the purposes of analysis, construction of the Project is expected to commence in September 2024 and would last through December 2040. This construction schedule represents a “conservative” analysis scenario as emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. In addition, CalEEMod default assumptions were utilized for construction equipment and consistent with industry standards and typical construction practices the equipment was assumed to operate 8 hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the County Development Code.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12 inches, and maintaining effective cover over exposed areas. Also, implementation of SCAQMD Rule 1113 governs the volatile organic compound (VOC or ROG) content in architectural coating, paint, thinners, and solvents.

As shown in Table AQ-2, CalEEMod results indicate that maximum daily construction emissions from buildout of the proposed land uses would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less than significant impact, and no new or increased impacts would occur.



**Table AQ-2: Regional Construction Emissions Summary**

Year	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Summer</b>						
2024	2.71	25.50	23.30	0.04	1.39	1.06
2025	2.48	22.80	21.40	0.04	1.25	0.93
2026	3.91	35.00	32.40	0.07	7.74	4.39
2027	3.34	28.80	30.10	0.07	4.41	2.27
2028	4.13	27.20	63.70	0.08	12.10	3.17
2029	3.95	18.40	60.50	0.08	12.00	3.15
2030	3.49	17.50	57.30	0.08	12.00	3.13
2031	3.32	16.90	54.40	0.08	12.00	3.12
2032	3.20	16.10	52.20	0.08	12.00	3.10
2033	3.10	15.60	50.00	0.08	11.90	3.08
2034	2.95	14.90	48.20	0.08	11.90	3.07
2035	2.90	14.50	46.30	0.08	11.90	3.05
2036	2.82	14.20	44.70	0.08	11.90	3.04
2037	2.72	13.80	43.50	0.08	11.90	3.03
2038	2.63	13.30	42.30	0.08	11.90	3.03
2039	31.40	19.50	58.30	0.10	14.10	3.62
2040	31.30	19.30	57.40	0.10	14.10	3.62
<b>Winter</b>						
2024	2.70	25.50	23.00	0.04	1.39	1.06
2025	4.13	37.90	33.60	0.05	1.25	0.93
2026	3.91	35.00	32.10	0.07	7.74	4.39
2027	3.33	28.80	29.80	0.07	4.41	2.27
2028	3.95	27.30	52.40	0.08	12.10	3.17
2029	3.48	19.00	50.00	0.08	12.00	3.15
2030	3.35	18.20	47.70	0.08	12.00	3.13
2031	3.18	17.30	45.40	0.08	12.00	3.12
2032	3.07	16.70	43.40	0.08	12.00	3.10
2033	2.96	15.90	41.80	0.08	11.90	3.08
2034	2.85	15.60	40.50	0.08	11.90	3.07
2035	2.80	14.80	38.80	0.08	11.90	3.05
2036	2.72	14.40	37.80	0.08	11.90	3.04
2037	2.63	14.10	36.60	0.08	11.90	3.03
2038	2.59	13.90	36.00	0.08	11.90	3.03
2039	31.30	20.20	50.50	0.10	14.10	3.62
2040	31.20	19.60	49.90	0.10	14.10	3.62
<b>Maximum Daily Emissions</b>	<b>31.40</b>	<b>37.90</b>	<b>63.70</b>	<b>0.10</b>	<b>14.10</b>	<b>4.39</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Air Quality Impact Analysis (Appendix A)

**Operation**

Implementation of the proposed Corridor Industrial land uses would result in long-term emissions of criteria air pollutants from truck and vehicular emissions, building natural gas consumption, landscaping, and use of consumer products, which would be similar to those that would be generated from operation of the existing GHSP land uses. However, as detailed in Section 5.17, *Transportation*, buildout of the proposed GHSP Amendment would result in a reduction of approximately 11,688 vehicle trips per day compared to those that would result from buildout of the existing GHSP land uses. In addition, the proposed Corridor Industrial (CI) area within the North Glen Helen Subarea is developed with, or being constructed with, truck trailer storage that would generate limited emissions from stored/parked truck trailers and the trailer trips to and from the nearby warehouse facilities that are 5 miles or less from the site. To provide a conservative analysis

of emissions from these trips, the emissions modeling included in Air Quality Impact Analysis (Appendix A) assumes a 10-mile trip length for these operations.

The GHSP Final EIR provides modeling information for vehicle emissions that were compared to all of the operational emissions that would be generated from operation of the proposed GHSP Amendment at buildout. As shown in Table AQ-3, emissions from operation of the proposed Corridor Industrial (CI) and CI Overlay uses would not result in increases in criteria pollutants that would result in an exceedance of the applicable SCAQMD thresholds. Conversely, VOC, NO<sub>x</sub>, CO, and SO<sub>x</sub> emissions would be reduced in comparison to buildout of the existing GHSP; and therefore, the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant impacts.

**Table AQ-3: Comparison of Regional Operational Emissions**

Subarea	Source	Emissions (lbs/day)					
		VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer							
North Glen Helen	Mobile Source	4.49	39.20	86.30	0.53	40.90	11.00
	Area Source	0.53	0.00	0.00	0.00	0.00	0.00
	Energy Source	0.00	0.00	0.00	0.00	0.00	0.00
	Subarea A Subtotal	5.02	39.20	86.30	0.53	40.90	11.00
Devore	Mobile Source	3.04	22.80	49.60	0.33	24.40	6.64
	Area Source	12.50	0.15	18.20	0.00	0.03	0.02
	Energy Source	0.17	3.08	2.59	0.02	0.23	0.23
	Stationary Source	0.98	2.75	2.51	0.00	0.14	0.14
	On-Site Cargo Handling Equipment	0.23	0.75	32.89	0.00	0.06	0.05
	Subarea B Subtotal	16.92	29.53	105.79	0.35	24.86	7.08
Sycamore Flats	Mobile Source	9.69	72.80	157.00	1.05	77.40	21.10
	Area Source	39.80	0.49	58.10	0.00	0.10	0.08
	Energy Source	0.54	9.84	8.27	0.06	0.75	0.75
	Stationary Source	0.98	2.75	2.51	0.00	0.14	0.14
	On-Site Cargo Handling Equipment	0.59	1.88	82.22	0.00	0.15	0.14
	Subarea C Subtotal	51.60	87.76	308.10	1.11	78.54	22.21
Project Maximum Daily Emissions		73.54	156.49	500.19	1.99	144.30	40.29
Approved GHSP Mobile Source Emissions <sup>A</sup>		2,246.70	950.10	10,056.50	71.30	101.40	27.53
Net Emissions (Proposed – Existing)		-2,173.16	-793.61	-9,556.31	-69.31	42.90	12.76
SCAQMD Regional Threshold		55	55	550	150	150	55
Threshold Exceeded?		No	No	No	No	No	No
Winter							
North Glen Helen	Mobile Source	4.30	41.40	73.50	0.58	40.90	11.00
	Area Source	0.53	0.00	0.00	0.00	0.00	0.00
	Energy Source	0.00	0.00	0.00	0.00	0.00	0.00
	Subarea A Subtotal	4.83	41.40	73.50	0.58	40.90	11.00
Devore	Mobile Source	2.74	22.13	39.25	0.31	24.32	6.60
	Area Source	9.48	0.00	0.00	0.00	0.00	0.00
	Energy Source	0.17	3.08	2.59	0.02	0.23	0.23
	Stationary Source	0.98	2.75	2.51	0.00	0.14	0.14
	On-Site Cargo Handling Equipment	0.23	0.75	32.89	0.00	0.06	0.05
	Subarea B Subtotal	13.60	28.71	77.24	0.33	24.75	7.02
Sycamore Flats	Mobile Source	9.35	76.50	133.00	1.02	77.40	21.10
	Area Source	30.30	0.00	0.00	0.00	0.00	0.00
	Energy Source	0.54	9.84	8.27	0.06	0.75	0.75
	Stationary Source	0.98	2.75	2.51	0.00	0.14	0.14
	On-Site Cargo Handling Equipment	0.59	1.88	82.22	0.00	0.15	0.14
	Subarea C Subtotal	41.76	90.97	226.00	1.08	78.44	22.13

Subarea	Source	Emissions (lbs/day)					
		VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Project Maximum Daily Emissions		60.19	161.08	376.74	1.99	144.09	40.15
Approved GHSP Mobile Source Emissions <sup>A</sup>		2,246.70	950.10	10,056.50	71.30	101.40	27.51
Net Emissions (Proposed – Existing)		-2,186.51	-789.02	-9,679.76	-69.31	42.69	12.64
SCAQMD Regional Threshold		55	55	550	150	150	55
Threshold Exceeded?		No	No	No	No	No	No

Source: Air Quality Impact Analysis (Appendix A)

Also, the previously adopted GHSP Final EIR Mitigation Measures 4.6-1 through 4.6-11 that require development features and performance measures would be implemented to reduce operational air quality emissions from buildout of the proposed GHSP Amendment. Therefore, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR. Impacts from the proposed Project would be consistent with, and in some instances reduced, compared to those identified in the GHSP Final EIR.

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

**No New Impact.** Land uses such as schools, children’s daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation.

Existing sensitive air quality receptors where someone can remain for 24 hours in the vicinity of the proposed GHSP Amendment areas consist of residences. The closest receptors to the Project site are listed below and shown in Figure AQ-1.

- R1: Location R1 represents the residence at 1650 Devore Road approximately 1,308 feet north of the Devore Subarea. Receptor R1 is placed in the private outdoor living areas (backyard) facing the Subarea.
- R2: Location R2 represents the residence at 18552 Parker Street, approximately 1,003 feet northeast of the Devore Subarea. Receptor R2 is placed in the private outdoor living areas (backyard) facing the Subarea.
- R3: Location R3 represents the residence at 3817 W Bodega Way approximately 14,111 feet southeast of the Devore Subarea. Receptor R3 is placed in the private outdoor living areas (backyard) facing the Subarea.
- R4: Location R4 represents the residence at 18325 Lapis Lane, approximately 6,089 feet southeast of the Sycamore Flats Subarea. Receptor R4 is placed in the private outdoor living areas (backyard) facing the Subarea.
- R5: Location R5 represents the residence at 3301 Osage Court approximately 1,833 feet southeast of the Sycamore Flats Subarea. Receptor R5 is placed in the private outdoor living areas (backyard) facing the Subarea.
- R6: Location R6 represents the residence at 17221 Gray Pine Place approximately 3,350 feet southwest of the Sycamore Flats Subarea. Receptor R6 is placed in the private outdoor living areas (backyard) facing the Subarea.



Figure AQ-1: Receptor Locations





- R7: Location R7 represents the existing potential worker receptor located at 17335 Glen Helen Parkway approximately 3,187 feet southwest of the Sycamore Flats Subarea.
- R8: Location R8 represents Paakuma K-8 school located at 17825 Sycamore Creek Loop Parkway approximately 3,240 feet south of the Sycamore Flats Subarea.
- R9: Location R9 represents the potential future residential development located within the Sycamore Flats Subarea approximately 200 feet west of the proposed Corridor Industrial area located east of Glen Helen Parkway.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential to cause an individual or cumulatively significant impact. The nearest land use where an individual could remain for 24 hours to the Project site is to be used to determine localized construction and operational air quality impacts for emissions of PM<sub>10</sub> and PM<sub>2.5</sub> (since PM<sub>10</sub> and PM<sub>2.5</sub> thresholds are based on a 24-hour averaging time). To provide a conservative analysis, the nearest potential residential receptor was used for evaluation of localized impacts, which is location R9 that is 200 feet (61 meters) west of potentially new Corridor Industrial (CI) and CI Overlay uses.

The SCAQMD recommends the evaluation of localized NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> construction-related impacts to sensitive receptors in the immediate vicinity of the construction activity. Such an evaluation is referred to as a localized significance threshold (LST) analysis. The impacts were analyzed pursuant to the SCAQMD's Final Localized Significance Threshold Methodology. According to the LST Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs". SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> pollutants for each of the 38 Source Receptor Areas (SRAs) in the SCAB. The Project site is located in SRA 34 (Central San Bernardino Valley).

### Construction

**Localized Significance Analysis.** Construction of the buildout of the proposed land uses within the GHSP Amendment may expose nearby receptors to airborne particulates as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). As shown in Table AQ-4, the maximum daily construction emissions from the buildout of the proposed GHSP Amendment would not exceed the applicable SCAQMD LST thresholds at the closest existing sensitive receptor.

**Table AQ-4: Localized Peak Construction Emissions at Closest Existing Sensitive Receptor**

Emissions	CO		NO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Project Emissions	5.05E-04	2.51E-04	3.56E-04	0.14	0.07
Background Concentration	1.90	1.40	0.069		
<b>Total Concentration</b>	<b>1.90</b>	<b>1.40</b>	<b>0.07</b>	<b>0.14</b>	<b>0.07</b>
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Air Quality Impact Analysis (Appendix A)

In addition, future residential uses could be developed to the west of Glen Helen Parkway within the Sycamore Flats subarea per the existing GHSP Single Family Residential – Sycamore Flats (SFR-SF) designation. Thus, an evaluation of the potential LST impacts to future residents from construction of Corridor Industrial land uses to the east of Glen Helen Parkway, a screening analysis was performed assuming residences would be 200 feet or more from the Corridor Industrial land uses. As shown on Table AQ-5, the results of this analysis indicate that the total concentrations would be 1.9 ppm and 1.4 ppm for 1-hour and



8-hour CO, and 0.07 ppm, 0.23 µg/m<sup>3</sup>, and 0.12 µg/m<sup>3</sup> for NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, respectively, which are less than the SCAQMD threshold; and therefore, less than significant. Thus, impacts related to construction LSTs would be less than significant, and no new or increased impacts would occur.

**Table AQ-5: Sycamore Flats Localized Peak Construction Emissions at Potential Future Receptor**

Peak Construction	CO		NO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	2.53E-03	8.52E-04	1.78E-03	0.23	0.12
Background Concentration <sup>A</sup>	1.9	1.4	0.069		
<b>Total Concentration</b>	<b>1.90</b>	<b>1.40</b>	<b>0.07</b>	<b>0.23</b>	<b>0.12</b>
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

<sup>A</sup> Highest concentration from the last three years of available data.

Source: Air Quality Impact Analysis (Appendix A)

### Operation

**Localized Significance Analysis.** Operation of the proposed Corridor Industrial (CI) and CI Overlay uses would include emissions from vehicles traveling to the sites and from vehicles in the parking lots and potential loading areas. According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings).

As shown on Table AQ-6, emissions from operation of the land uses included in the proposed GHSP Amendment would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant at the nearest existing receptor location.

**Table AQ-6: Localized Significance Peak Operational Emissions at Closest Existing Sensitive Receptor**

Emissions	CO	NO <sub>2</sub>	PM <sub>10</sub>		PM <sub>2.5</sub>
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	2.94E-02	1.69E-02	3.04E-03	0.18	0.11
Background Concentration <sup>A</sup>	1.90	1.40	0.069		
<b>Total Concentration</b>	<b>1.93</b>	<b>1.42</b>	<b>0.07</b>	<b>0.18</b>	<b>0.11</b>
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Air Quality Impact Analysis (Appendix A)

In addition, an LST screening analysis of localized operational emissions and the potential future residents to the west of Glen Helen Parkway from operation of Corridor Industrial (CI) land uses to the east of Glen Helen Parkway in the Sycamore Flats Subarea, was performed assuming residences would be 200 feet or more from the Corridor Industrial (CI) land uses. As detailed on Table AQ-7, the results of this analysis indicate that the total operational concentrations for would be 1.95 ppm and 1.43 ppm for 1-hour and 8-hour CO, and 0.07 ppm, 0.48 µg/m<sup>3</sup>, and 0.26 µg/m<sup>3</sup> for NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, respectively, which are less than the thresholds. Further, Corridor Industrial (CI) land uses would be required to implement GHSP Final EIR Mitigation Measure 4.6-1 that limits onsite idling, which would reduce localized emissions. Therefore, buildout of the proposed GHSP Amendment Project would result in a less than significant impact related to localized operational emissions. No new or increased impacts related to LSTs would occur from the operation of the proposed Project.

**Table AQ-7: Sycamore Flats Localized Peak Operations Emissions at Potential Future Receptor**

Emissions	CO	NO <sub>2</sub>	PM <sub>10</sub>		PM <sub>2.5</sub>
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	4.90E-02	3.30E-02	4.81E-03	0.48	0.26
Background Concentration <sup>A</sup>	1.9	1.4	0.069		
<b>Total Concentration</b>	<b>1.95</b>	<b>1.43</b>	<b>0.07</b>	<b>0.48</b>	<b>0.26</b>
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Air Quality Impact Analysis (Appendix A)

**Diesel Mobile Source Health Risk**

A Health Risk Assessment, included as Appendix B, was prepared to evaluate the health risk impacts as a result of exposure to DPM from operation of future Corridor Industrial uses, including heavy-duty diesel trucks traveling to and from the subareas, maneuvering within future development sites, and entering and leaving sites. Although future proposed uses are required to comply with the California Air Resources Board's (CARB) idling limit of 5 minutes, SCAQMD recommends that the on-site idling emissions should be estimated for 15 minutes of truck idling. As such, this analysis estimated truck idling at 15 minutes, consistent with SCAQMD's recommendation.

SCAQMD recommends using a 10 in one million threshold for cancer risk. A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time.

**Construction**

The land use with the greatest potential exposure to construction DPM source emissions from future development of Corridor Industrial (CI) uses would be the Single Family Residential - Sycamore Flats (SFR-SF) zone that is located approximately 200 feet to the west of Glen Helen Parkway. Because the actual location of and design of potential future residential uses and the Corridor Industrial uses are unknown, a conservative distance of 200 feet without any barriers (walls or landscaping) was included in the analysis.

The maximum incremental cancer risk attributable to construction DPM source emissions at this location is estimated at 0.19 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. As such, construction of the future Corridor Industrial uses pursuant to the proposed Project would not cause significant human health or cancer risks to nearby sensitive land uses. All other receptors during construction activity would experience less risk than what is identified for this location.

**Operation**

**Residential Exposure.** The existing residential area with the greatest potential exposure to emissions from operation of future Corridor Industrial (CI) uses from the proposed Project is Location R6. Although Location R6 is not the nearest receptor, it would experience the highest concentrations of DPM from Project operations due to its location and meteorological conditions. The Health Risk modeling identified the maximum incremental cancer risk from future operating Corridor Industrial uses, such as warehouse uses, at this location is estimated at 2.62 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, operation of the proposed Corridor Industrial uses would not cause a significant human health or cancer risk to an existing sensitive receptor, and impacts would be less than significant.

**Workers Exposure.** The worker receptor land use where employees are typically onsite 8-hours per day with the greatest potential exposure to DPM source emissions is approximately 3,187 feet north of the Project site, identified as R7 on Figure AQ-1. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact is 0.27 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be  $\leq 0.01$ , which would not exceed the applicable significance threshold of 1.0. As such, operation of the proposed Project would not cause a significant human health or cancer risk to adjacent workers and impacts would be less than significant.

**School Children Exposure.** Proximity to sources of toxics is critical to determining potential impacts. California freeway studies show that about a 70-percent drop-off in particulate pollution levels occurs at 500 feet. Also, CARB and SCAQMD emissions and modeling analyses show that an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center that could be developed under the proposed Corridor Industrial (CI) land uses.

A one-quarter mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be impacted by a proposed project. This radius is more conservative than, and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified by CARB and SCAQMD.

There are no schools located within 0.25 mile of the proposed GHSP Amendment areas. The nearest school is Paakuma K-8 School, located approximately 3,240 feet south of the Sycamore Flats Subarea. At this location, the maximum incremental cancer risk impact attributable to buildout of the proposed Corridor Industrial uses is calculated to be 0.06 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to buildout of the proposed Corridor Industrial uses were calculated to be  $\leq 0.01$ , which would not exceed the applicable significance threshold of 1.0. Therefore, impacts related to school locations would be less than significant.

#### **Combined Construction and Operational Impacts**

This analysis considers a conservative scenario in which a child at a nearby residence is exposed to construction-related DPM emissions from the third trimester for the expected 16.33 years of construction of the buildout of the proposed Corridor Industrial uses and is then exposed to Corridor Industrial related operational emissions for the remaining 13.67 years of the 30-year residential exposure scenario.

The land use with the greatest potential exposure to Project construction-source and operational-source DPM emissions is Location R9, which is 200 feet from proposed Corridor Industrial land uses. At this location, the maximum incremental cancer risk attributable to Project construction-source and operational-source DPM emissions is estimated at 2.92 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be  $\leq 0.01$ , which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of construction and operational activity of the proposed Corridor Industrial uses. As such, the proposed Project would not cause a significant human health or cancer risk to the closest sensitive land uses as a result of both Project construction and operational activity. All other receptors during both construction and operational activity would experience less risk than what is identified for this location.

#### **CO Hotspots**

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the

atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

With the turnover of older vehicles and introduction of cleaner fuels, electric vehicles, and vehicles with stop-start systems (where the engine shuts down when the vehicle is stopped and restarts when the brake pedal is released), as well as implementation of control technology on industrial facilities, CO concentrations in the South Coast Air Basin and the state have steadily declined.

The analysis of CO hotspots compares the volume of traffic that has the potential to generate a CO hotspot (exceedance the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm) and the volume of traffic with implementation of the proposed Project. In 2003, the SCAQMD estimated that a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to exceed state standards and generate a CO hot spot. By comparison, as detailed in the Project traffic study, the busiest intersection in the Project vicinity (Glen Helen Parkway and Cajon Boulevard) would experience peak hour volumes of 3,085 vph under the General Plan Buildout Plus Project scenario, which is not high enough to generate a CO hotspot.

As detailed in Section 5.17, *Transportation*, shown on Table T-3, buildout of the proposed GHSP Amendment would generate a reduction of 11,688 actual daily vehicle trips and 6,030 Passenger Car Equivalent (PCE) vehicle trips per day compared to buildout of the existing GHSP land uses. Thus, the proposed Project would not result in an increase in traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix and would not generate a CO hotspot. Therefore, the impacts related to CO hotspots from the proposed Project would be less than significant.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR. Impacts from the proposed Project would be consistent with those identified in the GHSP Final EIR.

**d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

**No New Impact.** The proposed GHSP Amendment does not include land uses typically associated with emitting objectionable odors. The Project site is not located near existing agricultural uses. Potential odor sources associated with the proposed GHSP land uses may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. However, any construction odors would be temporary in nature, and these would be the same types of odors that would be generated from buildout of the existing GHSP land uses.

Standard construction requirements would minimize odor impacts from construction, such as odors associated with diesel-powered equipment, materials from demolition activities and asphalt during paving. Also, construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and are thus considered less than significant.

Refuse generated from future Corridor Industrial uses that would be allowed by the proposed GHSP Amendment would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations and would be consistent with what would occur under the existing GHSP land uses. Additionally, future Corridor Industrial development would be required to implement CARB Rule 2485 regulations that limit idling to 5 minutes (13 CCR, Chapter 10 Section 2485), which would reduce odors from the smell of truck exhaust. Future development pursuant to the proposed GHSP Amendment would also

be required to comply with SCAQMD Rule 402, which prohibits any persons from discharging air contaminants or other materials that may cause injury, detriment, nuisance, or annoyance to the public, to prevent occurrences of public nuisances associated with odors. Therefore, odor impacts associated with the proposed GHSP Amendment would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

## Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding air quality. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project is undertaken that require major revisions of the previous GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

## Plans, Programs, or Policies (PPP)

**CARB Rule 2485.** Drivers of diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pounds shall not idle the vehicle's primary diesel engine for greater than 5.0 minutes at any location (13 CCR, Chapter 10 Section 2485).

**Rule 402.** The construction plans and specifications shall state that the Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

**SCAQMD Rule 403.** The following measures shall be incorporated into construction plans and specifications as implementation of SCAQMD Rule 403:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.

**SCAQMD Rule 1113.** The following measure shall be incorporated into construction plans and specifications as implementation of SCAQMD Rule 1113. The Project shall only use "Low-Volatile Organic Compounds (VOC)" paints (no more than 50 gram/liter of VOC) consistent with SCAQMD Rule 1113.



**Title 24 Standards.** The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) in effect at time of permitting, as adopted by the County Development Code Section 63.0501. The County Building and Safety Division shall ensure compliance prior to the issuance of each building permit.

**CALGreen Standards.** Projects shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR 11), as adopted by the County Development Code Section 63.1501. The County Building and Safety Division shall ensure compliance prior to the issuance of each building permit.

## **Mitigation/Monitoring Required**

### ***GHSP Final EIR Mitigation Measures***

**4.6-1: Vehicle Idling.** Provide adequate ingress and egress at all entrances to public facilities to minimize vehicle idling at curbsides.

*Applicable: GHSP Final EIR Mitigation Measure 4.6-1 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future development requirements.*

**4.6-2: Turn Lanes and Other Roadway Improvements.** Provide dedicated turn lanes as appropriate and provide roadway improvements at heavily congested roadways.

*Applicable: GHSP Final EIR Mitigation Measure 4.6-2 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future development requirements.*

**4.6-3: Lighting.** Install energy-efficient lighting.

*Applicable: GHSP Final EIR Mitigation Measure 4.6-3 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future development requirements.*

**4.6-4: Landscaping With Drought Resistant Species.** Landscape with native or drought-resistant species to reduce water consumption and to provide passive solar benefits.

*Applicable: GHSP Final EIR Mitigation Measure 4.6-4 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future project development requirements.*

**4.6-5: Shuttles and Ride Matching Services.** Employers should provide local shuttle and transit shelters, and ridematching services.

*Applicable: GHSP Final EIR Mitigation Measure 4.6-5 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future project development requirements.*

**4.6-6: Bicycle Lanes, Storage and Amenities.** Employers should provide bicycle lanes, storage areas, and amenities, and ensure efficient parking management.

*Applicable: GHSP Final EIR Mitigation Measure 4.6-6 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future project development requirements.*

- 4.6-7: AQMP Advanced Transportation Technology.** Employers should provide variable work hours and telecommuting to employees to comply with AQMP Advanced Transportation Technology ATT-01 and ATT-02 measures.

*Applicable: GHSP Final EIR Mitigation Measure 4.6-7 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future project development requirements.*

- 4.6-8: Trip Reduction-SCAQMD Rule 2202.** Employers should develop a trip reduction plan to comply with SCAQMD rule 2202.

*Applicable: GHSP Final EIR Mitigation Measure 4.6-8 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future project development requirements.*

- 4.6-9: Ride Matching/Carpooling.** Employers should provide ridematching, guaranteed ride home, or car/van pool to employees, as a part of the TDM program and to comply with the AQMP Transportation Improvements TCM-01 measure.

*Applicable: GHSP Final EIR Mitigation Measure 4.6-9 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future project development requirements.*

- 4.6-10: Synchronize Traffic Signals.** The areas where this measure would be applicable are roadway intersections within the Specific-Plan area.

*Applicable: GHSP Final EIR Mitigation Measure 4.6-10 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future project development requirements.*

- 4.6-11: Alternative Fuel.** Encourage the use of alternative fuel or low emission vehicles to comply with the AQMP On-Road Mobile M2 measure and the Off-Road Mobile Sources M9 and M10 measures.

*Applicable: GHSP Final EIR Mitigation Measure 4.6-11 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future project development requirements.*

#### **Proposed Project Mitigation Measures**

No new impacts nor substantially more severe air quality related impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for air quality.

## 5.4 BIOLOGICAL RESOURCES

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Summary of Impacts Identified in the GHSP Final EIR

The GHSP Final EIR determined that potential impacts to threatened or endangered species including, Santa Ana River woollystar, slender-horned spineflower, California Gnatcatcher, and San Bernardino kangaroo rat could occur during development and operation of the GHSP land uses. The GHSP Final EIR describes that the Santa Ana River woolly star has been observed within the western portion of the North Glen Helen Subarea. Slender-horned spineflower was observed in the North Glen Helen and Devore Subareas (GHSP DEIR p. 4.8-27).

The GHSP Final EIR describes that Riversidean Alluvial Fan Sage Scrub (RAFSS) is considered a plant community of special concern by the California Department of Fish and Wildlife (CDFW). The GHSP Final EIR describes that the North Glen Helen and Sycamore Flats Subareas contain Riversidean Alluvial Fan Sage Scrub habitat that supports San Bernardino kangaroo rat, and that the plant community is considered to be

highly sensitive and impacts to this habitat are considered to be significant; and therefore, mitigation related to Riversidean Alluvial Fan Sage Scrub habitat was included to reduce potential impacts to a less than significant level.

The GHSP Final EIR describes that several drainage areas are located within the GHSP area that are protected under Section 404 of the Clean Water Act and by Section 1600 of the CDFW code for streambed alterations; and that riparian habitats are located within the Sycamore-Flats Subareas. The GHSP Final EIR determined that development of this Riversidean Alluvial Fan Sage Scrub habitat, riparian areas, and jurisdictional areas would have an impact (GHSP DEIR p. 4.8-28). The GHSP Final EIR also describes that the North Glen Helen and Sycamore Flats Subareas contain significant wildlife movement areas and that development within a wildlife movement corridor would prohibit species movement and could lead to reduced populations; therefore, the GHSP includes mitigation to provide that the design of new development allows free movement of wildlife within existing wildlife movement corridors (GHSP DEIR p. 4.8-29). Further, the GHSP Final EIR describes that the Migratory Bird Treaty Act (MBTA) protects bird species during the nesting season.

The Resource Management Plan of the GHSP Final EIR described that the GHSP would mitigate potential impacts to sensitive habitats and sensitive plant and wildlife species by: 1) providing for open space land use designation on 1,280 acres within the project site; 2) providing for the creation and perpetual maintenance of 2,000+ acres of conservation land, within the GHSP area or in nearby locations within the Cajon and Lytle Creek washes; 3) providing a requirement for project-specific biological surveys to determine presence/absence and distribution of sensitive natural resources within development sites; 4) providing for participation in enhancement and restoration programs for conservation lands including Riversidean Alluvial Fan Sage Scrub and riparian habitats; and 5) providing for the payment of mitigation fees assessed per adjusted gross acre of land that is developed (GHSP Final EIR Resources Management Plan page 1-1).

### Impacts Associated with the Proposed Project

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

**No New Impact.** The proposed GHSP Amendment area is currently designated for urban development that includes Commercial/Traveler Services (C/TS), Single Family Residential-Sycamore Flats (SFR-SF), and the Destination Recreation (DR) land uses. The proposed GHSP Amendment would change the designated land uses of these areas to Corridor Industrial (CI) uses, which also provides for urban development. Hence, the same geographical areas would be developed under both the existing and proposed GHSP Amendment. The proposed GHSP Amendment would not involve changing open space designated areas to urban uses, and the Project does not include a proposed development. As detailed in the GHSP Final EIR and Resources Management Plan, the proposed amendment areas may include biological resources involving sensitive plant and animal species and related habitats. The Santa Ana River woollystar, slender-horned spineflower, Riversidean Alluvial Fan Sage Scrub habitat, California Gnatcatcher, and San Bernardino kangaroo rat have been documented to occur within the proposed GHSP Amendment area. Therefore, consistent with the GHSP Final EIR and Resources Management Plan, Mitigation Measures 4.8-1 through 4.8-3 would be required to be implemented for any future development projects to replace the loss of Riversidean Alluvial Fan Sage Scrub habitat, maintain open space areas to avoid impacts to sensitive habitat areas, and reduce potential impacts to California gnatcatchers through implementation of focused surveys prior to construction permitting and monitoring during construction activities near habitat areas. With development of the same areas and implementation of the existing adopted mitigation measures, potential impacts related to sensitive species and related habitat would be reduced to a less than significant level, which is consistent with the findings if

the GHSP Final EIR. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR. Impacts from the proposed Project would be consistent with those identified in the GHSP Final EIR.

**b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

**No New Impact.** Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors.

As described above, the GHSP Final EIR details that several areas of riparian habitat area and sensitive natural community are located within the GHSP area. The proposed GHSP Amendment area is currently designated for urban development and the proposed GHSP Amendment would change the type of urban development. The same geographical areas would be developed under both the existing and proposed GHSP Amendment. The proposed GHSP Amendment would not involve changing open space designated areas that could include riparian or other sensitive habitat to urban uses.

Although no development is currently proposed as part of the GHSP Amendment, the future development areas within the proposed GHSP Amendment areas may include riparian habitat or other sensitive natural community, such as Riversidean Alluvial Fan Sage Scrub. Therefore, consistent with the GHSP Final EIR and Resources Management Plan, Mitigation Measures 4.8-2 through 4.8-4 would be required to be implemented to mitigate for the potential loss of riparian areas and other sensitive natural community. With implementation of the existing adopted mitigation measures, potential impacts related to riparian areas and sensitive natural communities would be reduced to a less than significant level, which is consistent with the findings of the GHSP Final EIR. Therefore, no significant impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from the proposed GHSP Amendment, and no mitigation is required. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No New Impact.** As described previously, the GHSP Final EIR details that several drainage areas are located within the GHSP area that are protected under Section 404 of the Clean Water Act and by Section 1600 of the CDFW code for streambed alterations. The proposed GHSP Amendment area is currently designated for urban development and the proposed GHSP Amendment would change the type of urban development. The same geographical areas would be developed under both the existing and proposed GHSP Amendment, and the proposed GHSP Amendment would not involve changing open space designated areas that could include state or federally protected wetlands to urban uses. However, the future development areas within the proposed GHSP Amendment areas may include wetlands or other jurisdictional features. Therefore, consistent with the GHSP Final EIR and Resources Management Plan, Mitigation Measures 4.8-3 and 4.8-4 would be required to be implemented for future development projects that could occur under the proposed GHSP Amendment to mitigate for the potential loss of wetland or jurisdictional areas. With development of the same areas and implementation of the existing adopted mitigation measures, potential impacts related to wetlands or other jurisdictional features would be reduced to a less than significant level, which is consistent with the findings of the GHSP Final EIR. Therefore, no new significant impacts related to wetlands or other jurisdictional features would result from the proposed GHSP



Amendment. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**No New Impact.** Wildlife movement corridors can be local or regional in scale; their functions may vary temporally and spatially based on conditions and species present. Wildlife corridors represent areas where wildlife movement is concentrated due to natural or anthropogenic constraints. Local corridors provide access to resources such as food, water, and shelter. Animals use these corridors, which are often hillsides or riparian areas, to move between different habitats. Regional corridors provide these functions and link two or more large habitat areas. They provide avenues for wildlife dispersal, migration, and contact between otherwise distinct populations.

The GHSP Final EIR describes that the North Glen Helen and Sycamore Flats Subareas contain wildlife movement areas. The proposed GHSP Amendment that would change lands designated for Commercial/Traveler Services (C/TS), Single Family Residential-Sycamore Flats (SFR-SF), and Destination Recreation (DR) to Corridor Industrial (CI) land uses would not result in impacts to wildlife corridors or impede the use of native wildlife nursery sites. Consistent with the existing GHSP, implementation of proposed development under the proposed GHSP Amendment within an urban GHSP land use designation would be required to implement the adopted GHSP Final EIR Mitigation Measures 4.8-3 and 4.8-7 that would retain open space areas and provide that the design of new development allow the free movement of wildlife within existing wildlife movement corridors. Consistent with the findings of the GHSP Final EIR, impacts would be less than significant with mitigation. No new impacts related to wildlife corridors would occur from implementation of the proposed Project.

In addition, consistent with development under the existing GHSP, future development sites under the proposed GHSP Amendment may contain trees and shrubs that could be utilized by nesting birds and raptors during the nesting bird season. Nesting bird species are protected under the federal Migratory Bird Treaty Act (MBTA) and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code. The provisions of the MBTA prohibit disturbing or destroying active nests. All development in the County is required to comply with established laws and regulations regarding the protection of migratory or sensitive wildlife (e.g., MBTA) that would be implemented through the County's development permitting process. Thus, no significant impacts to wildlife nursery sites would occur from implementation of the proposed GHSP Amendment. Therefore, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**e) Conflict with any local policies or ordinances protecting biological resources?**

**No New Impact.** The proposed GHSP Amendment area includes a variety of scattered native and non-native ornamental trees that may be protected under San Bernardino County Development Code Section 88.01. The proposed GHSP Amendment does not involve the removal of any trees. However, future development projects within the proposed GHSP Amendment area would be required to be implemented in compliance with the County's Development Code Section 88.01 that provides regulations related to removal and planting regulated trees, which would be verified as part of the County's development permitting process, which would ensure that the Project does not conflict with local policies or ordinances protecting biological resources. As a result, no impact would occur.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

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

**No New Impact.** The proposed GHSP Amendment area is within the Upper Santa Ana Habitat Conservation Plan (HCP), which is a collaborative effort among the water resource agencies of the Santa Ana River Watershed, United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and several other government agencies and stakeholder organizations. Its purpose is to provide and maintain a secure source of water for the residents and businesses and to conserve natural rivers and streams that provide habitat for unique and rare species, particularly the Santa Ana sucker. It spans the majority of the Valley Region—including the GHSP area—and the eastern part of San Bernardino National Forest. The HCP was prepared to provide an Incidental Take Permit for water infrastructure projects undertaken by 11 different water agencies in the Santa Ana River Watershed.

The water agency facilities/projects covered by the HCP are Water Reuse Projects Activities and related facilities. The specific activities/projects covered by the HCP are identified by water agency and location. None of these facilities are within the proposed GHSP Amendment areas. As such, the proposed Project would not conflict with Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plan, and impacts would not occur. Therefore, no new impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding biological resources. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

**Plans, Programs, or Policies (PPP)**

**Migratory Bird Treaty Act and California Fish and Game Code Sections 3503.5, 3511, and 3515:** Prior to issuance of grading or demolition permits that include vegetation and/or tree removal activities that will occur within the active breeding season for birds (February 1 through September 15), the project applicant (or their Construction Contractor) shall retain a qualified biologist (meaning a professional biologist that is familiar with local birds and their nesting behaviors) to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities.

The nesting survey shall include the project site and areas immediately adjacent to the site that could potentially be affected by project-related construction activities, such as noise, human activity, and dust, etc. If active nesting of birds is observed within 100 feet (ft) of the designated construction area prior to construction, the qualified biologist shall establish an appropriate buffer around the active nests (e.g., as much as 500 ft for raptors and 300 ft for non-raptors [subject to the recommendations of the qualified biologist]), and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

Prior to commencement of grading activities and issuance of any building permits, the County Building and Safety Division shall verify that all project grading and construction plans are consistent with the requirements

of the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503.5, 3511, and 3515, as stated above, that pre-construction surveys have been completed (if needed) and the results reviewed by staff, and that the appropriate buffers (if needed) are noted on the plans and established in the field with orange snow fencing.

## San Bernardino County Development Code

**Chapter 88.01, Plant Protection and Management.** This chapter provides regulatory and management guidance for plant resources in unincorporated areas as well as mixed public and private lands. It primarily addresses tree and vegetation removal in public land and private land in unincorporated areas.

**Section 88.01.040, Regulated Trees and Plants and General Permit.** This section specifies regulated trees and plants and when a tree or plant removal permit is required.

**Section 88.01.050, Native Tree or Plant Removal Permits.** This section addresses when a tree or plant removal is required, a permit, expert certification, preconstruction inspections, duration of the permits, conditions of approvals, findings, plot plan requirements, construction standards, enforcement, and penalties.

**Section 88.01.070, Mountain Forest and Valley Tree Conservation.** This Section provides regulations to promote conservation and wise use of forest resources in the Mountain Region and native tree resources in the Valley Region. Subsection (b) specifies the types of native and palm trees that can be removed with the approval of a Tree or Plant Removal Permit issued in compliance with Section 88.01.050 (Tree or Plant Removal Permits).

## Mitigation/Monitoring Required

### GHSP Final EIR Mitigation Measures

**4.8-1: California Gnatcatcher.** Prior to any construction activity within Riversidean sage scrub (RSS), a California gnatcatcher focused survey should be conducted by a qualified biologist in order to determine numbers of gnatcatcher pairs onsite and location of activity. Additionally, a section 10A individual take permit may be required for areas that could be developed in California gnatcatcher habitat. A biologist should be present during initial grading of any RSS in order to flush out any resident gnatcatchers. A biological monitor should also be present during any clearing or other construction activities that are immediately adjacent to RSS habitat.

Applicable: GHSP Final EIR Mitigation Measure 4.8-1 is applicable to the proposed Project because California Gnatcatcher habitat is located within or adjacent to the proposed GHSP Amendment area. This measure would be included in the Project MMRP.

**4.8-2: Replace RSS Habitat.** For every acre of RSS that is impacted, the project proponent will replace at a 2:1 ratio. Habitat may be created and/or set aside as onsite mitigation. If the project site does not contain sufficient habitat to fulfill the acreage requirement, offsite mitigation areas may need to be set aside.

Applicable: GHSP Final EIR Mitigation Measure 4.8-2 is applicable to the proposed Project because RSS habitat is located within or adjacent to the proposed GHSP Amendment area. This measure would be included in the Project MMRP.

**4.8-3: Open Space.** Designate open space areas and manage open space to avoid impacts to sensitive habitat areas that may be affected by development.

Applicable: GHSP Final EIR Mitigation Measure 4.8-3 is not applicable to the proposed Project because the proposed Project does not include changes to open space areas. However, this measure could be applicable to future development within the proposed GHSP Amendment area and would be included in the Project MMRP.

- 4.8-4: Federal and State Permit Requirements.** Prior to disturbing any Federal or State jurisdictional areas, the project proponent would be required to satisfy the following Federal and State permit requirements, which includes all mitigation measures for development of jurisdictional areas including associated riparian habitats: (1) Obtain verification from the U.S. Army Corps of Engineers certifying that the project is authorized under Section 404 of the Federal Clean Water Act (CWA) (2) Obtain certification (or waiver of certification) from the State Water Resources Control Board that the project complies with Section 401 of the CWA; and (3) Obtain Section 1600 of the State of California Fish and Game (CDFG) Code.

Applicable: GHSP Final EIR Mitigation Measure 4.8-4 is applicable to future development areas that include federal or state jurisdictional areas. Thus, this measure could be applicable to future development within the proposed GHSP Amendment area and would be included in the Project MMRP.

- 4.8-5: Raptor Nests.** Prior to the removal of any stand of trees, a biologist should visit the site to determine if raptor nests have been constructed. If nests are observed, a biologist will identify nesting areas and must be onsite at the time of tree removal.

Applicable: GHSP Final EIR Mitigation Measure 4.8-5 is applicable to future development areas that include trees or other habitat for raptor nests could be disturbed. Thus, this measure would be applicable to future development within the proposed GHSP Amendment area and would be included in the Project MMRP.

- 4.8-6: Raptor Nests.** If raptors are observed nesting, CDFG shall be consulted and contacted to determine the type and duration of construction that would be allowed during nesting season.

Applicable: GHSP Final EIR Mitigation Measure 4.8-6 is applicable to future development areas that include trees or other habitat for raptor nests could be disturbed from the proposed GHSP Amendment. Thus, this measure would be included in the Project MMRP.

- 4.8-7: Wildlife Corridors.** Construction and development activities should avoid native vegetation and wildlife corridors, whenever feasible.

Applicable: GHSP Final EIR Mitigation Measure 4.8-7 is applicable to future development areas that include construction or development activities. Thus, this measure could be applicable to future development within the proposed GHSP Amendment area and would be included in the Project MMRP.

- 4.8-8: Free Flow in Wildlife Corridors.** Installation of permanent material such as fencing, guard rails, or other safety devices that may impede wildlife movement shall be designed to allow for free flow of wildlife within existing wildlife movement corridors.

Applicable: GHSP Final EIR Mitigation Measure 4.8-8 is applicable to future development areas that include construction or development activities. Thus, this measure would be included in the Project MMRP.

**Proposed Project Mitigation Measures**

No new impacts nor substantially more severe biological resources impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for biological resources.



## 5.5 CULTURAL RESOURCES

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Summary of Impacts Identified in the GHSP Final EIR

**Historic Resources.** The GHSP EIR describes that Historic U.S. Route 66, a National Old Trails Highway, follows the Cajon Boulevard alignment through the Devore, Cajon Corridor and Kendall Corridor subareas and that the long-term recycling of residential to light industrial uses in the Cajon Corridor and Kendall Corridor would not result in adverse effects. The Final EIR describes that the proposed GHSP would not alter the alignment; nor significantly alter the historic context and setting of Route 66 through the GHSP area (GHSP DEIR p. 4.9-9).

The GHSP EIR also describes that the Atchison Topeka & Santa Fe railway alignment is a historic resource that passes through the North Glen Helen, Devore, Cajon Corridor and Kendall Corridor subareas; and determined that the proposed Project would not alter the AT&SF rail alignment and that no impact would occur (GHSP DEIR p. 4.9-9).

However, the GHSP EIR also describes that the Sycamore Grove site (located within the Glen Helen Regional Park) is recognized as a California Historic Landmark (CHL-573) and activities which may involve earth disturbances within Glen Helen Regional Park could have the potential to disturb the Sycamore Grove related sites. The GHSP EIR also describes that projects along the western boundary of the North Glen Helen subarea may adversely impact a yet unidentified features of the Glen Helen ditch, and that there is potential to uncover buried historic artifacts in Sycamore Flats east of I-15 during earthwork and development in the area. In addition, the Final GHSP EIR states that the historic significance (or lack thereof should be established for buildings and structures that may be affected by projects and included Mitigation Measure 4.9-2 to require a historic review prior to demolition of buildings over 50 years in age (GHSP DEIR p. 4.9-10).

**Archaeological Resources.** The GHSP EIR identified two prehistoric locations and six historic archaeological sites within the GHSP study area and describes that the Project area is highly sensitive for historic archaeological resources. The GHSP activities that involve excavation and grading could have the potential to disturb resources. The GHSP Final EIR determined that implementation of Mitigation Measures 4.9-1, and

4.9-3 through 4.9-5 was required to reduce the potential impacts to below a level of significance (GHSP DEIR p. 4.9-10).

### Impacts Associated with the Proposed Project

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

**No New Impact.** According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by the Project's Lead Agency. Implementation of the proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines.

The California Register of Historical Resources defines a "historical resource" as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

CEQA Guidelines Section 15064.5(b), states that a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that would have a significant effect on the environment. A substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource is materially impaired when a project:

- a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
- b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

The proposed Project would amend the GHSP land use designation of various parcels totaling 161.5 acres within three subareas of the GHSP from Destination Recreation (DR), Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR), to Corridor Industrial (CI) and add a CI Overlay (CI-O) to the Single-Family Residential – Sycamore Flats (SFR-SF) area. The change in GHSP land use designations would not result in new or increased impacts related to historic resources, and the same mitigation measures adopted in the GHSP Final EIR would apply to future development proposed within the GHSP area.

Portions of the North Glen Helen Subarea have been previously developed with residential and recreational structures; however, as detailed in Section 2.2 *Existing Project Site*, the structures have been removed and a majority of the area has been or is being constructed for truck trailer parking. Therefore, no historic structures are located within the North Glen Helen Subarea. Additionally, the Sycamore Flats and Devore Subareas are vacant and undeveloped, and do not contain historic structures.

The historic U.S. Route 66 follows the Cajon Boulevard alignment through the Devore subarea. Also, the Atchison Topeka & Santa Fe railway alignment is a historic resource that passes through the North Glen Helen and Devore subareas. Consistent with the findings of the GHSP Final EIR, the proposed GHSP Amendment would not alter the alignment of historic U.S. Route 66 or the Atchison Topeka & Santa Fe railway; nor significantly alter the historic context and setting of either of these resources through the GHSP area. The proposed amendment would change the land use of the North Glen Helen Subarea from Destination Recreation (DR) to Corridor Industrial (CI) and the Devore Subarea from Commercial/Travelers Services (C/TS) to Corridor Industrial (CI), which would not result in significant impacts to either the historic U.S. Route 66 or the Atchison Topeka & Santa Fe railway alignment. In addition, future proposed developments within these subareas that require discretionary review would require subsequent environmental review, including review of any potential historic resources. The GHSP Final EIR Mitigation Measure 4.9-2 requires a historic review prior to demolition of buildings over 50 years in age, which would reduce the potential of development projects under the proposed GHSP amended land uses to adversely affect historical resources, which is consistent with the findings of the GHSP Final EIR. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

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

**No New Impact.** The GHSP Final EIR identified two prehistoric locations and six historic archaeological sites within the GHSP study area and describes that the Project area is highly sensitive for historic archaeological resources. As described previously, the GHSP area is archaeologically sensitive due to the long history of human occupation and use of the area. For example, the western boundary of the North Glen Helen subarea may include buried portions of Glen Helen ditch, and the portion of Sycamore Flat east of I-15 may include portions of the Klein/Elena Brothers' ranch complex. In addition, various isolates have been uncovered in the GHSP area. Therefore, consistent with the GHSP Final EIR, implementation of Mitigation Measures 4.9-1, and 4.9-3 through 4.9-5 would be required to reduce the potential impacts from future development to below a level of significance. The GHSP Final EIR mitigation measures include requirements for completing cultural resource surveys prior to development project commencement and conducting archaeological monitoring for any earth-moving in both the Sycamore Flat Subarea (vicinity of the Klein/Elena Brothers Ranch complex) and the westerly boundary of the North Glen Helen Subarea at the base of the foothills (vicinity of former Glen Helen Ditch), which are within the proposed GHSP Amendment area. The change of types of development that would occur under the proposed CI land use and CI Overlay in the GHSP area would not result in an increase in the potential impacts related to archaeological resources with implementation of the existing GHSP Final EIR mitigation measures. Therefore, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

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

**No New Impact.** A large portion of the North Glen Helen Subarea has been previously developed and disturbed, but the Sycamore Flats and Devore Subareas have not been previously developed. No areas have been previously used as a cemetery or Native American burial site. It is not anticipated that implementation of the proposed Project would result in the disturbance of human remains. However, in the

unlikely event that human remains are encountered during earth removal or disturbance activities, California Health and Safety Code Section 7050.5 requires that disturbance of the site shall halt until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative. The coroner would also be contacted pursuant to Sections 5097.98 and 5097.99 of the Public Resources Code relative to Native American remains. In the event the coroner determines the human remains to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC would then be required to contact the most likely descendant of the deceased Native American, who would then serve as a consultant on how to proceed with the remains. Compliance with the established regulatory framework (i.e., California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98) would ensure that potential impacts involving disturbance to human remains would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

## **Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate proposed Project impacts or mitigation measures exist regarding cultural resources. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

## **Plans, Programs, or Policies (PPPs)**

### **California Health and Safety Code Section 7050.5**

Health and Safety Code Section 7050.5(b) and (c) provides that if human remains are discovered, excavation or disturbance in the vicinity of human remains shall cease until the County coroner is contacted and has reviewed the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the coroner is required to contact the NAHC by telephone within 24 hours.

### **Public Resources Code (PRC) Section 5097.5**

Requirements for paleontological resource management are included in the PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which states: No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor. These statutes prohibit the removal, without permission, of any paleontological site or

feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state, county, city, and district) lands.

### **Public Resources Code Section 5097.98**

Public Resources Code Section 5097.98 provides guidance on the appropriate handling of Native American remains. Once the NAHC receives notification from the coroner of a discovery of Native American human remains, the NAHC is required to notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.98(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

### **San Bernardino County Development Code**

**Chapter 82.12; Cultural Resources Preservation (CP) Overlay.** This Development Code chapter regulations pertaining to the identification and conservation of important archaeological and historical resources. The CP Overlay may be applied to areas where archaeological and historic sites that warrant preservation are known or are likely to be present. Specific identification of known cultural resources is indicated by listing in one or more of the following inventories:

- California Archaeological Inventory;
- California Historical Resources Inventory;
- California Historical Landmarks;
- California Points of Historic Interest; and/or
- National Register of Historic Places.

### **Mitigation/Monitoring Required**

#### ***GHSP Final EIR Mitigation Measures***

**4.9-1: Archeological Monitoring During Earth Moving.** Archaeological monitoring shall be required for any development or earth-moving operations in both the Sycamore Flat area (vicinity of the Klein/Ellena Brothers Ranch complex) and the westerly boundary of the North Glen Helen planning area at the base of the foothills (vicinity of former Glen Helen Ditch).

*Applicable: GHSP Final EIR Mitigation Measure 4.9-1 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.*

**4.9-2: Historic Significance of Structures Over 50 Years Old.** Prior to the demolition of buildings and structures within the boundaries of the Specific Plan area that are 50 years or greater in age. The historic significance (or lack thereof) of each building and/or structure should be established pursuant



to Federal (National Register of Historic Places) and the State (California Register of Historical Resources) criteria.

Applicable: GHSP Final EIR Mitigation Measure 4.9-2 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.

- 4.9-3: Archeological Monitoring During Earth Moving.** Archeological monitoring shall be required for any development or earth moving operations in the Sycamore Grove area of the Glen Helen Regional Park.

Applicable: The Sycamore Grove area of the Glen Helen Regional Park is not included in the proposed GHSP Amendment area, and thus, GHSP Final EIR Mitigation Measure 4.9-3 is not applicable. However, it would be included in the MMRP for the proposed Project to ensure implementation in the case that future development or earth moving operations occur in the area.

- 4.9-4: Encountering Archeological Resources.** If archeological resources are encountered within the Specific Plan area during construction, work in the vicinity of the find shall be suspended or diverted. The project proponent/applicant shall retain a qualified archeologist to perform an assessment of the resource.

Applicable: GHSP Final EIR Mitigation Measure 4.9-4 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.

- 4.9-5: Survey for Cultural Resources.** With the exception of the Cajon/Kendall Corridor, and other previously developed or disturbed areas, all unsurveyed or inadequately surveyed portions of the Specific Plan area shall be surveyed for cultural resources prior to development. Any surveys older than ten (10) years will be reconducted.

Applicable: GHSP Final EIR Mitigation Measure 4.9-5 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.

#### **Proposed Project Mitigation Measures**

No new impacts nor substantially more severe cultural resource impacts would result from implementation of the proposed Project; therefore, no additional cultural resource mitigation measures are required.

## 5.6 ENERGY

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
Would the project:					
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Summary of Impacts Identified in the GHSP Final EIR

**Electricity.** The GHSP Final EIR describes that on average each square foot of developed land use within the GHSP area would consume 10.50 kilowatt-hours (kwh) per year and the GHSP would consume approximately 218,000 kwh per day. Electrical use associated with open space recreation would be minimal and would not add substantially to this value. The GHSP Final EIR did not identify potentially significant impacts related to the demand for electricity (GHSP DEIR p. 4.6-22).

**Natural Gas.** The GHSP Final EIR describes that daily use of natural gas from buildout of the GHSP was estimated at 732,555 cubic feet. The GHSP Final EIR did not identify potentially significant impacts related to the demand for natural gas (GHSP DEIR p. 4.6-23).

Although the GHSP Final EIR did not identify impacts associated with the wasteful, inefficient, or unnecessary consumption of energy resources, the GHSP EIR did indicate that approval and implementation of actions related to implementation of the GHSP would result in an irretrievable commitment of nonrenewable resources such as energy supplies used for construction, heating, and cooling of buildings, transportation of people and goods to and from the GHSP area, heating and refrigeration for food preparation and water, as wells as lighting and other associated energy needs. Impacts were concluded to be less than significant. (GHSP DEIR p. 5-2)

### Impacts Associated with the Proposed Project

**a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

**No New Impact.**

#### Construction

During construction of future development per the proposed Corridor Industrial (CI) land uses, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the construction sites, construction worker travel to and from the construction sites, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities would be permitted to require compliance with existing fuel standards, machinery efficiency standards, and CARB requirements that limit idling of trucks, such as CARB Rule 2485 regulations that limit idling to 5 minutes (13 CCR, Chapter 10 Section 2485). Through compliance with existing standards the Project would not result in demand for fuel greater on a per-development basis than other development projects in Southern California. The existing regulations are more stringent, and thus, reduce the potential for wasteful, inefficient, or unnecessary consumption of energy resources over the regulations that were in effect when the GHSP Final EIR was certified. Thus, construction activities under the proposed GHSP land uses would not result in an increase of wasteful, inefficient, or unnecessary consumption of energy resources. There are no unusual Corridor Industrial (CI) related use characteristics that would cause the use of construction equipment to be less energy efficient compared with other similar construction sites in other parts of the state. The Project would implement energy efficient measures during construction pursuant to CARB and SCAQMD Rules (previously listed in Section 5.3, *Air Quality*) that would be verified through the County's permitting process, which ensures that construction-related energy usage is not inefficient, wasteful, or unnecessary. Impacts would be less than significant. No new or increased impacts related to construction energy would occur from implementation of the proposed Project.

### **Operation**

Once operational, the proposed Corridor Industrial (CI) uses would generate demand for electricity and gasoline for motor vehicle trips. Many types of Corridor Industrial (CI) uses do not involve use of natural gas. Operational use of energy includes the heating, cooling, and lighting of buildings, water heating, operation of electrical systems and plug-in appliances within buildings, parking lot and outdoor lighting, and the transport of electricity and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities related to the proposed Corridor Industrial (CI) uses would occur that would result in extraordinary energy consumption. Each proposed development within the GHSP Amendment area would go through County review and permitting that would ensure that new uses do not involve substantial energy consumption and that energy efficient measures are implemented.

As detailed in Section 5.3, *Air Quality*, the GHSP Final EIR included Mitigation Measures 4.6-1 through 4.6-11 that involve measures that would involve energy consumption, which would be implemented for all projects within the GHSP area. These measures include reduction of vehicle idling, energy efficient lighting, drought tolerant landscaping, shuttles and ride matching services, and trip reduction plans. Also, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of vehicles to no more than 5 minutes, which would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of trucks. County review of each future development proposal would ensure the applicable measures are implemented for each specific project under the proposed Corridor Industrial (CI) uses.

Because the uses of energy from the proposed Corridor Industrial (CI) uses are typical for urban development, no operational activities would occur that would result in extraordinary energy consumption. Through County permitting, assurance would be provided that existing regulations related to energy efficiency and consumption, such as Title 24 regulations and CCR Title 13, Motor Vehicles, section 2449(d)(3) for idling, would be implemented. Therefore, impacts related to wasteful and inefficient operational energy consumption would be less than significant.

**b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

**No New Impact.** The proposed GHSP land use changes would not result in any conflicts with plans for energy efficiency. Future development pursuant to the proposed GHSP Amendment would be required to meet the CalGreen and Title 24 energy efficiency standards in effect during permitting, pursuant to the County Development Code Sections 63.0501 and 63.1501. The County's administration of the CalGreen and Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In addition, the proposed GHSP would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. Future development within the proposed GHSP Amendment area would be solar ready and would have infrastructure as required by Title 24 requirements.

As detailed below in Section 5.8, *Greenhouse Gas Emissions*, the proposed GHSP Amendment is consistent with Low Carbon Fuel Standards (AB 1493) and other similar regulations that apply to all new passenger vehicles and is consistent with CARB's 2022 Scoping Plan (as detailed in Table GHG-4) that provides for renewable energy and efficient energy usage. Also, each development Project within the proposed GHSP Amendment would be required to achieve a minimum of 100 points per the County GHG Screening Tables, which would provide for efficient use of energy. As detailed in Table GHG-3, measures include building and window insulation, efficient heating and cooling, high efficiency water heaters, daylighting, placement of buildings, water efficient landscaping and plumbing, and vehicle charging. Thus, the proposed GHSP Amendment would not obstruct the use of renewable energy or energy efficiency. The proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. No new or substantially greater impacts would occur with implementation of the proposed Project.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate proposed Project impacts or mitigation measures exist regarding energy. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

**Plans, Programs, or Policies (PPPs)**

**Title 24 Standards.** The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) in effect at time of permitting, as adopted by the County Development Code Section 63.0501. The County Building and Safety Division shall ensure compliance prior to the issuance of each building permit.

**CALGreen Standards.** Projects shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR 11), as adopted by the County Development Code Section 63.1501. The County Building and Safety Division shall ensure compliance prior to the issuance of each building permit.

#### **Mitigation/Monitoring Required**

No mitigation measures were included in the GHSP Final EIR related to energy. No new impacts nor substantially more severe energy impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for energy.



## 5.7 GEOLOGY AND SOILS

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Summary of Impacts Identified in the GHSP Final EIR

**Faulting and Seismicity.** The GHSP Final EIR describes that a variety of faults are located within and near the GHSP area and that ground rupture from surface faulting associated with any of these faults should be expected within the next 100 years, and that severe seismic shaking of the GHSP area can be expected within the next 100 years from an earthquake along the Glen Helen, San Jacinto, Verdemont Ranch, Cucamonga, or San Andreas faults. Due to the proximity of these faults to the Glen Helen area, effects from strong ground motion associated with a large earthquake may occur (GHSP DEIR p 4.1-13). Therefore, Mitigation Measures 4.4-1 through 4.4-5 were included to reduce potential impacts to a less than significant level (GHSP DEIR p 4.1-15).

**Liquefaction.** The GHSP Final EIR describes that the parameters for liquefaction susceptibility are high ground water (less than 33 feet below surface), sandy sedimentary deposits, recent age of material, and close proximity to an active fault. The GHSP Final EIR describes that a substantial earthquake along the San Andreas Fault, may have a significant potential for liquefaction to occur in the GHSP area. The GHSP Final EIR describes that the alluvial sediments encountered in both the Glen Helen Regional Park portion of the North Glen Helen sub-area and the Sycamore Flats sub-area fall into all four of the geologic parameters required for liquefaction. Therefore, the sediments in these areas are considered to have high potential for liquefaction. The GHSP Final EIR also states that based upon current and historic groundwater data, high groundwater does not occur in the Devore, Cajon Corridor, Kendall Corridor and Central and Southern Glen Helen sub-areas. Therefore, these areas were determined to have low to very low potential for liquefaction from a geologic standpoint (GHSP DEIR p 4.1-14). Mitigation Measures 4.4-6, 4.4-7 and 4.4-10 were included to reduce potential impacts to a less than significant level (GHSP DEIR p 4.1-15).

**Slope Failure/Landslides.** The GHSP Final EIR describes that evidence of both large, deep-seated and shallow landsliding was identified in the GHSP area. The GHSP Final EIR also describes that steep natural slopes within the GHSPA area may experience slope failures due to continued erosion because surficial materials that mantle steep slopes in the area are considered to be susceptible to erosion and shallow failure, especially when vegetation is removed and/or runoff is concentrated onto the slopes (GHSP DEIR p 4.1-14). Therefore, Mitigation Measures 4.4-6, 4.4-8 and 4.4-9 were included to reduce potential impacts to a less than significant level (GHSP DEIR p 4.1-15).

**Subsidence.** The GHSP Final EIR describes that subsidence in the Southern California Region has been related to the removal of large quantities of ground water from their respective ground water basins. The GHSP Final EIR also describes that static ground water levels in the vicinity of the GHSP area have not significantly risen and that subsidence is not considered to be a potential hazard in the Central Glen Helen and northwest portions of the south GHSP subareas that are underlain by dense; granitic, metamorphic rock. Additionally, subsidence is not considered to be a potential hazard in the remaining sub-areas due to static groundwater levels. The GHSP determined that implementation of the GHSP would not increase the already low risk of subsidence, and hazards associated with potential subsidence were determined to be less than significant (GHSP DEIR p 4.1-12).

**Seiching.** The GHSP Final EIR describes that there are no substantial open water bodies within the GHSP area. The GHSP FEIR also describes that implementation of the GHSP would not result in new open water bodies within the GHSP area. Therefore, seiching was determined to be a less than significant impact (GHSP DEIR p 4.1-12).

**Paleontology.** The GHSP Final EIR describes that implementation of the GHSP is considered to have a low potential to impact paleontological resources, but that future developments would require site specific analysis (GHSP DEIR Appendix A page 29).

## Impacts Associated with the Proposed Project

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i. ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?***

**No New Impact.** In 1972, the Alquist-Priolo Special Studies Zones Act was signed into law and renamed the Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) in 1994. The primary purpose of the A-P Act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The A-P Act requires the State Geologist (Chief of the California Geology Survey) to delineate “Earthquake Fault Zones” along with faults that are “sufficiently active” and “well-defined.” The boundary of an “Earthquake Fault Zone” is generally about 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The A-P Act dictates that cities and counties withhold development permits for sites within an Alquist-Priolo Earthquake Zone until geologic investigations demonstrate that the site zones are not threatened by surface displacements from future faulting.

The GHSP is located in a tectonically complex area. The northwest-trending San Jacinto fault traverses the southwest portion of the GHSP area. The northwest-trending Glen Helen fault traverses the northeast portion of the GHSP area. The east-northeast-trending Cucamonga fault is mapped as close as approximately 1,000 feet southeast of the GHSP area in the vicinity of Sycamore Flat. The northwest-trending Wiggins Hill fault (also known as the Verdemont fault) traverses the extreme eastern portion of the Glen Helen area. An unnamed, northwest-trending fault traversing the northeast portion of the Glen Helen Regional Park, and a series of unnamed, northeast-trending faults traversing the Verdemont Hills are in the central portion of the GHSP area.

In addition, faults that are farther away from the site include the San Andreas Fault that is 0.7 mile northeast of the GHSP area, the Tokay Hill fault is mapped as close as 0.5 mile northeast of the GHSP area, and the Peters Fault that is located approximately 0.75 mile north of the GHSP area. Movement along any of these faults could result in substantial shaking in the GHSP area and other secondary seismic effects.

The California Geological Survey, *Earthquake Zones of Required Investigation*, identifies the following earthquake fault conditions for the subareas included in the proposed GHSP Amendment:

- **North Glen Helen Subarea.** The California Geological Survey earthquake zone mapping shows that the Glen Helen Fault of the San Jacinto Fault Zone delineates the western boundary of the North Glen Helen Subarea, and that the entire subarea is located within the San Jacinto Fault Zone.
- **Devore Subarea.** The California Geological Survey earthquake zone mapping shows that the Devore Subarea is not located within an earthquake fault zone. However, the subarea is located approximately 0.5-mile northeast of the Glen Helen Fault of the San Jacinto Fault Zone.
- **Sycamore Flats Subarea.** The California Geological Survey earthquake zone mapping shows that the San Jacinto Fault traverses the Subarea, and that the entire subarea is located within the San Jacinto Fault Zone.

The proposed Project would amend the GHSP land use designation of various parcels totaling 161.3 acres within three subareas of the GHSP from Destination Recreation (DR), Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR-O) to Corridor Industrial (CI), and add a Corridor Industrial

Overlay (CI-O) to the Single-Family Residential – Sycamore Flats (SFR-SF) area. The change in GHSP land use designations would not result in new or increased impacts related to faulting.

As described previously, the North Glen Helen and Sycamore Flats Subareas are identified as within earthquake fault zones and the Devore Subarea is approximately 0.5 mile north of a fault zone. The proposed GHSP Amendment would not expand urban land uses into areas where geological conditions have not previously been assessed. Due to the existence of nearby earthquake faults and the types of soils that exist within the GHSP area, conditions related to faulting and seismicity from implementation of the proposed Project would be the same as those that were detailed in the GHSP Final EIR. Thus, the mitigation measures from the GHSP Final EIR would be implemented to provide for structure setbacks from fault areas, structure seismic safety standards, and soils provisions to reduce potential impacts to a less than significant level. In addition, the regulations of the California Building Code (CBC) and the County's Development Code requirements would be implemented to ensure that new development projects adhere to regulations related to avoiding or reducing potential impacts related to faulting. Overall, implementation of the proposed Corridor Industrial (CI) GHSP land use designation and CI Overlay would not result in increased hazards related to faults. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

#### **ii. Strong seismic ground shaking?**

**No New Impact.** The Project site, like most of southern California, could be subject to seismically related strong ground shaking. Ground shaking is a major cause of structural damage from earthquakes. The amount of motion expected at a building site can vary from none to forceful depending upon the distance to the fault, the magnitude of the earthquake, and the local geology.

As described previously, there are many faults within the GHSP area. The North Glen Helen and Sycamore Flats Subareas are identified as within earthquake fault zones and the Devore Subarea is approximately 0.5 mile north of a fault zone. In addition, the GHSP is topographically varied with steep slopes. Due to the existence of nearby earthquake faults and the types of soils that exist within the GHSP area, conditions related to strong seismic ground shaking from implementation of the proposed Project would be the same as those that were detailed in the GHSP Final EIR. Thus, the mitigation measures from the GHSP Final EIR would be implemented to provide structure seismic safety standards, and soils provisions to reduce potential impacts to a less than significant level. In addition, the CBC and the County's Development Code requirements would be implemented to ensure that new development projects adhere to regulations related to avoiding or reducing potential impacts related to seismic ground shaking. For example, the CBC requires testing to provide site specific engineering of structures to evaluate site geology, slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, differential settlement, and expansiveness. Overall, implementation of the proposed Corridor Industrial (CI) land use designation and CI Overlay would not result in increased hazards related to strong seismic groundshaking.

The County's permitting process would ensure that all required CBC seismic safety measures are incorporated into future development projects. Compliance with the CBC, as verified by the County's review process, would reduce impacts related to strong seismic ground shaking to a less than significant level, which is consistent with the findings of the GHSP Final EIR. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

#### **iii. Seismic-related ground failure, including liquefaction?**

**No New Impact.** Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers, located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires

“mobility” sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to identify, characterize, and correlate liquefaction susceptible soils. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface. Lateral spreading is a form of seismic ground failure due to liquefaction in a subsurface layer.

The GHSP Final EIR describes that an earthquake along the San Jacinto Fault could induce liquefaction within the Cajon Wash, Devore, Glen Helen Regional Park, and Sycamore Flat areas of the GHSP, and that shallow or perched ground-water conditions are present in the north central and west portions of the GHSP area, in the vicinity of Glen Helen Regional Park and Sycamore Flat. However, depth to groundwater is estimated to be at least 65 feet below the ground surface and the California Geological Survey Seismic Hazards Program: Liquefaction Zones Mapping does not identify the GHSP area as a liquification hazard area. Thus, hazards related to liquefaction in the area are less than significant. The changes in GHSP land uses to Corridor Industrial (CI) and CI Overlay would not increase the potential hazards related to liquefaction. In addition, the GHSP Final EIR Mitigation Measures 4.4-6, 4.4-7 and 4.4-10 would be implemented to further reduce potential impacts to a less than significant level. Further, future developments would be required to comply with CBC standards, as required by the County’s Development Code, which would require stable foundational soil conditions to limit any potential ground failure during seismic activity. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

#### **iv. Landslides?**

**No New Impact.** Landslides and other slope failures are secondary seismic effects that are common during or soon after earthquakes. Areas that are most susceptible to earthquake induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits. Due to the proximity of steep slopes in the GHSP area to active and potentially active faults, seismically induced land sliding may be a potential hazard on and immediately below steeper slopes in the GHSP area. However, the current California Geological Seismic Hazards Program: Landslide Zones mapping shows that there are no reported landslides within the subareas included in the proposed GHSP Amendment.

Consistent with the findings of the GHSP Final EIR, portions of the North Glen Helen and Sycamore Flats Subareas that border open space includes steep slopes, and seismically induced landslides may be a potential hazard on and immediately below steeper slopes. Therefore, consistent with the GHSP Final EIR, Mitigation Measures 4.4-6, 4.4-8 and 4.4-9 would be implemented to reduce potential impacts to a less than significant level. The change in GHSP land uses to Corridor Industrial (CI) and CI Overlay would not increase the potential hazards related to slope failures and landslides. Additionally, a majority of the North Glen Helen Subarea, near the steep slopes, is developed with or proposed for truck trailer parking and storage facilities, where only limited structures would be developed and operation would not include a 24-hour residential population that could be impacted by seismic hazards. Likewise, implementation of the CI Overlay in the Sycamore Flats Subarea would not involve a residential population, which would occur from implementation of the existing (and underlying) Single-Family Residential – Sycamore Flats (SFR-SF) zoning. Therefore, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

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

**No New Impact.** The proposed GHSP land use changes would not result in increased impacts related to soils erosion or the loss of topsoils. Construction of all future development has the potential to contribute to soil erosion and the loss of topsoil. Grading and excavation activities that would be required would expose and



loosen topsoil, which could be eroded by wind or water. However, the County permitting requirements implement the National Pollutant Discharge Elimination System (NPDES) Storm Water Permit standards that all projects are required to conform to. To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by the Regional Water Quality Control Board (RWQCB) regulations to be developed by a QSD (Qualified SWPPP Developer). The SWPPP is required to address site-specific conditions related to specific grading and construction activities. The SWPPP is required to identify potential sources of erosion and sedimentation and loss of topsoil during construction, identify erosion control best management practices (BMPs) to reduce or eliminate the erosion and loss of topsoil, such as use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, or hydroseeding. With implementation of the SWPPP, as required by the County development permitting process, potential future construction impacts related to erosion and loss of topsoil would be less than significant, which is consistent with the findings of the GHSP Final EIR.

In addition, future developments within the GHSP area are required to include installation of landscaping, such that large areas of loose topsoil that could erode would not exist. As described in Section 5.10, *Hydrology and Water Quality*, the onsite drainage features that are required be installed by future development projects to slow, filter, and infiltrate stormwater would also reduce the potential for stormwater to erode topsoil during operations. Furthermore, implementation of development projects requires County approval of a site-specific Water Quality Management Plan (WQMP), which would ensure that appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, potential impacts related to substantial soil erosion or loss of topsoil would be less than significant, which is consistent with the findings of the GHSP Final EIR. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

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

**No New Impact.** As described previously, portions of the North Glen Helen Subarea include steep slopes, and seismically induced land sliding may be a potential hazard on and immediately below steeper slopes. Therefore, consistent with the GHSP Final EIR, Mitigation Measures 4.4-6, 4.4-8 and 4.4-9 would be implemented to reduce potential impacts to a less than significant level. The change in GHSP land uses to Corridor Industrial (CI) and CI Overlay would not increase the potential hazards related to slope failures and landslides. Additionally, a majority of the North Glen Helen Subarea, near the steep slopes, is developed with or proposed for truck trailer parking and storage facilities, where only limited structures would be developed and would not include a 24-hour residential population that could be impacted by seismic hazards. Likewise, implementation of the CI Overlay in the Sycamore Flats Subarea that contains and is adjacent to areas of steep slopes would not involve a residential population, which would occur from implementation of the existing (and underlying) Single-Family Residential – Sycamore Flats (SFR-SF) zoning. Thus, no increased impacts would occur from implementation of the proposed GHSP Amendment with application of the previously adopted mitigation measures.

Also, as described previously, depth to groundwater is estimated to be at least 65 feet below the ground surface and the California Geological Survey Seismic Hazards Program: Liquefaction Zones Mapping of liquefaction zones does not identify the GHSP area as a liquefaction hazard area. Thus, hazards related to liquefaction are less than significant. Additionally, the related impacts of lateral spreading and subsidence would also not occur.

The primary cause of non-tectonic subsidence in the region has been the removal of large quantities of ground water from the ground-water basin. Static groundwater levels in the Glen Helen area do not provide for subsidence. The GHSP Final EIR describes that no evidence of significant static ground-water level declines in the Glen Helen area have been observed in the depth to groundwater data. Subsidence is not considered to be a potential hazard to the portions of the Glen Helen area underlain by dense, granitic, and metamorphic rock, and also not a hazard due to stable groundwater levels. Implementation of the proposed Corridor Industrial (CI) land use designation and future development would not result in increased hazards related to subsidence. Further, CBC design criteria for future structures would limit the potential for soils movement or collapse. Therefore, consistent with the findings of the GHSP Final EIR, impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

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

**No New Impact.** Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

As described in GHSP EIR Section 4.1, *Geology and Soils*, most of the GHSP area is underlain by alluvium of Holocene age. This alluvium is derived, in large part, from deposits associated with Cajon Creek and Lytle Creek, but also includes deposits associated with Sycamore Creek, Cable Creek, Ames Creek, Kimbar Creek and numerous unnamed, southwest- and northeast-trending drainages in the vicinity of the Specific Plan area. Younger alluvium materials consist of sand and silty sand, gravel, and boulders (GHSP Draft EIR p. 4.1-2), which are low to non-expansive. In addition, as described previously, compliance with the CBC would be incorporated into future project plans as a condition of construction permit approval to ensure that new structures within the County would withstand the effects related to ground movement, including expansive soils. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**No New Impact.** The proposed Project would not include septic tanks; thus, no impacts would occur. Future developments that propose to include septic tanks would be required to complete soils testing to ensure that soils are capable of adequately supporting future proposed uses, which is required by the CBC. Implementation of the proposed Corridor Industrial (CI) land use designation and CI Overlay would not result in increased impacts related to soils and septic tanks. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

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

**No New Impact.** The GHSP Final EIR describes that implementation of the GHSP is considered to have a low potential to impact paleontological resource, but that future developments would require site specific analysis. The San Bernardino Countywide Plan Draft EIR Figure 5.5-2, *Paleontological Sensitivity* shows that the GHSP Amendment areas are within areas that have low to high sensitivity, which are sedimentary deposits that are too young to preserve fossil resources at the surface or in the shallow subsurface (i.e., younger than 5,000 years before present), but may preserve fossils at depth or overlie older units that have high paleontological sensitivity. These units are widespread across the County (General Plan Update Draft EIR Appendix F p. 23). Projects involving ground disturbance in areas with low-to-high paleontological

sensitivity only require monitoring if construction activity exceeds the depth of the low sensitivity surficial sediments (General Plan Update Draft EIR Appendix F p. 27).

The proposed GHSP Amendment area is currently designated for urban development and the proposed GHSP Amendment would change the type of urban development. The same geographical areas would be developed under both the existing and proposed GHSP Amendment, and the proposed GHSP Amendment would not involve changing open space designated areas that could include paleontological resources to urban uses. Consistent with the determinations of the previous GHSP Final EIR, implementation of future development proposals within the proposed GHSP Amendment area would require site specific analysis and compliance with Public Resources Code Section 5097.5, which protects paleontological resources. Therefore, no new or potentially increased impacts related to paleontological resources would occur from implementation of the proposed GHSP Amendment. Impacts of the proposed Project would be consistent with those identified in the GHSP Final EIR.

## **Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding geology and soils. There have not been 1) changes to the Project that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

## **Plans, Programs, or Policies (PPPs)**

### **Public Resources Code (PRC) Section 5097.5**

Requirements for paleontological resource management are included in the PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which states: No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor. These statutes prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state, county, city, and district) lands.

## San Bernardino County Development Code

**Chapter 63.01; California Building Code.** The CBC has been amended and adopted as Chapter 63.01, of the County Development Code (Building Code). This regulates all building and construction projects within County limits and implements a minimum standard for building design and construction. These minimum standards include specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities including drainage and erosion control.

**Chapter 82.15; Geologic Hazard Overlay.** The Geologic Hazard (GH) Overlay established by Sections 82.01.020 (Land Use Plan and Land Use Zoning Districts) and 82.01.030 (Overlays) is created to provide greater public safety by establishing investigation requirements for areas that are subject to potential geologic problems, including active faulting, land sliding, debris flow/mud flow, rockfall, liquefaction, seiche, and adverse soil conditions.

**Chapter 87.08; Soils Reports.** Provides standards for the preparation and review of soils reports, in compliance with the Map Act Chapter 4, Article 7. A preliminary soils report based upon adequate test borings and prepared by a registered civil engineer shall be required for every subdivision for which a Final Map is required or when required as a condition of development when soils conditions warrant the investigation and report. The preliminary soils report shall be submitted with the Tentative Map application.

**Chapter 35.01: Pollutant Discharge Elimination System Regulations.** Incorporates the Areawide Urban Storm Water Run-Off Permit [NPDES Permit No. CAS618036, Order No. R8-2002- 0012] issued by the California Regional Water Quality Control Board Santa Ana Region pursuant to Section 402(p) of the Clean Water Act. Requires preparation of a WQMP.

**Chapter 85.11: Pre-Construction Flood Hazard Mitigation and Erosion Control Inspection.** Includes erosion control measures such as requirements for SWPPPs with Best Management Practices (BMPs). The Chapter states that BMPs shall be implemented at all land disturbance sites, regardless of the area of disturbance. It also states that projects disturbing more than one acre are also required to have coverage under the State General Construction Permit issued by the State Water Resources Control Board and develop a Stormwater Pollution Prevention Plan (SWPPP). The project is required to abide by all provisions of the State General Construction Permit and obtain a Waste Discharge Identification (WDID) number prior to the issuance of building or grading permits when the disturbance is more than one acre.

**Chapter 83.15; Conditional Compliance for Water Quality Management Plans:** The purpose of this chapter is to ensure compliance with conditions of approval on projects involving Water Quality Management Plan (WQMP) features. The Chapter outlines the requirements for WQMPs to be prepared for development projects within the County and requirements for engineering review and compliance with standards.

## San Bernardino County Stormwater Program

The Technical Guidance Document for Water Quality Management Plans (WQMPs) for the Santa Ana Region of San Bernardino County is the guidance document for the project's stormwater design compliance with Santa Ana RWQCB requirements for Priority Projects or Transportation Projects. The MS4 permit requires that a preliminary project-specific WQMP be prepared for review early in the project development process and that a Final WQMP be submitted prior to the start of construction. A project specific WQMP is required to address the following:

- Develop site design measures using Low Impact Development (LID) principles
- Evaluate feasibility of on-site LID Best Management Practices (BMPs)
- Maximum hydrologic source control, infiltration, and biotreatment BMPs

- Select applicable source control BMPs
- Address post-construction BMP maintenance requirements

## Mitigation/Monitoring Required

### **GHSP Final EIR Mitigation Measures**

- 4.1-1: Structure Setbacks.** Development of all structures used for human occupancy, other than single family wood frame structures, shall take place fifty (50) feet or further from any active earthquake fault traces.

Applicable: GHSP Final EIR Mitigation Measure 4.1-1 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.

- 4.1-2: Structure Setbacks.** A 150-foot setback shall be maintained for an inferred fault area. Critical or high occupancy structures and facilities shall not be located in Special Studies Zones unless there is no feasible alternative, as determined by County staff review, in which case these facilities shall maintain a 150-foot setback from an identified fault (20 feet if the fault is inferred). Where site-specific earthquake fault zone mapping has been prepared, the site-specific mapping shall be used in lieu of earlier Special Studies Zones/Earthquake Fault Zones mapping prepared by the California Geological Survey.

Applicable: GHSP Final EIR Mitigation Measure 4.1-2 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.

- 4.1-3: Seismic Shaking.** Design and construct all structures in areas determined by the County Geologist to be subject to significant seismic shaking to withstand ground shaking forces of a minor earthquake without damage, of a moderate earthquake without structural damage, and a major earthquake without collapse.

Applicable: GHSP Final EIR Mitigation Measure 4.1-3 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.

- 4.1-4: Seismic Shaking.** All new construction shall meet the most current and applicable lateral force requirements.

Applicable: GHSP Final EIR Mitigation Measure 4.1-4 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.

- 4.1-5: Utility Line Location.** Utility lines and setbacks shall not be placed within the construction setback area of a hazardous fault except for crossing, which can be perpendicular to the fault trace or as recommended by the project geologist and approved by a reviewing authority.

Applicable: GHSP Final EIR Mitigation Measure 4.1-5 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.

- 4.1-6: Earthquake Induced Secondary Impacts.** The following conditions may apply to areas subject to periodic landslides, subsidence, and soil liquefaction: (1) Siting: All facilities and streets should be sited so as to minimize the erosion potential; (2) Vegetation: natural vegetation shall be retained and protected where possible. Any additional landscaping shall be compatible with local environment and capable of surviving with minimum maintenance and supplemental water; (3) Exposure of Bare Land: When land is exposed during development, only the smallest practicable land portion, as an increment of a development project, shall be exposed at any one time — the duration of time that the exposure remains unprotected shall be the practical time period and such exposure shall be protected with temporary vegetation or mulching where practical; (4) Run-off:



Development shall be designed to minimize water run-off. Provisions should be made to effectively accommodate any increase run-off; (5) Special Measures: Measures shall be taken to offset the possible affects of landslides. A detailed geologic report identifying these measures shall be required prior to the issuance of building permits and; (6) all proposed facilities located within a liquefaction and landslide hazard area shall be constructed in a manner to minimize or eliminate subsidence damage.

Applicable: GHSP Final EIR Mitigation Measure 4.1-6 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.

- 4.1-7: Liquefaction.** For development that would occur on a site located within the Liquefaction Hazard Overlay, an evaluation for soil type, history of water table fluctuation, and adequacy of the structural engineering to withstand the effects of liquefaction, shall be performed by a licensed geologist prior to design, land disturbance, or construction.

Applicable: GHSP Final EIR Mitigation Measure 4.1-7 is not applicable to the proposed GHSP Amendment because the GHSP Amendment area is not included in a Liquefaction Hazard Overlay and the site is not identified as having potential for liquefaction due to lack of high groundwater. This mitigation measure would not be included in the MMRP for the proposed Project.

- 4.1-8: Soil Stability.** A stability analysis is required in the Landslide Hazard areas designated: "Generally Susceptible" and "Mostly Susceptible" on the Hazards Overlay Maps, and where required by the County geologist.

Applicable: GHSP Final EIR Mitigation Measure 4.1-8 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.

- 4.1-9: Reduce Landslide Hazards.** Restrict avoidable alteration of the land which is likely to increase the hazards within areas of demonstrated potential landslide hazard, including concentrations of water through drainage or septic systems, removal of vegetative cover, steepening of slopes, and undercutting the base of the slope.

Applicable: GHSP Final EIR Mitigation Measure 4.1-9 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.

- 4.1-10: Soil Stability.** Foundation and earthwork is to be supervised and certified by a geotechnical engineer and where deemed necessary, an engineering geologist, in projects where evaluations indicate that state-of-the-art measures can correct instability.

Applicable: GHSP Final EIR Mitigation Measure 4.1-10 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.

### **Proposed Project Mitigation Measures**

No new impacts nor substantially more severe geology and soils related impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for geology and soils.

## 5.8 GREENHOUSE GAS EMISSIONS

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on the Greenhouse Gas Analysis, which is included as Appendix C.

### Impacts Identified in the GHSP Final EIR

The GHSP Final EIR concluded that the project would produce significant emissions from vehicles, electricity generation, and natural gas usage. The GHSP Final EIR included Mitigation Measures 4.6-1 through 4.6-11 to reduce emissions from buildout of the GHSP land uses, but no specific GHG emissions-related threshold was identified (GHSP DEIR p. 4.6-22 through 4.6-25). The GHSP Final EIR describes that buildout of the GHSP would result in fewer overall emissions than buildout of the General Plan for the area (GHSP DEIR p. 4.6-14).

Although GHG emissions was not specifically addressed in the GHSP EIR, GHG emissions and the issue of global climate change do not represent new information of substantial importance that was not known and could not have been known at the time that the GHSP EIR was certified. Information on the effect of GHG emissions on climate was known long before San Bernardino County certified the GHSP EIR. Global climate change and GHG emissions were identified as environmental issues as early as 1978 when the U.S. Congress enacted the National Climate Program Act (Pub L 95-367, 92 Stat 601). In 1979, the National Research Council published "Carbon Dioxide and Climate: A Scientific Assessment," which concluded that climate change was an accelerating phenomenon partly due to human activity. Global climate change also was addressed in a widely-published series of reports by the Intergovernmental Panel on Climate Change (IPPC) dating back to the 1990s, including IPPC's "2001 Third Assessment Report." California adopted legislation in 2002 requiring the California Air Resources Board to develop regulations limiting GHG emissions from automobiles. As such, information about global climate change and its relationship to GHG emissions was available with the exercise of reasonable diligence at the time the GHSP EIR was certified in 2005.

As detailed above, the GHSP EIR analyzed air quality impacts associated with buildout of the GHSP, inclusive of criteria air pollutants that also are GHGs. The GHSP EIR also addressed vehicle emissions (both construction and operational) and operational emissions from energy consumption, which are the most common sources of GHG emissions. Thus, pursuant to CEQA case law and CEQA Guidelines Section 15162(a)(3), the issue of project-related GHG emissions does not provide new information of substantial importance or substantial evidence of a new impact to the environment that was not or could not have been

known at the time the GHSP Final EIR was certified.

## **Background and Thresholds**

Global climate change describes alterations in weather features (e.g., temperature, wind patterns, precipitation, and storms) that occur across the Earth as a whole. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

The principal GHGs of concern contributing to the greenhouse effect are CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal. The large majority of GHG emissions generated from commercial and industrial projects are related to vehicle trips.

Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Transportation is responsible for 37 percent of the state's greenhouse gas emissions, followed by electricity generation. Emissions of CO<sub>2</sub> and N<sub>2</sub>O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO<sub>2</sub>, where CO<sub>2</sub> is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statutes and Executive Orders (EOs) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07. These regulations require the use of alternative energy, such as solar power. Solar projects produce electricity with no GHG emissions and assist in offsetting GHG emissions produced by fossil-fuel-fired power plants. The SCAQMD formed a working group to identify greenhouse gas emissions thresholds for land use projects that could be used by local lead agencies in the Basin in 2008. SCAQMD used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO<sub>2</sub> concentrations at 450 ppm, thus stabilizing global climate.

To reduce GHG emission on a Countywide level and in compliance with Section 15183.5 of the CEQA Guidelines, the County of San Bernardino first adopted the Greenhouse Gas Reduction Plan in September 2011, which provides guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed projects within San Bernardino County. An update to the Greenhouse Gas Reduction Plan was adopted in September 2021. The Greenhouse Gas Reduction Plan includes a GHG Development Review Process (DRP) that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e) per year is used to determine if further analysis is required. If a project were to produce GHG emissions of less than 3,000 MTCO<sub>2</sub>e per year, then that project would be considered to be a "less than significant" emitter of GHGs that would not prevent the County of achieving the GHG reduction mandate of Senate Bill 32 (which requires the State to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030). If a project were to produce more than 3,000 MTCO<sub>2</sub>e per year, then the project is required to either achieve a minimum of 100 points from the applicable screening tables provided in the Greenhouse Gas Reduction Plan or provide alternative mitigation that would achieve GHG emissions reductions equivalent to those that would be realized by achieving 100 points from the applicable screening table. Upon achieving at least 100 points from the screening table, or equivalent GHG emissions reductions, the development project would be

considered to have a less than significant effect from GHG emissions and would be consistent with the County's GHG emissions reduction target to satisfy SB 32.

It should be noted that the County has not selected to evaluate industrial-related GHG emissions against the numerical threshold that SCAQMD adopted for industrial projects for which SCAQMD is the lead agency (i.e., 10,000 MTCO<sub>2</sub>e per year). The industrial threshold adopted by SCAQMD is a widely accepted threshold used by numerous lead agencies in the SCAB and was established based on the recommendations from CAPCOA contained in a report titled "CEQA and Climate Change" (dated January 2008), which serves as a resource for public agencies as they establish agency procedures for reviewing GHG emissions from projects under CEQA. The CAPCOA report provides three recommendations for evaluating a development project's GHG emissions. When establishing their significance threshold, SCAQMD selected the CAPCOA non-zero approach which establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development (Approach 2, Threshold 2.5). A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified projects would be subject to evaluation under CEQA.

Based on SCAQMD's research of 1,297 major, industrial source point (i.e., stationary) emission sources in the SCAB, SCAQMD found that source point industrial facilities that generate at least 10,000 MTCO<sub>2</sub>e per year produce approximately 90 percent of the carbon dioxide equivalent emissions in the SCAB per year. As such, SCAQMD established their significance criterion at 10,000 MTCO<sub>2</sub>e as that threshold would capture 90 percent of total emissions from future industrial development in accordance with CAPCOA recommendations (CAPCOA, 2008, pp. 46-47; SCAQMD, 2008, pp. 3-5). Although the SCAQMD demonstrated that reliance on the numerical significance threshold of 10,000 MTCO<sub>2</sub>e per year adequately addresses the potential environmental effects from industrial-source GHG emissions, the County selected to rely on a more stringent/protective numerical screening threshold, 3,000 MTCO<sub>2</sub>e per year or 100 GHG Emissions Reduction Plan Screening Table points to provide a conservative analysis of Project-related environmental effects.

### Impacts Associated with the Proposed Project

#### a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

**No New Impact.** As detailed in Section 3.0, *Project Description*, the proposed GHSP Amendment would revise the planned land uses of areas to change the types of urban development that would occur. Consistent with the existing GHSP land uses, during construction of the land uses included in the proposed GHSP Amendment, temporary sources of GHG emissions include construction equipment and workers' commutes to and from the construction areas. The combustion of fossil-based fuels creates GHGs such as CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O. As shown on Table GHG-1, buildout of the proposed GHSP Amendment is estimated to generate 964.03 MTCO<sub>2</sub>e amortized over 30 years per SCAQMD methodology.

**Table GHG-1: Proposed GHSP Amendment Buildout Construction GHG Emissions**

Year	Emissions (MT/yr)				
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Refrigerants	Total CO <sub>2</sub> e <sup>7</sup>
2024	161.00	0.01	<0.05	0.04	162.00
2025	527.00	0.02	0.01	0.10	532.00
2026	813.00	0.03	0.02	0.11	818.00
2027	908.00	0.04	0.02	0.13	916.00
2028	1,852.00	0.07	0.13	1.64	1,894.00

<sup>7</sup> CalEEMod reports the most common GHGs emitted which include CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O. These GHGs are then converted into the CO<sub>2</sub>e by multiplying the individual GHG by the GWP.

Year	Emissions (MT/yr)				
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Refrigerants	Total CO <sub>2</sub> e <sup>7</sup>
2029	2,167.00	0.08	0.16	1.96	2,220.00
2030	2,126.00	0.07	0.16	1.73	2,178.00
2031	2,084.00	0.07	0.16	1.52	2,134.00
2032	2,050.00	0.06	0.12	1.33	2,089.00
2033	2,008.00	0.06	0.11	1.15	2,045.00
2034	1,972.00	0.06	0.11	0.98	2,008.00
2035	1,938.00	0.05	0.11	0.85	1,972.00
2036	1,912.00	0.05	0.11	0.73	1,947.00
2037	1,879.00	0.05	0.10	0.61	1,912.00
2038	1,853.00	0.05	0.10	0.52	1,885.00
2039	1,938.00	0.05	0.10	0.45	1,968.00
2040	2,210.00	0.05	0.10	0.42	2,241.00
Total Construction GHG Emissions	28,398.00	0.87	1.62	14.27	28,921.00
<b>Amortized Construction Emissions</b>	<b>946.60</b>	<b>0.03</b>	<b>0.05</b>	<b>0.48</b>	<b>964.03</b>

Source: Greenhouse Gas Analysis (Appendix C)

Consistent with the existing GHSP land uses, the operation of the proposed land uses in the GHSP Amendment would generate long-term GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. Natural gas use results in the emission of two GHGs: CH<sub>4</sub> (the major component of natural gas) and CO<sub>2</sub> (from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. However, as detailed in Section 5.17, *Transportation*, buildout of the proposed GHSP Amendment would result in a reduction of approximately 11,688 vehicle trips per day compared to those that would result from buildout of the existing GHSP land uses. In addition, the proposed Corridor Industrial (CI) area within the North Glen Helen Subarea is developed with, or being constructed with, truck trailer parking that would generate limited emissions from stored/parked truck trailers and the trailer trips to and from the nearby warehouse facilities that are 5 miles or less from the site. To provide a conservative analysis of emissions from these trips, the emissions modeling included in Air Quality Impact Analysis (Appendix A) assumes a 10-mile trip length for these operations.

Table GHG-2 shows that the GHG emissions from buildout of the proposed GHSP Amendment would generate approximately 38,220.47 MTCO<sub>2</sub>e per year, which is greater than the SCAQMD screening threshold of 3,000 MTCO<sub>2</sub>e. Therefore, each development Project within the proposed GHSP Amendment would be required to achieve a minimum of 100 points per the County GHG Screening Tables, which would implement the County's GHG Emissions Reduction Plan to reduce impacts to a less than significant level.

**Table GHG-2: Proposed GHSP Amendment Buildout Operational GHG Emissions**

Emission Source	Emissions (MT/yr)				
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Refrigerants	Total CO <sub>2</sub> e
Annual construction-related emissions amortized over 30 years	946.60	0.03	0.05	0.48	964.03
Mobile Source	27,753.00	0.93	3.11	9.16	28,712.00
Area Source	35.58	0.01	0.01	0.00	35.71
Energy Source	6,529.00	0.73	0.07	0.00	6,567.00
Water Usage	456.00	13.26	0.32	0.00	881.00
Waste	194.30	19.42	0.00	0.00	679.00
Refrigerants	0.00	0.00	0.00	27.17	27.17
Stationary Source	22.80	0.01	0.01	0.00	23.00
On-Site Equipment Source	331.56	0.00	0.00	0.00	331.56
<b>Total CO<sub>2</sub>e (All Sources)</b>	<b>38,220.47</b>				

Source: Greenhouse Gas Analysis (Appendix C)



An example of how future projects within the GHSP area could achieve a minimum of 100 Screening Table Points is provided as Table GHG-3. By achieving the 100-point minimum, the future projects would be consistent with the GHG Emissions Reduction Plan requirement to achieve at least 100 points and thus would have less than significant individual and cumulatively considerable impacts on GHG emissions.

**Table GHG-3: GHG Emissions Reduction Plan Screening Table Measures**

<b>Feature</b>	<b>Description</b>	<b>Points</b>
Insulation	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)	9
Windows	Greatly Enhanced Window Insulation (0.32 or less U-factor, 0.25 or less SHGC)	5
Heating/Cooling Distribution System	Enhanced Duct Insulation (R-8)	6
Space Heating/Cooling Equipment	High Efficiency HVAC (SEER 15/80% AFUE or 8.5 HSPF)	5
Water Heaters	High Efficiency Water Heater (0.72 Energy Factor)	10
Daylighting	All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.)	2
	All rooms daylighted	
Artificial Lighting	Very High Efficiency Lights (100% of in-unit fixtures are high efficiency)	8
Building Placement	North/south alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting	4
Water Efficient Landscaping	Only California Native landscape that requires no or only supplemental irrigation	5
Water Efficient Irrigation Systems	Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use)	3
Toilets	Water Efficient Toilets/Urinals (1.5 gpm)	6
	Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	
Faucets	Water Efficient faucets (1.28 gpm)	2
Recycled Water	Graywater (purple pipe) irrigation system on site	5
Parking	Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles.	1
Worker and Customer Based Electric Vehicle Chargers	Level 2 240 volt AC Fast Chargers	25 <sup>8</sup>
Recycling	Recycle construction waste	4
<b>Total Points Earned By Commercial/Industrial Project</b>		<b>100</b>

Source: Greenhouse Gas Analysis (Appendix C)

Additionally, as detailed in Section 5.3, *Air Quality*, the GHSP Final EIR included Mitigation Measures 4.6-1 through 4.6-11 that involve measures that would reduce GHG emissions, which would be implemented for all projects within the GHSP area. These measures include reduction of vehicle idling, energy efficient lighting, drought tolerant landscaping, shuttles and ride matching services, and trip reduction plans. Also, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of vehicles to no more than 5 minutes, which would limit GHG emissions from truck activities related to the proposed Corridor Industrial uses. County review of each future development proposal would ensure the applicable measures are implemented for

<sup>8</sup> The Project is anticipated to include 5 Level 2 240 volt Fast Chargers. Per the Screening Tables, each station is 5 points.

each specific project under the proposed Corridor Industrial (CI) uses. Therefore, no new impacts would occur with implementation of the proposed GHSP Amendment Project.

**b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**No New Impact.** The proposed Specific Plan amendment would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As detailed in Section 5.17, *Transportation*, the proposed GHSP Amendment would result in a reduction of 11,688 actual daily vehicle trips and 6,030 PCE daily vehicle trips compared to buildout of the existing GHSP, which would result in fewer GHG emissions. Also, consistent with the existing land uses, future development under the proposed GHSP Amendment would implement CalGreen building standards adopted by the County Development Code Section 63.1501, as verified through the County's permitting process, that include requirements such as solar photovoltaic systems, increased energy and water efficiency. The development resulting from the proposed GHSP Amendment would include sustainable design features related to reduction of GHG emissions that would meet existing regulatory requirements, including the following:

- Pavley emissions standard and Low Carbon Fuel Standard: Pavley emissions standards (AB 1493) apply to all new passenger vehicles starting with model year 2009, and the Low Carbon Fuel Standard became effective in 2010 and regulates the transportation fuel used. The second phase of implementation of the Pavley regulations per AB 1493 is referred to as the Advanced Clean Car program, which combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation reduces GHGs from new cars by 34 percent from 2016 levels by 2025. The proposed GHSP Amendment is consistent with these requirements as they apply to all new passenger vehicles and vehicle fuel purchased in California.
- Medium/Heavy-Duty Vehicle Regulations: Medium/heavy-duty vehicle regulations are implemented by the State to reduce emissions from trucks. These regulations would aid in reducing GHG emissions from the Project. The proposed Project is consistent with this measure and its implementation as medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
- Tractor-Trailer Greenhouse Gas Regulation: Tractor-trailers subject to this State regulation are primarily 53-foot or longer box-type trailers, are required to be either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The future development pursuant to the proposed GHSP Amendment would be consistent with this regulation, as it applies to specific trucks that are used throughout the State.
- Renewable Portfolio Standard: As the GHSP area is within the area serviced by Southern California Edison (SCE), the future development pursuant to the proposed GHSP Amendment area would purchase from an increasing supply of renewable energy sources and more efficient baseload generations, reduce GHG emissions, and be consistent with this requirement.
- Million Solar Roofs Program: The future development pursuant to the proposed GHSP Amendment would be consistent with this scoping plan measure as the structures would provide either solar powered or solar ready roofs, as applicable to each structure per the CalGreen building standards adopted by the County Development Code Section 63.1501.
- Energy Efficiency – Title 24/CalGreen: The future development under the proposed GHSP Amendment would be subject to the CalGreen Code Title 24 building energy efficiency requirements that offer builders better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption. Compliance with the CalGreen standards would be verified by the County during the building permitting process.

- **Water Efficiency and Waste Diversion:** Development and operation of future development under the proposed GHSP Amendment would be implemented consistent with water conservation requirements (as included in Title 24) and solid waste recycling and landfill diversion requirements of the State.

CARB's 2022 Scoping Plan reflects the 2045 target of an 85 percent reduction below 1990 levels, set by Executive Order B-55-18, and codified by AB 1279. The Project would be consistent with CARB's Scoping Plan that provides measures to reduce GHG emissions, as detailed in Table GHG-4. Thus, the proposed GHSP Amendment would not conflict with the CARB Scoping Plans and related regulations.

**Table GHG-4: Project Consistency with the CARB 2022 Scoping Plan**

Action	Consistency
<b>GHG Emissions Reductions Relative to the SB 32 Target</b>	
40 percent below 1990 levels by 2030.	<b>Consistent.</b> Consistent with the existing County development review process, future development would comply with the Title 24, Part 6 building energy requirements as adopted by the County Development Code Section 63.0501, along with other local and state initiatives that aim to achieve the 40 percent below 1990 levels by 2030 goal. This would be ensured through the County's existing development permitting process.
<b>Smart Growth/Vehicle Miles Traveled VMT</b>	
VMT per capita reduced 25 percent below 2019 levels by 2030, and 30 percent below 2019 levels by 2045.	<b>Consistent.</b> As discussed in Section 5.17, <i>Transportation</i> , the proposed GHSP Amendment would reduce vehicular trips in comparison to buildout of the existing GHSP; and therefore, would result in less than significant impacts related to VMT. Hence, the proposed Project would be consistent with policies aimed at reducing VMT.
<b>Light-Duty Vehicle (LDV) Zero-Emission Vehicles (ZEVs)</b>	
100 percent of LDV sales are ZEV by 2035.	<b>Consistent.</b> The future development would be designed and constructed in accordance with the Title 24 Part 6 and Part 11 requirements, which includes ZEV designated parking spaces and charging stations.
<b>Truck ZEVs</b>	
100 percent of medium-duty (MDV)/HDC sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report).	<b>Consistent.</b> The future development pursuant to the proposed GHSP Amendment would be designed and constructed in accordance with the current Title 24 regulations, which includes prewiring for truck ZEV charging stations and/or providing electrical plug-ins at designated commercial loading docks.
<b>Aviation</b>	
20 percent of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045. Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries.	<b>Not Applicable.</b> The proposed GHSP Amendment would not involve utilization of aviation fuel.
<b>Ocean-going Vessels (OGV)</b>	
2020 OGV At-Berth regulation fully implemented, with most OGVs utilizing shore power by 2027. 25 percent of OGVs utilize hydrogen fuel cell electric technology by 2045.	<b>Not Applicable.</b> The proposed GHSP Amendment does not involve utilizing any OGVs.
<b>Port Operations</b>	
100 percent of cargo handling equipment is zero-emission by 2037. 100 percent of drayage trucks are zero emission by 2035.	<b>Not Applicable.</b> The proposed GHSP Amendment would not impact any operations at any ports.
<b>Freight and Passenger Rail</b>	
100 percent of passenger and other locomotive sales are ZEV by 2030. 100 percent of line haul locomotive	<b>Not Applicable.</b> The proposed GHSP Amendment would not involve any rail operations.

Action	Consistency
sales are ZEV by 2035. Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.	
<b>Oil and Gas Extraction</b>	
Reduce oil and gas extraction operations in line with petroleum demand by 2045.	<b>Not Applicable.</b> The proposed GHSP Amendment would not involve any oil or gas extraction.
<b>Petroleum Refining</b>	
CCS on majority of operations by 2030, beginning in 2028. Production reduced in line with petroleum demand.	<b>Not Applicable.</b> The proposed GHSP Amendment would not involve any petroleum refining.
<b>Electricity Generation</b>	
Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MTCO <sub>2e</sub> ) in 2030 and 30 MTCO <sub>2e</sub> in 2035. Retail sales load coverage 134 20 gigawatts (GW) of offshore wind by 2045. Meet increased demand for electrification without new fossil gas-fired resources.	<b>Consistent.</b> The future development pursuant to the proposed GHSP Amendment would comply with the Title 24, Part 6 building requirements, including related to renewable energy generation requirements as well as improved insulation reducing energy consumption.
<b>New Residential and Commercial Buildings</b>	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	<b>Consistent.</b> The future development pursuant to the proposed GHSP Amendment would comply with the Title 24, Part 6 building energy requirements and would implement CalGreen building standards.
<b>Existing Residential Buildings</b>	
80 percent of appliance sales are electric by 2030 and 100 percent of appliance sales are electric by 2035. Appliances are replaced at end of life such that by 2030 there are 3 million all-electric and electric-ready homes—and by 2035, 7 million homes—as well as contributing to 6 million heat pumps installed statewide by 2030.	<b>Not Applicable.</b> The proposed Project does not involve the operation of any existing residential buildings.
<b>Existing Commercial Buildings</b>	
80 percent of appliance sales are electric by 2030, and 100 percent of appliance sales are electric by 2045. Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.	<b>Not Applicable.</b> The proposed Project would not involve any continued operations of existing commercial buildings.
<b>Food Products</b>	
7.5 percent of energy demand electrified directly and/or indirectly by 2030; 75 percent by 2045.	<b>Consistent.</b> The future development pursuant to the proposed GHSP Amendment would implement CalGreen building standards that includes organic waste disposal for food products.
<b>Construction Equipment</b>	
25 percent of energy demand electrified by 2030 and 75 percent electrified by 2045.	<b>Consistent.</b> Through County permitting the future development pursuant to the proposed GHSP Amendment would be required to use construction equipment that is registered by CARB and meet CARB's standards. CARB sets its standards to be in line with the goal of reducing energy demand by 25 percent in 2030 and 75 percent in 2045.
<b>Chemicals and Allied Products; Pulp and Paper</b>	
Electrify 0 percent of boilers by 2030 and 100 percent of boilers by 2045. Hydrogen for 25 percent of process heat by 2035 and 100 percent by 2045. Electrify 100 percent of other energy demand by 2045.	<b>Not Applicable.</b> The proposed GHSP Amendment does not involve pulp and/or paper products food products. The future development pursuant to the proposed GHSP Amendment would comply with the CalGreen building standards, including any required electrical wiring for solar panels to support the buildings energy demand.

Action	Consistency
<b>Stone, Clay, Glass, and Cement</b>	
CCS on 40 percent of operations by 2035 and on all facilities by 2045. Process emissions reduced through alternative materials and CCS.	<b>Not Applicable.</b> The proposed GHSP Amendment does not involve manufacturing or storage of stone, clay, glass, or cement.
<b>Other Industrial Manufacturing</b>	
0 percent energy demand electrified by 2030 and 50 percent by 2045.	<b>Not Applicable.</b> The future development pursuant to the proposed GHSP Amendment would comply with the CalGreen building standards, including renewable energy generation requirements as well as improved insulation reducing energy consumption.
<b>Combined Heat and Power</b>	
Facilities retire by 2040.	<b>Not Applicable.</b> The proposed GHSP Amendment does not involve any existing combined heat and power facilities.
<b>Agriculture Energy Use</b>	
25 percent energy demand electrified by 2030 and 75 percent by 2045.	<b>Not Applicable.</b> The proposed GHSP Amendment does not involve any agricultural uses.
<b>Low Carbon Fuels for Transportation</b>	
Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.	<b>Not Applicable.</b> The proposed GHSP Amendment does not involve any production of biofuels.
<b>Low Carbon Fuels for Buildings and Industry</b>	
In 2030s, biomethane135 blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7 percent energy (~20 percent by volume), ramping up between 2030 and 2040. In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters	<b>Not Applicable.</b> The proposed GHSP Amendment does not involve any production of fuels for buildings and industry.
<b>Non-combustion Methane Emissions</b>	
Increase landfill and dairy digester methane capture. Some alternative manure management deployed for smaller dairies.  Moderate adoption of enteric strategies by 2030. Divert 75 percent of organic waste from landfills by 2025.  Oil and gas fugitive methane emissions reduced 50 percent by 2030 and further reductions as infrastructure components retire in line with reduced fossil gas demand.	<b>Not Applicable.</b> The proposed GHSP Amendment does not involve any landfill and/or dairy uses.
<b>High GWP Potential Emissions</b>	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions.	<b>Consistent.</b> The future development pursuant to the proposed GHSP Amendment would comply with the CalGreen building standards building energy requirements, including use of low GWP refrigerants, which would be verified through the County's existing development permitting process.

## Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding greenhouse gas emissions. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase



in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed. Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

## Plans, Programs, or Policies (PPPs)

**Title 24 Standards.** Projects shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards (California Code of Regulations [CCR], Title 24, Part 6) in effect at time of permitting, as adopted by the County Development Code Section 63.0501. The County Building and Safety Division shall ensure compliance prior to the issuance of each building permit.

**CALGreen Standards.** Projects shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR 11), as adopted by the County Development Code Section 63.1501. The County Building and Safety Division shall ensure compliance prior to the issuance of each building permit.

## Mitigation/Monitoring Required

### GHSP Final EIR Mitigation Measures

#### 4.6-1: Vehicle Idling. As listed in Section 5.3, Air Quality.

*Applicable: GHSP Final EIR Mitigation Measure 4.6-1 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future development requirements.*

#### 4.6-2: Turn Lanes and Other Roadway Improvements. As listed in Section 5.3, Air Quality.

*Applicable: GHSP Final EIR Mitigation Measure 4.6-2 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future development requirements.*

#### 4.6-3: Lighting. As listed in Section 5.3, Air Quality.

*Applicable: GHSP Final EIR Mitigation Measure 4.6-3 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future development requirements.*

#### 4.6-4: Landscaping With Drought Resistant Species. As listed in Section 5.3, Air Quality.

*Applicable: GHSP Final EIR Mitigation Measure 4.6-4 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future project development requirements.*

#### 4.6-5: Shuttles and Ride Matching Services. As listed in Section 5.3, Air Quality.

*Applicable: GHSP Final EIR Mitigation Measure 4.6-5 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future project development requirements.*

#### 4.6-6: Bicycle Lanes, Storage and Amenities. As listed in Section 5.3, Air Quality.

*Applicable: GHSP Final EIR Mitigation Measure 4.6-6 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future project development requirements.*

**4.6-7: AQMP Advanced Transportation Technology.** As listed in Section 5.3, Air Quality.

Applicable: GHSP Final EIR Mitigation Measure 4.6-7 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future project development requirements.

**4.6-8: Trip Reduction-SCAQMD Rule 2202.** As listed in Section 5.3, Air Quality.

Applicable: GHSP Final EIR Mitigation Measure 4.6-8 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future project development requirements.

**4.6-9: Ride Matching/Carpooling.** As listed in Section 5.3, Air Quality.

Applicable: GHSP Final EIR Mitigation Measure 4.6-9 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future project development requirements.

**4.6-10: Synchronize Traffic Signals.** As listed in Section 5.3, Air Quality.

Applicable: GHSP Final EIR Mitigation Measure 4.6-10 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future project development requirements.

**4.6-11: Alternative Fuel.** As listed in Section 5.3, Air Quality.

Applicable: GHSP Final EIR Mitigation Measure 4.6-11 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future project development requirements.

**Proposed Project Mitigation Measures**

No new impacts nor substantially more severe greenhouse gas emissions impacts would result from implementation of the proposed Project. However, Mitigation Measure GHG-1 is included to ensure that pursuant to current requirements, future projects within the GHSP area provide documentation that measures are included to achieve 100 points on the County's GHG Emissions Reduction Screening Tables.

**Mitigation Measure GHG-1:** Prior to issuance of building permits, each Project Applicant shall provide documentation to the County of San Bernardino Building Department demonstrating that the improvements and/or buildings subject to the building permit application include measures from the County of San Bernardino Development Review Processes GHG Emissions Screening Tables, as needed to achieve the required 100 points. Alternatively, the Project Applicant may demonstrate that other measures from GHG Development Review Process Screening Tables have been incorporated into the building permit application and/or plans to achieve the required minimum of 100 points.

## 5.9 HAZARDS AND HAZARDOUS MATERIALS

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Summary of Impacts Identified in the GHSP Final EIR

The GHSP Final EIR determined that hazardous material contamination from historical use of the area may be encountered during development activities. However, if such contamination does exist, federal, state, and local policies and procedures would require the delineation and remediation of such sites to the satisfaction of the local enforcement agency. Therefore, no significant impacts from former uses are anticipated (GHSP DEIR p. 4.7-5).

The GHSP Final EIR describes that Corridor Industrial land uses would be subject to the development review provisions and higher development standards of the specific plan and that the GHSP would adhere to regulations, standards, and guidelines established by the state, county, and local agencies relating to the storage, use, and disposal of hazardous waste that would reduce potential impacts to a level that is less than significant (GHSP DEIR p. 4.7-6).

The GHSP Final EIR describes that the GHSP area is within an area of high fire risk that is adjacent to wildlands and that development in the area would be exposed to impacts of wildland fires with strong prevailing winds and mature vegetation. Therefore, the GHSP EIR describes that all proposed development would be required to comply with the fire safety standards of the Development Code and that the Fire Safety Overlay of the GHSP provides provisions related to construction materials, setbacks, and sediment control that would reduce potential impacts to a less than significant level (GHSP DEIR p. 4.7-6).

### Impacts Associated with the Proposed Project

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

**No New Impact.** A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that regulatory agencies have a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the home, workplace, or environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

#### **Construction**

Consistent with existing land uses, future construction activities under the proposed Corridor Industrial (CI) and CI Overlay designations would involve the routine transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking during construction activities. In addition, hazardous materials would routinely be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state regulations that are implemented by the County during building permitting for construction activities. Typical construction does not require the use of acutely hazardous materials. As such, impacts related to the routine transport, use, or disposal of hazardous materials during construction of future development within the proposed GHSP Amendment areas would be less than significant.

As portions of the proposed GHSP Amendment area (such as the North Glen Helen area) may include remnants or infrastructure from previous structures, existing onsite materials may contain asbestos. Thus, a survey may be required prior to any proposed demolition pursuant to the SCAQMD Rule 1403 and CalOSHA Regulation 29 CFR 1926.1101, which are typical regulations that are implemented through the County's permitting process. These requirements were developed to protect human health and the environment from the hazards associated with exposure to airborne asbestos fibers. Compliance with the existing regulations would reduce potential impacts related to transport and disposal of asbestos containing materials during construction activities to a less than significant level.

Lead-based materials may also be located within remnants or infrastructure from previous structures in the proposed GHSP Amendment area. Lead exposure guidelines provided by the U.S. Department of Housing and Urban Development provide regulations related to the handling and disposal of lead-based products. Federal regulations include CFR Title 29, Section 1926.62, and state regulations related to lead are provided in the California Code of Regulations (CCR) Title 8 Section 1532.1, as implemented by Cal/OSHA. These regulations cover the demolition, removal, cleanup, transportation, storage and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, monitoring, and compliance to ensure the safety of construction workers exposed to lead-based materials. Cal/OSHA's Lead in Construction Standard requires project applicants to develop and implement a lead compliance plan when lead-based paint would be disturbed during construction or demolition activities. The plan must describe activities that could emit lead, methods for complying with the standard, safe work practices, and

a plan to protect workers from exposure to lead during construction activities. In addition, Cal/OSHA requires 24-hour notification if more than 100 square feet of lead-based paint would be disturbed. Implementation of these requirements would be verified by the County during the demolition and construction permitting process, which would reduce the potential of impacts related to lead-based materials to a less than significant level.

### **Operation**

The operation of the proposed GHSP Corridor Industrial uses that would occur under the proposed GHSP Amendment would generally involve use and storage of a limited volume of non-acute hazardous materials, such as: cleaning agents, paints, pesticides, batteries, and aerosol cans. Normal routine use of these products would not result in a potentially significant hazard. However, should any future business that occupies the proposed GHSP Amendment area handle acutely hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) the business would require a hazardous materials permit from the Fire Department, as part of County operational permitting procedures. Such businesses are also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the Fire Department regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Plan. A Hazardous Materials Business Plan is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the Hazardous Materials Business Plan is to satisfy federal and state right-to-know laws, provide procedures for use, disposal, and storage of hazardous materials, and to provide detailed information for use by emergency responders. Overall, if future businesses that use or store hazardous materials occupy the proposed Corridor Industrial areas, the business owners and operators would be required to comply with all applicable federal, state, and local regulations, as verified by County operational permitting to reduce potential impacts to a less than significant level. Therefore, operational impacts from future Corridor Industrial uses allowed pursuant to the proposed GHSP Amendment associated with the routine transport, use, or disposal of hazardous materials would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

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

#### **No New Impact.**

### **Construction**

The routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts. To avoid an impact related to an accidental release, the use of BMPs during construction are implemented as part of a SWPPP as required by the NPDES (General Construction Permit (and County Development Code Section 87.11.030). Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;



- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

As described in the previous response, any hazardous materials or asbestos containing materials would be removed and disposed of in compliance with existing regulations, which would reduce potential impacts to a less than significant level.

### **Operation**

As described previously, operation of the proposed Corridor Industrial GHSP land uses includes use of limited hazardous materials, such as solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. Normal routine use of typical products pursuant to existing regulations would not result in a significant hazard to the environment, residents, or workers in the vicinity. Should any future business that occupies the proposed GHSP Amendment areas handle acutely hazardous or a substantial volume of hazardous materials, the business would require approval of a hazardous materials permit as part of County operational permitting procedures.

As a result, implementation of the proposed GHSP Amendment would not create a reasonably foreseeable upset and accident condition involving the release of hazardous materials into the environment, and impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

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

**No New Impact.** Allowable uses under the proposed Corridor Industrial GHSP land use would not produce hazardous emissions or handle acutely hazardous materials, substances, or wastes. The nearest schools to the proposed GHSP Amendment areas include:

- Kimbark Elementary School, which is located at 18021 Kenwood Avenue, which is north of the I-15 freeway and approximately 1.6 miles from the Devore Subarea.
- Paakuma' K-8 School is located at 17825 Sycamore Creek Loop Parkway, which is 1.5 miles southeast of the Sycamore Flats subarea and across the I-15 freeway.

Thus, there are no schools within 0.25 mile of the proposed GHSP Amendment areas. Also, noted in Response a), the proposed Corridor Industrial uses are not anticipated to release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes in significant quantities; and any future business that handles hazardous waste in significant quantities would be required to adhere to a Hazardous Materials Business Plan, as approved by the County during the operational permitting process. Therefore, the proposed GHSP Amendment would not result in potential impacts related to hazardous substances within 0.25 mile of a school. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

### **d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**No New Impact.** The proposed GHSP Amendment areas are not listed in the California Department of Toxic Substances Control (DTSC) EnviroStor database of hazardous material sites and the GHSP Amendment areas are not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, impacts would not occur. No new or substantially greater impacts would occur with implementation of the proposed GHSP Amendment when compared to those identified in the GHSP Final EIR.

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

**No New Impact.** The GHSP area is not within an airport land use plan and is located approximately 12 miles from the San Bernardino Airport to the southeast and over 13.9 miles from the Ontario International Airport to the southwest, which are the closest airports. Additionally, the proposed Corridor Industrial (CI) land use development standard identifies a maximum height of 75 feet and would not be of a sufficient height to result in an air traffic safety hazard. The proposed Project does not include revisions to height standards. Hence, the proposed Project would not result in impacts to an airport land use plan, or where such a plan has not been adopted, would not result in a safety hazard. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

- f) **Impair implementation of an adopted emergency response plan or emergency evacuation plan?**

**No New Impact.**

**Construction**

The future construction activities that could occur from implementation of the proposed CI and CI Overlay land uses would be similar to those that would occur under the existing GHSP land uses and include equipment and supply staging and storage. Future standard County construction permitting would require that equipment staging, and construction worker parking not restrict access of emergency vehicles to the Project site or adjacent areas. Any temporary lane closures needed for utility connections or driveway construction for development of future CI uses pursuant to the proposed GHSP Amendment would be required to implement appropriate measures to facilitate vehicle circulation, as included within the County's construction permitting requirements. Thus, implementation of future development of the proposed CI uses through the County's permitting process would ensure existing regulations are adhered to and would reduce potential construction-related emergency access or evacuation impacts to a less than significant level. No new or increased impacts would occur from the proposed Project.

**Operation**

The proposed GHSP Amendment does not include circulation changes that could impair an emergency response or evacuation plan. Also, the proposed development of the proposed CI and CI Overlay uses pursuant to the proposed GHSP Amendment would not impair an emergency response or evacuation plan. Each future development proposal within the GHSP area would be evaluated by County planning, building, and traffic safety staff to ensure that any proposed design features would meet County circulation engineering standards to ensure adequate emergency access and evacuation. Future GHSP developments would also be required to provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with County fire engineering standards. The County would review future development plans prior to permitting to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). Therefore, operation of the proposed GHSP Amended land uses would not physically interfere with an adopted emergency response plan or emergency evacuation plan. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

- g) **Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

**No New Impact.** According to the CalFire Fire Hazard Severity Zone map and the Countywide Plan Policy Map HZ-5, Fire Hazard Severity Zones, the proposed GHSP Amendment areas are within an area identified

as a Very High Fire Hazard Area. However, the proposed GHSP land use amendments to CI and CI Overlay would not increase risks related to wildland fire. Consistent with the existing GHSP land uses, future development proposals pursuant to the proposed CI and CI Overlay land uses would be required to adhere to the County's Development Code and the California Fire Code that would be verified as part of the development permitting process to ensure that new uses would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. The safety measures of the California Fire Code include ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system, and sealing any gaps around doors, windows, eaves, and vents to prevent intrusion by flame or embers. The CBC requirements include CCR Title 24, Part 2, which provides specific requirements related to exterior wildfire exposure. Compliance with existing regulatory requirements for implementation of fire protection measures (e.g., ignition-resistant construction materials and measures) would further reduce impacts associated with wildfire spread. Thus, the proposed Project would not result in a significant risk related to exposure of people or structures to significant risk involving wildland fires. No new or substantially greater impacts related to wildland fires would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

## Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding hazards and hazardous materials. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

## Plans, Programs, or Policies (PPPs)

**Storm Water Pollution Prevention Plan.** As listed in Section 5.10, *Hydrology and Water Quality*.

**SCAQMD Rule 1403.** Prior to issuance of demolition permits for structures that are of the age with the potential to contain asbestos containing materials, the project applicant shall submit verification to the County Building and Safety Division that an asbestos survey has been conducted as required by South Coast Air Quality Management District (SCAQMD) Rule 1403. If asbestos or asbestos containing material is found, the Project applicant shall follow all procedural requirements and regulations of the SCAQMD Rule 1403 and CalOSHA Regulation 29 CFR 1926.1101. Rule 1403 regulations require that the following actions be taken: notification of SCAQMD prior to construction activity, asbestos removal in accordance with prescribed procedures, placement of collected asbestos in leak-tight containers or wrapping, and proper disposal. CalOSHA Regulation 29 CFR 1926.1101 regulates potential asbestos exposure and provides construction activity standards to protect human health and the environment.

**Cal/OSHA Title 8, Section 1532.1.** Prior to issuance of demolition permits, for structures that are of the age with the potential to contain asbestos containing materials, the project applicant shall submit verification to

the County Building and Safety Division that a lead-based paint survey has been conducted. If lead-based paint is found, the project applicant shall follow all procedural requirements and regulations for proper removal and disposal of the lead-based paint. Cal-OSHA has established limits of exposure to lead contained in dusts and fumes. Specifically, California Code of Regulations Title 8, Section 1532.1 provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead.

**California Health and Safety Code Hazardous Materials Business Plan.** Prior to issuance of operational permits for businesses that store or handle hazardous waste shall have a Hazardous Materials Business Plan approved by the County Fire Protection District and/or County Building and Safety Division. Article 1 of Chapter 6.95 of the California Health and Safety Code (Sections 25500–25520) requires that any business that handles, stores, or disposes of a hazardous substance at a given threshold quantity must prepare a hazardous materials business plan (HMBP). HMBPs are intended to minimize hazards to human health and the environment from fires, explosions, or an unplanned release of hazardous substances into air, soil, or surface water. The HMBP shall include a minimum of three sections: (1) an inventory of hazardous materials, including a site map that details their location; (2) an emergency response plan; and (3) an employee-training program.

### **San Bernardino County Development Code**

**Chapter 23.01; Fire Code.** The San Bernardino County Development Code includes the California Fire Code as published by the California Building Standards Commission and the International Code Council (with some County-specific amendments). The California Fire Code is Title 24, Part 9 of the California Code of Regulations, and regulates new structures, alterations, additions, changes in use or changes in structures. The Code includes specific information regarding safety provisions, emergency planning, fire-resistant construction, fire protection systems, means of egress and hazardous materials.

**Chapter 63.01; California Building Code.** The CBC has been amended and adopted as Chapter 63.01, of the County Development Code (Building Code). This regulates all building and construction projects within County limits and implements a minimum standard for building design and construction. These minimum standards include specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities including drainage and erosion control.

### **Mitigation/Monitoring Required**

No mitigation measures were included in the GHSP Final EIR related to hazards and hazardous materials. No new impacts nor substantially more severe hazards and hazardous materials impacts would result from the proposed Project; therefore, no new mitigation measures are required for hazards and hazardous materials.

## 5.10 HYDROLOGY AND WATER QUALITY

Would the project:

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Summary of Impacts Identified in the GHSP Final EIR

#### Flooding

The GHSP Final EIR determined that the GHSP land uses would lead to new development and an increase in impermeable surfaces that would create additional stormwater runoff, which could exacerbate existing flood hazards unless properly managed and controlled (DEIR p. 4.2-8). The GHSP Final EIR described that the projects within designated flood plains shall be subject to a Flood Hazard Development Review, in



accordance with the provisions of the Development Code, which would reduce potential impacts related to flooding to a less than significant level and that no mitigation is required (DEIR p. 4.2-8).

### **Drainage Plan**

The GHSP Final EIR describes that the GHSP Drainage Plan identifies existing drainage courses and needed regional drainage improvements. In addition, the GHSP Final EIR requires detailed drainage studies, including hydrology and hydraulic calculations for all proposed developments that would reduce impacts related to drainage facilities to a less than significant level and that no mitigation is required (DEIR p. 4.2-8).

The GHSP Final EIR describes that the GHSP Drainage Plan includes drainage improvements that are consistent with the County's Comprehensive Storm Drain Plan No. 7. The Drainage Plan improvements for the North Glen Helen, Devore, and Sycamore Flats Subareas, include installation of channels to connect existing drainage infrastructure (DEIR p. 4.2-8). The GHSP Final EIR determined that the drainage improvements would reduce impacts to less than significant level and that no mitigation is required (DEIR p. 4.2-10).

### **Water Quality**

The GHSP Final EIR describes that the proposed Project would encourage land use changes which could indirectly lead to discharges of urban polluted storm water to Lytle Creek and Cajon Creek Wash. The GHSP EIR describes that development requires compliance with the CWA; which protects receiving waters by assuring that discharges to "waters of the United States" from any point source are in compliance with the NPDES permit requirements. Section 402 (p) of the CWA establishes the framework for regulating municipal and industrial storm water discharges under the NPDES Program (DEIR p. 4.2-11).

The NPDES Program requires approved SWPPP prior to issuance of a construction NPDES permit; these plans typically include both structural and non-structural BMPs to reduce water quality impacts. Prior to issuance of a grading permit, individual projects are required to demonstrate compliance with NPDES construction activity stormwater permit requirements (DEIR p. 4.2-11).

The GHSP Final EIR included Mitigation Measures 4.2-1 and 4.2-2 to reduce impacts to a less than significant level. These measures require compliance with NPDES regulations and review by San Bernardino County Flood Control Division for the inclusion of appropriate structural and non-structural BMPs to control stormwater discharges and protect water quality (DEIR p. 4.2-11).

In addition, the GHSP Final EIR determined that the incremental impact of development of the GHSP would be reduced to a less than significant level with compliance with existing regulations, as implemented through the mitigation measures (DEIR p. 4.2-13).

### **Impacts Associated with the Proposed Project**

#### **a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**

**No New Impact.** The GHSP area of unincorporated San Bernardino County is within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). The RWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board's regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the federal CWA, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008,

2011, 2016, and 2019) with the goal of protecting public health and welfare and maintaining or enhancing water quality potential beneficial uses of the water.

Within the San Bernardino County GHSP area of the Santa Ana River Basin, management and control of the municipal separate storm sewer system (MS4) is shared by a number of agencies, including the San Bernardino County Flood Control District, San Bernardino County, and the City of San Bernardino. The San Bernardino County Public Works Department is the local enforcing agency of the MS4 NPDES Permit.

Water quality standards are defined under the CWA to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives). Water quality standards for all ground and surface waters overseen by the Santa Ana RWQCB are documented in its Basin Plan. The Santa Ana RWQCB regulatory program and the San Bernardino County storm water quality management requirements are designed to minimize and control discharges to surface and groundwater, largely through permitting, such that water quality standards are effectively attained.

The GHSP area includes portions of the Lower Lytle Creek Wash and Cajon Canyon Wash that are groundwater recharge areas. Lytle Creek and Cajon Canyon Wash originate in the San Bernardino Mountains to the northwest, traverse the GHSP area and converge to the Santa Ana River, south of the City of San Bernardino. The drainages in the GHSP area are within the Santa Ana River Watershed and converge into the Santa Ana River that is classified as an impaired water body and has been placed on the 303(d) list of impaired waters for indicator bacteria, copper, and lead.

The proposed Project would amend the GHSP land use designation of various parcels totaling 161.3 acres within three subareas of the GHSP from Destination Recreation (DR), Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR-O), to Corridor Industrial (CI); and add a CI Overlay (CI-O) to the Single-Family Residential – Sycamore Flats (SFR-SF) area of Sycamore Flats. The change in GHSP land use designations would not result in new or increased impacts related to water quality and hydrology, and the same mitigation measures adopted in the GHSP Final EIR, which are listed below, would apply to future development within the GHSP area.

### **Construction**

Consistent with construction of new land uses under the existing GHSP, construction under the proposed GHSP amended land uses would include grading, stockpiling of materials, excavation and the import/export of soil and building materials, construction of new structures, and landscaping activities that would expose and loosen sediment and building materials, which have the potential to mix with stormwater and urban runoff and degrade surface and the 303d listed receiving water quality. Additionally, construction generally requires the use of heavy equipment and construction-related materials and chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. In the absence of proper controls, these potentially harmful materials could be accidentally spilled or improperly disposed of during construction activities and could wash into and pollute surface waters or groundwater, resulting in a significant impact to water quality. In addition, during construction, vehicles and equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion that could affect water quality.

Construction of future uses would be required through County permitting to implement a grading and erosion control plan that is required by the Construction Activities General Permit (State Water Resources Board Order No. 2022-0057-DWQ, NPDES No. CAS000002), which requires preparation of a SWPPP by a Qualified SWPPP Developer. The SWPPP is required for plan check and approval by the County's Building and Safety Division, prior to provision of permits for the construction, and would include construction BMPs such as:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management
- Spill prevention and control
- Solid waste management
- Concrete waste management

The use of BMPs during construction implemented as part of a SWPPP are required by the San Bernardino County Stormwater Program, MS4 permit, and GHSP Final EIR Mitigation Measures 4.2-1, 4.2-2, and 4.2-7. All future development requires project-specific BMPs detailed in a SWPPP that is implemented as part of the County's construction permitting process. Also, Chapter 85.11 of the County's Development Code requires an erosion control plan to minimize potential erosion to be included in the SWPPP. An erosion control plan would be prepared by a qualified SWPPP developer (QSD) and would include specifically designed erosion control methods that minimize potential pollutants entering stormwater during construction that would be reviewed and approved by the County prior to issuance of grading permits. Therefore, compliance with the San Bernardino County Development Code, Stormwater Program, MS4 permit, and the GHSP Final EIR mitigation measures, which would be verified during the County's construction permitting process, would ensure that construction activities pursuant to the amended GHSP would not result in a degradation of water quality, and that impacts would be less than significant, which is consistent with the findings of the GHSP Final EIR. No new impacts would occur.

### **Operation**

Operation of future development pursuant to the proposed GHSP Amendment would increase impermeable surfaces that would result in an increase in the volume of surface runoff and potential pollutants from vehicles and other onsite uses. Operation of the proposed land uses could generate pollutants including trash, debris, oil residue, and other residue that could be deposited on streets, sidewalks, driveways, paved areas, and other surfaces and wash into receiving waters. The pollutants of concern that could be released include bacteria, nutrients, oil and grease, metals, organics, and pesticides. Nutrients in post-construction stormwater include nitrogen and phosphorous from fertilizers from landscaping areas. Excess nutrients can impact water quality by promoting excessive and/or rapid growth of aquatic vegetation and algae growth, which reduces water clarity and results in oxygen depletion. Pesticides can be toxic to aquatic organisms and bioaccumulate in larger species such as birds and fish and result in harmful effects. Oil and grease may end up in stormwater from leaking vehicles, and metals may enter stormwater as surfaces corrode, decay, or leach and from roadway runoff.

Pursuant to the requirements of the County's NPDES Permit (that are included as GHSP Final EIR Mitigation Measures), new development is required to implement a Water Quality Management Plan (WQMP) (included in Chapter 83.15 of the County's Code), which is a site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long term conditions via BMPs. Implementation of a WQMP ensures on-going, long-term protection of the watershed basin. Examples of on-site structural source control BMPs includes infiltration basins, subsurface basins, and pervious landscaped areas that are sized to retain and infiltrate the site's stormwater volume. Also examples of operational source control LID

BMPs include water-efficient landscape irrigation systems, storm drain system stenciling and signage, energy dissipaters, and trash and waste storage areas containments.

Plans for grading, drainage, erosion control and water quality for future developments within the amended GHSP area would be reviewed by the County prior to issuance of grading permits to ensure that the applicable site design, source control, and treatment control LID BMPs are included. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.

The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts; and treatment control BMPs that would treat stormwater runoff. Typical types of BMPs that would be implemented as part of future developments within the amended GHSP area are listed in Table HWQ-1.

**Table HWQ-1: Types of BMPs Incorporated into Future Project Designs**

Type of BMP	Description of BMPs
LID Site Design	<u>Optimize the site layout:</u> Design the site so that runoff from impervious surfaces would flow over pervious surfaces or to the detention basin. Runoff would be directed to the onsite detention basin that would slow and retain runoff.
	<u>Use pervious surfaces:</u> Landscaping and an onsite detention basin is incorporated into project design to increase the amount of pervious area and onsite retention of stormflows.
Source Control	<u>Storm Drain Stenciling:</u> All inlets/catch basins would be stenciled with the words "Only Rain Down the Storm Drain," or equivalent message.
	<u>Need for future indoor &amp; structural pest control:</u> Buildings would be designed to avoid openings that would encourage entry of pests.
	<u>Landscape/outdoor pesticide use:</u> Final landscape plans would accomplish all of the following: <ul style="list-style-type: none"> <li>• Design landscaping to minimize irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to storm water pollution.</li> <li>• Consider using pest-resistant plants, especially adjacent to hardscape.</li> <li>• To ensure successful establishment, select plants appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions</li> </ul>
	<u>Roofing, gutters and trim:</u> The architectural design would avoid roofing, gutters, and trim made of copper or other unprotected metals that may leach into runoff.
	<u>Sidewalks and parking lots:</u> Sidewalks and parking lots shall be swept regularly to prevent the accumulation of litter and debris. Debris from pressure washing would be collected to prevent entry into the storm drain system. Wash water containing any cleaning agent or degreaser would be collected and discharged to the sanitary sewer and not discharged to a storm drain.
Treatment Control	<u>Biofiltration Systems:</u> The detention basin to detain runoff, filter drainage prior to discharge.

In addition, as detailed in Section 5.9, *Hazards and Hazardous Materials*, any future business that handles acutely hazardous materials would be required to implement a Hazardous Materials Business Plan to prevent potential spills that could affect water quality. The appropriate water quality protection measures related to new uses would be required to be implemented pursuant to existing regulations prior to receipt of operational permits, which would reduce potential impacts to a less than significant level.

With implementation of the operational source and treatment control BMPs that are required to be outlined in the WQMPs that are reviewed and approved by the County during the development permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and

implementation of the proposed land use designation changes would not substantially degrade water quality. Overall, future land uses pursuant to the proposed GHSP Amendment would result in a less than significant impact to water quality with adherence to the existing regulations as implemented by the County's permitting and development process and were included in the GHSP Final EIR mitigation measures (4.2-1 Water Quality, 4.2-2, BMPs for Individual Projects, 4.2-4 Treated Effluent, and 4.2-7 Best Management Practices), as listed at the end of this section. No new or increased impacts would occur.

**b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

**No New Impact.** Groundwater is estimated to be approximately 120 and 145 feet below ground surface (Avocet 2022). Groundwater within the GHSP area serves municipal, agricultural, and industrial process supply uses. The GHSP lies within the Lytle Creek and Bunker Hill groundwater subbasins. The North Glen Helen and Devore, and Sycamore Flats Subareas are underlain by the Bunker Hill subbasin. The Bunker Hill Subbasin lies between the San Andreas and San Jacinto Faults. The primary source of recharge for the Bunker Hill Subbasin is runoff from precipitation in the San Bernardino Mountains to the north and San Gabriel Mountains to the northwest. The Santa Ana River, Mill Creek, Lytle Creek, and smaller tributaries contribute most of the total recharge to the groundwater system. The subbasin is also replenished by deep percolation of water from precipitation and resulting runoff, percolation from delivered water, and water spread in streambeds and spreading grounds. Groundwater in the area is adjudicated, and annual water rights are based on the long-term safe yield from the Bunker Hill Subbasin, which includes wet, dry, and normal periods.

The Western-San Bernardino Watermaster manages and reports on the conditions of the local groundwater basins and administers the adjudication judgement. The Integrated Regional Water Management Plan (IRUWMP) for the Santa Ana River Watershed focuses on long-term management of water resources in the Bunker Hill Subbasin and the reduction of reliance on imported water.

Consistent with the findings of the GHSP Final EIR, development in the GHSP area would increase impervious areas and thus could increase runoff from those development sites. However, hydrology and hydraulic calculations are required for all proposed developments, and developments must comply with the requirements of the MS4 Permit (Permit Order No. R8-2010-0036) that includes low-impact development (LID) BMPs to retain and treat the 85th percentile 24-hour stormwater runoff. Also, new developments within the amended GHSP area would be required to implement a WQMP pursuant to Section 35.0118 of the County's Code that requires BMPs be used to capture, slow, and/or infiltrate stormwater pursuant to the Municipal Separate Storm Sewer System (MS4) permit. Any soil types (such as those containing clay materials) that are not infiltrating are not recharging groundwater; and development of those areas would not result in a significant impact to groundwater recharge. Thus, groundwater recharge would be maintained, and groundwater supplies would not be substantially decreased.

In addition, groundwater within the Project area is adjudicated, which manages groundwater pumping such that substantial depletion of groundwater supplies would not occur. The Western-San Bernardino Watermaster manages and reports on the conditions of the local groundwater basins and administers the adjudication judgement. Groundwater extractions and conditions are monitored and tracked annually. The proposed change to GHSP land use designations would not conflict with the groundwater basing adjudications. Therefore, the proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge or sustainable groundwater management of the basin. Thus, the proposed Project would have a less than significant impact. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.



**c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would:**

**i. Result in substantial erosion or siltation on- or off-site?**

**No New Impact.** The proposed Project would amend the GHSP land use designation of various parcels totaling 161.3 acres within three subareas of the GHSP from Destination Recreation (DR), Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR-O), to Corridor Industrial (CI); and add a CI Overlay (CI-O) to the Single-Family Residential – Sycamore Flats (SFR-SF) area of Sycamore Flats. The change in GHSP land use designations would not alter the course of a stream or river.

**Construction**

The proposed GHSP land use changes would not result in increased impacts related to soil erosion and siltation. Construction of all future developments have the potential to contribute to soil erosion and siltation. Grading and excavation activities that would be required would expose and loosen soil, which could be eroded by wind or water. However, the County permitting requirements implement the NDPES Storm Water Permit standards that all projects are required to conform to. To reduce the potential for soil erosion and the loss of topsoil, a SWPPP is required by the RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer). The SWPPP is required to address site-specific conditions related to specific grading and construction activities. The SWPPP is required to identify potential sources of erosion and sedimentation and loss of soil during construction, identify erosion control BMPs to reduce or eliminate the erosion and siltation, such as use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding. With implementation of the SWPPP, as required by the County development permitting process, potential future construction impacts related to erosion and siltation would be less than significant, which is consistent with the findings of the GHSP Final EIR.

**Operation**

The proposed GHSP land uses would introduce additional impervious surfaces at buildout. Future developments within the GHSP Amendment area are required to include installation of landscaping, such that large areas of loose topsoil that could erode would not exist. The MS4 required onsite drainage features to be installed by future development projects would slow, filter, and/or infiltrate stormwater as feasible, which would also reduce the potential for stormwater to erode soil during operations. Also, implementation of the development projects requires County approval of a site-specific WQMP, which would ensure that appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. These requirements are included as GHSP Final EIR Mitigation Measures 4.2-1, 4.2-2, 4.2-6, and 4.2-7. As a result, potential impacts related to substantial soil erosion or siltation would be less than significant, which is consistent with the findings of the GHSP Final EIR. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR

**ii. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?**

**No New Impact.** As detailed previously, operation of future development pursuant to the proposed GHSP Amendment would increase impermeable surfaces that would result in an increase in the volume of surface runoff. The majority of the North Glen Helen Subarea is currently developed or under development for truck parking facilities that are required by the NPDES to treat and infiltrate additional runoff that occurs from development of the sites with impervious surfaces. The stormwater from the undeveloped portion of the Glen Helen Subarea, along with the Devore and Sycamore Flats Subareas, which are undeveloped, currently

infiltrates into site soils and stormwater from substantial storm sheet flows from high points to low points across the sites.

Development of new urban uses pursuant to the proposed GHSP Amendment would result in an increase in impermeable surfaces that would create additional stormwater runoff. However, hydrology and hydraulic calculations are required for all proposed developments. The MS4 Permit regulations require retention and treatment of the 85th percentile 24-hour stormwater runoff. Also, new developments within the amended GHSP area would be required to implement a WQMP pursuant to Section 35.0118 of the County's Code that requires BMPs be used to capture, slowly release, and/or infiltrate stormwater so that the rate or amount of surface runoff would be accommodated by existing and planned drainage facilities pursuant to the MS4 permit requirements. This is also required by the GHSP Final EIR Mitigation Measures 4.2-1, 4.2-2, and 4.2-6. As a result, potential impacts related to a substantial increase in stormwater runoff that could result in flooding would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**iii. *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

**No New Impact.** As detailed previously, development of new urban uses pursuant to the proposed GHSP Amendment would result in an increase in impermeable surfaces that would create additional stormwater runoff. However, hydrology and hydraulic calculations are required for all proposed developments pursuant to MS4 Permit regulations that require retention and treatment of the 85th percentile 24-hour stormwater runoff. Also, new developments within the amended GHSP area would be required to implement a WQMP pursuant to Section 35.0118 of the County's Code that includes BMPs be used to capture and infiltrate stormwater pursuant to MS4 regulations so that the rate or amount of surface runoff would be accommodated by existing and planned drainage facilities. As a result, potential impacts related to an increase in stormwater runoff that could exceed the capacity of drainage systems or result in polluted runoff would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**iv. *Impede or redirect flood flows?***

**No New Impact.** The GHSP area includes the Lower Lytle Creek Wash and Cajon Canyon Wash that are associated with flooding of low-lying areas during times of intense or prolonged precipitation. However, the Federal Emergency Management Agency (FEMA) Flood Mapping does not identify the North Glen Helen, Devore, or Sycamore Flats Subareas as potential flood areas.

As detailed in Table 3-3 in Section 3.0, *Project Description*, at buildout of the proposed GHSP Amendment, a reduction of residential units and Commercial/Travelers Services would occur and an increase in Corridor Industrial uses, including the truck parking areas in the North Glen Helen Subarea, would exist. This would reduce the potential of flooding impacts to humans in residences or commercial buildings, and damage impacts to building structures and other property within these areas, as fewer people and no residential structures would exist. In addition, Chapter 85.07 of the County Development Code requires flood hazard development reviews for any project within a flood plain to ensure the adequate base elevation for new structures. Compliance with this code requirement would be verified during the development review and permitting process. Therefore, the proposed GHSP Amendment would not impede or redirect flood flows. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

**No New Impact.** As discussed in the previous response, the GHSP area includes the Lower Lytle Creek Wash and Cajon Canyon Wash that are associated with flooding of low-lying areas during times of intense or prolonged precipitation. However, the Project site is not within a flood hazard area. As such, the Project is not at risk of inundation during a storm event. Further, Chapter 85.07 of the County Development Code requires flood hazard development reviews for any project within a flood plain to ensure the adequate base elevation for new structures. Compliance with this code requirement would be verified during the development review and permitting process. Therefore, the proposed GHSP Amendment would not result in a risk of the release of pollutants within a flood hazard area. No new impacts would occur.

Tsunamis are generated ocean wave trains generally caused by tectonic displacement of the sea floor associated with shallow earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. The GHSP area is approximately 50 miles from the nearest ocean shoreline. Based on the inland location of the GHSP area, the proposed amendment areas are not at risk of inundation from tsunami. Therefore, the proposed Project would not risk release of pollutants from inundation from a tsunami.

Seiching is a phenomenon that occurs when seismic ground shaking induces standing waves (seiches) inside water retention facilities (e.g., reservoirs and lakes). Such waves can cause retention structures to fail and flood downstream properties. The GHSP Amendment areas are not located adjacent to any water retention facilities. For this reason, the GHSP Amendment areas are not at risk of inundation from seiche waves. Therefore, the proposed Project would not result in a risk the release of pollutants from inundation from seiche and impacts. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**No New Impact.** As described previously, future development projects are required to have an approved SWPPP (per County Development Code Chapter 85.11), which would include construction BMPs to minimize the potential for construction-related sources of pollution, as required by the San Bernardino County Stormwater Program, MS4 permit, and GHSP Final EIR Mitigation Measures 4.2-1, 4.2-2, and 4.2-7. Also, future development projects are mandated to implement a WQMP (per Development Code Chapter 83.15), with source control BMPs to minimize the potential introduction of pollutants; and treatment control BMPs are included to treat runoff. With implementation of a WQMP as required by the County during the future project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed GHSP amended land uses would not obstruct implementation of a water quality control plan.

Also as described previously, the GHSP area receives water from groundwater basins that are adjudicated. Thus, the allowable withdrawal of water from the basin by water purveyors is limited. The Western-San Bernardino Watermaster manages and reports on the conditions of the local groundwater basins and administers the adjudication judgement. Groundwater extractions and conditions are monitored and tracked annually. The proposed GHSP Amendment would not conflict with the groundwater basin adjudications. Thus, the proposed Project would not conflict with or obstruct a groundwater management plan, and no new or increased impacts would occur.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to

evaluate Project impacts or mitigation measures exist regarding hydrology and water quality. There have not been 1) changes related to the development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

## Plans, Programs, or Policies (PPPs)

### San Bernardino County Development Code

**Chapter 35.01: Pollutant Discharge Elimination System Regulations.** Incorporates the Areawide Urban Storm Water Run-Off Permit [NPDES Permit No. CAS618036, Order No. R8-2002- 0012] issued by the California Regional Water Quality Control Board Santa Ana Region pursuant to Section 402(p) of the Clean Water Act. Requires preparation of a WQMP.

**Chapter 85.07: Flood Hazard Development Reviews.** This Chapter of the County Development Code provides processes for the Floodplain Development Standards Review in compliance with the Development Code and states that a Floodplain Development Standards Review shall note the elevation of the first floor (including basement) of a proposed structure on the development permit and confirm that it is either:

- (1) One foot above the base flood elevation when the FEMA map base flood elevations are shown, as determined from drainage study, or two feet or more above the highest adjacent grade when the base flood elevations are not shown in any area designated as a 100-year floodplain; or
- (2) One foot above the highest adjacent grade in any area designated as a 100 to 500-year floodplain.

**Chapter 85.11: Pre-Construction Flood Hazard Mitigation and Erosion Control Inspection.** Includes erosion control measures such as requirements for SWPPPs with Best Management Practices (BMPs). The Chapter states that BMPs shall be implemented at all land disturbance sites, regardless of the area of disturbance. It also states that projects disturbing more than one acre are also required to have coverage under the State General Construction Permit issued by the State Water Resources Control Board and develop a Stormwater Pollution Prevention Plan (SWPPP). The project is required to abide by all provisions of the State General Construction Permit and obtain a Waste Discharge Identification (WDID) number prior to the issuance of building or grading permits when the disturbance is more than one acre.

**Chapter 83.15; Conditional Compliance for Water Quality Management Plans:** This chapter ensures compliance with conditions of approval for projects involving Water Quality Management Plan (WQMP) features. The Chapter outlines the requirements for WQMPs to be prepared for development projects within the County and requirements for engineering review and compliance with standards.

### San Bernardino County Stormwater Program

The Technical Guidance Document for Water Quality Management Plans (WQMPs) for the Santa Ana Region of San Bernardino County is the guidance document for the project's stormwater design compliance with

Santa Ana RWQCB requirements for Priority Projects or Transportation Projects. The MS4 permit requires that a preliminary project-specific WQMP be prepared for review early in the project development process and that a Final WQMP be submitted prior to the start of construction. A project-specific WQMP is required to address the following:

- Develop site design measures using Low Impact Development (LID) principles
- Evaluate feasibility of on-site LID Best Management Practices (BMPs)
- Maximum hydrologic source control, infiltration, and biotreatment BMPs
- Select applicable source control BMPs
- Address post-construction BMP maintenance requirements

## Mitigation/Monitoring Required

### ***GHSP Final EIR Mitigation Measures***

**4.2-1: Water Quality.** All development shall comply with the National Pollution Discharge Elimination System (NPDES) regulations. Prior to the issuance of a grading permit, applicants shall demonstrate compliance with NPDES Storm Water Permit requirements to the satisfaction of the County of San Bernardino. Applicable Best Management Practice (BMP) provisions shall be incorporated into the NPDES permit.

*Applicable: GHSP Final EIR Mitigation Measure 4.2-1 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.*

**4.2-2: BMPs for Individual Projects.** Individual projects within the specific plan area shall be reviewed by the San Bernardino Flood Control Division for the inclusion of appropriate structural and nonstructural BMPs to control storm water discharges and protect water quality.

*Applicable: GHSP Final EIR Mitigation Measure 4.2-2 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.*

**4.2-4: Treated Effluent.** Prior to the commencement of any activities that would result in the discharge of treated effluent from an approved Glen Helen wastewater treatment facility to surface waters, the County shall assure to the satisfaction of the RWQCB operational compliance with adopted water quality policies. Should TDS limits exceed RWQCB objectives, the County shall prepare and implement a water management plan, acceptable to the RWQCB, demonstrating how effluent limitations will be achieved.

*Applicable: GHSP Final EIR Mitigation Measure 4.2-4 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.*

**4.2-5: Alternative Wastewater Disposal.** In the event that the RWQCB and/or the California Department of Health Services (SDHS) does not permit the proposed direct discharge of treated sewage to Lytle Creek, alternative wastewater disposal methods shall be implemented. Such alternatives could include, but may not be limited to: (1) 100 percent reclamation of all project area wastewater for reuse on or off the project site in RWQCB —approved applications (e.g., landscape irrigation, toilet flushing, and other non-domestic uses in non-residential buildings); (2) construction of new or use of existing open-air effluent storage ponds; and/or (3) construction of a bypass pipeline conveying waters to a discharge point located outside of the Lytle Groundwater Basin or to a conduit that would void discharge thereto.

*Applicable: GHSP Final EIR Mitigation Measure 4.2-5 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.*



**4.2-6: Storm Runoff:** At the time that site specific development occurs, a long-term water monitoring program shall be implemented to regularly test the water quality at the storm drainage outlets within Lytle Creek. If test results determine that the water quality standards established by the RWQCB are not being met, corrective actions acceptable to the RWQCB will be taken to improve the quality of surface runoff discharged from the outlets to a level in compliance with the adopted RWQCB standards.

Applicable: GHSP Final EIR Mitigation Measure 4.2-6 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.

**4.2-7: Best Management Practices:** The County shall review subsequent development projects within the Specific Plan area for the application of Best Management Practices (BMPs) to reduce water pollution from urban runoff. Among the source-reduction BMPs available to the County for application to such projects are the following:

- Animal waste reduction
- Exposure reduction
- Recycling/waste disposal
- Parking lot and street cleaning
- Infiltration (exfiltration) devices
- Oil and grease traps
- Sand traps
- Filter strips
- Regular/routine maintenance

The specific measures to be applied shall be determined in conjunction with review of required project hydrology and hydraulic studies and shall conform to standards of the County's Municipal Stormwater Permit, under the NPDES program.

Applicable: GHSP Final EIR Mitigation Measure 4.2-7 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.

**4.2-9:** In the event that the County intends to discharge effluent within at least one-year travel time of domestic supply wells, the County shall conduct or participate in the required soil aquifer treatment studies.

Applicable: GHSP Final EIR Mitigation Measure 4.2-9 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.

#### **Proposed Project Mitigation Measures**

No new impacts nor substantially more severe hydrology and water quality impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for hydrology and water quality.

## 5.11 LAND USE AND PLANNING

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Summary of Impacts Identified in the GHSP Final EIR

The GHSP Final EIR describes that the land use designations within the GHSP boundary have been tailored to the physical and environmental conditions, existing activities and land uses that would remain, and future market potentials for the area. The GHSP Final EIR states that the purpose of the Specific Plan is to facilitate the development of a complementary and successful pattern of land uses that would occur over the next 15 to 20 years. In addition, the GHSP Final EIR determined that the land use designations proposed within the GHSP have a similarity to certain land use districts in the County of San Bernardino Development Code; and therefore, impacts would be less than significant.

According to the GHSP Final EIR, the Specific Plan land changes and designations within the planning subareas result in a land use pattern that is internally consistent. The GHSP Final EIR determined that the Specific Plan would not create any incompatibilities with existing or planned uses within the planning area, and that no impacts would occur. The GHSP Final EIR also included a policy analysis, which determined that the Specific Plan would be consistent with the General Plan, and that no impacts would occur.

The Final EIR also determined that the GHSP land use designations have been specifically developed to assure compatibility with existing and future uses within and surrounding the plan area, and that implementation of the GHSP would not result in any adverse cumulative land use effects. No mitigation measures were required.

### Impacts Associated with the Proposed Project

#### a) Physically divide an established community?

**No New Impact.** The proposed GHSP Amendment areas are part of the Glen Helen community but are separated from each other and other portions of the GHSP area by freeways, railways, topographical variations, and existing development. The proposed GHSP Amendment would change the GHSP land use designation of various parcels from Destination Recreation (DR), Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR-O), to Corridor Industrial (CI) and add a CI Overlay to the Single-Family Residential – Sycamore Flats (SFR-SF) area. These GHSP land use changes would not physically divide

an established community. The proposed amendment areas are currently designated for urban uses and the proposed GHSP Amendment would redesignate them for different urban uses related to their location near regional freeways.

The North Glen Helen Subarea is bounded to the southwest by the San Gabriel Mountains, specifically Lytle Creek Ridge, and the San Bernardino National Forest. The area is bound by the north and northeast by Glen Helen Road, two railroads, and the Cajon Wash. The area is physically separated by the existing topographical features and is only accessible via Glen Helen Road. The proposed GHSP Amendment would change the designation of this 81.5-acre area from Destination Recreation (DR) to Corridor Industrial (CI) with a maximum Floor Area Ratio (FAR) of 0.03. As described previously, a large portion of the proposed amendment area within the North Glen Helen Subarea is developed for or under development for truck parking facilities for existing nearby uses. The proposed Corridor Industrial (CI) designation would be applicable to those existing uses and future uses under the proposed Corridor Industrial (CI) designation would be restricted to those allowable in the GHSP, which do not involve uses that would physically divide the area or further separate it from the other portions of the GHSP area.

The Devore Subarea is vacant and undeveloped land that is surrounded on two sides by roadways, one side by four rows of railroad tracks, and the Cajon Wash (natural drainage area) bounds the site on the fourth side. The area is currently physically separated from surrounding areas due to the existing roadways and natural drainage. The proposed GHSP Amendment would change the GHSP designation of 19.2 acres of the Devore Subarea from Commercial/Traveler Services (C/TS) to Corridor Industrial (CI). No new physical separation would occur from the new GHSP designation, or from future Corridor Industrial uses within the amendment area.

The Sycamore Flats Subarea is vacant and undeveloped land that is geographically separated by mountains, a canyon, and roadways from other portions of the GHSP area. The proposed change of the 12.1-acre east side of the Sycamore Flats amendment area from Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR-O) to Corridor Industrial (CI) and future related development would not further separate the physically separated area that is surrounded by Glen Helen Parkway and the I-15 freeway. In addition, the proposed CI Overlay (CI-O) for the western portion of the area that is currently designated for SFR-SF would provide flexibility for future development and would not result in physical division of a community. This area is surrounded by lands designated for open space by the GHSP, which are bound by San Bernardino National Forest. These areas would not be physically divided under either the existing or the proposed GHSP Amendment. Therefore, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

**No New Impact.** The proposed GHSP Amendment would change the GHSP land use designation of various parcels from Destination Recreation (DR), Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR-O), to Corridor Industrial (CI) and add a CI Overlay (CI-O) to the Single-Family Residential-Sycamore Flats (SFR-SF) area. The existing GHSP land uses are for urban development and not related to avoiding or mitigating an environmental effect.

The Destination Recreation (DR) designation is intended to accommodate residential land uses, general service retail and low-intensity service commercial, government/civic uses, and recreation entertainment uses. Land uses allowed within the Destination Recreation (DR) designation include recreation vehicle parks, private campgrounds, residential uses, bed and breakfast establishments, restaurants, and limited retail commercial, as well as a full range of recreation-oriented activities. The Destination Recreation (DR) designation is intended to provide for these land uses and is not intended to mitigate an environmental effect.

The Commercial/Traveler Services (C/TS) designation provides for uses that serve the traveling public. Restaurants, convenience services, automobile and truck service stations, lodging, retail goods, and commercial recreation uses are typical uses to be found in this designation. The Commercial/Traveler Services (C/TS) designation is intended to provide for these urban types of land uses and is not intended to mitigate an environmental effect. Likewise, the Single-Family Residential-Sycamore Flats (SFR-SF) designation provides for single-family detached residential development, at a density of up to 7 dwelling units per acre, and the High Density Residential Overlay (HDR-O) provides for residential up to 35 dwelling units per acre. These residential designations are intended for the provision of housing and are not intended to mitigate an environmental effect.

The change of GHSP designation from these urban land uses to the proposed Corridor Industrial (CI) and CI Overlay designations that provide for a range of general and light industrial uses would change the types of urban land uses to be developed within the area; and would not conflict with designations related to mitigating an environmental effect. As detailed throughout this CEQA addendum, no new or increased environmental impacts would occur with implementation of the proposed GHSP Amendment.

**SCAG Regional Transportation Plan/Sustainable Communities Strategy**

SCAG is designated by federal law as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops transportation and housing strategies for Southern California as a whole. SCAG is required by federal law (23 U.S.C. Section 134 et seq.) to prepare and update a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years in order to readjust its vision for the future, assess challenges, and rearticulate goals. The most recent RTP/SCS “Connect SoCal” was approved by SCAG on April 4, 2024.

Connect SoCal 2024 policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. The policies have been refined over several planning cycles to promote multimodal transportation investments and local development that align with the regional growth vision. The policies that are relevant to the proposed Project focus largely on maximizing mobility. The proposed GHSP Amendment would be consistent with the applicable 2024 Connect SoCal strategy policies, as detailed in Table LU-1. Therefore, implementation of the proposed Project would not result in conflict with RTP/SCS, and impacts would not occur.

**Table LU-1: Consistency with SCAG Regional Transportation Plan/Sustainable Communities Strategy**

2024 Connect SoCal Strategy Policy	Proposed Project Consistency with Policy
<b>Mobility Policies Support</b>	
<ul style="list-style-type: none"><li>• Circulation System Preservation and Resilience</li><li>• Development of Complete Streets</li><li>• Transit and Multimodal Integration</li><li>• Transportation System Management</li><li>• Transportation Demand Management</li><li>• Technology Integration</li><li>• Safety</li><li>• Funding the System/User Fees</li></ul>	<b>Consistent.</b> The Project does not propose any development or roadway improvements. Any roadway improvements would be specific to future development plans and would be determined at the time a development project is proposed. Future developments under the proposed Project would be required to comply with the circulation system standards and traffic control standards specified by the County’s roadway standards, and collection of user fees, as ensured and verified by the County during the plan check and permitting process. As detailed in Section 5.17, <i>Transportation</i> , the proposed Project would result in a reduction of vehicle trips in comparison to buildout of the existing GHSP land uses. Thus, the project would not conflict with management, preservation, and resilience of the system.

	<p>The proposed GHSP Amendment areas are not currently served by transit. The closest existing transit services to the Project site are in the City of Rialto to the southeast and the City of San Bernardino to the east of the proposed GHSP Amendment areas. The Project does not involve transit connections or multimodal integration.</p>
<b>Communities Policies Support</b>	
<ul style="list-style-type: none"> <li>• Priority Development Areas</li> <li>• Housing the Region</li> <li>• 15-Minute Communities</li> <li>• Equitable Engagement and Decision Making</li> </ul>	<p><b>Consistent.</b> The 2024 Connect document describes that Communities policies support growth within areas of existing and planned urban infrastructure, such as transit; with a focus on future housing and population growth within a 15-minute walk, bike ride or roll from their home. The Project subareas are physically separated from existing communities with transit and land uses that support day to day needs, such as community commercial retail and office uses. The reduction in potential future residential uses and increase in corridor industrial related uses is consistent with the site's proximity to I-15 and I-215. Also, the Project reduces the potential of scattered residential areas being within unserved areas are outside of a 15-minute community. Thus, the Project is consistent, and does not conflict, with the 2024 Connect Communities policies.</p>
<b>Environment Policies Support</b>	
<ul style="list-style-type: none"> <li>• Sustainable Development</li> <li>• Air Quality</li> <li>• Clean Transportation</li> <li>• Natural and Agricultural Lands Preservation</li> <li>• Climate Resilience</li> </ul>	<p><b>Consistent.</b> The future developments under the proposed GHSP Amendment would be required to comply with applicable Title 24/CalGreen requirements for sustainable development and clean transportation. As detailed previously in Section 5.3, <i>Air Quality</i>, Table AQ-3, at buildout of the proposed Project emissions of VOC, NOx, CO, and SOx would be reduced in comparison to buildout of the existing GHSP. As detailed in Section 5.17, <i>Transportation</i>, buildout of the proposed GHSP Amendment would result in a reduction of approximately 11,688 vehicle trips per day compared to those that would result from buildout of the existing GHSP land uses. In addition, the proposed Corridor Industrial (CI) area within the North Glen Helen Subarea is developed with, or being constructed with, truck trailer parking that would generate limited emissions from stored/parked truck trailers and the trailer trips to and from the nearby warehouse facilities that are 5 miles or less from the site. Thus, the proposed Project is consistent with these policies. In addition, the proposed Project does not include any agricultural land and does not involve conversion of designated natural open space land uses into other uses. Therefore, the proposed Project is consistent, and does not conflict, with the 2024 Connect Environmental policies.</p>
<b>Economy Policies Support</b>	
<ul style="list-style-type: none"> <li>• Goods Movement</li> <li>• Broadband</li> <li>• Universal Basic Mobility</li> <li>• Workforce Development</li> <li>• Tourism</li> </ul>	<p><b>Consistent.</b> The proposed GHSP Amendment supports goods movement by providing for Corridor Industrial (CI) uses, that include warehousing and truck parking, along regional goods movement routes (I-15 and I-215) Project. The proposed Corridor Industrial (CI) uses also support workforce development and do not hinder universal basic mobility. In addition, the proposed Project does not involve conversion of open space and park lands that support tourism. Therefore, the proposed Project is consistent, and does not conflict, with the 2024 Connect Economy policies.</p>



**County of San Bernardino Countywide Plan Policies**

San Bernardino County adopted the Countywide Plan on October 27, 2020. The Countywide Plan serves as a guide for County decision-making, financial planning, and communications. The Countywide Plan land use plan designates all Specific Plan areas as Special Development (SD) pursuant to the adopted specific plan. As a result, the GHSP provides the land use and development standards. Thus, any GHSP land use designation change, including the proposed GHSP Amendment, would not result in a conflict with the Countywide Plan land use designation of SD.

The proposed GHSP Amendment to change the GHSP land use designation of various parcels from Destination Recreation (DR), Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR-O), to Corridor Industrial (CI) and add a CI Overlay to the Single-Family Residential-Sycamore Flats (SFR-SF) area would not conflict with Countywide plan policies that avoid or mitigate an environmental effect. The existing regulations related to potential environmental effects from implementation of Corridor Industrial uses would be applicable to the proposed GHSP Amendment areas; such as those related to noise, lighting, separation of uses, grading requirements, etc. Implementation of future proposed development projects pursuant to the proposed GHSP Amendment would be reviewed as part of the development review and permitting process to ensure that applicable requirements, regulations, and previously adopted GHSP Final EIR mitigation measures are implemented/incorporated, which would reduce potential impacts related to Corridor Industrial uses as detailed herein this CEQA addendum. Therefore, the proposed GHSP Amendment would not result in a significant environmental impact due to a conflict with a land use plan or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**County of San Bernardino Development Code**

The GHSP provides the majority of the land use and planning regulations related to potential environmental impacts. The GHSP is the main development implementation tool, and the Development Code applies in absence of a GHSP specification for regulations. The County's development permitting process would ensure that the proposed Project would be implemented in compliance with these existing regulations. As such, the proposed Project would not result in conflicts with the County Development Code, and impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding land use and planning. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

**Plans, Programs, or Policies (PPPs)**

None.

**Mitigation/Monitoring Required**

No mitigation measures were included in the GHSP Final EIR related to land use and planning. No new impacts nor substantially more severe land use and planning impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding land use and planning.

## 5.12 MINERAL RESOURCES

Would the project:	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Summary of Impacts Identified in the GHSP Final EIR

The GHSP Final EIR also states that the areas within the GHSP identified as MRZ-2 areas are primarily located within areas designated as either flood control, open space/habitat preserve, public facilities or special use area (i.e. former Cajon landfill) and that implementation of the GHSP would not result in the loss of a known valuable mineral resource or result in the loss of the availability of a locally important mineral resource, as these areas would not restrict mineral resource needs (GHSP DEIR p 4.1-13).

### Impacts Associated with the Proposed Project

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

**No New Impact.** The California Legislature enacted the Surface Mining and Reclamation Act which, among other things, provided guidelines for the classification and designation of mineral lands, and areas were classified based on geologic factors without regard to existing land use and land ownership. The areas are categorized into four Mineral Resource Zones (MRZ):

- MRZ-1: An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2: An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3: An area containing mineral deposits, the significance of which cannot be evaluated.
- MRZ-4: An area where available information is inadequate for assignment to any other MRZ zone.

The Countywide Plan Policy Map NR-4 Mineral Resource Zones identifies that the proposed GHSP Amendment areas are located within areas identified as MRZ-2 and MRZ-3 Zone areas. MRZ-2 are areas where there is a high likelihood for mineral deposits; and MRZ-3 areas identifies areas with minerals, but the significance cannot be identified. However, the proposed amendment areas and adjacent lands have no history of mining. In addition, the GHSP does not identify the area as containing valuable mineral resources. Therefore, implementation of the proposed GHSP land use amendment would not result in the loss of availability of a valuable known mineral resource and impacts would be less than significant. No new or

substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

The proposed land use change and potentially resulting change in type of development does not impact the availability of mineral resources. Although the GHSP area is identified as an MRZ-2 area, the proposed GHSP Amendment areas are not zoned for mineral resource uses and do not contain known mineral resources that are of value to the state. Thus, no new or increased impacts related to mineral resources would occur from the proposed GHSP Amendment. Impacts related to mineral resources would not occur from the proposed Project, as identified in the GHSP Final EIR. No new impacts would occur.

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

**No New Impact.** As discussed in the previous response, the proposed GHSP Amendment areas are identified as MRZ-2 and MRZ-3. The areas have not historically been used for mineral resource recovery and valuable mineral resources have not been identified within the Project area. The Project site is not designated for mineral recovery uses but is designated for urban uses that include Destination Recreation (DR), Commercial/Traveler Services (C/TS), High Density Residential Overlay (HDR-O), and Single-Family Residential – Sycamore Flats (SFR-SF). In addition, the proposed change in GHSP land uses would not cause loss of potential resources. Therefore, no impacts related to the loss of availability of a locally important mineral resource recovery site, as delineated on a local general plan, specific plan, or other land use plan, would occur as a result of Project implementation. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding mineral resources. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

**Plans, Programs, or Policies (PPPs)**

None.

**Mitigation/Monitoring Required**

No mitigation measures were included in the GHSP Final EIR related to mineral resources. No new impacts nor substantially more severe mineral resources impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding mineral resources.

### 5.13 NOISE

Would the project result in:	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section was prepared using the Noise and Vibration Analysis, included as Appendix D.

#### Summary of Impacts Identified in the GHSP Final EIR

The GHSP Final EIR determined that construction noise for commercial and industrial development is approximately 89 dBA Leq when measured at a distance of 50 feet, and residential development is slightly quieter with a composite noise level of about 88 dBA Leq at a distance of 50 feet. However, the GHSP assumed a worst-case scenario of 89 dBA Leq and determined that construction from buildout of the GHSP would exceed the applicable standards, and Mitigation Measures 4.5-1 through 4.5-3 were included to reduce construction noise to a less than significant level (GHSP DEIR p 4.5-16).

The GHSP Final EIR determined that the 70 dBA standard for stationary sources operating in industrial areas would occur at a distance of approximately 160 feet from the industrial noise sources, and the 60 dBA stationary source standard for commercial land uses would be attained at a distance of 500 feet. The residential standards of 55 dBA during the day and 45 dBA during the night would be attained at distances of about 890 and 2,800 feet, respectively. Thus, noise from buildout of the GHSP would have the potential to exceed County stationary source requirements. Therefore, Mitigation Measures 4.5-4 through 4.5-7 were included to reduce potential impacts to a less than significant level.

The GHSP Final EIR also describes that noise would increase from additional volumes of traffic generated from buildout of the GHSP and that land uses would be subject to elevated levels of vehicle noise above those levels deemed acceptable in the County's General Plan. Table 4.5-9 of the GHSP EIR Noise Study (GHSP DEIR Appendix E, page 23) identifies a traffic noise level criteria of 65 dBA CNEL along roadways within the proposed GHSP Amendment area and the segments where it would be exceeded with buildout of the GHSP. The GHSP Final EIR traffic noise analysis identifies a threshold for traffic noise increases of 5 dBA and found that it would be exceeded along several roadways; including Glen Helen Road and Glen

Helen Parkway (GHSP DEIR p 4.5-22). As such, the GHSP Final EIR determined that increased traffic noise from buildout of the GHSP would be a potentially significant impact, and Mitigation Measures 4.5-5 through 4.5-7 were included to reduce potential impacts to a less than significant level (GHSP DEIR p 4.5-23).

## Noise Receptors

Noise sensitive receptors are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Noise-sensitive land uses include residences, schools, hospitals, and recreation areas. The closest existing receptors are described below and shown in Figure N-1.

- R1: Location R1 represents the residence at 1650 Devore Road approximately 1,308 feet north of the Devore Subarea. Receiver R1 is the outdoor living area (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise.
- R2: Location R2 represents the residence at 18552 Parker Street, approximately 1,003 feet northeast of the Devore Subarea. Receiver R2 is the outdoor living area (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise.
- R3: Location R3 represents the residence at 3817 W Bodega Way approximately 14,111 feet southeast of the Devore Subarea. Receiver R3 is the outdoor living area (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise.
- R4: Location R4 represents the residence at 18325 Lapis Lane, approximately 6,089 feet southeast of the Sycamore Flats Subarea. Receiver R4 is the outdoor living area (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise.
- R5: Location R5 represents the existing residence at 13301 Osage Court approximately 1,833 feet southeast of the Sycamore Flats Subarea. Receiver R5 is the outdoor living area (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise.

## Existing Ambient Noise Levels

To assess the existing noise level environment, 24-hour noise level measurements were taken at seven locations in the GHSP area, shown in Figure N-2. The noise level measurements listed in Table N-1 show that ambient noise ranges from 55.4 dBA CNEL to 84.4 dBA CNEL. The noise levels in the GHSP are dominated by transportation-related noise. Figure N-2 illustrates the location of each noise measurement.

**Table N-1: Existing Ambient Noise Level Measurements**

Location	Description	Energy Average Noise Level (dBA $L_{eq}$ )		CNEL
		Daytime	Nighttime	
L1	Located north of the GHSP near the residence at 1650 Devore Road	59.5	55.8	63.6
L2	Located north of the GHSP near the residence at 18552 Parker Street	72.2	69.4	76.8
L3	Located east of the GHSP near the residence at 3817 W. Bodega Way	79.0	77.4	84.4
L4	Located south of the GHSP near the residence at 18325 Lapis Lane	52.7	46.6	55.4
L5	Located south of the GHSP near the residence at 3301 Osage Court	57.0	54.2	61.9
L6	Located within the GHSP near the previous Freedom Acres Resort Adult Community at 1924 Glen Helen Road.	53.7	62.6	69.4
L7	Located within the GHSP near the Glen Helen Regional Park Campground	63.6	56.5	65.4

Source: Noise and Vibration Analysis (Appendix D)



Figure N-1: Noise Receptor Locations





Figure N-2: Noise Measurement Locations





## State of California Noise Regulations

State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared per guidelines adopted by the Governor's Office of Planning and Research (OPR) that identifies suggested land use noise compatibility levels that are listed in Table N-2. These suggested guidelines provide planners with a tool to gauge the compatibility of land uses relative to existing and future noise levels. The guidelines identify normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels for various land uses. The land use compatibility guidelines are intended to be an advisory resource when considering changes in land use and policies, such as zoning modifications.

**Table N-2: Land Use Noise Compatibility Criteria**

Land Use Category	Community Noise Exposure <i>L<sub>dn</sub> or CNEL, dB</i>						
	55	60	65	70	75	80	
Residential - Low Density Single Family, Duplex, Mobile Homes							<b>Normally Acceptable</b> Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Residential - Multi-Family							
Transient Lodging - Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							<b>Conditionally Acceptable</b> New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							<b>Normally Unacceptable</b> New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							<b>Clearly Unacceptable</b> New construction or development should generally not be undertaken.

## San Bernardino County Noise Standards

**Operational Stationary Noise Sources.** County Development Code Section 83.01.080(c) establishes the noise level standards for stationary noise sources. As shown in Table N-3 below, residential standards provide that exterior noise levels shall not exceed 55 dBA  $L_{eq}$  during the daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA  $L_{eq}$  during the nighttime hours (10:00 p.m. to 7:00 a.m.) for more than 30 minutes in any hour. The industrial noise standard is 70 dBA  $L_{eq}$  during both the daytime and nighttime hours. In addition, the standard plus 5 dBA cannot be exceeded for a cumulative period of more than 15 minutes in any hour, or the standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour, or the standard plus 15 dBA for a cumulative period of more than 1 minute in any hour, or the standard plus 20 dBA for any period of time. Further, County Development Code Section 83.01.080(e) indicates that if the existing ambient noise level already exceeds any of the exterior noise level limit categories, then the standard shall be adjusted to reflect the ambient conditions.

**Table N-3: Operational Stationary Source Noise Level Standards**

Time Period	Exterior Noise Level Standards (dBA) <sup>1</sup>					
	$L_{eq}$ (Average)	$L_{50}$ (30 mins)	$L_{25}$ (15 mins)	$L_8$ (5 mins)	$L_2$ (1 min)	$L_{max}$ (Anytime)
Daytime (7:00 a.m. to 10:00 p.m.)	55	55	60	65	70	75
Nighttime (10:00 p.m. to 7:00 a.m.)	45	45	50	55	60	65

<sup>1</sup> County of San Bernardino Development Code, Title 8, Section 83.01.080 (Appendix 3.1). The percent noise level is the level exceeded "n" percent of the time during the measurement period.  $L_{50}$  is the noise level exceeded 50% of the time.

**Operational Mobile Noise Sources.** County Development Code Section 83.01.080(d) establishes the noise level standards for mobile noise sources. As shown in Table N-4, these standards provide that the maximum exterior noise levels from mobile sources at residential uses should not exceed 60 dBA CNEL, and non-noise-sensitive land uses, such as office uses, have an exterior noise level of 65 dBA CNEL.

**Table N-4: Operational Mobile Source Noise Level Standards**

		Ldn (or CNEL) dB(A)	
Categories	Uses	Interior	Exterior
Residential	Single and multi-family, duplex, mobile homes	45	60 <sup>(1)</sup>
	Hotel, motel, transient housing	45	60 <sup>(1)</sup>
Commercial	Commercial, retail, bank, restaurant	50	N/A
	Office building, research and development, professional offices	45	65
	Amphitheater, concert hall, auditorium, movie theater	45	65
Institutional/Public	Hospital, nursing home, school classroom, religious institution, library	45	65
Open Space	Park	N/A	65

(1) An exterior noise level of up to 65 dB(A) (or CNEL) shall be allowed provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposure does not exceed 45 dB(A) (or CNEL) with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level shall necessitate the use of air conditioning or mechanical ventilation.

CNEL = (Community Noise Equivalent Level). The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in from 7 p.m. to 10 a.m. and 10 decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m.

**Construction Noise Standards.** County Development Code Section 83.01.080(g)(3) states that construction activity is considered exempt from the noise level standards between the hours of 7:00 a.m. to 7:00 p.m. except on Sundays and federal holidays. Neither the County of San Bernardino Countywide Plan or Development Code establish numeric maximum acceptable construction source noise levels at potentially

affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual is used for analysis of daytime construction impacts. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise sensitive residential land use.

**Vibration Standards.** County Development Code Section 83.01.090(a) states that vibration shall be no greater than or equal to two-tenths inches per second measured at or beyond the lot line. To determine if the vibration levels due to the operation or construction, the peak particle velocity (PPV) vibration level standard of 0.2 inches per second is used.

### Impacts Associated with the Proposed Project

- a) **Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

#### No New Impact.

#### Construction Noise

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction generally occurs in the following stages: demolition, site preparation, grading, building construction, architectural coating, paving. The construction noise for each future Project within the proposed Corridor Industrial land use areas would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings.

This noise analysis was prepared using reference noise level measurements published in the *Road Construction Noise Model (RCNM)* by the Federal Highway Administration (FHWA) which provides a comprehensive source of reference construction noise levels. Table N-5 provides a summary of the construction reference noise level measurements expressed in hourly average dBA Leq using the estimated FHWA Roadway Construction Noise Model (RCNM) usage factors to describe the noise generated by typical construction activities for each stage of Project construction.

As shown on Table N-5, noise levels generated by heavy construction equipment would range from approximately 76.2 to 86.8 dBA at 50 feet from the noise source. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Thus, at a distance of 200 feet, construction noise levels would range from 64.2 to 74.8 dBA, which would not exceed the daytime construction noise threshold of 80 dBA Leq.

**Table N-5: Construction Noise Levels at 50 Feet**

Construction Stage	Reference Construction Equipment	Reference Noise Level @ 50 Feet (dBA Leq)	Composite Reference Noise Level @ 50 Feet (dBA Leq)	Composite Reference Noise Level @ 200 Feet (dBA Leq)
Demolition	Concrete Saw	83	86.8	74.8
	Grapple (on backhoe)	83		
	Gradall	79		
Site Preparation	Tractor	80	84.0	72.0
	Backhoe	74		
	Grader	81		
Grading	Scraper	80	83.3	71.3

Construction Stage	Reference Construction Equipment	Reference Noise Level @ 50 Feet (dBA L <sub>eq</sub> )	Composite Reference Noise Level @ 50 Feet (dBA L <sub>eq</sub> )	Composite Reference Noise Level @ 200 Feet (dBA L <sub>eq</sub> )
Building Construction	Excavator	77	80.6	68.6
	Dozer	78		
	Crane	73		
	Generator	78		
	Front End Loader	75		
Paving	Paver	74	77.8	65.8
	Dump Truck	72		
	Roller	73		
Architectural Coating	Man Lift	68	76.2	64.2
	Compressor (air)	74		
	Generator (<25kVA)	70		

Source: Noise and Vibration Analysis (Appendix D)

County Development Code Section 83.01.080(g)(3) allows construction noise to exceed the County noise standards provided that construction activities occur between 7:00 a.m. and 7:00 p.m. except on Sundays and federal holidays. However, the County construction noise standards do not provide any limits to the noise levels that may be created from construction activities and even with adherence to the County standards, the resultant construction noise levels may result in a significant substantial temporary noise increase to the nearby noise receptors. Therefore, in order to determine if construction activities would create a significant substantial temporary noise increase, this analysis utilizes the FTA construction noise criteria thresholds which identify that a significant construction noise impact would occur if construction noise exceeds 80 dBA during the daytime at a sensitive receiver, such as a residence.

Construction noise was assumed to occur throughout the proposed GHSP Amendment areas, as shown on Figure N-3, *Construction Noise Source Locations*. As shown on Table N-6, the construction noise levels at the existing sensitive receptor locations are expected to range from 26.1 to 51.9 dBA Leq at the nearby receiver locations that are shown in Figure N-1. This would not exceed the daytime construction noise threshold of 80 dBA Leq. In addition, should construction occur within 200 feet of future residential structures, impacts would also be less than significant as shown in Table N-5. Therefore, construction noise would be less than significant. Further, the previously adopted GHSP Final EIR mitigation measures would be implemented with each future proposed development project that includes Mitigation Measures 4.5-1 and 4.5-2 that limit construction hours and haul truck deliveries, Mitigation Measure 4.5-3 requiring a noise mitigation plan prior to the issuance of grading permits, and Mitigation Measure 4.5-5 that requires a site-specific noise analysis for all proposed projects. These measures would ensure that future construction activities do not exceed noise thresholds.

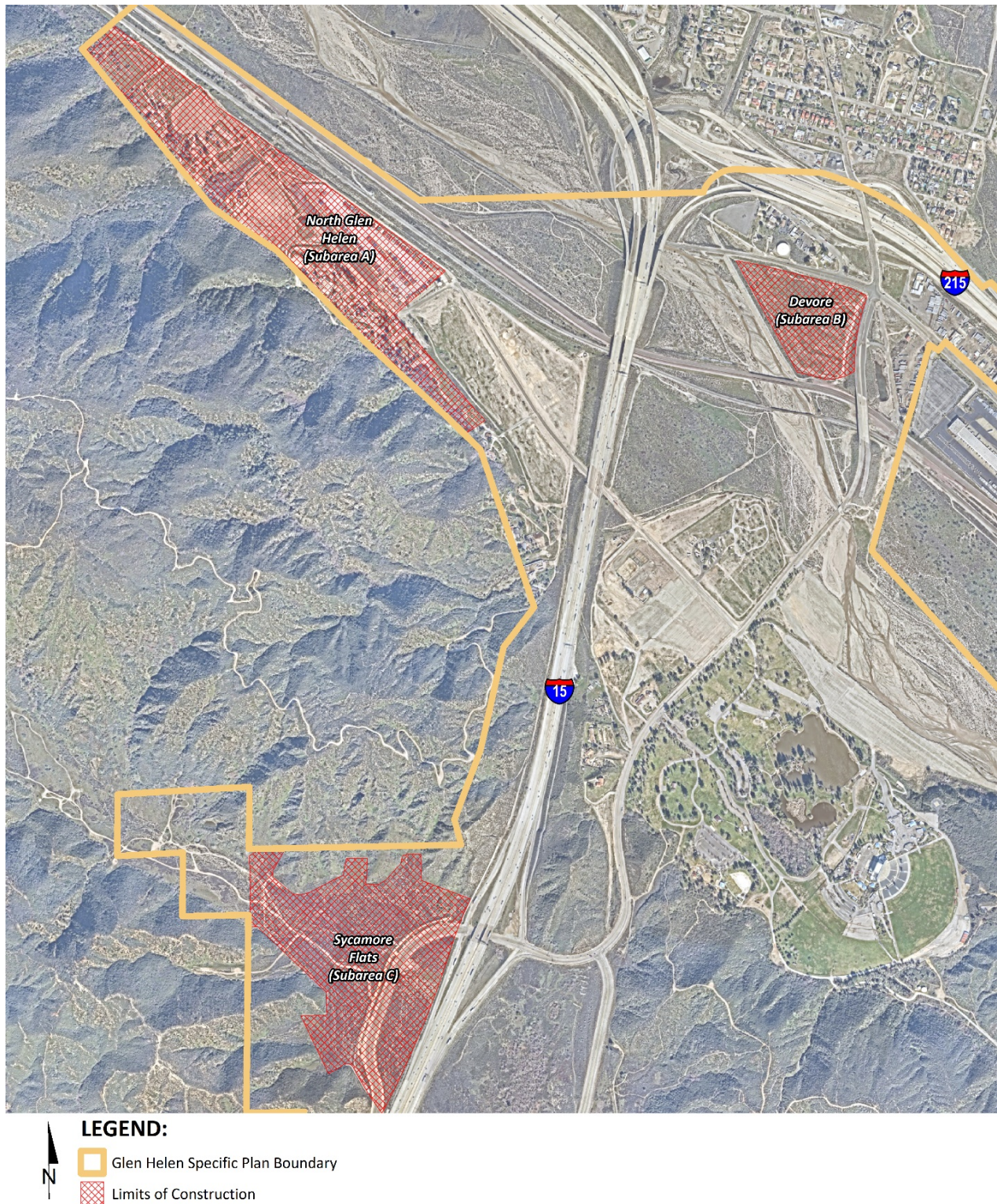
**Table N-6: Project Construction Noise Levels at Existing Receptor Locations**

Receiver Location	Construction Noise Levels (dBA L <sub>eq</sub> )						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels
R1	51.3	51.3	47.8	45.1	42.4	40.7	51.3
R2	51.9	51.9	48.4	45.7	43.0	41.3	51.9
R3	26.1	26.1	22.6	19.9	17.2	15.5	26.1
R4	35.5	35.5	32.0	29.3	26.6	24.9	35.5
R5	45.2	45.2	41.7	39.0	36.3	34.6	45.2

Source: Noise and Vibration Analysis (Appendix D)



**Figure N-3: Construction Noise Source Locations**





In addition to the typical construction activities described above, development pursuant to the proposed GHSP Amendment may conduct nighttime concrete pouring activities. Nighttime concrete pouring activities are often conducted to reduce concrete mixer truck transit times and take advantage of lower air temperatures than during the daytime hours and are generally limited to the actual building areas. Since the nighttime concrete pours would take place outside the permitted County Development Code Section 83.01.080(g)(3) hours of 7:00 a.m. to 7:00 p.m., the Project applicant would be required to obtain authorization for nighttime work from the County.

As shown on Table N-7, the noise levels from nighttime concrete pour activities (paving) are estimated to range from 8.0 to 33.8 dBA  $L_{eq}$  at the closest sensitive receptors and would be less than the County noise standards. Thus, noise impacts related to nighttime concrete pour activities would also be less than significant.

In addition, as described previously, the previously adopted GHSP Final EIR mitigation measures would be implemented with each future proposed development project, including Mitigation Measure 4.5-3 which requires a noise mitigation plan prior to the issuance of grading permits and Mitigation Measure 4.5-4 which requires a site-specific noise analysis for all proposed projects. These measures would take into account any new sensitive uses that are developed as part of (or near) the GHSP to ensure that future construction activities do not exceed noise thresholds.

**Table N-7: Nighttime Concrete Pour Noise Level Compliance**

Receiver Location	Concrete Pour Construction Noise Levels (dBA $L_{eq}$ )		
	Exterior Noise Levels	Threshold	Threshold Exceeded?
R1	33.2	55.8	No
R2	33.8	69.4	No
R3	8.0	77.4	No
R4	17.4	46.6	No
R5	27.1	54.2	No

Source: Noise and Vibration Analysis (Appendix D)

Therefore, impacts related to construction noise would be less than significant. Consistent with the findings of the GHSP Final EIR, construction noise generated from the proposed Project would be short-term and less than significant with compliance with the County noise regulations and GHSP Final EIR mitigation measures that would be verified through the future development permitting process.

### **Operational Noise**

To present the potential worst-case noise conditions of the buildout of the proposed Corridor Industrial (CI) land uses, this analysis assumes the future uses would be operational 24 hours per day, seven days per week. Consistent with similar commercial and warehouse uses, the business operations of the proposed Corridor Industrial (CI) areas would primarily be conducted within the enclosed buildings, except for traffic movement, truck/trailer storage/parking, and loading and unloading of trucks at loading bays. Thus, the noise sources would include: loading dock activity, trailer activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, charging vehicles and trucks, and trash enclosure activity.

Reference noise levels from the CadnaA noise model are listed in Table N-8, which assume a worst-case noise environment from the typical noise sources from each activity operating at the same time. As shown on Table N-8, noise from typical Corridor Industrial (CI) uses range from 52.6 to 65.7 dBA at 50 feet and range from 40.6 to 53.7 dBA at 200 feet. Therefore, at 200 feet distance from operating Corridor Industrial (CI) related noise sources, noise levels would not exceed the most stringent daytime noise standard (not accounting for existing ambient noise). However, the noise level of 53.7 dBA at 200 feet would exceed the nighttime noise standard of 45 dBA. The exact location and design of future development within the GHSP area is currently unknown. Therefore, the previously adopted GHSP Final EIR mitigation measures would be

implemented with each future proposed development project, including Mitigation Measure 4.5-3 requiring a noise mitigation plan prior to the issuance of grading permits, Mitigation Measure 4.5-4 that requires a site-specific noise analysis for all proposed projects, Mitigation Measure 4.5-6 that requires setbacks from roadway noise sources, and Mitigation Measure 4.5-7 that requires future project sound proofing of residences. Implementation of these mitigation measures would reduce potential impacts to a less than significant level.

**Table N-8: Reference Operational Noise Levels**

Noise Source	Noise Source Height (Feet)	Min./Hour <sup>1</sup>		Reference Noise Level at 50 Feet (dBA Leq)	Reference Noise Level Attenuated to 200 Feet (dBA Leq)
		Day	Night		
Loading Dock Activity	8'	60	60	65.7	53.7
Roof-Top Air Conditioning Units	5'	39	28	57.2	45.2
Parking Lot Vehicle Movements	5'	60	60	52.6	40.6
Trash Enclosure Activity	5'	60	30	57.3	45.3
Truck Movements	8'	60	60	59.8	47.8

Source: Noise and Vibration Analysis (Appendix D)

<sup>1</sup> Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions.

"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

The Noise and Vibration Analysis (Appendix D) calculated the operational source noise levels that would be generated by operation of the proposed Corridor Industrial land uses and the noise increases that would be experienced at the closest existing sensitive receptor locations identified in Figure N-4, *Operational Noise Source Locations*. Table N-9 shows that the operational noise levels during the daytime hours at the existing closest off-site noise receiver locations are expected to range from 19.4 to 45.0 dBA Leq and would not exceed the City's municipal code allowable noise levels. Thus, impacts would be less than significant.

**Table N-9: Daytime Project Buildout Operational Noise Levels at Existing Sensitive Receptors**

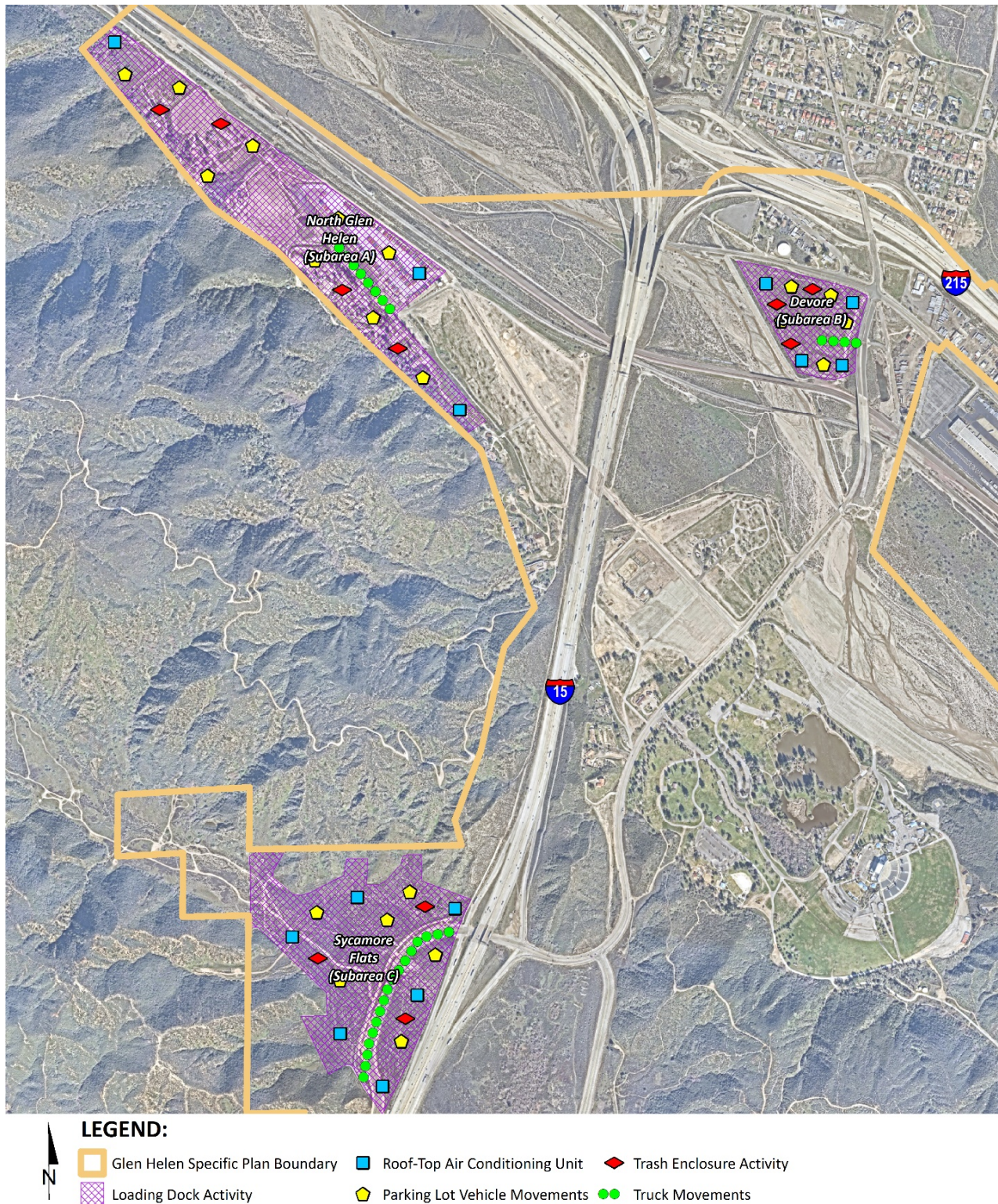
Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	R5
Loading Dock Activity	44.4	45.0	19.2	28.6	38.3
Roof-Top Air Conditioning Units	16.5	17.8	0.0	3.1	13.4
Parking Lot Vehicle Movements	11.3	12.0	0.0	0.0	6.0
Trash Enclosure Activity	18.0	17.7	0.0	2.0	11.6
Truck Movements	14.9	17.1	0.0	0.9	11.1
<b>Total (All Noise Sources)</b>	<b>44.4</b>	<b>45.0</b>	<b>19.4</b>	<b>28.6</b>	<b>38.3</b>

Source: Noise and Vibration Analysis (Appendix D)

In addition, Table N-10 shows the Project's operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. at the existing offsite receiver locations, which would range from 19.4 to 45.0 dBA Leq. This would not exceed the City's municipal code allowable noise levels. Thus, nighttime noise impacts at existing sensitive receivers would be less than significant. It should be noted that GHSP Final EIR Mitigation Measures 4.5-4 and 4.5-5 require that proposed industrial facilities within 500 feet of any commercial land uses or within 2,800 feet of any residential land use designation prepare a development specific noise analysis to identify and mitigate any development specific potential noise impacts on adjacent land uses.



**Figure N-4: Operational Noise Source Locations**





**Table N-10: Nighttime Project Buildout Operational Noise Levels at Existing Sensitive Receptors**

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	R5
Loading Dock Activity	44.4	45.0	19.2	28.6	38.3
Roof-Top Air Conditioning Units	14.1	15.3	0.0	0.7	11.0
Parking Lot Vehicle Movements	11.3	12.0	0.0	0.0	6.0
Trash Enclosure Activity	14.0	13.7	0.0	0.0	7.7
Truck Movements	14.9	17.1	0.0	0.9	11.1
<b>Total (All Noise Sources)</b>	<b>44.4</b>	<b>45.0</b>	<b>19.4</b>	<b>28.6</b>	<b>38.3</b>

Source: Noise and Vibration Analysis (Appendix D)

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the existing nearby receiver locations potentially impacted by Project operational noise sources. Table N-11 shows that the Project would generate a daytime operational noise level increase ranging from 0.0 to 0.1 dBA Leq at the nearest existing receiver locations, and a nighttime operational noise level increase ranging from 0.0 to 0.3 dBA Leq at the nearest existing receiver locations. These Project-related operational noise level increases would not result in a substantial increase in ambient noise levels in the vicinity of the Project. Thus, operational related increase in ambient noise levels would be less than significant.

**Table N-11: Operational Increases in Ambient Noise Levels at Buildout**

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase (dBA Leq)	Increase Criteria (dBA Leq)	Increase Criteria Exceeded?
<b>Daytime Operational Noise Increases</b>							
R1	44.4	L1	59.5	59.6	0.1	5.0	No
R2	45.0	L2	72.2	72.2	0.0	1.5	No
R3	19.4	L3	79.0	79.0	0.0	1.5	No
R4	28.6	L4	52.7	52.7	0.0	5.0	No
R5	38.3	L5	57.0	57.1	0.1	5.0	No
<b>Nighttime Operational Noise Increases</b>							
R1	44.4	L1	55.8	56.1	0.3	5.0	No
R2	45.0	L2	69.4	69.4	0.0	1.5	No
R3	19.4	L3	77.4	77.4	0.0	1.5	No
R4	28.6	L4	46.6	46.7	0.1	5.0	No
R5	38.3	L5	54.2	54.3	0.1	5.0	No

Source: Noise and Vibration Analysis (Appendix D)

**Traffic Noise**

As shown in Table T-3, buildout of the amended land uses per the proposed Project would result in an overall reduction of approximately 11,688 actual trips per day compared to those that would result from buildout of the existing GHSP land uses. The Devore and the Sycamore Flats Subareas would result in a reduction in vehicle trips; and therefore, a reduction in vehicle-related noise would occur from implementation of the proposed Project for those subareas. However, buildout of the North Glen Helen Subarea would generate an increase of 3,305 trips per day (actual vehicles) that includes 2,327 truck trips.

Therefore, the following analysis evaluates the potential offsite traffic noise level impacts associated with the North Glen Helen Subarea. This analysis provides a comparative evaluation of the offsite traffic noise impacts at the boundary of the right-of-way of the receiving adjacent land use, without and with the proposed Project traffic.



**Existing Plus Project Buildout Traffic Noise Increase.** Table N-12 shows the existing plus Project traffic noise conditions would range from 68.7 to 73.2 dBA CNEL, which is an increase of between 3.3 to 11.0 dBA CNEL on the study area roadway segments. Increases in traffic noise at the following three study area roadway segments would exceed the 5 dBA threshold by 0.8 to 6 dBA, resulting in a potentially significant impact in the existing plus Project buildout condition.

- Glen Helen Parkway north of Cajon Boulevard (Segment #1)
- Glen Helen Parkway south of Cajon Boulevard (Segment #2)
- Glen Helen Parkway south of Glen Helen Road (Segment #3)

**Table N-12: Existing Plus Project Buildout Operational Traffic Noise Level Increases**

ID	Road	Segment	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
			No Project	With Project	Project Addition	dBA Limit	Exceeded?
1	Glen Helen Pkwy.	n/o Cajon Blvd.	64.6	73.2	8.6	5	Yes
2	Glen Helen Pkwy.	s/o Cajon Blvd.	61.9	72.9	11.0	5	Yes
3	Glen Helen Pkwy.	s/o Glen Helen Rd.	63.1	68.9	5.8	5	Yes
4	Glen Helen Pkwy.	w/o Clearwater Pkwy.	66.1	69.9	3.8	5	No
5	Glen Helen Rd.	w/o Glen Helen Pkwy.	65.4	68.7	3.3	5	No

Source: Noise and Vibration Analysis (Appendix D)

This is consistent with the GHSP Final EIR traffic noise impacts along Glen Helen Parkway, which determined that traffic noise would exceed the 5dBA threshold. This is also consistent with the GHSP Final EIR analysis for this scenario where all of the Project traffic was added to the existing traffic volumes; assuming that the Project would be built out at one time. In actuality, buildout of the proposed GHSP land uses would occur over the longer term such as those detailed below in the General Plan Buildout Year 2040 conditions (as also assumed in the GHSP DEIR Noise Study [GHSP DEIR Appendix E, page 21]).

**General Plan Buildout (Year 2040) Plus Project Buildout Traffic Noise Increase.** The noise modeling determined that the General Plan Buildout without Project exterior noise levels would range from 65.4 to 68.6 dBA CNEL. Table N-13 shows that with buildout of the proposed GHSP Amendment in the General Plan build out Year 2040 condition, traffic noise would range from 68.7 to 74.0 dBA CNEL, which is an increase of between 2.6 and 6.1 dBA CNEL. The following two study area roadway segments would experience potentially significant traffic noise level increases that would exceed the 5 dBA threshold by 0.4 dBA and by 1.1 dBA in the General Plan (Year 2040) with Project buildout conditions, which is consistent with the GHSP Final EIR traffic noise impacts along Glen Helen Parkway that was determined to exceed the 5dBA threshold.

- Glen Helen Parkway north of Cajon Boulevard (Segment #1) would experience a 5.4 dBA increase
- Glen Helen Parkway south of Cajon Boulevard (Segment #2) would experience a 6.1 dBA increase

**Table N-13: General Plan Buildout (Year 2040) Plus Project Operational Traffic Noise Level Increases**

ID	Road	Segment	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
			No Project	With Project	Project Addition	dBA Limit	Exceeded?
1	Glen Helen Pkwy.	n/o Cajon Blvd.	68.6	74.0	5.4	5	Yes
2	Glen Helen Pkwy.	s/o Cajon Blvd.	67.7	73.8	6.1	5	Yes
3	Glen Helen Pkwy.	s/o Glen Helen Rd.	68.5	71.1	2.6	5	No
4	Glen Helen Pkwy.	w/o Clearwater Pkwy.	66.9	70.3	3.4	5	No
5	Glen Helen Rd.	w/o Glen Helen Pkwy.	65.4	68.7	3.3	5	No

Source: Noise and Vibration Analysis (Appendix D)

The potential traffic noise impacts in both the existing plus project buildout condition and the General Plan buildout Year 2040 condition are consistent with the level of impacts identified in the GHSP Final EIR analysis that identified traffic noise impacts along Glen Helen Parkway that would exceed the 5dBA threshold. Thus, GHSP Final EIR Mitigation Measures 4.5-6 and 4.5-7 would be required for future development Projects to provide setbacks and/or soundproofing, which would reduce the potential of traffic noise level increases on proposed new future land uses to a less than significant level. This is consistent with the findings of the GHSP Final EIR. Therefore, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**b) Generation of excessive groundborne vibration or groundborne noise levels?**

**No New Impact.** Aside from periodic construction work that may occur in the vicinity of the proposed GHSP Amendment areas, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV) and could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

**Construction**

Ground-borne vibration is generated from construction activities such as blasting, pile driving, and operating heavy earthmoving equipment. Construction of future Corridor Industrial land uses would involve grading, site preparation, paving, and construction activities. Typical vibration would be generated by use of bulldozers, loaded trucks, and jackhammers. As listed on Table N-14, large bulldozers generate approximately 0.089 PPV (in/sec) at 25 feet, which is less than the 0.2 PPV in/sec threshold for vibration.

**Table N-14: Construction Vibration Source Levels**

Equipment	PPV (in/sec) at 25 feet
Small Bulldozer	0.003
Jackhammer	0.035
Loading Trucks	0.076
Large Bulldozer	0.089
Vibratory Roller	0.210

Source: Noise and Vibration Analysis (Appendix D)

The County Development Code Section 83.01.080(g)(3) limits construction activity to occur between the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday, which limits the time that construction vibration could occur. Table N-15 identifies the Project-related vibration levels at the existing nearby receiver locations, which show that construction vibration velocity levels are estimated to range from 0.000 to 0.001 PPV in/sec and would remain below the 0.2 PPV in/sec threshold for vibration at all receiver locations.

**Table N-15: Construction Equipment Vibration Levels at Existing Sensitive Receivers**

Location	Distance to Const. Activity (Feet)	Typical Construction Vibration Levels PPV (in/sec)						Thresholds PPV (in/sec)	Thresholds Exceeded?
		Small bulldozer	Jack- hammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	1,308'	0.000	0.000	0.000	0.000	0.001	0.001	0.2	No
R2	1,003'	0.000	0.000	0.000	0.000	0.001	0.001	0.2	No
R3	14,111'	0.000	0.000	0.000	0.000	0.000	0.000	0.2	No
R4	6,089'	0.000	0.000	0.000	0.000	0.000	0.000	0.2	No
R5	1,833'	0.000	0.000	0.000	0.000	0.000	0.000	0.2	No

Source: Noise and Vibration Analysis (Appendix D)

Additionally, vibration levels at future potential receptor locations that are 25 feet or farther from operation of a large bulldozer (generating approximately 0.089 PPV at 25-feet) would not exceed the 0.2 PPV in/sec threshold thresholds. Therefore, the Project construction-related vibration impacts would be less than significant. Further, the previously adopted GHSP Final EIR Mitigation Measures 4.5-3 and 4.5-4 that require site-specific analysis for all proposed projects would ensure that future construction activities do not exceed the vibration thresholds.

### **Operation**

Operation of the proposed Corridor Industrial (CI) uses would include heavy trucks for loading dock activities and garbage trucks for solid waste disposal. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. However, typical vibration levels for heavy truck activity at normal traffic speeds would be approximately 0.006 in/sec PPV, based on the FTA Transit Noise Impact and Vibration Assessment. Truck movements on site would be travelling at very low speed, so it is expected that truck vibration at nearby sensitive receivers would be less than the vibration threshold of 0.2 in/sec PPV, and therefore, would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

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

**No New Impact.** The GHSP area is not within an airport land use plan or airport noise impact zone. The GHSP area is located approximately 12 miles from the San Bernardino Airport to the southeast and over 13.9 miles from the Ontario International Airport to the southwest, which are the closest airports. Therefore, the proposed Project would not expose people residing or working in the proposed GHSP Amendment areas to excessive airport related noise levels, and impacts would not occur. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

### **Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding noise. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

## Plans, Programs, or Policies (PPPs)

**Construction Noise.** County Development Code Section 83.01.080(g)(3) states that construction activity is considered exempt from the noise level standards between the hours of 7:00 a.m. to 7:00 p.m. except on Sundays and federal holidays.

## Mitigation/Monitoring Required

### GHSP Final EIR Mitigation Measures

**4.5-1: Construction Hours.** County Performance Standards Section 87.0905(e) exempts, “Temporary construction, repair, or demolition activities between 7:00 a.m. and 7:00 p.m. except Sundays and Federal holidays.” Construction, which will be subject to distance requirements outlined in Table 4.5-7 of this document, shall be subject to these limitations.

Applicable: GHSP Final EIR Mitigation Measure 4.5-1 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future construction permitting requirements.

**4.5-2: Delivery Vehicles.** Haul truck deliveries shall be subject to the same hours specified for construction equipment (see above). Additionally, any construction projects where heavy trucks would exceed 100 daily trips shall be required to have a noise mitigation plan. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.

Applicable: GHSP Final EIR Mitigation Measure 4.5-2 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future construction permitting requirements.

**4.5-3: Noise Mitigation Plan.** Prior to the issuance of any grading permits, the County shall condition subdivision approval of any project adjacent to any developed/occupied noise sensitive land uses by requiring the developer to submit a construction related noise mitigation plan for the County's review and approval.

Applicable: GHSP Final EIR Mitigation Measure 4.5-3 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future construction permitting requirements.

**4.5-4: Location of Industrial Facilities.** No industrial facilities shall be constructed within 500 feet of any commercial land uses or within 2,800 feet of any residential land use designation without the preparation of a dedicated noise analysis.

Applicable: GHSP Final EIR Mitigation Measure 4.5-4 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future development proposal requirements for industrial facilities.

**4.5-5: Noise Study.** Prior to development, a developer shall contract for a site specific noise study for the parcel. Prior to the issuance of development permits and the approval of land use applications noted acoustic analysis is to be received and approved by the County Environmental Health Services Department.

Applicable: GHSP Final EIR Mitigation Measure 4.5-5 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future development proposal requirements.

**4.5-6: Mobile Noise Sources.** Increase setbacks may be required for those proposed land use zones outlined in GHSP Table 4.5-9 as being subjected to potentially significant noise from roadway sources, as well as the distances specified in the analysis for the railroad operations.

Applicable: GHSP Final EIR Mitigation Measure 4.5-6 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future development proposal requirements.

**4.5-7: Sound Proofing Existing Residences.** Commercial projects that increase traffic on Glen Helen Parkway may be required to contribute toward sound-proofing existing residences on Glen Helen Parkway or Glen Helen Road. Such sound-proofing may include, but shall not be limited to:

- Sound-rated windows
- Sound-rated solid core doors
- Additional weather stripping

Any commercial or industrial projects proposed adjacent to an existing residence shall incorporate site plan features including walls, landscaping, and appropriate building orientation siting as needed to attenuate noise. One or more of the above listed soundproofing improvements to the existing residences) may also be required.

Applicable: GHSP Final EIR Mitigation Measure 4.5-7 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future commercial development proposal requirements.

#### **Proposed Project Mitigation Measures**

No new impacts nor substantially more severe noise related impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for noise.



## 5.14 POPULATION AND HOUSING

Would the project:	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Summary of Impacts Identified in the GHSP Final EIR

The GHSP Final EIR assumed an annual household average growth rate of 4.2 percent and an average employment increase of 4.7 percent within the GHSP area. The GHSP Final EIR states that the jobs/housing ratio in the GHSP vicinity is estimated at 0.75 and identifies the area as a jobs-poor area of the County.

**Employment Generation.** The GHSP EIR determined that the proposed project would generate approximately 8,139 jobs that would include a variety of skilled and unskilled positions, and that the change in job growth is not inconsistent with the SCAG regional forecasts. The GHSP Final EIR determined that the impacts of project-related job generation are considered beneficial to the local economy, and less than significant with respect to CEQA when compared to overall job growth in the vicinity of the GHSP and therefore, impacts would be less than significant (GHSP DEIR p. 4.12-10).

**Housing Development.** The GHSP Final EIR determined that the proposed Specific Plan would result in a buildout reduction of 2,887 housing units from the removal of multifamily residential land uses. The Final EIR determined that the reduction in housing is not inconsistent with the SCAG regional forecasts, and that the impacts of reduced housing development are considered less than significant with respect to CEQA when compared to the overall imbalance with job growth in the vicinity of the GHSP area (GHSP DEIR p. 4.12-11).

**Jobs/Housing Balance.** The GHSP Final EIR also determined that the GHSP would result in an increase of 2,170 jobs and a reduction of 2,887 potential housing units, which would have beneficial impacts on the jobs/housing balance. The increase in the projected ratio of jobs to households in a location which is currently jobs-poor, according to the SCAG criteria, is considered a positive effect upon the local economy and in general upon the physical environment because it contributes to reduced air pollution and energy consumption from extended commute distances which currently exist. Thus, the GHSP Final EIR determined that impacts related to the jobs/housing balance would be less than significant (GHSP DEIR p. 4.12-13).

The GHSP Final EIR determined that no significant impacts related to population, housing, or employment would occur, and that no mitigation measures are required. In addition, the GHSP Final EIR determined that

the incremental contributions to cumulative population, housing and employment impacts within the SCAG region would be less than cumulatively significant, and that a cumulative beneficial impact on regional jobs/housing balance would occur. Overall, impacts were determined to be less than significant, and no mitigation measures were required (GHSP DEIR p. 4.12-14).

### Impacts Associated with the Proposed Project

The GHSP is located within two Census Tracts: tract 27.06 and 92.02. These are different than those identified in the GHSP Final EIR because redistricting has occurred since preparation of the Final EIR. The GHSP Final EIR described that between 1994 and 2000, population in the GHSP increased 4.9% annually.

The two existing Census tracts that include the GHSP area are detailed in Table PH-1. As shown, the population of these two Census tracts is estimated to have increased by 9,060 between 2010 and 2021. Likewise, the number of housing units has increased by 1,826 and the number of households has increased by 1,831 between 2010 and 2021. In addition, the percentage of residents in the workforce has increased.

**Table PH-1: GHSP 2010 and 2021 Population, Housing, and Employment Data**

Topic	Census Tract 27.06			Census Tract 92.02		
	2010	2021	Change	2010	2021	Change
Population	5,475	14,541	+9,066	1,862	1,856	-6
Households	1,500	3,269	+1,769	640	702	+62
Average Household Size	3.56	3.91	+0.35	2.91	2.61	-0.3
Housing Units	1,682	3,632	+1,950	1,263	1,036	-227
Occupied Housing Units	1,586	3,565	+1,979	927	774	-153
Percent of Residents in Labor Force	41.2 %	51.1 %	+9.9%	52.0%	56.1%	+4.1%
Average Travel Time to Work	31.9 minutes	41.3 minutes	+9.4 minutes	38.7 minutes	34.6 minutes	-4.1 minutes

Source: data.census.gov

The GHSP area is located within zip code 92407. To provide an additional metric of change within the GHSP area, the Census data for zip code 92407 is provided in Table PH-2. As shown, the population within 92407 has increased 2 percent annually between 2010 and 2020. Likewise, the number of housing units has increased by 1.1 percent annually. In addition, the percentage of residents in the labor force has increased by 18.3 percent between 2010 and 2020.

**Table PH-2: Zip Code 92407 Population, Housing, and Employment Data for 2010 and 2021**

Topic	2010	2020	Change
Population	56,689	67,814	+11,125
Households	16,219	17,574	+1,355
Average Household Size	3.40	4.04	+0.64
Housing Units	17,339	19,311	+1,972
Percent of Residents in Labor Force	39.0%	57.3%	+18.3%
Average Travel Time to Work	29.7 minutes	32 minutes	+2.3 minutes
Employer Establishments	n/a	515	-

Source: data.census.gov

The 2020 Census data details that there were 515 employment establishments in 92407. The State of California Employment Development Department data details that the unemployment rate in the Riverside-San Bernardino-Ontario Metropolitan Statistical Area (MSA) was 4.4 percent in May 2023, up from 3.4 percent in May 2022. This is similar to the statewide unemployment rate of 4.5 percent, a 4.4 percent unemployment rate in Riverside County, and 4.3 percent unemployment rate in San Bernardino County.

## Projections

**Population.** According to SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) "Connect SoCal 2024", the population of unincorporated San Bernardino County is anticipated to increase from 299,800 persons in 2019 to 321,060 persons in 2050 (Table PH-3). Assuming a consistent rate, this equates to an increase of 686 persons per year. Comparatively, the entire County's population is anticipated to increase from 2,175,000 persons in 2019 to 2,623,000 persons in 2050, which is 14,452 persons (0.66 percent) per year.

**Table PH-3: SCAG Population Projections for the County of San Bernardino**

Area	2019	2050	2019 – 2050 Increase
Unincorporated San Bernardino County	299,800	321,060	21,260 (7.1%)
San Bernardino County	2,175,000	2,623,000	448,000 (20.6%)

Source: SCAG 2024

**Housing.** According to SCAG's 2024-2050 RTP/SCS, unincorporated San Bernardino County is projected to add approximately 6,900 households between 2019 and 2050 (Table PH-4). Assuming a consistent rate of increase, this equates to 223 dwelling units (or a 0.7% increase) per year. Comparatively, the County as a whole is expected to add approximately 296,000 households by 2050 (or a 1.5% annual increase). Assuming the County added to the housing stock at a consistent rate between 2016 and 2045, the County would add approximately 9,548 dwelling units per year.

**Table PH-4: SCAG Housing Projections for the County of San Bernardino**

Area	2019	2050	2019 – 2050 Increase
Unincorporated San Bernardino County	97,300	104,200	6,900 (7.1%)
San Bernardino County	657,000	953,000	296,000 (45.1%)

Source: SCAG 2024

**Employment.** According to SCAG's 2024-2050 RTP/SCS, unincorporated San Bernardino County is projected to add approximately 12,700 jobs between 2019 and 2050 (Table PH-5). Assuming a consistent rate of increase, this equates to 410 jobs per year (or 0.7% annually). Comparatively, the entire County is projected to add approximately 285,000 jobs between 2019 and 2050 or 13,955 jobs per year (1.1% annually).

**Table PH-5: SCAG Employment Projections for the County of San Bernardino**

Area	2019	2050	2019 – 2050 Increase
Unincorporated San Bernardino County	56,300	69,000	12,700 (22.6%)
San Bernardino County	860,000	1,145,000	285,000 (33.1%)

Source: SCAG 2024

## Jobs – Housing Ratio

The jobs-housing ratio is a general measure of the total number of jobs and housing units in a defined geographic area, without regard to economic constraints or individual preferences. SCAG applies the jobs-housing ratio at the regional and subregional levels to analyze the fit between jobs, housing, and infrastructure. A major focus of SCAG's regional planning efforts has been to improve this balance. SCAG defines the jobs-housing balance as follows:

*Jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region as a whole is, by definition, balanced.... Job-rich subregions have ratios greater than the regional average; housing-rich subregions have ratios lower than the regional average. Ideally, job-housing balance would... assure not only a numerical match of jobs and housing but also an economic match in type of jobs and housing. (SCAG Growth Management Plan, 1989)*

SCAG considers an area balanced when the jobs-housing ratio is 1.36; communities with more than 1.36 jobs per dwelling unit are considered jobs-rich; those with fewer than 1.36 are "housing rich," meaning that more housing is provided than employment opportunities in the area (SCAG 2004 RTP). A job-housing imbalance can indicate potential air quality and traffic problems associated with commuting. Table PH-6 provides the projected jobs-to-housing ratios, based on SCAG's 2024-2050 RTP/SCS, for the County.

**Table PH-6: Jobs - Housing Trends in the County of San Bernardino**

	Employment in 2019	Dwelling Units in 2019	2019 Jobs to Housing Ratio	Employment in 2050	Dwelling Units in 2050	2050 Jobs to Housing Ratio
<b>Unincorporated San Bernardino County</b>	56,300	97,300	0.58	69,000	104,200	0.66
<b>San Bernardino County</b>	860,000	657,000	1.31	1,145,000	953,000	1.20

Source: SCAG 2024

As shown on Table PH-6, the 2019 jobs to housing ratio was 0.58 in the unincorporated County area and the projected 2050 jobs-to-housing ratio for unincorporated San Bernardino County and San Bernardino County are 0.66 and 1.20, respectively. Thus, the unincorporated County area was and is projected to continue to be housing-rich.

Although evaluation of population, housing, and employment typically involves economic and social, rather than physical environmental issues, population, housing, and employment growth are often precursors to physical environmental impacts. According to Section 15382 of the CEQA Guidelines, "[a]n economic or social change by itself shall not be considered a significant impact on the environment." Socioeconomic characteristics should be considered in CEQA only to the extent that they create adverse impacts on the physical environment.

### **a) Induce substantial unplanned population growth in an area, either directly or indirectly?**

**No New Impact.** The proposed Project would amend the GHSP land use designation of various parcels totaling 161.3 acres within three subareas of the GHSP from Destination Recreation (DR),

Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR-O), to Corridor Industrial (CI) and add a CI Overlay (CI-O) to the Single-Family Residential – Sycamore Flats (SFR-SF) area.

As shown in Table 3-3 in Section 3.0, *Project Description*, this change at buildout would result in either 336 less residential units or 545,371 SF of Commercial/Traveler Services development; an increase of 1,845,637 SF of Corridor Industrial development; a reduction in 96 single-family residences with implementation of the proposed CI Overlay, and a reduction of 887,535 SF of Destination Recreation development. This proposed change would result in a reduction of residential units, households, and population, and increase the number of employees compared to the buildout of the existing GHSP.

Based on SCAG's employment generation factors of 1,195 square feet of warehouse space per employee, 1,009 square feet of commercial space per employee, and 24.98 employees per acre for other open space and recreation, Table PH-7 shows that buildout of the proposed GHSP Amendment would result in an increase in 495 jobs with buildout of the Corridor Industrial (CI) and CI Overlay.

Based on the GHSP Final EIR assumptions of 3.36 persons per household, implementation of the proposed GHSP Amendment with the proposed Corridor Industrial Overlay would result in a reduction of 439 potential residential units with the capacity for 1,475 residents at maximum capacity and full buildout, which is a conservative assumption based upon the drainage, geologic, fire hazard, and other planning factors, as detailed herein this Addendum, that would likely not allow for full buildout of the GHSP proposed amendment areas.

**Table PH-7: Change in Residential Units, Residents, and Employment from the Proposed Project**

<b>GHSP Land Use Designation</b>	<b>Net Acreage Change</b>	<b>Residential Units</b>	<b>Number of Residents</b>	<b>Non-Residential Buildout (SF)</b>	<b>Number of Jobs</b>
Commercial/Traveler Services (High Density Residential Overlay) either residential or commercial not both	-31.3	-336 <sup>1</sup> with HDR Overlay	-1,129	-545,371 SF	-540
Corridor Industrial and Corridor Industrial Overlay <sup>3</sup>	+159.9	-	-	+1,845,637 SF <sup>2</sup>	+1,544
Single Family Residential-Sycamore Flats with Corridor Industrial Overlay <sup>3</sup>	-48.7	-96 with CI Overlay	-323	-	-
Destination Recreation	-79	-7	-	-887,535 SF	-509
<b>Total Buildout Change with Corridor Industrial Overlay Developed<sup>3</sup></b>	<b>0</b>	<b>-439</b>	<b>-1,475</b>	<b>+412,731 SF</b>	<b>+495</b>

<sup>1</sup>Residential units permitted in lieu of Commercial Uses per the HDR Overlay.

<sup>2</sup> CI zoned parcels within the North Glen Helen Subarea have a maximum FAR of 0.03 or maximum 103,237 SF whichever is less.

<sup>3</sup>There are 48.7 acres on the west side of Glen Helen Parkway per the proposed CI Overlay zone that may be developed either as all single-family residential or all commercial.

**Employment Generation.** As described previously, the GHSP Final EIR determined that buildout of the existing GHSP would generate approximately 8,139 jobs. The 495 additional jobs that would result from buildout of the proposed GHSP Amendment would generate a 7 percent increase in jobs, which would be 4.5 percent of the SCAG projected increase in employment in unincorporated San Bernardino County through 2050. Thus, consistent with the findings of the GHSP Final EIR, the increase in employment that would result from buildout of the proposed GHSP Amendment would not be inconsistent with the SCAG regional forecasts and would not result in substantial unplanned growth in the area. Also, consistent with the findings of the GHSP Final EIR, the Project-related job generation is considered beneficial to the local economy. Therefore, impacts related to employment generation would be less than significant, which is consistent with the findings of the GHSP Final EIR. No new impacts would occur.



**Housing Development.** The GHSP Final EIR determined that the currently adopted Specific Plan would result in a reduction of 2,877 housing units from the removal of multifamily residential land uses.

As detailed in Table 3-3, the proposed GHSP Amendment may result in a reduction of 96 single-family residences in the future if the CI Overlay were implemented, a reduction of 336 potential residential units that may have been implemented with the HDR-O that would be removed with the proposed Project, and a reduction of 7 residential units from change to the DR zone. This would total a net reduction of 439 potential residential units.

The reduction of 96 single-family residences that would occur if the CI Overlay is developed would be 0.5 percent of the SCAG projected increase in housing units in the unincorporated County area, and the reduction of a net 439 residential units from removal of the HDR-O is 2.4 percent of the SCAG projected increase in housing units in the unincorporated County area. Thus, consistent with the findings of the GHSP Final EIR, the reduction in housing that would result from buildout of the proposed GHSP Amendment is not inconsistent with the SCAG regional forecasts, and that the impacts of reduced housing development would be less than significant, which is consistent with the findings of the GHSP Final EIR. No new impacts would occur.

**Jobs/Housing Balance.** Consistent with the findings of the GHSP Final EIR, the proposed GHSP Amendment would result in an increase in jobs and a reduction of potential housing. The increase of 568 additional jobs and reduction of 439 residential units with buildout of the proposed Corridor Industrial (CI) and CI Overlay would have a beneficial impact on the jobs/housing balance in the unincorporated area of the County. As detailed in Table PH-6, SCAG projections show a jobs-to-housing ratio of 0.66 for unincorporated San Bernardino County in 2050. Consistent with the findings of the GHSP Final EIR, the additional jobs and reduction of housing would increase the projected ratio of jobs to households in a location which is currently jobs-poor, according to the SCAG criteria, is considered a positive effect upon the local economy and in general upon the physical environment because it contributes to reduced air pollution and energy consumption from extended commute distances which currently exist.

Most of the new labor and office jobs that would be created by buildout of the proposed Corridor Industrial (CI) and CI Overlay GHSP Amendment areas would be positions that are anticipated to be filled by people who would already be living within the surrounding communities due to the jobs-housing ratio (detailed in Table PH-6) and due to the existing labor force. As in Table PH-8 below, the County of San Bernardino has had unemployment rates ranging between 4.2 and 7.2 percent over the last 4 years. Similarly, unemployment rates in the cities closest to the GHSP area (San Bernardino, Rialto, and Fontana) have ranged between 3.8 and 9.8 percent.

**Table PH-8: Unemployment Rates**

Place	June 2024 Unemployment	2023 Annual Average	2022 Annual Average	2021 Annual Average
County of San Bernardino	5.2	4.7	4.2	7.2
City of San Bernardino	6.4	6.0	5.2	9.8
City of Rialto	5.7	5.1	4.6	8.6
City of Fontana	5.0	4.4	3.8	7.1

Source: California Employment Development Department, 2024.

Thus, consistent with the findings of the GHSP Final EIR, impacts related to substantial unplanned growth to the jobs/housing balance would be less than significant, and no mitigation measures are required. No new impacts would occur. Also, consistent with the findings of the GHSP Final EIR, the incremental contributions to cumulative population, housing and employment impacts within the SCAG region would be less than

cumulatively significant, and a cumulative beneficial impact on regional jobs/housing balance would occur. No new impacts would occur.

Further, the proposed GHSP Amendment areas are located adjacent to roadways and the Project does not propose to expand surrounding utility infrastructure (e.g., water, electricity, cell tower, gas, sanitary sewer, and stormwater drains) in the GHSP area. Consistent with the existing requirements of the GHSP, future development projects would be required to install onsite utility systems that would connect to the existing utility systems. Thus, the proposed GHSP Amendment would not result in an indirect inducement of unplanned growth. No impacts would occur. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

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

**No New Impact.** The North Glen Helen Subarea contains several parcels with residences within the area that is currently designated for Destination Recreation (DR). The Sycamore Flats Subarea has a GHSP designation for residential, but the area is vacant and undeveloped. The Devore Subarea is undeveloped and is not designated for housing. The proposed GHSP Amendments to change non-residential designated areas to CI would not displace existing housing and would not necessitate construction of housing elsewhere. These areas were already designated for non-residential uses. The addition of the CI Overlay to the Sycamore Flats Subarea would not displace housing or people, as the area is vacant and undeveloped. Therefore, there would be no impacts related to the displacement of substantial numbers of existing people or housing. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

## **Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding population and housing. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

## **Plans, Programs, or Policies (PPPs)**

None.

## **Mitigation/Monitoring Required**

No mitigation measures were included in the GHSP Final EIR related to population and housing. No new impacts nor substantially more severe population and housing impacts would result from implementation of

the proposed Project; therefore, no new or revised mitigation measures are required for population and housing.

## 5.15 PUBLIC SERVICES

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Summary of Impacts Identified in the GHSP Final EIR

The GHSP Final EIR concluded that buildout of GHSP would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire, police, school, park, or other service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios and response times or other performance objectives for these services with implementation of the service related regulations, development fees, and County/GHSP standards.

**Fire Services.** The GHSP Final EIR describes that according to the San Bernardino County Fire Department, the staffing levels and equipment for the buildout of the GHSP were deficient for an effective response force. The GHSP Final EIR described that Fire Station #2 would need to be remodeled as development occurs, and that a fire truck crew would be required within a 2.5-mile radius of the GHSP area. The GHSP Final EIR also determined that development of the GHSP land uses would contribute to cumulative impacts upon fire services. However, mitigation measures set forth and the tax revenue generated by buildout of the GHSP would mitigate impacts to a level that is considered less than significant (GHSP DEIR p. 4.11-8).

**Police Services.** The GHSP Final EIR describes that development of the GHSP land uses would contribute to cumulative impacts upon police services. However, the tax revenue generated by buildout of the GHSP would sufficiently mitigate impacts to a less than significant level (GHSP DEIR p. 4.11-6).

**Schools.** The GHSP Final EIR determined that implementation of the GHSP would result in the construction of additional dwelling units, but that they would not result in a significant increase in the student population within the San Bernardino City Unified School District (SBCUSD). The GHSP final EIR describes that it is possible that the construction of commercial and/or industrial structures may result in attracting new employees to the area, thus indirectly increasing student population; however, the EIR determined that it is unlikely that a significant number of students would be relocating into the district and it is more likely that new students would be intra-district transfers, thereby not increasing the district's student population. The GHSP Final EIR determined that no significant impact on school services would occur (GHSP DEIR p. 4.11-6).

**Parks.** The GHSP Final EIR describes that the project site includes Glen Helen Regional Park, and one of the goals of the project is to enhance recreational opportunities at and around the regional park facility. No significant adverse impacts on parks were identified (GHSP Draft EIR Appendix A, Initial Study page 32).

### Impacts Associated with the Proposed Project

#### a) Fire Protection and Emergency Services

**No New Impact.** The San Bernardino County Fire Protection District (County Fire) serves the GHSP area. County Fire provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, winter rescue operations, hazard abatement, and terrorism and weapons of mass destruction. County Fire provides for the management of community safety services such as fire prevention, building construction plans and permits, household hazardous waste, and local oversight and collection program for hazardous materials.

Table PS-1 lists the existing fire stations near the GHSP area. As shown, Station 2 is the closest station, which is located 0.7 mile from the Devore Subarea, 2.1 miles from the North Glen Helen Subarea, and 2.5 miles from the Sycamore Flats Subarea. The second closest is Station 232 that is located 3.5 miles from the Devore Subarea, 5.0 miles from the North Glen Helen Subarea, and 5.2 miles from the Sycamore Flats Subarea.

**Table PS-1: Fire Stations**

Fire Station	Location	Distance
Station 2	1511 Devore Road San Bernardino, CA 92407	0.7 mile from Devore Subarea 2.1 miles from North Glen Helen Subarea 2.5 miles from Sycamore Flats Subarea
Station 232	6065 Palm Avenue San Bernardino, CA 92407	3.5 mile from Devore Subarea 5.0 miles from North Glen Helen Subarea 5.2 miles from Sycamore Flats Subarea
Station 79	5075 Coyote Canyon Road, Fontana, CA 92336	6.1 mile from Devore Subarea 6.1 miles from North Glen Helen Subarea 4.4 miles from Sycamore Flats Subarea
Station 75	2852 N Macy Street Muscoy, CA 92407	6.7 mile from Devore Subarea 8.1 miles from North Glen Helen Subarea 8.4 miles from Sycamore Flats Subarea

Source: sbcfire.org

Implementation of future development in the GHSP Amendment area would be required to adhere to the California Fire Code, as included in the San Bernardino County Development Code Chapter 23.01. As part of development permitting, plans are reviewed by the County's Building and Safety Division to ensure that the plans meet the fire protection requirements.

As shown in Table 3-3 in Section 3.0, *Project Description*, the proposed GHSP Amendment at buildout would result in either 336 less residential units or 545,371 SF of Commercial/Traveler Services development; an increase of 1,845,637 SF of Corridor Industrial development; a reduction in 96 single-family residences with implementation of the proposed CI Overlay, and a reduction of 887,535 SF of Destination Recreation development. With buildout of the proposed Corridor Industrial Overlay, the proposed change would result in a reduction of 439 residential units and a reduction of 1,475 residents, and an increase of 495 employees compared to the buildout of the existing GHSP. This equates to a reduction of 980 people within the proposed amendment areas at buildout. Thus, the need for County Fire services would not increase compared to those demands identified in the GHSP Final EIR. Although an increase in non-residential development and an increase of 495 employees would occur, the employees would not be a new 24-hour population and based on the jobs/housing discussion in Section 5.14, *Population and Housing*, most new employees would live locally, as there is a higher ratio of housing than employment opportunities (as detailed previously in Table PH-6). The new jobs in an area with more housing than jobs would provide employment for local residents in the labor force (identified in Table PH-8). Thus, a substantial new residential population would



not occur that could require development of a new or expanded fire station. Conversely, a reduction of persons would occur compared to buildout of the existing GHSP. Also, the employees that would operate the proposed Corridor Industrial (CI) land uses would generate a limited demand for fire protection and emergency medical services. The existing fire station that is 0.5 mile and 2.5 miles from the proposed amendment areas would continue to serve the area, and construction of a new or physically altered fire station would not be required. Consistent with the GHSP Final EIR, Mitigation Measures 4.11-1 through 4.11-3 would be implemented to require fire hydrant locations and fire flows pursuant to the County Fire Code requirements, and payment of development fees for fire protection infrastructure. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

#### **b) Police Protection**

**No New Impact.** The San Bernardino County Sheriff's Department provides police services throughout the County. The County Sheriff's Department Patrol Fontana Station, which is located at 17780 Arrow Boulevard, Fontana provides patrol services to the GHSP area. The patrol station is 13.8 miles from the North Glen Helen Subarea, approximately 12.4 miles from the Devore Subarea, and 14.2 miles from the Sycamore Flats Subarea. Consistent with the findings of the GHSP Final EIR, implementation of the proposed GHSP Amendment would incrementally increase the need for police protection services. However, the proposed GHSP Amendment at buildout would result in a reduction of 439 residential units and a reduction of 1,475 residents, and an increase of 495 employees compared to the buildout of the existing GHSP. This equates to a reduction of 980 people within the proposed amendment areas at buildout. Thus, the need for Sheriff's Department services would not increase compared to those demands identified in the GHSP Final EIR. Although an increase in non-residential development and an increase of 495 employees would occur, the employees would not be a new 24-hour population and based on the jobs/housing discussion in Section 5.14, *Population and Housing*, most new employees would live locally, as there is a higher ratio of housing than employment opportunities (as detailed previously in Table PH-6). The new jobs in an area with more housing than jobs would provide employment for local residents in the labor force (identified in Table PH-8). Thus, a substantial new residential population would not occur that could require a substantial increase in the volume of Sheriff's Department service needs and require development of a new or expanded Sheriff's Department facility. Conversely, a reduction of persons would occur compared to buildout of the existing GHSP.

Operation of proposed CI land uses generate a typical range of police service calls, such as burglaries, thefts, and employee disturbances. However, the existing Commercial/Traveler Services, Single-Family Residential – Sycamore Flats and Destination Recreation GHSP land uses generate similar needs for police services. To reduce the need for law enforcement services, pursuant to the County's existing permitting process, site plans are reviewed to ensure that crime prevention and emergency access measures are incorporated appropriately to provide a safe environment. The Sheriff's Department facilities would continue to serve the area, and construction of a new or physically altered Sheriff's Department facility would not be required, as the number of persons would be reduced compared to buildout of the existing GHSP. Thus, impacts related to police services would be less than significant, which is consistent with the findings of the GHSP Final EIR. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

#### **c) School Services**

**No New Impact.** The GHSP area is located within the San Bernardino City Unified School District service area, which has a total of 73 schools, including: 50 elementary schools, 11 middle schools, 10 high schools, 1 adult education school, and 1 virtual school (SBCUSD 2023). The San Bernardino City Unified School District enrolled 46,509 students in the 2022/2023 school year (SBCUSD 2023). Table PS-2 lists the schools that

currently serve the GHSP area and the recent enrollment. As shown, enrollment within these schools has remained relatively consistent over the last 6 years.

**Table PS-2: Enrollment Between 2022-23 and 2017-18 of Schools Serving the GHSP Area**

School	2022-23	2021-22	2020-21	2019-20	2018-19	2017-18
Kimbark Elementary School 18021 W Kenwood Avenue, San Bernardino	327	335	329	352	321	339
North Verdemont Elementary School 3555 W Meyers Road, San Bernardino	509	468	485	560	564	602
Paakuma K-8 School 17825 Sycamore Creek Loop Pkwy, San Bernardino	982	973	999	954	885	861
Chavez Middle School 6650 Magnolina Avenue, San Bernardino	1,069	1,053	1,162	1,198	1,223	1,006
Cajon High School 1200 West Hill Drive, San Bernardino	2,750	2,790	2,943	2,959	2,812	2,928
<b>Total Enrollment</b>	<b>5,637</b>	<b>5,619</b>	<b>5,918</b>	<b>6,023</b>	<b>5,805</b>	<b>5,736</b>

Source: California Department of Education.

As described previously, the proposed GHSP Amendment at buildout would result in a reduction of 439 potential residential units and a reduction of 1,475 residents, and an increase of 495 employees compared to the buildout of the existing GHSP. The reduction in potential residential units and related population would reduce the needs for schools compared to those identified in the GHSP Final EIR. Although an increase in non-residential development and an increase of 495 employees would occur, most new employees would live locally in the unincorporated San Bernardino County area and would not relocate to result in a new school population.

Thus, a substantial new population would not occur that could generate students to require development of new or expanded schools. Conversely, a reduction of persons would occur compared to buildout of the existing GHSP. Further, pursuant to state law, development projects are required to pay school impact fees in accordance with Senate Bill 50 (SB 50) at the time of building permit issuance. The funding program established by SB 50 allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs and has been found by the legislature to constitute “full and complete mitigation of the impacts of any legislative or adjudicative act...on the provision of adequate school facilities” (Government Code Section 65995[h]). Each new development project within the GHSP area would be required to pay school fees that would reduce impacts to schools to less than significant. This is consistent with the findings of the GHSP Final EIR. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

#### **d) Parks**

**No New Impact.** As described previously, the proposed GHSP Amendment at buildout would result in a reduction of 439 potential residential units and a reduction of 1,475 residents, and an increase of 495 employees compared to the buildout of the existing GHSP. The reduction in residential units and related population would reduce the needs for parks compared to those identified in the GHSP Final EIR. Although an increase in non-residential development and an increase of 495 employees would occur, most new employees would live locally, as there is a higher ratio of housing than employment opportunities (as detailed previously in Table PH-6). The new jobs in an area with more housing than jobs would provide employment for local residents in the labor force (identified in Table PH-8) and employees would not

relocate to result in a new local population that utilizes parkland. Overall, with a reduction in people within the proposed GHSP Amendment areas compared to those from buildout of the existing GHSP, no increase in needs for parks would occur. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

#### **e) Other Public Facilities**

**No New Impact.** As described previously, the proposed GHSP Amendment at buildout would result in a reduction of 439 residential units and a reduction of 1,475 residents, and an increase of 495 employees compared to the buildout of the existing GHSP. The reduction in residential units and related population would reduce the needs for parks compared to those identified in the GHSP Final EIR. Although an increase in non-residential development and an increase of 495 employees would occur, most new employees would live locally as there is a higher ratio of housing than employment opportunities (as detailed previously in Table PH-6). The new jobs in an area with more housing than jobs would provide employment for local residents in the labor force (identified in Table PH-8) and employees would not relocate to result in a new local population that would need other services, such as libraries. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

#### **Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding public services. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

#### **Plans, Programs, or Policies (PPPs)**

##### **California Senate Bill 50**

The passage of SB 50 in 1998 defined the needs analysis process that is codified in Government Code Sections 65995.5 through 65998. Under the provisions of SB 50, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. Level I fees are assessed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses. Level II fees require the developer to provide one-half of the costs of accommodating students in new schools, and the state provides the other half. Level III fees require the developer to pay the full cost of accommodating the students in new schools and are implemented at the time the funds available from Proposition 1A (approved by the voters in 1998) are expended. School districts must demonstrate to the state their long-term facilities needs and costs based on long-term population growth in order to qualify for this source of funding.

**California Government Code Section 65995 et seq: School Impact Fees.** Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall provide payment of the appropriate fees set forth by the San Bernardino City Unified School District related to the funding of school facilities pursuant to Government Code Section 65995 et seq.

### **San Bernardino County Development Code**

**Chapter 23.01; Fire Code.** The San Bernardino County Development Code includes the California Fire Code as published by the California Building Standards Commission and the International Code Council (with some County-specific amendments). The California Fire Code is Title 24, Part 9 of the California Code of Regulations, and regulates new structures, alterations, additions, changes in use or changes in structures. The Code includes specific information regarding safety provisions, emergency planning, fire-resistant construction, fire protection systems, means of egress and hazardous materials.

**Chapter 63.01; California Building Code.** The CBC has been amended and adopted as Chapter 63.01, of the County Development Code (Building Code). This regulates all building and construction projects within County limits and implements a minimum standard for building design and construction. These minimum standards include specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities including drainage and erosion control.

### **San Bernardino County Fire Fees**

**Fire Fees.** The County of San Bernardino Fire Protection District Ordinance (Ordinance No. FPD 20-01), which requires a fee payment for any developments requiring permitting that the County applies to the funding of fire protection facilities. Furthermore, in 2018, the San Bernardino County Fire Protection District Board of Directors expanded the FP-5 Service Area to include unincorporated areas of San Bernardino County. In order to cover the costs of providing fire and emergency medical services, each legal parcel within Service Zone FP-5 is assessed an annual parcel fee.

### **Mitigation/Monitoring Required**

#### ***GHSP Final EIR Mitigation Measures***

**4.11-1: Fire Hydrants.** Commercial/industrial buildings shall provide fire hydrants to within 150 feet of all portions of commercial/industrial buildings as measured along vehicular travel ways.

*Applicable: GHSP Final EIR Mitigation Measure 4.11-1 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future development project permitting requirements.*

**4.11-2: Minimum Fire Flow.** All water lines servicing the lots established for commercial use will be required to have a hydrant water system capable of providing a minimum fire flow set at 3,500 gpm at 20 psi residual operating pressure for a 3-hour period (based upon type V, combustible buildings no larger than 18,000 feet).

*Applicable: GHSP Final EIR Mitigation Measure 4.11-2 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future development project permitting requirements.*

**4.11-3: Fees.** Concurrent with the issuance of building permits the applicants shall pay all scheduled fees as applicable, to finance the fire protection infrastructure required to service the project site.

Applicable: GHSP Final EIR Mitigation Measure 4.11-3 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of future development project permitting requirements.

**Proposed Project Mitigation Measures**

No new impacts nor substantially more severe public services related impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for public services.



## 5.16 RECREATION

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
Would the project:					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Summary of Impacts Identified in the GHSP Final EIR

The GHSP Final EIR determined that the quality and quantity of existing recreational opportunities in the area would not be diminished as a result of buildout of the GHSP; however, there could be increased demand on recreation facilities. The GHSP Final EIR describes that the Project site includes Glen Helen Regional Park, and one of the goals of the GHSP is to enhance recreational opportunities at and around the regional park facility (GHSP Draft EIR Appendix A, Initial Study page 33).

### Impacts Associated with the Proposed Project

#### a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?

**No New Impact.** As described previously, the proposed GHSP Amendment at buildout would result in a reduction of 439 potential residential units and a reduction of 1,475 residents, and an increase of 495 employees compared to the buildout of the existing GHSP. The reduction in residential units and related population would reduce the needs for recreation facilities compared to those identified in the GHSP Final EIR. Although an increase in non-residential development and an increase of 495 employees would occur, most new employees would live locally in the unincorporated San Bernardino County area and would not relocate to result in a new local population that utilizes recreation facilities. Overall, with a reduction in people within the proposed GHSP Amendment areas compared to those from buildout of the existing GHSP, no increase in needs for recreation facilities would occur. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

#### b) Require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

**No New Impact.** The proposed Project does not include any recreation facilities. Amending the identified GHSP land uses to CI and including a CI Overlay to existing residential land uses would not involve construction of new recreation facilities. As described in the previous response, the proposed Project would

result in a reduction of 1,475 potential residents, and an increase of 495 employees compared to the buildout of the existing GHSP. With a reduction in residents and an overall reduction in persons that would result from buildout of the proposed GHSP Amendment, a reduction in the use of or need for recreation facilities would occur. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

## **Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding recreation. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

## **Plans, Programs, or Policies (PPPs)**

None.

## **Mitigation/Monitoring Required**

No mitigation measures were included in the GHSP Final EIR related to recreation. No new impacts nor substantially more severe recreation impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for recreation.

## 5.17 TRANSPORTATION

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
Would the project:					
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section was prepared using the Vehicle Miles Traveled (VMT) Screening Analysis Memorandum, included as Appendix E.

### Summary of Impacts Identified in the GHSP Final EIR

The GHSP Final EIR describes that the GHSP is estimated to generate fewer trips per day at buildout than the previous General Plan land use designations that would have generated approximately 124,000 trips per day. The GHSP Final EIR determined that buildout under the GHSP would result in a decrease of approximately 25,000 trips per day (DEIR p. 4.4-7). The GHSP Final EIR details that the most significant increases in trips are on the freeways and on roadways with trips assigned from the Commercial/Traveler Services (C/TS) land use. The GHSP Final EIR determined that localized impacts would be mitigated to a less than significant level through GHSP Mitigation Measure 4.4-4 that requires project-specific traffic studies that include specifications for implementing any needed local roadway improvements for development applications within the Commercial/Traveler Services (C/TS) or C/DE designations (DEIR p. 4.4-9).

The GHSP Final EIR also describes that the potential roadway connection from the proposed Lytle Creek development to Glen Helen Parkway through Sycamore Flats would require proper engineering design, and a reconfiguration of Glen Helen Parkway to accommodate the proposed Sycamore Flats roadway, as it would have the potential to interrupt the continuous flow of traffic to I-15 that could result in an impact. Therefore, the GHSP Final EIR included Mitigation Measures 4.4-1 through 4.4-3, related to improvements along Glen Helen Parkway between Lytle Creek and Cajon Boulevard, a local road extension within Sycamore Flats west of the I-15/ Glen Helen Parkway interchange, and an engineering design study for a road connection through Sycamore Flats to Glen Helen Parkway. Mitigation Measures 4.4-1 through 4.4-3 were determined to reduce this impact to a less than significant level and have been previously implemented and completed (DEIR p. 4.4-9).

The GHSP Final EIR determined that at buildout of the GHSP, the I-15 would operate at LOS F, and that by year 2020, the trips generated from the Specific Plan land uses would contribute approximately 10 percent

of the growth in traffic on I-15, and would comprise approximately 5 percent of the total volume, which would result in a significant impact (DEIR p. 4.4-9).

For cumulative impacts, the GHSP Final EIR determined that the GHSP would not result in any incremental traffic increases on the regional system over future conditions with buildout of the General Plan. Nevertheless, cumulative traffic impacts on the freeway system in general, and I-15 in particular, were anticipated to be significant and unavoidable with or without implementation of the GHSP (DEIR p. 4.4-9).

To provide a comparison of vehicle and truck trips for use in this addendum analysis, a trip generation was prepared using trip rates from the most recent (2021) Institute of Transportation Engineers (ITE) to identify the number of trips at buildout of the existing land uses within the proposed GHSP Amendment areas. As shown in Table T-1, buildout of the existing land uses within the GHSP Amendment areas would result in 76,556 actual trips per day (or 81,073 Passenger Car Equivalent [PCE] trips per day).

**Table T-1: Existing GHSP Amendment Area Land Use Trip Generation at Buildout**

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Commercial/Traveler Services (C/TS)	1,676.189 TSF	62,036	873	535	1,408	2,735	2,964	5,699
Corridor Industrial (CI)	2,894.562 TSF	9,755	797	187	984	216	768	984
<b>Vehicle Mix</b>	<b>Percent</b>							
Passenger Vehicles	69.00%	6,731	550	129	679	149	530	679
2-Axle truck	6.80%	663	54	13	67	15	52	67
3-Axle truck	5.50%	537	44	10	54	12	42	54
4+-Axle Trucks	18.70%	1,824	149	35	184	40	144	184
<b>Existing CI Trip Generation</b>	<b>100%</b>	<b>9,755</b>	<b>797</b>	<b>187</b>	<b>984</b>	<b>216</b>	<b>768</b>	<b>984</b>
<b>PCE Trip Generation</b>	<b>PCE Factor</b>							
Passenger Vehicles	1.0	6,731	550	129	679	149	530	679
2-Axle truck	1.5	995	81	19	100	22	78	100
3-Axle truck	2.0	1,073	88	20	108	24	84	108
4+-Axle Trucks	3.0	5,472	447	105	552	121	431	552
<b>Existing CI PCE Trip Generation</b>		<b>14,271</b>	<b>1,166</b>	<b>273</b>	<b>1,439</b>	<b>316</b>	<b>1,123</b>	<b>1,439</b>
Single Family Residential-Sycamore	418 DU	3,942	73	219	292	248	145	393
Flats (SFR-SF)								
Destination Recreation (DR)	132.800 Acres	664	20	8	28	19	35	54
Dwelling Unit	17 DU	160	3	9	12	10	6	16
<b>Total Existing Land Use Actual Trip Generation</b>		<b>76,556</b>	<b>1,766</b>	<b>958</b>	<b>2,724</b>	<b>3,227</b>	<b>3,917</b>	<b>7,146</b>
<b>Total Existing Land Use PCE Trip Generation</b>		<b>81,073</b>	<b>2,135</b>	<b>1,044</b>	<b>3,179</b>	<b>3,327</b>	<b>4,272</b>	<b>7,601</b>

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

Source: VMT Screening Analysis Memorandum, Appendix E.

## Impacts Associated with the Proposed Project

### a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

**No New Impact.** The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Since certification of the GHSP Final EIR, impacts related to transportation analysis have been revised by the State, and SB 743 that went into effect on July 1, 2020, requires that Vehicle Miles Traveled (VMT) thresholds be utilized for traffic analysis and that Level of Service (LOS) can no longer be the basis for determining an environmental effect under CEQA (CEQA Guidelines Section 15064.3). However, the County traffic study guidelines require analysis based on Level of Service (LOS), which the County uses to determine the transportation improvement obligations of development projects. Also, in the case of the GHSP Final EIR and this Addendum, the trip generation identifies the change in intensity of the GHSP proposed land uses at buildout and determines if previous GHSP Final EIR mitigation measures are applicable to the proposed Project.

### Trip Generation

The proposed Project would amend the GHSP land use designation of 161.3 acres of land within three subareas of the GHSP from Destination Recreation (DR), Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR), to Corridor Industrial (CI); and add a CI Overlay to the Single-Family Residential – Sycamore Flats (SFR-SF) area of Sycamore Flats.

A trip generation for buildout of the proposed GHSP land uses was prepared using trip rates from the ITE. As shown on Table T-2, buildout of the proposed GHSP land use amendment is anticipated to generate 64,869 actual daily trips including 3,091 trips during the AM peak hour and 6,086 trips during the PM peak hour (75,043 daily PCE trips including 4,059 PCE trips during the AM peak hour and 6,985 PCE trips during the PM peak hour).

**Table T-2: Proposed GHSP Amendment Areas Land Use Trip Generation at Buildout**

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<b>Commercial/Traveler Services(C/TS)</b>	1,122.106 TSF	41,529	584	359	943	1,831	1,984	3,815
<b>Corridor Industrial (CI)</b>	4,751.089 TSF	16,011	1,308	307	1,615	355	1,260	1,615
<b>Vehicle Mix</b>	<b>Percent</b>							
Passenger Vehicles	69.00%	11,047	902	212	1,114	245	869	1,114
2-Axle truck	6.80%	1,089	89	21	110	24	86	110
3-Axle truck	5.50%	881	72	17	89	20	69	89
4+-Axle Trucks	18.70%	2,994	245	57	302	66	236	302
<b>Proposed CI Trip Generation</b>	<b>100%</b>	<b>16,011</b>	<b>1,308</b>	<b>307</b>	<b>1,615</b>	<b>355</b>	<b>1,260</b>	<b>1,615</b>
<b>PCE Trip Generation</b>	<b>PCE Factor</b>							
Passenger Vehicles	1.0	11,047	902	212	1,114	245	869	1,114
2-Axle truck	1.5	1,634	134	31	165	36	129	165
3-Axle truck	2.0	1,762	144	34	178	40	138	178
4+-Axle Trucks	3.0	8,982	735	171	906	198	708	906
<b>Proposed CI PCE Trip Generation</b>		<b>23,425</b>	<b>1,916</b>	<b>447</b>	<b>2,363</b>	<b>519</b>	<b>1,844</b>	<b>2,363</b>
<b>Truck Trailer Parking</b>	<b>79.00 Acres</b>	<b>2,957</b>	<b>120</b>	<b>98</b>	<b>218</b>	<b>96</b>	<b>129</b>	<b>225</b>
<b>Vehicle Mix</b>	<b>Percent</b>							
Passenger Vehicles	24.97%	738	32	11	43	26	51	77
2-Axle truck	20.79%	615	38	21	59	26	36	62
3-Axle truck	25.52%	755	37	5	42	26	26	52
4+-Axle Trucks	28.72%	849	13	61	74	18	16	34
<b>Proposed Truck Trailer Trip Generation</b>	<b>100%</b>	<b>2,957</b>	<b>120</b>	<b>98</b>	<b>218</b>	<b>96</b>	<b>129</b>	<b>225</b>
<b>PCE Trip Generation</b>	<b>PCE Factor</b>							
Passenger Vehicles	1.0	738	32	11	43	26	51	77
2-Axle truck	1.5	923	57	32	89	39	54	93
3-Axle truck	2.0	1,510	74	10	84	52	52	104
4+-Axle Trucks	3.0	2,547	39	183	222	54	48	102
<b>Proposed Truck Trailer PCE Trip Generation</b>		<b>5,718</b>	<b>202</b>	<b>236</b>	<b>438</b>	<b>171</b>	<b>205</b>	<b>376</b>
Single Family Residential-Sycamore Flats (SFR-SF)	418 DU	3,942	73	220	293	248	145	393
Destination Recreation (DR)	53.80 Acres	269	8	3	11	8	14	22
Dwelling Unit	17 <sup>1</sup> DU	160	3	9	12	10	6	16
<b>Total Proposed Land Use Actual Trip Generation</b>		<b>64,869</b>	<b>2,097</b>	<b>996</b>	<b>3,091</b>	<b>2,548</b>	<b>3,538</b>	<b>6,086</b>
<b>Total Proposed Land Use PCE Trip Generation</b>		<b>75,043</b>	<b>2,787</b>	<b>1,274</b>	<b>4,059</b>	<b>2,786</b>	<b>4,198</b>	<b>6,985</b>

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

<sup>1</sup> Per Table 3-2 The DR zoned area would buildout with 10 dwelling units. The Project evaluation of 17 units in this area provides a conservative analysis of vehicular trips.

Source: VMT Screening Analysis Memorandum, Appendix E.

### Trip Comparison

As shown in Table T-3, buildout of the amended land uses per the proposed Project would result in a reduction of approximately 11,688 actual trips per day (6,030 PCE trips per day) compared to those that would



result from buildout of the existing GHSP land uses. In addition, the GHSP Final EIR Mitigation Measure 4.4-4 would be implemented for each proposed development project, which requires project specific traffic studies be prepared to identify any potential impacts to the roadway system. Therefore, no new or increased impacts related to roadway circulation would result from implementation of the proposed GHSP Amendment.

**Table T-3: Proposed Project Change in Actual and PCE Trip Generation at Buildout**

Buildout Scenario	AM Peak Hour				PM Peak Hour		
	Daily	In	Out	Total	In	Out	Total
Total Existing Land Use Actual Trip Generation	76,556	1,766	958	2,724	3,227	3,917	7,146
Total Proposed Land Use Actual Trip Generation	64,869	2,097	996	3,091	2,548	3,538	6,086
<b>Total Change in Actual Trip Generation</b>	<b>-11,688</b>	<b>331</b>	<b>38</b>	<b>367</b>	<b>-679</b>	<b>-379</b>	<b>-1,060</b>
Total Existing Land Use PCE Trip Generation	81,073	2,135	1,044	3,179	3,328	4,272	7,601
Total Proposed Land Use PCE Trip Generation	75,043	2,787	1,273	4,060	2,786	4,198	6,985
<b>Total Change in PCE Trip Generation</b>	<b>-6,030</b>	<b>652</b>	<b>229</b>	<b>881</b>	<b>-542</b>	<b>-74</b>	<b>-616</b>

PCE = Passenger Car Equivalent

Source: VMT Screening Analysis Memorandum, Appendix E.

The proposed Project does not involve changes to roadways. Vehicular access to future development areas pursuant to the proposed GHSP land uses would be provided from the same existing roadways, which include Glen Helen Parkway, Glen Helen Road, I-15, and I-215. Consistent with the development requirements of the existing GHSP land use designations, future project design plans would be reviewed and approved by the County's Building and Safety Division prior to the issuance of building permits. As such, the proposed Project would not introduce any new roadways or uses that would interfere with adopted plans, programs, ordinances, or policies regarding roadway facilities.

#### **Transit, Bicycle, and Pedestrian Facilities**

**Transit:** The proposed GHSP Amendment areas are not currently served by transit. The closest existing transit services to the Project site are in the City of Rialto to the southeast and the City of San Bernardino to the east of the proposed GHSP Amendment areas. The existing transit service would continue to serve its ridership in the area and the proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur. Thus, no new or increased impacts related to transit would occur from the proposed Project.

**Bicycle Facilities:** There are no existing bicycle facilities near any of the proposed GHSP Amendment areas. Implementation of the proposed Project would not alter or conflict with existing or planned bike lanes or bicycle transportation. Future developments within the proposed amendment areas would be required to include installation of onsite bike racks, as required by the CalGreen Building Code (included in the County Development Code by Section 63.1501). Thus, impacts related to bicycle facilities would not occur. No new or increased impacts related to bicycle facilities would occur from the proposed Project.

**Pedestrian Facilities:** There are no existing sidewalks or other pedestrian facilities near any of the proposed GHSP Amendment areas. Implementation of the proposed Project would not change any existing or proposed pedestrian facilities. Consistent with existing regulations, future development projects within the GHSP Amendment areas would be required to provide onsite pedestrian facilities between parking areas and building entrances; and may be required to install new sidewalks as a part of offsite roadway improvements that could be conditioned as part of future development projects, pursuant to the County's development review and permitting process. Therefore, the proposed Project would also not conflict with pedestrian facilities.

Overall, impacts related to transit, bicycle, and pedestrian facilities would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**

**No New Impact.** The current threshold of significance addressing VMT was not in place at the time the GHSP Final EIR was certified. However, the GHSP's total VMT was assessed as part of the air quality impact analysis included as part of the GHSP EIR. Thus, the VMT associated with buildout of the GHSP is not "new information" that was not known or could not have been known at the time the GHSP EIR was certified (*Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1320).

Currently, the County of San Bernardino VMT analysis methodology identifies impact thresholds and screening thresholds to determine if projects would have a potential to result in a significant impact related to VMT, and therefore, require a VMT analysis. The methodology also includes criteria for projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from the need for further analysis, which include the following:

1. The project is located within a Transit Priority Area (TPA).
2. The project is located in a low VMT generating area.
3. Project Type - the project is a local-serving land use or generates less than 110 daily vehicle trips.

The criteria and the applicability of each to the proposed Project is described below.

Screening Criteria 1 - Transit Priority Area Screening: According to the County's guidelines, projects located in a TPA may be presumed to have a less than significant impact.

The Project is not located in a TPA and would not satisfy the requirements of Screening Criteria 1.

Screening Criteria 2 - Low VMT Area Screening: According to the County's guidelines, projects located in a low VMT generating area may be presumed to have a less than significant impact.

The Project zone is not considered a low VMT area and would not satisfy the requirements of Screening Criteria 2.

Screening Criteria 3 – Project Type Screening: This criterion would apply to land uses that are considered local serving, as well as projects that generate less than 110 daily vehicle trips. The land uses changes proposed by the Project would not qualify as locally serving; however, as shown in Table T-3, the Project would generate a reduction of -11,688 actual daily trips (-6,030 PCE trips) at buildout. As the Project would generate fewer trips than the buildout of the existing GHSP, the Project would not result in an increase of more than 110 daily vehicle trips and would meet Screening Criteria 3.

Because the Project would meet Screening Criteria 3, impacts related to VMT would be less than significant. Thus, no new impacts would result from implementation of the proposed Project.

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

**No New Impact.** Although this issue was not specifically addressed in detail in the GHSP Final EIR, the GHSP Final EIR contained traffic study information about the GHSP's potential impacts associated with the hazards due to a geometric design failure or incompatible uses that with the exercise of reasonable diligence, information was readily available to the public.

The proposed GHSP Amendment does not include circulation changes involving sharp curves, dangerous intersections, or other potentially hazardous geometric design features. Also, the proposed development of the proposed CI and CI Overlay uses pursuant to the proposed GHSP Amendment does not create an incompatible use or design feature that could cause a hazard. The proposed GHSP uses do not include

incompatible uses, such as farm equipment, and each future development proposal would be evaluated by County planning, building, and traffic safety staff to ensure that any proposed design features would meet County circulation engineering standards. If any component of future construction under the proposed uses would occur in the public right-of-way and require the partial or full closure of a sidewalk and/or travel lane, all work would be required to adhere to the applicable construction control practices that are specified in the most current State of California Department of Transportation (Caltrans) Construction Manual to minimize potential safety hazards.

Operation of future CI and CI Overlay uses would involve vehicles and delivery trucks entering the sites from the adjacent roadways. The circulation design of future development proposals would be reviewed by the County to ensure that it meets the County's traffic engineering development standards and does not include hazardous design features. As a result, impacts related to vehicular circulation design features would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**d) Result in inadequate emergency access?**

**No New Impact.**

**Construction**

The future construction activities that could occur from implementation of the proposed CI and CI Overlay land uses would be similar to those that would occur under the existing GHSP land uses and include equipment and supply staging and storage. Future standard County construction permitting would require that equipment staging, and construction worker parking not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of new driveways, and connections to infrastructure systems could require the temporary closure of one side of a portion of adjacent roadways for a short period of time (i.e., hours or a few days). However, the construction activities in the County are required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the County's permitting process. Thus, implementation of future development projects pursuant to the proposed GHSP Amendment through the County's permitting process would ensure existing regulations are adhered to and would reduce potential construction-related emergency access impacts to a less than significant level. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**Operation**

The proposed GHSP Amendment does not include circulation changes that could result in inadequate emergency access. Also, the proposed development of the proposed CI and CI Overlay uses pursuant to the proposed GHSP Amendment would not result in inadequate emergency access. Each future development proposal within the GHSP area would be evaluated by County planning, building, and traffic safety staff to ensure that any proposed design features would meet County circulation engineering standards. The development permitting process would provide adequate and safe circulation to, from, and through each development site to provide routes for emergency responders to access the site. The review of development plans is part of the permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). Because future development projects within the proposed GHSP Amendment areas would be required to comply with all applicable access codes, as verified by the County's permitting process, potential impacts related to inadequate emergency access would be less than significant.

Also, as detailed in Table T-3, the proposed Project would result in approximately 11,688 actual daily vehicle trips and 6,030 fewer PCE daily trips than those that would occur from buildout of the existing GHSP land uses within the proposed amendment area. Thus, the Project would not generate a substantial increase in traffic that would impact roadway capacity in such a manner that would result in inadequate emergency

access. Overall, impacts related to emergency access would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

## Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding transportation. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

## Plans, Programs, or Policies (PPPs)

None.

## Mitigation/Monitoring Required

### ***GHSP Final EIR Mitigation Measures***

**4.4-1: Roadway Improvements.** The existing Glen Helen Parkway alignment between Lytle Creek and Cajon Boulevard should be improved if the Bennett Road Crossing is not implemented. The improvements should include: (1) improved crossing at Cajon Wash; (2) Grade separation at the railroad tracks; and (3) Widening of Glen Helen Parkway to 4 lanes.

*Not Applicable: GHSP Final EIR Mitigation Measure 4.4-1 has previously been implemented and completed. Thus, it is not applicable to the proposed Project.*

**4.4-2: Roadway Improvements.** A local road extension should be provided within the Sycamore Flats area west of the I-15/Glen Helen Parkway Interchange to access future commercial travel-related services. The specific timing and financial mechanisms shall be determined by the County in conjunction with future projects and development applications.

*Not Applicable: GHSP Final EIR Mitigation Measure 4.4-2 has previously been implemented and completed. Thus, it is not applicable to the proposed Project.*

**4.4-3: Roadway Improvements.** An engineering design study shall be prepared for the potential road connection through Sycamore Flats to Glen Helen Parkway, if this roadway is to be implemented to serve either the proposed Lytle Creek development or the Golf Course Community uses within the Specific Plan.

*Not Applicable: GHSP Final EIR Mitigation Measure 4.4-3 has previously been implemented and completed. Thus, it is not applicable to the proposed Project.*

**4.4-4: Traffic Studies.** Specific projects and development applications within the C/TS, CI, CI Overlay, or C/DE designations of the Glen Helen Specific Plan area shall include traffic studies that focus on the impacts to the local circulation system, access requirements, special event traffic management, if applicable, and the effects of pass-by-traffic on local intersections, as the traffic exits and enters the freeways.

*Applicable: GHSP Final EIR Mitigation Measure 4.4-4 has been modified as shown in double underline, to be applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.*

**Proposed Project Mitigation Measures**

No new impacts nor substantially more severe transportation impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for transportation.



## 5.18 TRIBAL CULTURAL RESOURCES

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Summary of Impacts Identified in the GHSP Final EIR

The GHSP EIR identified two prehistoric locations and six historic archaeological sites within the GHSP study area and describes that the Project area is highly sensitive for archaeological resources. The GHSP activities that involve excavation and grading could have the potential to disturb resources. The GHSP Final EIR determined that implementation of Mitigation Measures 4.9-1, and 4.9-3 through 4.9-5 was required to reduce the potential impacts to below a level of significance (GHSP DEIR p. 4.9-10).

### Impacts Associated with the Proposed Project

- a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**

**No New Impact.** The GHSP Final EIR identified two prehistoric locations and six historic archaeological sites within the GHSP study area and describes that the Project area is highly sensitive for archaeological resources. As described previously, the GHSP area is archaeologically sensitive due to the long history of human occupation and use of the area. For example, the western boundary of the North Glen Helen subarea may include buried portions of Glen Helen ditch, and various isolates have been uncovered in the GHSP area. Therefore, consistent with the GHSP Final EIR, implementation of Mitigation Measures 4.9-1, 4.9-4 and 4.9-5 would be required to reduce the potential impacts from future development to below a level of significance. The existing GHSP Final EIR mitigation measures include requirements for completing cultural resource surveys prior to development project commencement and conducting archaeological monitoring for any earth-moving in both the Sycamore Flat Subarea (vicinity of the Klein/Ellena Brothers Ranch complex)

and the westerly boundary of the North Glen Helen Subarea at the base of the foothills (vicinity of former Glen Helen Ditch), which are within the proposed GHSP Amendment area. The change of types of development that would occur under the proposed CI land use and CI Overlay in the GHSP area would not result in an increase in the potential impacts related to tribal cultural resources with implementation of the existing GHSP Final EIR mitigation measures. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 that is a historical resource as defined in Section 15064.5 of the State CEQA Guidelines or PRC Section 5020.1(k) and no new substantial environmental impacts would occur.

**b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

**No New Impact.** Senate Bill (SB) 18 (Government Code 65362.3) requires local governments to consult with California Native American tribes identified by the California Native American Heritage Commission (NAHC) prior to the adoption or amendment of a general plan or specific plan. In compliance with SB 18, on February 20, 2024, the County requested a Sacred Sites/Lands File Search be conducted by the NAHC and a list of tribes that may have resources within the boundaries of the GHSP Amendment areas. The County sent SB 18 noticing letters to all tribe contacts on March 1, 2024. Responses from three tribes were received, which are summarized below:

- The Gabrieleno Band of Mission Indians – Kizh Nation responded on March 1, 2024 providing a statement of concurrence with the proposed Specific Plan Amendment and requesting consultation on future projects within the area.
- The Twenty-Nine Palms Band of Mission Indians responded on April 10, 2024 stating that the Project is outside of the known Chemehuevi Traditional Use Area.
- The Morongo Band of Mission Indians responded on March 18, 2024 requesting initiation of government-to-government consultation. The County responded to the tribe on March 19 describing that no development is currently proposed, that the Project is limited to changes to GHSP land uses, and that future development would be subject to Assembly Bill (AB) 52 noticing. The tribe responded on April 12, 2024 stating that it acknowledges that the Project only proposes changes to land uses and that no construction is proposed; and therefore, does not have comments at this time. However, future projects that involve construction or alternation of lands will be of interest to the tribe.

AB 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California tribes as part of the CEQA process and equates significant impacts on “tribal cultural resources” with significant environmental impacts (Public Resources Code [PRC] § 21084.2). AB 52 requires that lead agencies undertaking CEQA review evaluate, just as they do for other historical and archeological resources, a project’s potential impact to a tribal cultural resource. In addition, AB 52 requires that lead agencies, upon request of a California Native American tribe, begin consultation prior to the release of a negative declaration, mitigated negative declaration, or EIR for a project. AB 52 does not apply to a Notice of Exemption or Addendum; and therefore, does not apply to the proposed Project. However, AB 52 may apply to future development proposals within the GHSP area.

As described in Section 5.5, *Cultural Resources*, due to the long history of human occupation and use of the area the area is sensitive for potential resources. Therefore, consistent with the GHSP Final EIR, implementation of Mitigation Measures 4.9-1, 4.9-4 and 4.9-5 would be required to reduce the potential impacts from future development to below a level of significance. In addition, California Health and Safety Code Section 7050.5 and CEQA Guidelines 15064.5(e) requires that if human remains are discovered, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Therefore, potential impacts on the inadvertent discovery of tribal cultural resources would be less than significant with implementation of mitigation. No new or substantially greater impacts to tribal cultural resources would occur from implementation of the proposed GHSP land uses within the amendment area.

## **Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding tribal cultural resources. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review, and the Project is within the scope of the GHSP Final EIR.

## **Plans, Programs, or Policies (PPPs)**

### **California Health and Safety Code Section 7050.5**

Health and Safety Code Section 7050.5(b) and (c) provides that if human remains are discovered, excavation or disturbance in the vicinity of human remains shall cease until the County coroner is contacted and has reviewed the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours.

### **Public Resources Code Section 5097.98**

Public Resources Code Section 5097.98 provides guidance on the appropriate handling of Native American remains. Once the NAHC receives notification from the coroner of a discovery of Native American human remains, the NAHC is required to notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.98(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the

treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

### **Mitigation/Monitoring Required**

#### ***GHSP Final EIR Mitigation Measures***

**4.9-1: Archeological Monitoring During Earth Moving.** As listed in Section 5.5, *Cultural Resources*.

*Applicable: GHSP Final EIR Mitigation Measure 4.9-1 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.*

**4.9-4: Encountering Archeological Resources.** As listed in Section 5.5, *Cultural Resources*.

*Applicable: GHSP Final EIR Mitigation Measure 4.9-4 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.*

**4.9-5: Survey for Cultural Resources.** As listed in Section 5.5, *Cultural Resources*.

*Applicable: GHSP Final EIR Mitigation Measure 4.9-5 is applicable to the proposed GHSP Amendment and would be included in the MMRP for the proposed Project.*

#### ***Proposed Project Mitigation Measures***

No new impacts nor substantially more severe tribal cultural resources impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for tribal cultural resources.

## 5.19 UTILITIES AND SERVICE SYSTEMS

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
Would the project:					
a) Require or result in the construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Summary of Impacts Identified in the GHSP Final EIR

**Water.** The GHSP Final EIR describes that water demands for the GHSP land uses were estimated based on general planning criteria specific to the land uses proposed and describes that water demands for buildout of the GHSP would be met through the use of existing reservoirs and the existing 16-inch water lines in this area, and that implementation of the GHSP Water Plan would assure adequate water service for the proposed land uses. The GHSP Final EIR states that the existing water infrastructure along Cajon Boulevard and Kendall Drive is adequate to serve the proposed land uses. The GHSP Final EIR determined that no significant water supply impacts are anticipated to occur, and no mitigation is required (DEIR p. 4.11-6).

The GHSP Final EIR also describes that each project will be required to evaluate water demand to determine adequate facilities are available, consistent with specific plan phasing. With the phasing of water facilities in the GHSP master plans, no significant project or cumulative impacts are anticipated (DEIR p. 4.11-9).

**Wastewater.** The GHSP Final EIR describes that additional wastewater demands are related primarily to future growth per the GHSP land uses and that wastewater generated by buildout of the GHSP were estimated based on 80% of the water demand. The commercial/industrial wastewater demand was estimated to be 3,400 GPD/acre and the recreation-related uses wastewater demand is estimated to be 1,760 GPD/acre.



The GHSP Final EIR describes that the wastewater treatment plant at the Sheriff's facility would be incrementally upgraded to a 1.2 million gallon per day capacity to serve future uses. The GHSP Final EIR describes that new sewer lines along Glen Helen Parkway and Glen Helen Road would connect to the Devore, North Glen Helen, and Sycamore flats Subareas. The GHSP Final EIR states that these gravity mains would be constructed when needed to serve future development and that the Sewer Plan would adequately accommodate the proposed land uses, and that impacts related to the wastewater system with the planned improvements would be less than significant (DEIR p. 4.11-8).

The GHSP Final EIR also describes that each project will be required to evaluate wastewater generation to determine adequate facilities are available, consistent with specific plan phasing. With the phasing of sewer facilities in the Sewer Plan, no significant project or cumulative impacts are anticipated (DEIR p. 4.11-9).

**Drainage Plan.** The GHSP Final EIR describes that the GHSP Drainage Plan identifies existing drainage courses and needed regional drainage improvements. In addition, the GHSP requires detailed drainage studies, including hydrology and hydraulic calculations for all proposed developments that would reduce impacts related to drainage facilities to a less than significant level, and no mitigation is required (DEIR p. 4.2-8).

The GHSP Final EIR describes that the GHSP Drainage Plan includes drainage improvements that are consistent with the County's Comprehensive Storm Drain Plan No. 7. The Drainage Plan improvements for the North Glen Helen, Devore, and Sycamore Flats Subareas, include installation of channels to connect existing drainage infrastructure (DEIR p. 4.2-8). The GHSP Final EIR determined that the drainage improvements would result in less than significant impacts and that no mitigation is required (DEIR p. 4.2-10).

**Solid Waste.** The GHSP Final EIR describes that at buildout, the GHSP would generate 6,342 tons of solid waste per year. The GHSP Final EIR determined that the Mid-Valley Landfill would have sufficient capacity for another thirty years or more. Waste would be hauled by a licensed hauler to either the Colton or Mid-Valley Landfill. Property owners or tenants would be required to implement on-site recycling and source reduction programs to minimize the amount of solid waste and to maximize the recovery of recyclable materials, and impacts would be less than significant (DEIR p. 4.11-9).

### Impacts Associated with the Proposed Project

The proposed Project would amend the GHSP land use designation of various parcels totaling 161.5 acres within three subareas of the GHSP from Destination Recreation (DR), Commercial/Traveler Services (C/TS) with a High Density Residential Overlay (HDR-O), to Corridor Industrial (CI); and add a CI Overlay (CI-O) to the Single-Family Residential – Sycamore Flats (SFR-SF) area of Sycamore Flats. As described in Section 5.14, *Population and Housing*, the proposed GHSP Amendment at buildout would result in a reduction of 439 residential units and a reduction of 1,475 residents, and an increase of 495 employees compared to the buildout of the existing GHSP. The reduction in residents and overall population at buildout of the proposed GHSP Amendment compared to buildout of the existing GHSP would reduce the demand for utilities and service systems.

- a) **Require or result in the construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

#### No New Impact.

**Water.** There are several different water purveyors within the GHSP area. The North Glen Helen Subarea is not located within a water service purveyor and existing uses are served by onsite wells. The Devore Subarea is located within the Devore Water Company service area; and the Sycamore Flats Subarea is within the West Valley Water District service area.

The existing GHSP includes a water system plan to serve buildout of the GHSP area that includes an additional water reservoir and transmission water lines ranging from 12 to 16 inches. The GHSP states that the final size, location, phasing, and actual service providers of the water facilities would be determined as future development is approved. Consistent with buildout of the existing GHSP, the future buildout of the proposed GHSP Amendment to change the Commercial/Traveler Services (C/TS) and Destination Recreation (DR) land uses to Corridor Industrial (CI) and the addition of the proposed CI Overlay would require installation of onsite water systems to connect to existing or planned transmission facilities. Also, truck parking and other limited use areas within the North Glen Helen Subarea may connect to existing wells that serve previous and current land uses in the area. The change to GHSP land uses would not require construction of new or expanded water infrastructure. As described in Response 5.19, b, the volume of water that would be needed to serve the proposed GHSP land uses at buildout would be less than that needed for buildout of the existing GHSP. Thus, no new or expanded water infrastructure would be required to be constructed to convey additional water supplies. Consistent with the GHSP Final EIR, impacts related to water facilities would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**Wastewater.** Currently there are no accessible public sewer facilities within the proposed GHSP Amendment areas. Existing developments within the GHSP area have septic systems. There is only one wastewater treatment facility in operation in the Glen Helen area. The facility is operated by County Service Area 70, Zone GH (CSA 70 GH) and serves areas south and east of the proposed GHSP Amendment areas. The facility has a design capacity of 2.6 million gallons per day (mgd), with a peak flow capacity of 5.2 mgd. Development Code Section 33 requires projects within the GHSP area to conduct percolation testing and submit septic system design plans along with the percolation testing result to the County Building and Safety Division prior to the issuance of building permits involving septic systems.

The GHSP describes that wastewater improvements are necessary to serve the future wastewater demands associated with buildout of the GHSP and provides a conceptual layout for sewer improvements to serve the GHSP area. The GHSP also describes that wastewater generated by the land uses in the GHSP area is estimated as 80 percent of the water demand. As described in Response 5.19, b, the volume of water that would be needed to serve the proposed GHSP land uses at buildout would be less than that needed for buildout of the existing GHSP. As wastewater is estimated to be 80 percent of water demand, the wastewater that would be generated from buildout of the proposed amendment area would also be less than that from buildout of the existing GHSP land uses. Thus, no new or expanded wastewater infrastructure would be required to be constructed to convey additional sewage. Consistent with the GHSP Final EIR, impacts related to wastewater facilities would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**Stormwater Drainage.** The GHSP area is situated at the base of the San Gabriel and San Bernardino mountains. Drainage is mainly via the Lower Lytle Creek Wash and Cajon Canyon Wash and other natural drainage courses that descend from mountains and foothills. These features eventually drain into the Santa Ana River within the Santa Ana River watershed features.

The GHSP includes a Drainage Plan that identifies the regional drainage improvements that are needed for development of the GHSP, including the following:

- **North Glen Helen Subarea:** The primary drainage area in this subarea is north of the freeway and west of the railroad tracks, which drains under the freeway through an existing 108-inch storm drain that conveys flows to Cajon Wash. The Drainage Plan includes a concrete trapezoidal channel to

convey drainage from the existing 108-inch storm drain, approximately 2,600 linear feet to the Cajon Wash. Also, a drainage exists north of the freeway and drains under the freeway in an existing storm drain, west of Glen Helen Road. An existing natural channel then drains to Cajon Wash. The Drainage Plan proposes a concrete trapezoidal channel to convey the drainage from this existing storm drain, approximately 2,500 linear feet to the Cajon Wash. The Drainage Plan also states that additional onsite stormwater capture and infiltration systems would also be needed in the North Glen Helen Subarea.

- **Devore Subarea:** The GHSP describes that the majority of the Devore Subarea drains to the Cajon Wash and that there are no planned drainage facilities within the Subarea. The GHSP states that the commercial and industrial land uses of would increase runoff, that onsite collection systems would be required, and a drainage study based on the specific land uses is required on a project-by- project basis to determine the extent of these systems.
- **Sycamore Flats Subarea:** The primary drainage concern in the Sycamore Flats Subarea is the flood hazard from Sycamore Canyon. The planned drainage improvements in the Sycamore Flats Subarea include installation of a concrete trapezoidal channel that would connect to existing drainage facilities under the freeway and a debris basin.

The stormwater from the undeveloped portion of the GHSP proposed amendment areas infiltrates into site soils and stormwater from substantial storms sheet flows from high points to low points across the sites into the natural drainages. Consistent with the potential impacts of development of the existing GHSP land uses, development of new urban uses pursuant to the proposed GHSP Amendment would result in an increase in impermeable surfaces that would create additional stormwater runoff. However, hydrology and hydraulic calculations are required for all proposed developments. The MS4 Permit regulations, as included in the County's Development Code, require retention and treatment of the 85th percentile 24-hour stormwater runoff. Also, new developments within the amended GHSP area would be required to implement a WQMP pursuant to Section 35.0118 of the County's Code that requires BMPs to be used to capture, slow, and/or infiltrate stormwater pursuant to the MS4 permit so that the rate or amount of surface runoff would be accommodated by existing and planned drainage facilities. This is also required by the GHSP Final EIR Mitigation Measures 4.2-1, 4.2-2, and 4.2-7. Therefore, consistent with the GHSP Final EIR, impacts related to drainage facilities and implementation of previously planned drainage facilities would be less than significant.

**Electricity, Natural Gas, and Telecommunication Facilities.** The GHSP Final EIR describes that electricity in the area would be provided by Southern California Edison and natural gas to the GHSP area would be provided by the Gas Company, both of which indicated that it had adequate supplies to accommodate the GHSP's demands at buildout. Consistent with buildout of the existing GHSP, the future buildout of the proposed GHSP Amendment to change the Commercial/Traveler Services (C/TS) and Destination Recreation (DR) land uses to Corridor Industrial (CI) and the addition of the proposed Corridor Industrial (CI) Overlay would require installation of onsite electrical, natural gas, and telecommunication systems that would connect to existing or planned transmission facilities. However, the use of natural gas for industrial facilities is often not needed and current Title 24/CalGreen requirements implement onsite solar to generate electricity, which would reduce the need for infrastructure. As a result, the proposed change to GHSP land uses would not require increased construction of new or expanded electric, natural gas, or telecommunication infrastructure.

Overall, the Project would not result in an increased need for relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities that could cause environmental effects. Impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?**

**No New Impact.** There are several retail water agencies that provide water supply services to the GHSP area and surrounding areas, in addition to individual wells that provide water supplies to specific parcels. Regional water sources are provided by the San Bernardino Valley Water District and local supplies in the GHSP Amendment areas are provided by the West Valley Water District and the Devore Water District.

**Regional Water Services by the San Bernardino Valley Water District.** The regional water supply in the GHSP area is provided by the San Bernardino Valley Water District, which is a regional wholesale water agency that does not deliver water directly to retail water customers. The San Bernardino Valley Water District is responsible for long-range water supply management, including importing supplemental State Water Project water, and is responsible for storage management of most of the groundwater basins within its boundaries. The San Bernardino Valley Water District serves as the Watermaster, on behalf of the retail agencies in its service area, to ensure the region's continued compliance with the adjudication of water supplies. The San Bernardino Valley Water District utilizes SCAG demographic forecasts of growth and land use to identify future water supply needs. The 2020 Integrated Regional Urban Water Management Plan (IRUWMP) describes that the region has adequate supplies to meet demands under various conditions for the next 25 years. The San Bernardino Valley Water District management strategy of storing wet year water in the groundwater basins for later use during droughts enables the region to meet all imported water demands in all year types, including in multiple consecutive dry year conditions.

**Water Service in the North Glen Helen Subarea.** The North Glen Helen Subarea is not located within a water purveyor service area. The previous and existing uses within the North Glen Helen area receive water through onsite wells.

**Water Service in the Devore Subarea – Devore Water Company.** The Devore Subarea is located within the Devore Water Company service area. The Devore Water Company is a retail water service provider for a 2.35 square mile area. The service area includes approximately 1,600 people through 493 service connections. The Water Company receives its supply from wells within its service area.

**Water Service in the Sycamore Flats Subarea – West Valley Water District.** The Sycamore Flats Subarea is located within the West Valley Water District that provides water services to a portion of southwestern San Bernardino County and a small portion of northern Riverside County. The West Valley Water District water supply is comprised of local groundwater, surface water and imported water. The West Valley Water District operates a domestic water distribution system that consists of 21 groundwater wells, 25 separate storage reservoirs across eight pressure zones, for a total storage over 72 million gallons (MG), and over 375 miles of transmission and distribution pipelines (IRUWMP 2020).

In 2020 the West Valley Water District supplied 20,098 acre-feet of water to its customers, and based on SCAG growth projections it is anticipated that in 2045 the supply would increase to 34,229 acre-feet, which would exceed the anticipated demand of 29,764 acre-feet in a normal precipitation year, as shown in Table UT-1.

**Table UT-1: West Valley Water District 2020 Actual and Future Projected Normal Year Water Supply Needs and Demands (Acre-Feet)**

	2020 Actual	2025 Projected	2030 Projected	2035 Projected	2040 Projected	2045 Projected
<b>Supply</b>	20,098	26,978	28,791	30,603	32,415	34,229
<b>Demand</b>	-	23,459	25,035	26,611	28,188	29,764
<b>Difference</b>	-	<b>3,519</b>	<b>3,756</b>	<b>3,993</b>	<b>4,227</b>	<b>4,464</b>

Source: 2020 IRUWMP, Table 10-11.

In addition, local groundwater basins from which the West Valley Water District produces water have storage for use in dry years to provide the water needed to meet demands in multiple dry years. As shown in Table UT-2, the West Valley Water District would have the water supply to meet demands during the fifth consecutive dry year through 2045.

**Table UT-2: West Valley Water District Fifth Consecutive Dry Year Projected Water Supply Needs and Demands (Acre-Feet)**

	2025 Projected	2030 Projected	2035 Projected	2040 Projected	2045 Projected
<b>Supply</b>	29,676	31,670	33,663	35,657	37,651
<b>Demand</b>	25,805	27,539	29,273	31,006	32,740
<b>Difference</b>	<b>3,871</b>	<b>4,131</b>	<b>4,391</b>	<b>4,651</b>	<b>4,911</b>

Source: 2020 IRUWMP, Table 10-11.

As shown in Table 3-3 in Section 3.0, *Project Description*, the proposed GHSP Amendment at buildout would result in a reduction of 31.3 acres of Commercial/Traveler Services (C/TS), a reduction of 81.5 acres of Destination Recreation (DR), a potential reduction of 48.7 acres of Single Family Residential-Sycamore Flats (SFR-SF) with implementation of the proposed Corridor Industrial (CI) Overlay, and a 161.3-acre increase in Corridor Industrial (CI) land uses.

With buildout of the proposed Corridor Industrial (CI) and CI Overlay areas, the proposed GHSP Amendment would result in a reduction of 439 residential units and a reduction of 1,475 residents, and an increase of 495 employees compared to the buildout of the existing GHSP.

Based on the water demand rates utilized in the 2020 West Valley Water District Water Facilities Master Plan, which take into consideration current water conservation practices, such as Title 24/CalGreen that include updated efficiency rates not included in the GHSP Final EIR, buildout of the proposed GHSP Amendment Project would result in a reduction of 55,840 gallons per day. Therefore, as shown in Table UT-3, the proposed Project would result in a reduction in water demand compared to the demand anticipated from buildout of the Project site in the GHSP Final EIR.

**Table UT-3: Proposed GHSP Amendment Change in Water Demand at Buildout**

Code	Land Use Designation	Proposed Acreage Change	Proposed Change in Residential Buildout	Water Demand	Change in Water Demand
C/TS (HDR- O)	Commercial/Traveler Services (High Density Residential Overlay) either residential or commercial not both	-31.3	-336 units (-1,129 residents) with HDR Overlay	1,800 GPD/AC or 200 gallons per resident per day	-56,340 GPD from C/TS without HDR Overlay or -225,800 GPD with HDR Overlay



Code	Land Use Designation	Proposed Acreage Change	Proposed Change in Residential Buildout	Water Demand	Change in Water Demand
CI and CI-O	Corridor Industrial and Corridor Industrial Overlay <sup>3</sup>	+161.3	-	1,000 GPD/AC	+161,300 GPD
SFR-SF (CI-O)	Single Family Residential-Sycamore Flats with Corridor Industrial Overlay <sup>3</sup>	48.7	-96 units (-323 residents) with CI Overlay	200 gallons per resident per day or 1,000 GPD/AC	-15,900 GPD with CI Overlay and no SFR-SF
DR	Destination Recreation	-81.5	-7 (-24 residents)	1,800 GPD/acre <sup>3</sup>	-146,700 GPD
	<b>Total Water Demand Change</b>				<b>- 57,640 GPD without HDR Overlay or -224,400 GPD with HDR Overlay</b>

GPD = Gallons Per Day

Source: West Valley Water District Water Facilities Master Plan Table 3.5 and Appendix A Table 1, Average Daily Water Use Unit Factors

<sup>1</sup> 81.5 CI zoned parcels within the North Glen Helen Subarea have a maximum FAR of 0.03 or 103,237 SF whichever is less.

<sup>2</sup> There are 48.7 acres on the west side of Glen Helen Parkway per the proposed CI Overlay zone that may be developed either as all single-family residential or all commercial.

<sup>3</sup> Buildout of Destination Recreation was assumed to be commercial recreation uses. Includes water demand of 200 gallons per resident per day (4,800 GPD).

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

**No New Impact.** There is only one wastewater treatment facility in operation in the Glen Helen area. The facility is operated by County Service Area 70, Zone GH (CSA 70 GH) and serves areas south and east of the proposed GHSP Amendment areas. The facility has a design capacity of 2.6 million gallons per day (mgd), with a peak flow capacity of 5.2 mgd. However, many areas within the GHSP area operate on septic systems and future development projects may also operate on septic systems, as allowed per County permitting regulations.

As described previously in Response 5.19.a, the GHSP estimates that the wastewater generated by the land uses in the GHSP area is estimated as 80 percent of the water demand, and the volume of water that would be needed to serve the proposed GHSP land uses at buildout would be less than that needed for buildout of the existing GHSP. As wastewater is estimated to be 80 percent of water demand, the wastewater that would be generated from buildout of the proposed amendment area would also be less than that from buildout of the existing GHSP land uses. Thus, no new or expanded wastewater infrastructure would be required to provide increased capacity for buildout of the proposed GHSP Amendment. Consistent with the GHSP Final EIR, impacts related to wastewater facilities would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

**No New Impact.** The County of San Bernardino Solid Waste Management Division is responsible for the operation and management of the solid waste disposal system for the County that includes five regional landfills and nine transfer stations. The closest landfill to the GHSP area is the Mid-Valley Sanitary Landfill.

The Mid-Valley Sanitary Landfill is permitted to accept 7,500 tons per day of solid waste and is permitted to operate through 2045. In May 2023, the maximum tonnage received was 5,129 tons a day. Thus, the facility had an additional capacity of 2,371 tons per day (Calrecycle 2023).

The San Timoteo Sanitary Landfill is the next closest landfill and is permitted to accept 2,000 tons per day of solid waste and is permitted to operate through 2039. In May 2023, the average tonnage received was 1,300 tons a day. Thus, the facility had an additional average capacity of 700 tons per day (Calrecycle 2023).

As described previously, the proposed GHSP Amendment at buildout would result in a reduction of 439 residential units and a reduction of 1,475 residents, and an increase of 495 employees compared to the buildout of the existing GHSP. The reduction in residential units and related population would reduce generation of solid waste compared to those identified in the GHSP Final EIR. Based on the solid waste demand rate utilized in the GHSP EIR of 12 pounds per day per residential unit, the reduction of 439 residential units would equate to a reduction of 5,268 pounds of solid waste per day (or 961.4 tons per year). Based on the industrial use solid waste demand rate utilized in the GHSP Final EIR, the increase in non-residential development that would result in an increase of 495 employees from the new Corridor Industrial (CI) uses would generate 2,413 pounds of solid waste per day (440.5 tons per year). The reduction of 961.4 tons per year is 455.9 tons per year greater than the 440.5-ton increase from the additional employees. Thus, buildout of the proposed GHSP Amendment would result in a 455.9-ton annual reduction in solid waste. As a result, impacts related to solid waste generation and landfill capacity would be less than significant, which is consistent with the findings of the GHSP Final EIR. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

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

**No New Impacts.** All solid waste-generating activities within the County are subject to the requirements set forth in Section 5.408.1 of the CalGreen Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste. Implementation of any future land uses in the proposed GHSP Amendment area would be required to be consistent with all state regulations, as ensured through the County's development permitting process. Therefore, impacts related to compliance with solid waste statutes and regulations would not occur from implementation of the proposed GHSP Amendment. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding utilities and service systems. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts,

State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

### Plans, Programs, or Policies (PPPs)

**Assembly Bill 341.** AB 341 established a state policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted, and requires CalRecycle to provide a report to the Legislature that recommends strategies to achieve the policy goal.

**Assembly Bill 1383.** SB 1383 established regulations aimed to reduce organic waste disposal 75 percent and reduce at least 20 percent of currently disposed surplus edible food by 2025. The intent of the law is to reduce methane, increase landfill usage, and provide additional food sources for Californians.

**Assembly Bill 1826.** AB 1826 requires businesses to recycle their organic waste depending on the amount of waste generated per week. This law requires that local jurisdictions implement an organic waste recycling program to divert organic waste generated by businesses and multifamily residential dwellings that consist of five or more units. This law requires that local jurisdictions implement an organic waste recycling program to divert organic waste generated by businesses and multifamily residential dwellings that consist of five or more units.

### Solid Waste California Green Building Standards

**Section 5.408.1 Construction waste diversion.** Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste.

**5.410.1 Recycling by occupants.** Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals, or meet a lawfully enacted local recycling ordinance, if more restrictive.

### Mitigation/Monitoring Required

#### *GHSP Final EIR Mitigation Measures*

**4.2-5: Alternative Wastewater Disposal.** In the event that the RWQCB and/or the California Department of Health Services (SDHS) does not permit the proposed direct discharge of treated sewage to Lytle Creek, alternative wastewater disposal methods shall be implemented. Such alternatives could include, but may not be limited to: (1) 100 percent reclamation of all project area wastewater for reuse on or off the project site in RWQCB —approved applications (e.g., landscape irrigation, toilet flushing, and other non-domestic uses in non-residential buildings); (2) construction of new or use of existing open-air effluent storage ponds; and/or (3) construction of a bypass pipeline conveying waters to a discharge point located outside of the Lytle Groundwater Basin or to a conduit that would void discharge thereto.

Applicable: GHSP Final EIR Mitigation Measure 4.2-5 may be applicable to future development within the GHSP Amendment area and would be included in the Project MMRP to be implemented as needed for future development project permitting requirements.

**4.2-8: Cajon Landfill.** Proposed post-closure landfill uses shall comply with Title 27 of the California Code of Regulations, Section 21190.

Not Applicable: GHSP Final EIR Mitigation Measure 4.2-8 is not applicable to the proposed GHSP Amendment as it does not involve post-closure landfill uses.

***Proposed Project Mitigation Measures***

No new impacts nor substantially more severe utilities and service systems related impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for utilities and service systems.

## 5.20 WILDFIRE

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollution concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Summary of Impacts Identified in the GHSP Final EIR

The GHSP Final EIR describes that the GHSP area is within an area of high fire risk that is adjacent to wildlands and that development in the area would be exposed to impacts of wildland fires with strong prevailing winds and mature vegetation. Therefore, the GHSP EIR describes that all proposed development would be required to comply with the fire safety standards of the Development Code and that the Fire Safety Overlay of the GHSP provides provisions related to construction materials, setbacks, and sediment control that would reduce potential impacts to a less than significant level (DEIR p. 4.7-6).

### Impacts Associated with the Proposed Project

#### a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

**No New Impact.** According to the CalFire Fire Hazard Severity Zone map and the Countywide Plan Policy Map HZ-5, Fire Hazard Severity Zones, the proposed GHSP Amendment areas are within an area identified as a Very High Fire Hazard Area. However, the proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. The proposed amendment areas are adjacent to roadways, and the proposed CI and CI Overlay land uses would not impair an adopted emergency response plan or emergency evacuation plan within or near a very high fire hazard severity zone. Future driveways and other access points to future uses pursuant to the proposed GHSP CI land uses would be required to meet the County's design standards to ensure adequate emergency access and evacuation pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). Additionally, the proposed CI land uses do not involve any characteristics (e.g., permanent road closures or



long-term blocking of road access) that would substantially impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Access to and from future developments for emergency vehicles would be reviewed and approved by the County Building and Safety Division as part of the permitting approval process to ensure that new developments are compliant with all applicable codes and ordinances for emergency vehicle access. Therefore, potential impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project.

**b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollution concentrations from a wildfire or the uncontrolled spread of a wildfire?**

**No New Impact.** As described in the previous response, the proposed amendment areas are within a Very High Fire Hazard Zone. In addition, portions of the proposed GHSP Amendment area contain or are adjacent to steep slopes. However, the proposed GHSP land use amendments to CI and CI Overlay would not increase slopes, winds, or exacerbate risks related to wildfire. Consistent with the existing GHSP land uses, future development proposals pursuant to the proposed CI and CI Overlay land uses would be required to adhere to the County's Development Code and the California Fire Code that would be verified as part of the development permitting process to ensure that new uses would not introduce any slopes or other factors that could result in the potential spread of wildfire or wildfire pollutant concentrations. Thus, no significant wildfire related hazards would result from the Project. No new or substantially greater impacts would occur with implementation of the proposed Project.

**c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

**No New Impact.** As described in the previous responses, the proposed amendment areas are within a Very High Fire Hazard Zone. The proposed GHSP land use amendment does not include any changes to public or private roadways that would exacerbate fire risk or that would result in impacts to the environment. Consistent with the existing GHSP land uses, the future land uses under the proposed amended GHSP would require utility infrastructure installation, including water, sewer, drainage that would occur as part of land development. These utility installations would be underground and would not exacerbate fire risk. The utility infrastructure installation as part of future development projects would be reviewed and approved by the County as part of the permitting approval process to ensure compliance. Therefore, the proposed GHSP Amendment would not include infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities), that would exacerbate fire risk or that would result in impacts to the environment. No new or substantially greater impacts would occur with implementation of the proposed Project.

**d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

**No New Impact.** As described in the previous responses, the proposed amendment areas are within a High Fire Hazard Zone. In addition, portions of the proposed GHSP Amendment area contain or are adjacent to steep slopes. However, the proposed GHSP land use amendments to CI and CI Overlay would not generate large slopes or increase risks related to wildfire and post fire slope stability. As described in previous responses, future development proposals would be required to adhere to the County's Development Code and the California Fire Code that would be verified as part of the development permitting process. In addition, future construction permitting would require soils stability engineering pursuant to the California Building Code (adopted as Chapter 63.01, of the County Development Code). Thus, impacts related to landslides as a result of post-fire instability would also not occur. Furthermore, hydrology and hydraulic calculations are required for all proposed developments pursuant to MS4 Permit regulations that require

retention and treatment of the 85th percentile 24-hour stormwater runoff. Also, new developments within the amended GHSP area would be required to implement a WQMP pursuant to Section 35.0118 of the County's Code that include requires BMPs be used to capture, slow, and infiltrate (as feasible) stormwater so that the rate or amount of surface runoff would be accommodated by existing and planned drainage facilities. Thus, the proposed GHSP Amendment would not result in risks related to wildfires or risks related to downslope or downstream flooding or landslides after wildfires. No new or substantially greater impacts would occur with implementation of the proposed Project.

## Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding wildfire. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

## Plans, Programs, or Policies (PPPs)

### San Bernardino County Development Code

**Chapter 23.01; Fire Code.** The San Bernardino County Development Code includes the California Fire Code as published by the California Building Standards Commission and the International Code Council (with some County-specific amendments). The California Fire Code is Title 24, Part 9 of the California Code of Regulations, and regulates new structures, alterations, additions, changes in use or changes in structures. The Code includes specific information regarding safety provisions, emergency planning, fire-resistant construction, fire protection systems, means of egress and hazardous materials.

**Chapter 63.01; California Building Code.** The CBC has been amended and adopted as Chapter 63.01, of the County Development Code (Building Code). This regulates all building and construction projects within County limits and implements a minimum standard for building design and construction. These minimum standards include specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities including drainage and erosion control.

**Chapter 83.15; Conditional Compliance for Water Quality Management Plans:** The purpose of this chapter is to ensure compliance with conditions of approval on projects involving Water Quality Management Plan (WQMP) features. The Chapter outlines the requirements for WQMPs to be prepared for development projects within the County and requirements for engineering review and compliance with standards.

### San Bernardino County Fire Fees

The Project is required to comply with the provisions of the County of San Bernardino Fire Protection District Ordinance (Ordinance No. FPD 20-01), which requires a fee payment for any developments requiring

permitting that the County applies to the funding of fire protection facilities. Furthermore, in 2018, the San Bernardino County Fire Protection District Board of Directors expanded the FP-5 Service Area to include unincorporated areas of San Bernardino County. In order to cover the costs of providing fire and emergency medical services, each legal parcel within Service Zone FP-5 is assessed an annual parcel fee of \$157.26 per year.

### **Mitigation/Monitoring Required**

No mitigation measures were included in the GHSP Final EIR related to wildfire. No new impacts nor substantially more severe wildfire impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding wildfire.

## 5.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Impacts Associated with the Proposed Project

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**No New Impact.** As discussed in Section 5.4, *Biological Resources*, the proposed amendment areas may include biological resources involving sensitive plant and animal species and related habitats. Therefore, consistent with the GHSP Final EIR and Resources Management Plan, Mitigation Measures 4.8-1 through 4.8-3 would be required to be implemented for any future development projects to replace the loss of habitat, maintain open space areas to avoid impacts to sensitive habitat areas, and reduce potential impacts to sensitive species through implementation of focused surveys prior to construction permitting and monitoring during construction activities near habitat areas. The proposed GHSP Amendment would change areas that are currently designated for Commercial/Traveler Services (C/TS), Destination Recreation (DR) to Corridor Industrial (CI) uses, which also provides for urban development. Likewise, the addition of a Corridor Industrial (CI) Overlay to areas designated for SFR-SF provides options for different types of urban development that would result in the same types of potential impacts to habitat and species. The same geographical areas would be developed under both the existing and proposed GHSP Amendment. The proposed GHSP Amendment would not involve changing open space designated areas to urban uses. With development of

the same areas and implementation of the existing adopted mitigation measures, potential impacts related to sensitive species and related habitat would be reduced to a less than significant level, which is consistent with the findings of the GHSP Final EIR. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.

As discussed in Section 5.5, *Cultural Resources*, there is a potential for historic and prehistoric resources to be located with the Project site. However, the proposed changes to the GHSP land uses would not generate new or increased impacts. As described previously, the same geographical areas would be developed under both the existing land uses and proposed GHSP Amendment. The proposed GHSP Amendment would not involve changing open space designated areas to urban uses. The Final GHSP EIR Mitigation Measure 4.9-2 requires a historic review prior to demolition of buildings over 50 years in age, which would reduce the potential impacts of development projects under the proposed GHSP Amended land uses, which is consistent with the findings of the GHSP Final EIR. Also, because the GHSP area is archaeologically sensitive due to the long history of human occupation and use of the area, GHSP Final EIR Mitigation Measures 4.9-1, and 4.9-3 through 4.9-5 would be required to reduce the potential impacts to archaeologic or prehistoric resources from future development to below a level of significance, which is consistent with the findings of the GHSP Final EIR. Therefore, the proposed Project would not result in any new or increased impacts related to elimination of important examples of the major periods of California history or prehistory.

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

**No New Impact.** The buildout of the proposed GHSP Amendment would not result in new impacts beyond those analyzed in the GHSP Final EIR. As detailed in previous responses, the proposed GHSP Amendment would modify the type of urban development that would occur in the future and areas that are planned for open space would not be modified. Also, as detailed in Table T-3, buildout of the proposed GHSP Amendment would result in a reduction of 11,688 actual daily vehicle trips and 6,030 daily PCE vehicle trips. Therefore, impacts related to vehicle traffic (vehicle miles traveled, air quality, greenhouse gas emissions, noise, and energy) would be less than buildout of the existing GHSP. As detailed in previous responses, the proposed GHSP amendment would not result in potentially increased or new impacts in any CEQA topic area. Thus, the proposed Project would not result in new or substantially more severe cumulatively considerable impact under any impact area, including aesthetics, air quality, cultural resources, GHG emissions, hazards and hazardous materials, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, tribal cultural resources, utilities and service systems, or wildfires. With implementation of existing regulations and the relevant GHSP Final EIR's mitigation measures, the proposed Project would not result in any new or increased cumulatively significant impacts.

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

**No New Impact.** As described throughout Section 5, above, the proposed GHSP Amendment would have no new or substantially more severe potentially significant impacts and no new mitigation measures would be required. The implementation of the GHSP Final EIR mitigation measures and existing regulations would ensure that there would be no substantial adverse effects on human beings, either directly or indirectly. Thus, no new impacts would occur with implementation of the proposed Project when compared to those identified in the GHSP Final EIR.



## **Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the GHSP Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GHSP Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the GHSP Final EIR.

## **Plans, Programs, or Policies (PPPs)**

As outlined in Sections 5.1 through 5.20, previously.

## **Mitigation/Monitoring Required**

As detailed previously, the GHSP Final EIR mitigation measures that are applicable to the proposed Project would be implemented for the Project as intended by the GHSP Final EIR. Upon implementation of applicable GHSP Final EIR mitigation measures, no new impacts nor substantially more adverse impacts would result from the implementation of the proposed Project; therefore, no new or revised mitigation measures are required.

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