LAND USE SERVICES DEPARTMENT
PLANNING COMMISSION STAFF REPORT

HEARING DATE: April 18, 2024

AGENDA ITEM #4

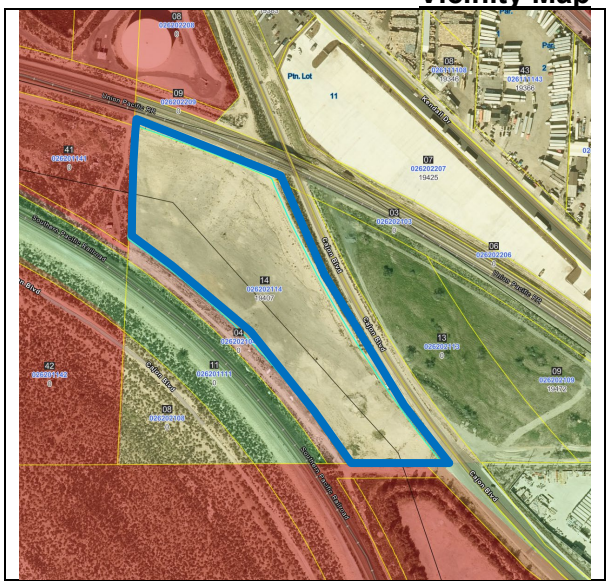
Project Description

APNs: 0262-021-14

Applicant: Jack Lanphere
Community: San Bernardino/5th Supervisorial District
Location: 19407 Cajon Boulevard

Project No: PROJ-2022-00019
Staff: Jim Morrissey, Planner
Rep: Jack Lanphere
Proposal: A Conditional Use Permit for a Truck Trailer Storage Yard with 202 truck parking spaces and a 1,641 square-foot office building on a 10-acre parcel.

Vicinity Map



20 Hearing Notices Sent on April 3, 2024
Report Prepared By: Jim Morrissey, Planner

SITE INFORMATION:
Project Size: 10-acre
Terrain: Mostly flat
Vegetation: Natural Vegetation

TABLE 1 – SITE AND SURROUNDING LAND USES AND ZONING:

AREA	EXISTING LAND USE	LAND USE CATEGORY	LAND USE ZONING DISTRICT
SITE	Vacant	Special Development (SD)	Glen Helen Specific Plan- Corridor Industrial (GH/SP-CI)
North	Water storage Tank	City of San Bernardino	City of San Bernardino
South	Industrial Warehouse	City of San Bernardino	City of San Bernardino
East	Truck Cargo & Warehouse Terminal	Special Development (SD)	Glen Helen Specific Plan- Heavy Industrial (GH/SP-HI)
West	Vacant	Special Development (SD)	Glen Helen Specific Plan- Corridor Industrial (GH/SP-CI)

	Agency	Comment
City Sphere of Influence:	City of San Bernardino	No comment
Water Service:	San Bernardino Municipal Water Department (SBMWD)	No comment
Sewer Service:	(SBMWD)	No comment

STAFF RECOMMENDS: That the Planning Commission **ADOPT** the Addendum to the Glen Helen Specific Plan EIR; **ADOPT** the findings for approval of the Conditional Use Permit; **APPROVE** the Conditional Use Permit, subject to the Conditions of Approval; and **DIRECT** staff to file the Notice of Determination. [1]

[1.] In accordance with Section 86.08.010 of the Development Code, the Planning Commission action may be appealed to the Board of Supervisors

Figure 1
Vicinity Map

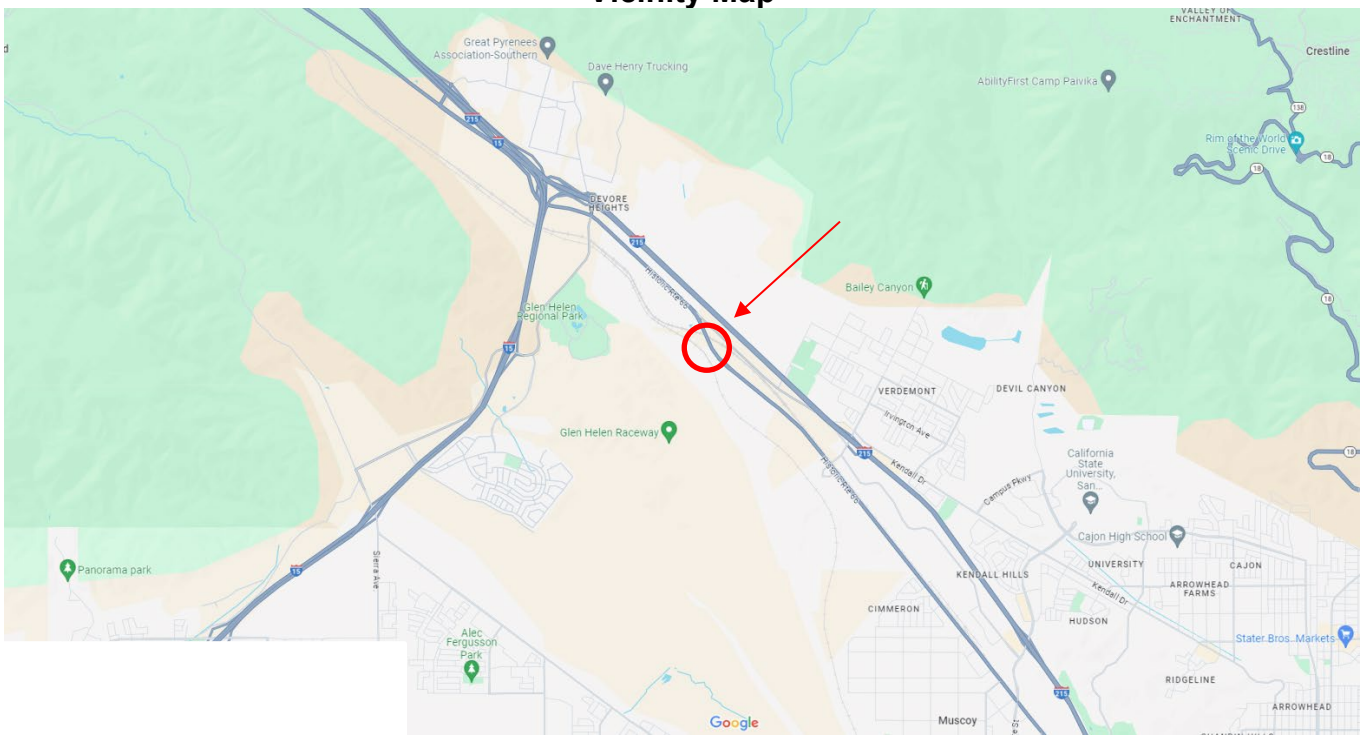
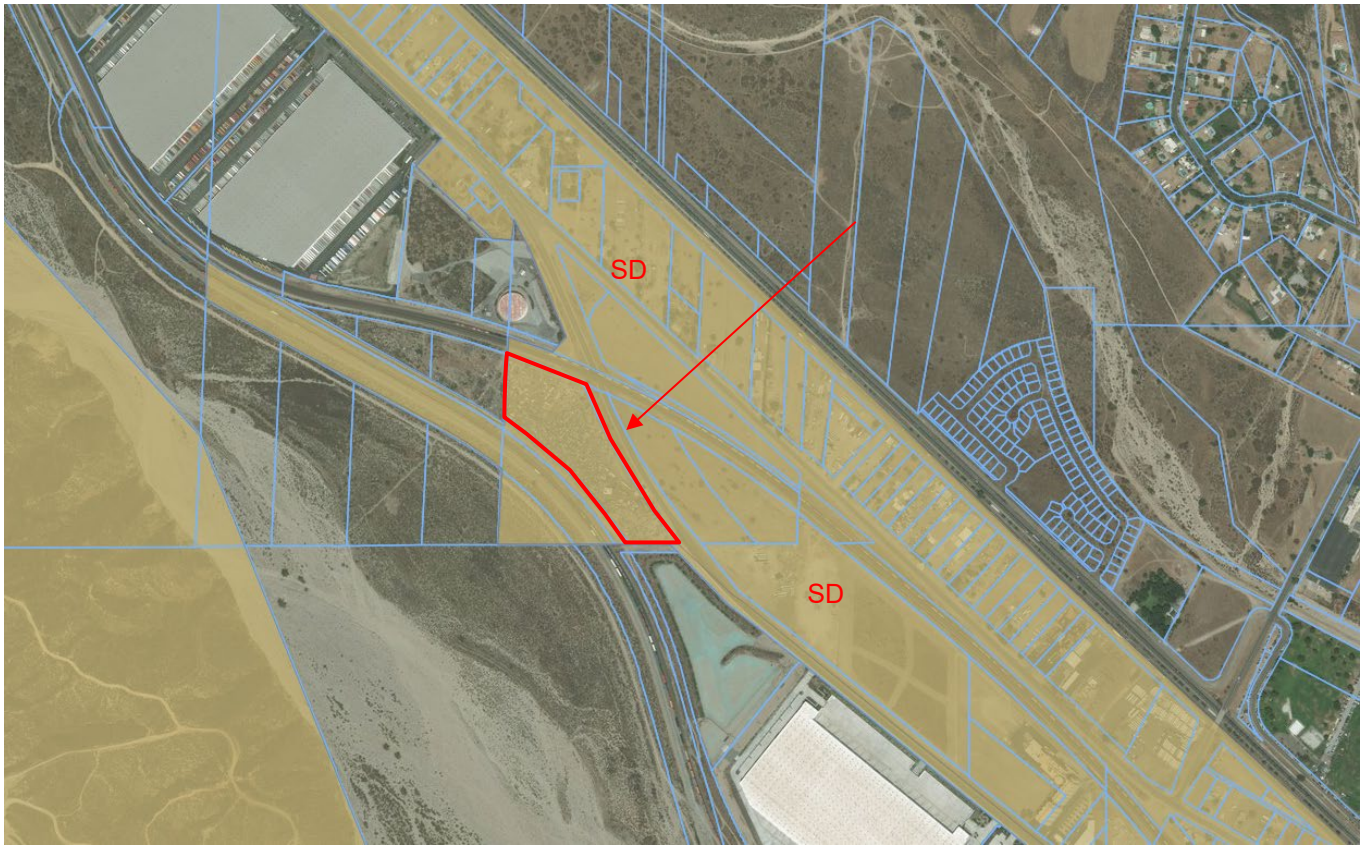


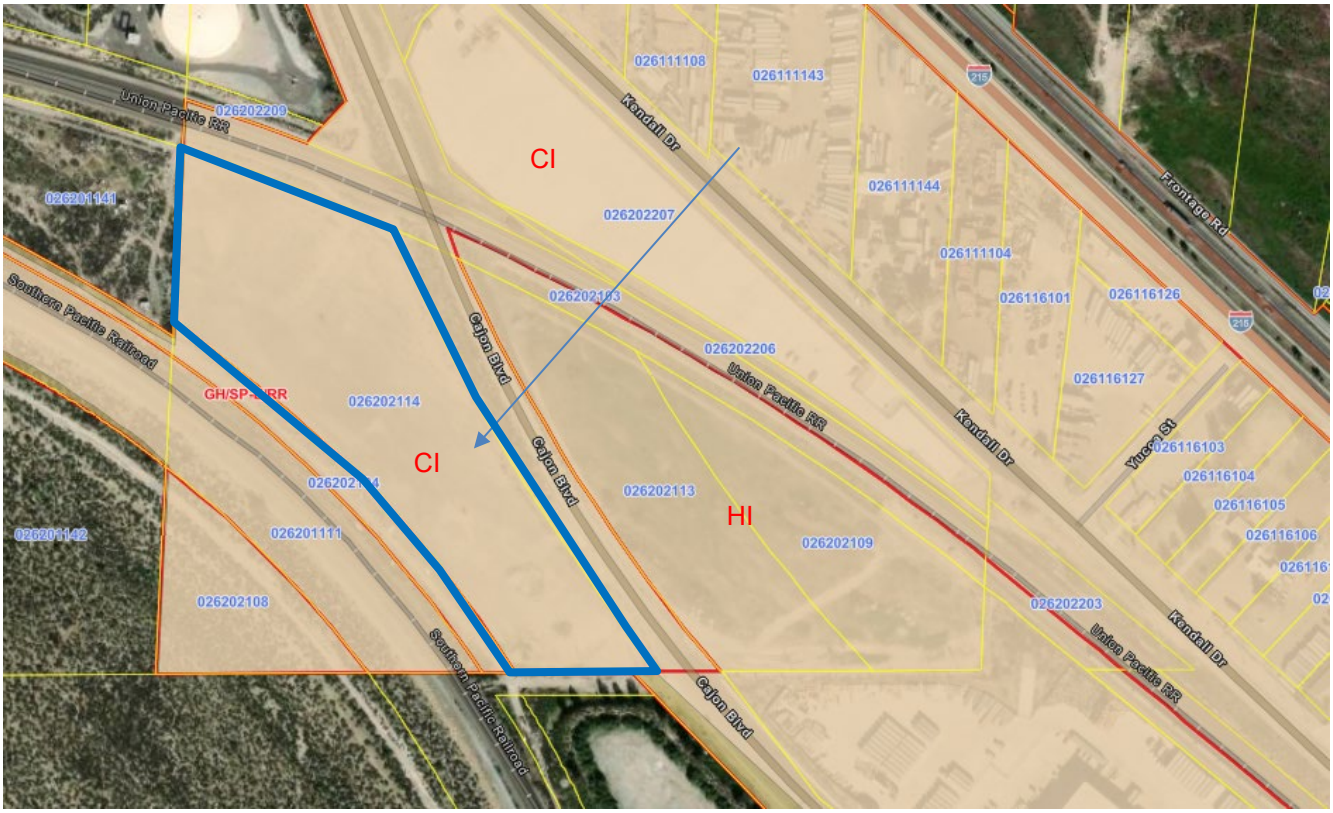
Figure 2
Land Use Category
Special Development (SD)



Legend

SD – Special Development

Figure 3
Official Land Use District Map
Zoning
GH/SP-CI



Legend

CI – Corridor Industrial
HI- Heavy Industrial
RR- Existing Road/Railroad

Figure 4
Aerial Map

Figure 5
Site Plan

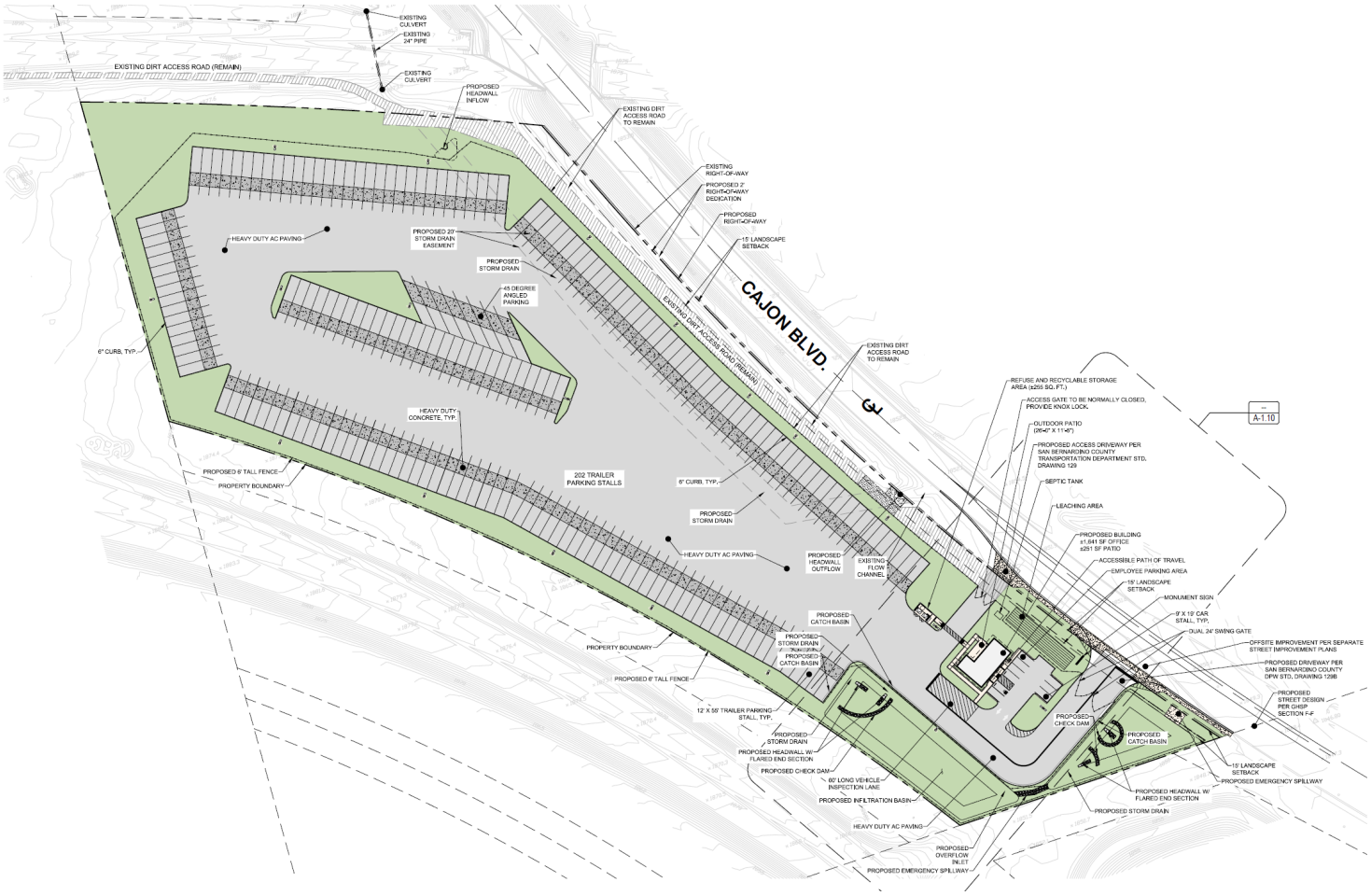


Figure 6
Zoomed in Site Plan

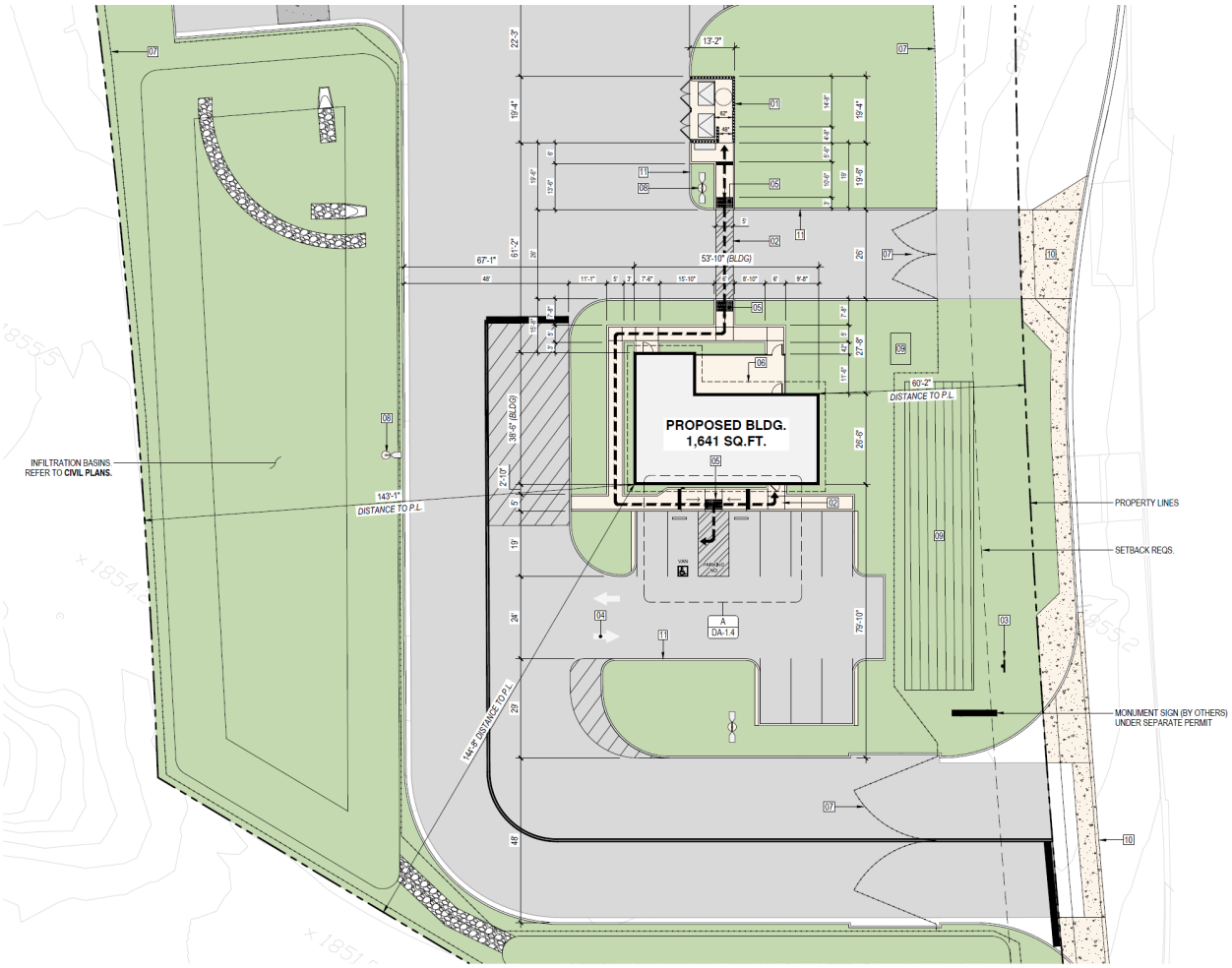
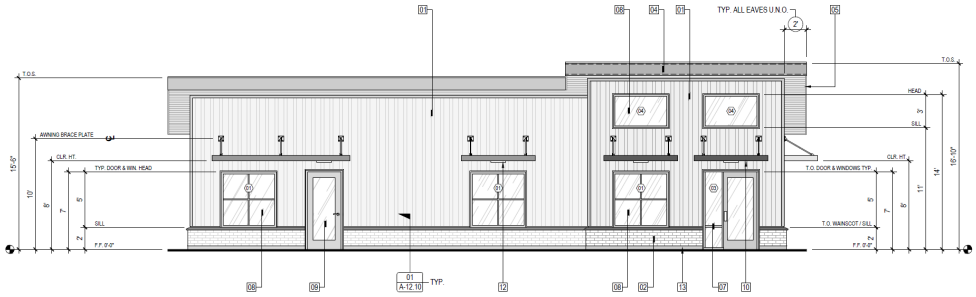
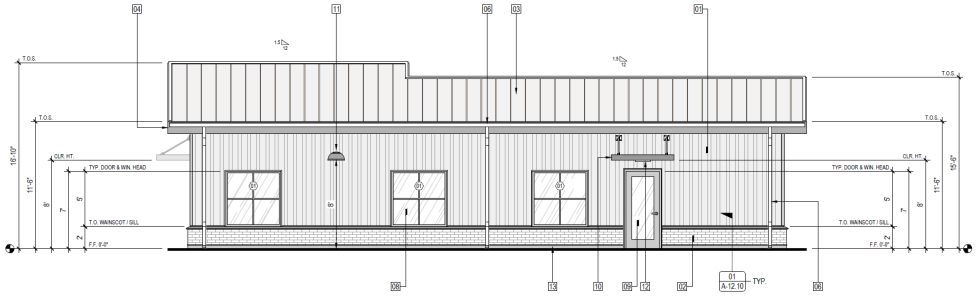


Figure 7
Proposed Elevations

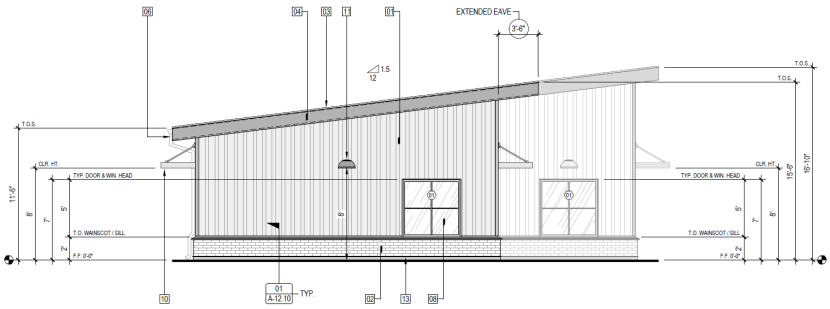


(01) WINDOW #. REFER TO WIN. ELEVATIONS SHEET **A-14.00**

NORTH ELEVATION

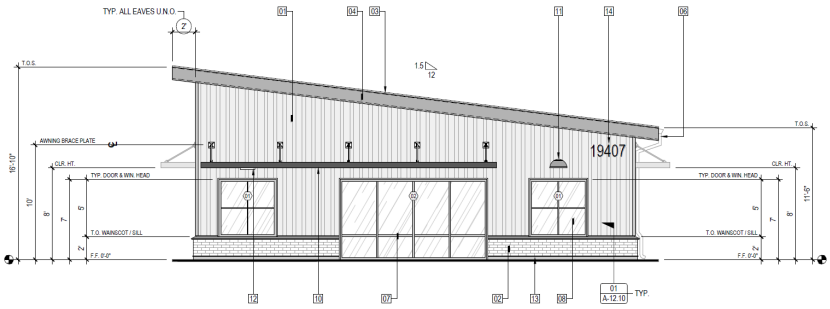


SOUTH ELEVATION



(01) WINDOW #. REFER TO WIN. ELEVATIONS SHEET **A-14.00**

EAST ELEVATION



WEST ELEVATION

Figure 8
Existing Site Conditions

View looking south on Cajon Blvd.

View looking south on Cajon Blvd.

PROJECT DESCRIPTION:

The applicant submitted a Conditional Use Permit application for a proposed truck trailer storage yard with 202 truck parking spaces and a 1,641-square-foot office building on a 10-acre parcel (Project). The Project site is located at 19407 Cajon Boulevard and is located within the Glen Helen Specific Plan, zoned Corridor Industrial (GH-SP/CI) (Project site). The Project site is located in the City of San Bernardino Sphere of Influence, 5th Supervisorial District. The site is currently vacant and has natural vegetation. The applicant has presented a detailed project description in a letter of intent (Exhibit A).

According to the Cultural Resources Survey Report, the Project site provides no evidence of the presence of cultural resources due to the high levels of disturbances and no monitoring is required during construction activities. According to the Biological Resource Survey Report, the Project site has a mixture of non-native vegetation, and no sensitive biological vegetation or sensitive animal species were observed on-site.

The surrounding area is becoming increasingly commercial and urbanized, with industrial uses to the east and south. The Project site is adjacent to a recently approved cargo truck warehouse & terminal (PROJ-2021-00066) to the east and an industrial warehouse development to the south (located within the City of San Bernadino). The scope of the proposed development will consist of site clearing, site preparation, appurtenant improvements, and construction of the proposed office building, with on-site parking and circulation, landscaping, and water quality management improvements. Off-site street and drainage improvements will also be constructed along Cajon Boulevard. The Project will have a total of 202 truck trailer parking spaces for the storage and leasing of truck trailers, as well as a truck vehicle inspection lane adjacent to the proposed office located on the southerly portion of the Project site.

PROJECT ANALYSIS:

Site Planning: The subject property is located in the Glen Helen Specific Plan/Corridor Industrial (GH/CI) Land Use Zoning District. The Corridor Industrial zone permits 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. All such uses shall be in totally enclosed buildings. Within the Corridor Industrial Zoning District, a truck storage and leasing facility is considered a permitted use, subject to the approval of a Conditional Use Permit application.

The Proposed Project building is designed with a contemporary modern architectural style with various materials that include metal panel siding, brick veneer and a standing seam metal roof. Truck access will be provided along Cajon Boulevard on the southeast entrance of the site. On-site truck movements would occur throughout the Project site. Parking spaces for employee and visitor vehicles (e.g., passenger cars, pick-up trucks, etc.) would be located adjacent to the proposed office building in the southern portion of the Project site. (Project Site Plan, Exhibit B) The Project Site Plan provides adequate area to accommodate all parking, landscaping, access and circulation requirements needed to comply with County requirements (See Table 2 below).

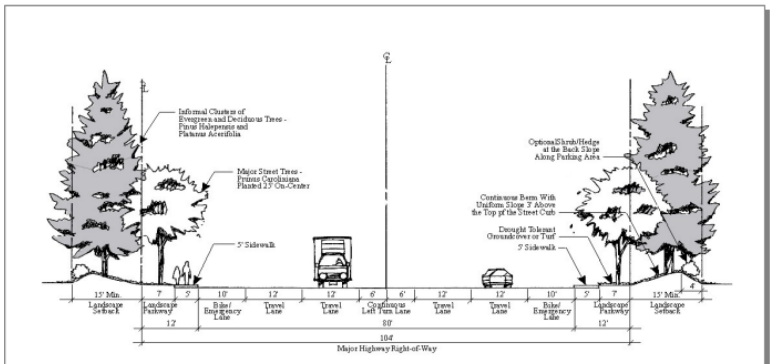
Code Compliance Summary: As noted above, the Project satisfies all applicable standards of the Glen Helen Specific Plan and the Development Code for development within the Corridor Industrial (CI) Zone, as illustrated in Table 2:

Table 2: PROJECT CODE COMPLIANCE

Project Component	Glen Helen Specific Plan		Project Plans
Phased Development - Truck Terminal	CUP		CUP
Parking	7 spaces		9 total spaces which includes 1 ADA accessible space. Project Specific Parking: 202 spaces
Landscaping	Minimum Landscaping	15%	24.5% (111,223 sq. ft.)
Building Setbacks	Front Side Rear	25’ 10’ 10’	60’2” 144’8” 143’1”
Building Height	75 feet maximum		16’10”
Maximum Lot Coverage	85%		75.5%
Drive Aisles	26’		48’

Landscaping: A landscaping plan will be provided and will be required to comply with the Landscaping Standards provided in the San Bernardino Development Code Section 83.10.060, and Table 83-12 “Minimum Landscaped Area” as well as the requirements of Glen Helen Specific Plan Sections GH3.0220, GH3.0305, GH3.0310, GH3.0315, GH3.0320, GH3.0330, GH3.0335 and GH3.0340. Subsection GH.3.0330(3) requires parking areas to have one tree per every four parking stalls, however, the required location of trees may conflict with truck trailer parking and therefore, the required trees will be included as part of the overall landscaped areas. The conceptual landscape plan provides 24.5% landscape site coverage with landscape and permeable surfaces. Additionally, the site is required and has been conditioned to meet the Cajon Boulevard landscape treatment with informal clusters of trees and major street trees, providing landscape continuity and screening from the street. Landscaping will be reviewed and approved as a separate landscape permit.

Fencing: The Glen Helen Specific Plan requires streetscape landscaping and screening. Parking areas fronting the street and along the side and rear property lines must be screened. This can be achieved by a combination of trees, continuous shrub/hedge and/or landscape berm where applicable, as displayed in the exhibit below.



Section F-F’
Cajon Boulevard/Kendall Drive

Hours of Operation: Although final business operations have not been determined, typical normal business hours will be Monday through Friday, 9 AM to 5 PM. The Project will have approximately 3 to 5 employees on-site.

California Environmental Quality Act Compliance

In accordance with the Californian Environmental Quality Act (CEQA), a lead agency may prepare an addendum to a previously certified Environmental Impact Report (EIR) if some changes or additions are necessary but none of the conditions calling for preparation of a subsequent EIR have occurred. The Project was analyzed in an Addendum to the Glen Helen Specific Plan EIR (GHSP EIR) and concludes that the Project would not result in new significant environmental effects or increase the severity of previously identified significant effects beyond those previously disclosed in the GHSP EIR. The Addendum to the GHSP EIR also concluded that the Project impacts are generally less than the impacts assumed by the GHSP EIR. Applicable mitigation measures from the GHSP EIR have been incorporated in the Project's Conditions of Approval.

Following are summaries of topics addressed in the EIR Addendum:

Aesthetics: The proposed Project will include a relatively small one-story shed roof type structure, approximately 17 feet in height, with painted metal siding for offices, restrooms, and a conference room and would not have a significant environmental effect on aesthetics.

Westerly Elevation

Southerly Elevation

Air Quality: An evaluation of the Air Quality emissions was undertaken for the proposed Project and found Project related construction and operational activities would not exceed the South Coast Air Quality Management District significance threshold for any criteria pollutant and, thus, not significant.

Traffic: According to the GHSP EIR, "Corridor Industrial" land uses within the Cajon Corridor area would generate 2,953 new daily traffic trips, including 355 AM peak hour trips and 364 PM peak hour trips. The traffic projections from the GHSP EIR correlate to 51.8 daily traffic trips, 7.51 AM peak hour trips and 7.27 PM peak hour trips, per acre. The Project is calculated to generate a maximum of 16 trips per day, including 6 trips during the morning peak hour and 3 trips during the evening peak hour (Urban Crossroads, 2023, p. 3). For comparison, the analysis in the GHSP EIR assumed that full buildout of the Project Site would yield 538 trips per day, including 78 trips during the morning peak hour and 75 trips during the evening peak hour. As such, the proposed Project would result in a substantial reduction in total daily and peak hour traffic relative to the assumptions used in the GHSP EIR.

Water Quality: A Preliminary Water Quality Management Plan (WQMP) has been approved by the Land Development Division of Land Use Services to comply with the requirements of the San Bernardino County National Pollutant Discharge Elimination System Area-wide Stormwater Program. The Project drainage system will collect stormwater runoff into two separate infiltration basins designed and sized to accept stormwater flows equivalent to the incremental increase in stormwater runoff for on-site percolation and metered discharge. Requirements for approval of the final WQMP have been incorporated in the conditions of approval.

Public Comments:

On June 21, 2022, Project notices were sent to surrounding property owners within 300 feet of the Project site, as required by Development Code Section 85.03.080. One comment was received by a representative of a neighboring property owner with concerns regarding maintaining accessibility to parcels on the northwest of the Project Site. This concern was resolved. No other comments or concerns were received.

The Addendum to the EIR is not subject to circulation.

RECOMMENDATION: That the Planning Commission:

1) **ADOPT** the Addendum to the Glen Helen Specific Plan EIR (Exhibit E);

2) **ADOPT** the Findings for approval of the Conditional Use Permit (Exhibit C);

3) **APPROVE** the Conditional Use Permit for a Truck Trailer Storage Yard with 202 truck parking spaces and a 1,641 square-foot office building on a 10-acre parcel, subject to the Conditions of Approval (Exhibit D); and

4) **DIRECT** the Land Use Services Department to file the Notice of Determination in accordance with the California Environmental Quality Act.

ATTACHMENTS:

EXHIBIT A: Letter of Intent
EXHIBIT B Site Plan
EXHIBIT C: Findings
EXHIBIT D: Conditions of Approval
EXHIBIT E: EIR Addendum
EXHIBIT F: GHSP EIR, link: Microsoft Word - Cover-TOC.doc (sbcounty.gov)

EXHIBIT A

Letter of Intent

Letter of Intent

Applicant: JACK LANPHERE
Mailing Address: 38516 AMATEUR WAY
BEAUMONT, CA 92223
Phone Number: 619-884-1421

Business Name: PREMIER TRAILER LEASING, LLC

Date: 02-04-2022

Primary Contact: JACK LANPHERE (APPLICANT)

APN(s): 0262-021-14

If needed, you may attach additional documents to provide more detailed information.

Brief description of proposed use:

The project proposes to develop the site for use as open trailer storage facility that stores 55-foot semitrailers. An approximate 1,645 square-foot administration office building is proposed with standard automobile parking spaces. Open landscape areas surround the site with proposed infiltration basins at the South portion of the site. Improvements on Cajon Boulevard are proposed on the frontage of the site based on the Glen Helen Specific Plan. Improvements include road widening, proposed curb and gutter, proposed sidewalk, and proposed driveways.

Brief Description of proposed location and surrounding properties as they currently exist:

The subject property is currently used as an impound yard. The property to the North & West is used as railroad tracks, owned by rail company. The East side of the property is bounded by Cajon Blvd. The property to the South side is vacant and unimproved, owned by the County of San Bernardino. The property to the Northwest portion is vacant and unimproved.

Logistics (Truck trips, hours of business, parking, number of employees, etc.):

Final operating hours have yet to be determined, typical normal hours of trucking storage facility operations are 9AM to 5PM Monday through Friday. Deliveries may occur outside of normal business hours on occasion. No specific number of truck trips are anticipated. The project proposes 211 semitrailer storage parking spaces and 9 standard automobile parking spaces (including 2 accessible). The number of employees during normal business hours is anticipated to be 3-5 persons. The facility operator may elect to hire security for night shift observation.

Goals and Objectives:

The project goal is to provide a safe, clean & environmentally sensitive site design for the purposes of storing semitrailers. Project objectives will include at a minimum: sustainable design and construction methodologies, as well as an emphasis on minimizing any potential negative impacts from disturbance of the existing site through the use of dust, noise, smell, and light pollution mitigation efforts.

EXHIBIT B

Site Plan

PARKING LOAD ANALYSIS

LAND USE / REQUIREMENTS [01]	PARKING LOAD FORMULA	QTY. UNDER CONSIDERATION	FORMULA CALCULATION	PARKING REQUIRED		PARKING PROVIDED	
				STANDARD	ACCESSIBLE	STANDARD	ACCESSIBLE
OFFICES, GENERAL	1 PER 250 SQ.FT. OF GFA [01]	**1,641 SQ.FT.**	1,641 ÷ 250 = 6.56	6 SPACES	1 *(INCL. 1 VAN)*	8 SPACES	1 *(INCL. 1 VAN)*
			TOTAL PARKING REQUIRED	***7 SPACES***			
						TOTAL PARKING PROVIDED	**9 SPACES**

01 PER COUNTY OF SAN BERNARDINO DEVELOPMENT STANDARDS 83.11.070

LOT COVERAGE

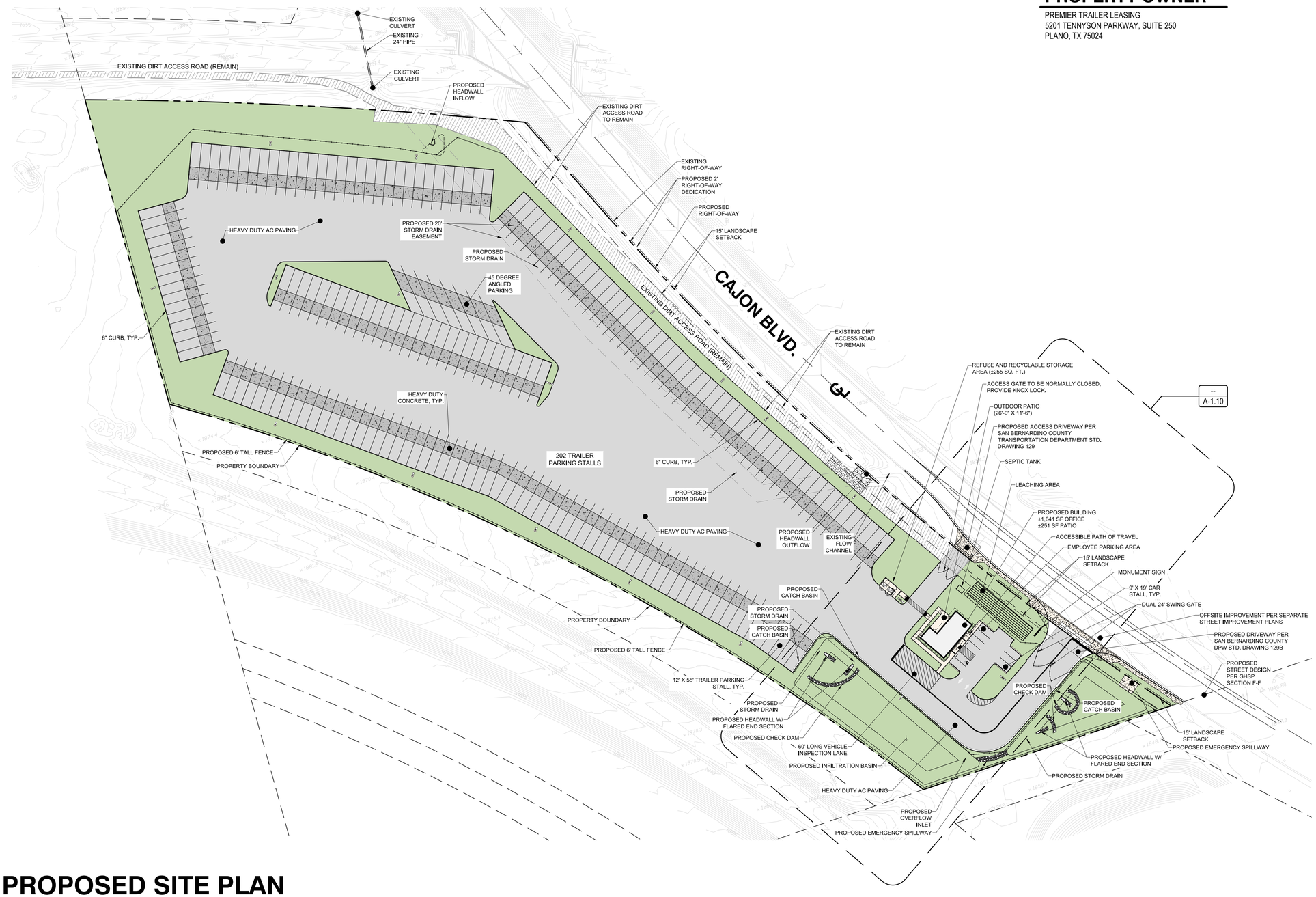
PROPOSED BUILDING	1,641 SQ.FT.	0.36%
PROPOSED TRASH ENCLOSURE	255 SQ.FT.	0.06%
HARDSCAPE (PAVEMENT, CONC., ETC.)	340,818 SQ.FT.	75.08%
LANDSCAPE & PERMEABLE SURFACES	111,223 SQ.FT.	24.50%
TOTAL SITE AREA:	**(10.42 ACRES) ±453,937 SQ.FT.**	**100.00%**

PROJECT INFO

APN	0262-021-14
APPLICATION TYPE	BUILDING PERMIT
ZONING	GH-SP-CI
EX. LAND USE	IMPOUND YARD
PROPOSED LAND USE	TRUCKING FACILITY
OCCUPANCY CLASSIFICATION	BUSINESS GROUP B
BUILDING LOT COVERAGE	85% MAX.

PROPERTY OWNER

PREMIER TRAILER LEASING
5201 TENNYSON PARKWAY, SUITE 250
PLANO, TX 75024



PROPOSED SITE PLAN

SCALE: 1" = 60'-0"

0' 15' 30' 60' 120' 180'
SCALE: 1" = 60'-0"

N
NORTH

ARCHITECT OF RECORD:

L&S
ARCHITECTS, INC.

JACK M. LANPHERE III, ARCHITECT C-38052

38516 AMATEUR WAY, BEAUMONT, CA 92223
909.229.0125 E-MAIL: LAI911@AOL.COM
LSARCHINC.COM

LICENSED ARCHITECT
JACK M. LANPHERE III
C-38052
REN. 7/31/25
STATE OF CALIFORNIA

CONSULTANT:

NO.	PLANCHECK REVISION	DATE
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--	--	--/--/--
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PROJECT FOR:
SAN BERNARDINO TRAILER FACILITY
19407 CAJON BOULEVARD
SAN BERNARDINO, CA 92407

BUILDING PERMIT SET

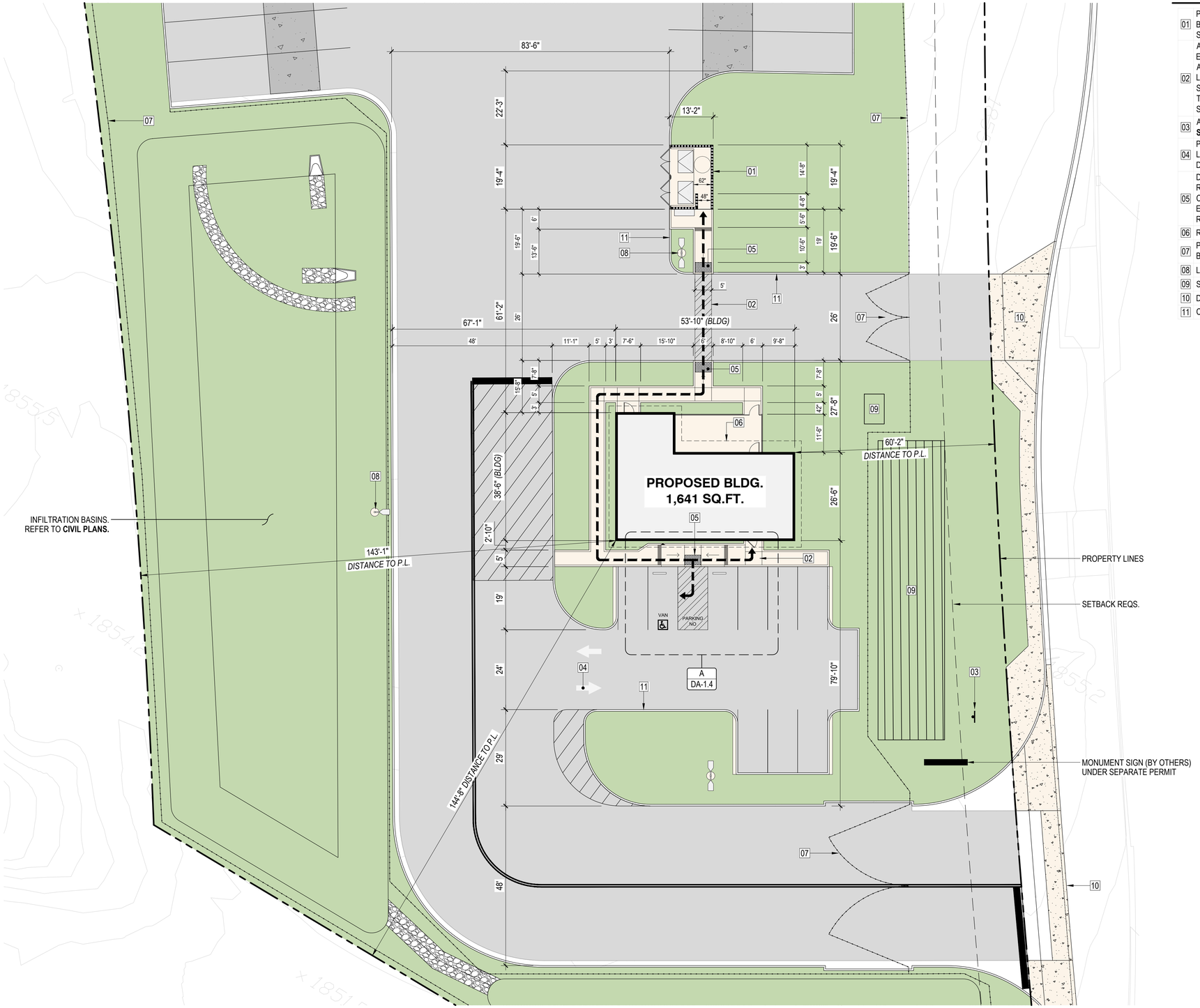
PLAN CHECK NO:	**--**
PROJECT TYPE: COMMERCIAL, NEW CONSTRUCTION	**APN: 0262-021-14** *(PREVIOUS: 0262-021-10, 11 & 12)*
OCCUPANCY: GROUP B TYPE OF CONSTRUCTION: V-B	VERSION (INTERNAL USE ONLY): 1.25
DATE: 01/01/2022 REVISED: 10/11/2023	PAGE SIZE: 24" X 36"

SHEET TITLE:

PROPOSED SITE PLAN

SHEET NO.

A-1.00



PARTIAL SITE PLAN

SCALE: 1" = 15'-0"

SITE CIRCULATION & OTHER ACCESSIBILITY REQUIREMENTS

0' 3'-9" 7'-6" 15' 30' 45'
SCALE: 1" = 15'-0"

N
NORTH

KEY NOTES

01	PROPOSED 255 SQ.FT. TRASH ENCLOSURE. CMU BLOCK WALLS, SOLID ROOF & PAINTED STEEL GATES. SEE **CIVIL PLANS** FOR DETAILS.
02	ACCESSIBLE PATH OF TRAVEL TO THE MAIN ENTRANCE OF THE BUILDING, AS WELL AS ACCESSIBLE PARKING SPACE(S), PASSENGER LOADING, TRASH ENCLOSURE, & OTHER AREAS: SHALL BE 48" CLR. WIDTH MIN., 4.99% MAX. SLOPE IN THE DIRECTION OF TRAVEL, AND 2% MAX. CROSS SLOPE (TYP.).
03	ACCESSIBLE SITE ENTRANCE SIGN, SEE **DETAIL B, SHEET DA-1.4** FOR SPECS. & REQUIREMENTS.
04	PAINTED TRAFFIC ARROWS AND/OR PAINTED LETTERS ON GROUND AS INDICATED. REFER TO DETAIL 10, SHEET A-12.10
05	DETECTABLE WARNING REQS. LOCATED AT CURB RAMPS & HAZARDOUS VEHICULAR AREAS PER 2022 CBC SEC. 11B-406.5.12 & 11B-705. WARNINGS SHALL EXTEND 36" MIN. IN THE DIRECTION OF TRAVEL. REFER TO DETAIL 7, SHEET DA-1.3 FOR SPECS.
06	ROOF LINE
07	PROPOSED GATES, FENCES, & BLOCK WALLS SHALL BE UNDER A SEPARATE PERMIT (BY OTHERS).
08	LIGHT STANDARDS. REFER TO **CIVIL PLANS.**
09	SEPTIC TANK & LEACH FIELD. REFER TO **CIVIL PLANS.**
10	DRIVEWAYS. REFER TO **CIVIL PLANS.**
11	CURBS. REFER TO DETAIL 06, SHEET A-12.10.

ARCHITECT OF RECORD:

L&S
ARCHITECTS, INC.

JACK M. LANPHERE III, ARCHITECT C-38052

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LICENSED ARCHITECT
JACK M. LANPHERE III
C-38052
REN. 7/31/25
STATE OF CALIFORNIA

CONSULTANT:

NO.	PLANCHECK REVISION	DATE
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PROJECT FOR:
SAN BERNARDINO
TRAILER FACILITY

19407 CAJON BOULEVARD
SAN BERNARDINO, CA 92407

BUILDING PERMIT SET	
PLAN CHECK NO:	--
PROJECT TYPE: COMMERCIAL, NEW CONSTRUCTION	APN: 0262-021-14 *(PREVIOUS: 0262-021-10, 11 & 12)*
OCCUPANCY: GROUP B TYPE OF CONSTRUCTION: V-B	VERSION (INTERNAL USE ONLY): 1.25
DATE: 01/01/2022 REVISED: 10/11/2023	PAGE SIZE: 24" X 36"

SHEET TITLE:

PARTIAL SITE PLAN

SHEET NO.

A-1.10

OCCUPANT LOAD & AREA BREAKDOWN

USE & OCCUPANCY CLASSIFICATION: **BUSINESS GROUP B** [01]

ID[02]	FUNCTION OF SPACE [03]		OLF [04]	AREA [05] (SQ.FT.)	FORMULA CALCULATION	# OF OCC. [06]
(a)	ACCESSORY STORAGE AREAS, MECHANICAL EQUIPMENT ROOM		300 GROSS	124	X ÷ 300 =	0.41
(b)	ASSEMBLY W/O FIXED SEATS	UNCONCENTRATED (TABLES & CHAIRS)	15 NET	418	X ÷ 15 =	27.87
(c)	BUSINESS AREAS		150 GROSS	1,161	X ÷ 150 =	7.74
(d)	NO OCC. LOAD:	RESTROOMS	N/A	174	N/A	0
		MISC. OTHER [07]	N/A	15	N/A	0
			GROSS AREA UNDER ANALYSIS:	1,892	SUB-TOTAL:	36.02
					TOTAL OCCUPANT LOAD:	37

01 OCCUPANCY AS DETERMINED IN ACCORDANCE W/ 2022 CBC CHAPTER 3.
02 SPACE IDENTIFICATION. REFER TO **SPACE LABELS** THIS SHEET FOR AREA OF EACH SPACE.
03 ALL SPACES THAT CONFORM TO THE 'FUNCTION OF SPACE' IDENTIFIED, AS DETERMINED IN ACCORDANCE WITH 2022 CBC CH. 10 & TABLE 1004.5.
04 OCCUPANT LOAD FACTOR (OLF) PER 2022 CBC TABLE 1004.5.
05 CUMULATIVE AREA OF THE 'SPACES' IDENTIFIED.
06 NUMBER OF OCCUPANTS ATTRIBUTED TO THAT 'FUNCTION OF SPACE'.
07 SHAFTS WITH NO OPENINGS, INTERIOR COURTS, AND/OR OTHER PORTIONS OF UNOCCUPIABLE AREA.

PLUMBING LOAD ANALYSIS

FLOOR PLAN AREA BREAKDOWN

OCCUPANCY [01 & 02]	AREA OF SPACE [02]	OCC. LOAD FACTOR [03]	FORMULA CALCULATION	# OF OCC. [04]	
GROUP B	1,892 SQ.FT.	200	X ÷ 200 =	9.46	
			TOTAL PLUMBING OCCUPANT LOAD	10	
			PLUMBING LOAD EACH SEX [05]	M	F
				5	5

01 AREA SPECIFIC CALCULATIONS BASED ON FUNCTION OF SPACE. THE TOTAL OCCUPANT LOAD AND OCCUPANCY CLASSIFICATION SHALL BE DETERMINED IN ACCORDANCE WITH THE CALIFORNIA BUILDING CODE OR OCCUPANT LOAD FACTOR TABLE A (2022 CPC 422.1)
02 BUILDING OR SPACES W/ MIXED OCCUPANCIES, USE APPROPRIATE OCCUPANCY GROUP FOR EACH AREA. ACCESSORY AREAS MAY BE EXCLUDED, FOR EXAMPLE: HALLWAY, RESTROOM, STAIR ENCLOSURE (2022 CPC, TABLE A).
03 OCCUPANT LOAD FACTOR FOR PLUMBING LOAD CALCULATIONS (PERSONS PER SQ.FT.) PER 2022 CPC, TABLE A.
04 NUMBER OF OCCUPANTS, PER OCCUPANCY GROUP. FOR MULTIPLE OCCUPANCIES, FRACTIONAL NUMBERS SHALL BE FIRST SUMMED AND THEN ROUNDED TO THE NEXT WHOLE NUMBER.
05 NO. OF FIXTURES CALCULATED AT 50% MALE & 50% FEMALE BASED ON TOTAL OCC. LOAD (2022 CPC 422.1).

MIN. PLUMBING FACILITIES

PER 2022 CPC TABLE 422.1

USE & OCCUPANCY CLASSIFICATION: **GROUP B**

WATER CLOSETS [01 & 04]				URINALS		LAVATORIES [02]				DRINKING FOUNTAINS [03]		OTHER	
MALE		FEMALE		MALE		MALE		FEMALE		--		SERVICE SINK	
REQ.	PRV.	REQ.	PRV.	REQ.	PRV.	REQ.	PRV.	REQ.	PRV.	REQ.	PRV.	REQ.	PRV.
1	3 [01]	1	3 [01]	1	1	1	3 [02]	1	3 [02]	1	2	1	1

01 WHERE WATER CLOSETS ARE PROVIDED BY ALL-GENDER SINGLE ACCOMMODATION TOILET FACILITIES, THE QUANTITY PROVIDED MAY BE SHARED BETWEEN MALE & FEMALE.
02 WHERE LAVATORIES ARE PROVIDED BY ALL-GENDER SINGLE ACCOMMODATION TOILET FACILITIES, THE QUANTITY PROVIDED MAY BE SHARED BETWEEN MALE & FEMALE.
03 DRINKING FOUNTAINS ARE NOT REQUIRED FOR AN OCCUPANT LOAD OF 30 OR LESS PER 2022 CPC 415.2
04 WHERE OCCURS: ONE TOILET FACILITY DESIGNED FOR USE BY NO MORE THAN ONE PERSON AT A TIME, SHALL BE PERMITTED FOR USE BY BOTH SEXES (REFER TO 2022 CPC 422.2 EXCEPTIONS, THIS SHEET)

PLUMBING CODES

2022 CPC 422.2 - SEPARATE FACILITIES
SEPARATE TOILET FACILITIES SHALL BE PROVIDED FOR EACH SEX.
EXCEPTIONS:
(1) RESIDENTIAL INSTALLATIONS.
(2) IN OCCUPANCIES WITH A TOTAL OCCUPANT LOAD OF 10 OR LESS, INCLUDING CUSTOMERS AND EMPLOYEES, ONE TOILET FACILITY, DESIGNED FOR USE BY NO MORE THAN ONE PERSON AT A TIME, SHALL BE PERMITTED FOR USE BY BOTH SEXES.
(3) IN BUSINESS AND MERCANTILE OCCUPANCIES WITH A TOTAL OCCUPANT LOAD OF 50 OR LESS INCLUDING CUSTOMERS AND EMPLOYEES, ONE TOILET FACILITY, DESIGNED FOR USE BY NO MORE THAN ONE PERSON AT A TIME, SHALL BE PERMITTED FOR USE BY BOTH SEXES.

LEGEND

- 2X6 EXTERIOR WALLS [01 & 02]
- 2X4 INTERIOR WALLS [01 & 03]
- 2X6 INTERIOR WALLS [01 & 03]
- 36" HIGH 2X4 INTERIOR WALLS [01 & 03]
- WINDOW ASSEMBLIES. REFER TO WINDOW ELEVATIONS FOR MORE INFO.
- ROOF LINE & AWNINGS (REFER TO EXT. ELEVATIONS)
- 101 — ROOM / SPACE #: REFER TO **SPACE LABELS** THIS SHEET
- 102A — DOOR #: REFER TO DOOR SCHEDULE SHEET **A-8.00**
- 01 — WINDOW #: REFER TO WIN. ELEVATIONS SHEET **A-14.00**
- FE — **2A10BC** FIRE EXTINGUISHERS INSTALLED & MAINTAINED PER **2022 CFC SEC. 906**.
  - TRAVEL DISTANCE TO EXTINGUISHER: 75' MAX.
  - FLOOR AREA PER UNIT: 3,000 SQ.FT. MAX.

LEGEND NOTES
01 WALLS SIZED AS SPECIFIED: METAL STUD FRAMING OR LIGHT WOOD FRAMING, TO BE DETERMINED BY THE CONTRACTOR, UNLESS NOTED OTHERWISE IN THE PLANS. FINISHED BOTH SIDES (TYP.). REFER TO STANDARD DETAILING SHEETS **A-7.00, A-7.10, & A-7.20**
02 REFER TO STRUCTURAL PLANS FOR EXTERIOR WALL CONSTRUCTION REQS.
03 NON-BEARING INTERIOR WALLS

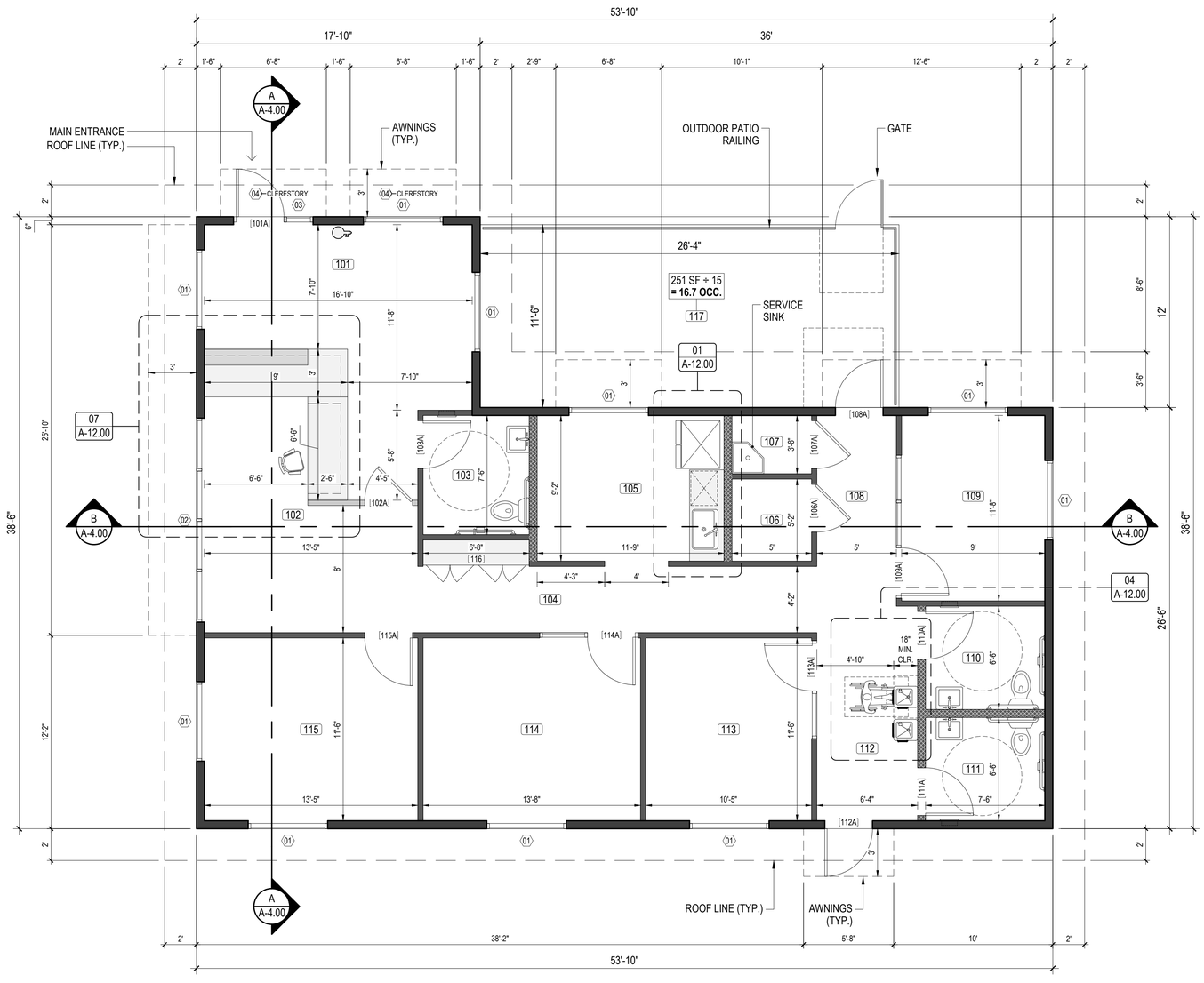
DETAILS & ELARGEMENTS

SPACE #	SEE DETAIL	ON SHEET
102	07	A-12.00
103	01	A-5.10
105	01	A-12.00
110	02	A-5.10
111	03	A-5.10
112	04	A-12.00
116	06	A-12.00

SPACE LABELS

#	DESCRIPTION	SPACE ID* & AREA (SQ.FT.) (a)	(b)	(c)	(d)
101	ENTRANCE LOBBY			182	
102	RECEPTION OFFICE			235	
103	ALL-GENDER ACCESSIBLE SINGLE-USER RESTROOM				57
104	HALLWAY			111	
105	BREAK DINING AREA		62		
	ROOM STOR. AREA	59			
106	IT STORAGE	30			
107	JANITOR CLOSET	23			
108	HALLWAY			72	
109	CONFERENCE ROOM		105		
110	ALL-GENDER ACCESSIBLE				57
111	SINGLE-USER RESTROOM				60
112	HALLWAY			89	
113	SALES OFFICE			131	
114	MANAGER OFFICE			170	
115	OPERATION MANAGER OFFICE			171	
116	STORAGE CABINETS	12			
117	OUTDOOR PATIO		251		
	TOTALS	124	418	1161	174

* **SPACE ID** CORRESPONDS WITH FUNCTION OF SPACE IDENTIFIED ON THE OCCUPANT LOAD & AREA BREAKDOWN TABLE



PROPOSED FLOOR PLAN

SCALE: 1/4" = 1'-0"

GROSS BLDG. AREA: 1,641 SQ.FT.

0' 1' 2' 4' 8' 12'
SCALE: 1/4" = 1'-0"

N NORTH

ARCHITECT OF RECORD:
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LSARCHINC.COM

LICENSED ARCHITECT JACK M. LANPHERE III C-38052 REN. 7/31/25 STATE OF CALIFORNIA

CONSULTANT:

NO.	PLANCHECK REVISION	DATE
--	--	--/--/--
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PROJECT FOR:
SAN BERNARDINO TRAILER FACILITY
19407 CAJON BOULEVARD
SAN BERNARDINO, CA 92407

BUILDING PERMIT SET

PLAN CHECK NO:	--
PROJECT TYPE: COMMERCIAL, NEW CONSTRUCTION	APN: 0262-021-14 (PREVIOUS: 0262-021-10, 11 & 12)
OCCUPANCY: GROUP B TYPE OF CONSTRUCTION: V-B	VERSION (INTERNAL USE ONLY): 1.25
DATE: 01/01/2022 REVISED: 10/11/2023	PAGE SIZE: 24" X 36"

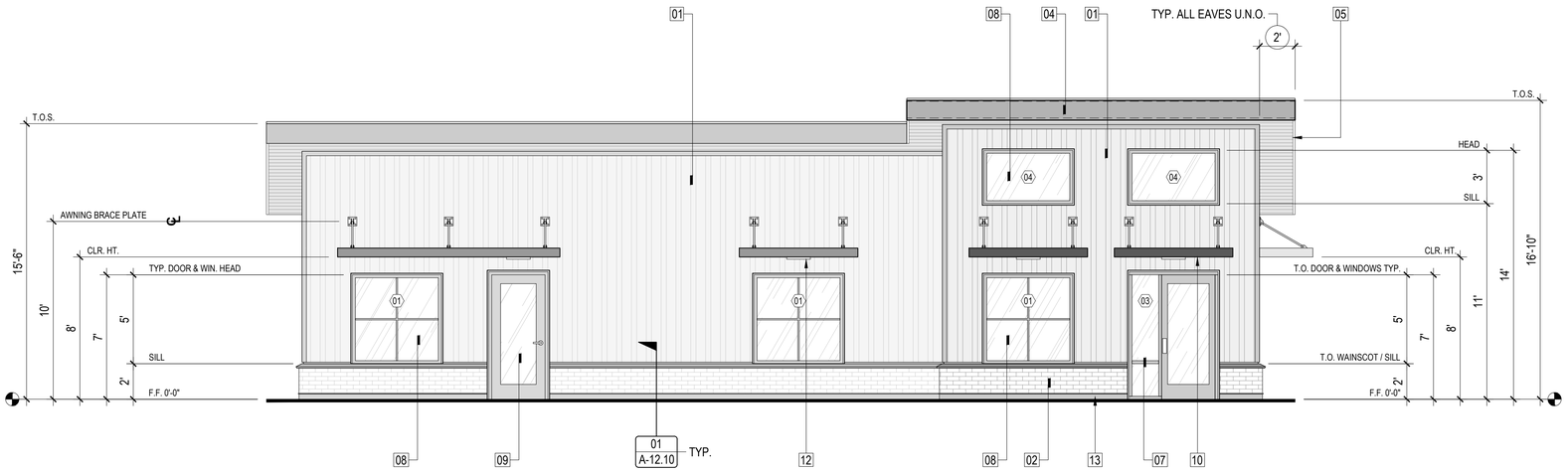
SHEET TITLE:
PROPOSED FLOOR PLAN

SHEET NO.
A-2.00

#	ITEM	COLOR	REMARKS	#	ITEM	COLOR	REMARKS	#	ITEM	COLOR	REMARKS
01	PBR METAL PANEL SIDING	DE6227 "MUSLIN"	VERTICAL ORIENTATION	09	STEEL METAL DOOR W/ HOLLOW METAL FRAMES	DARK BRONZE	SHOWN W/ OPTIONAL TEMP. GLAZING				
02	WAINSCOT OF THIN BRICK VENEER & STONE CAP	WARM BROWN / CONTRAST CAP	TUMBLED TEXTURE	10	PRE-FABRICATED ALUMINUM METAL AWNINGS. 36" x LENGTH PER PLAN, MODEL: IMPERIAL MARQUEE MANUF.: GENERAL AWNINGS (OR EQ.)	GUTTER & BRACES: BLACK ROOF PANELS: ANODIZED	6" GUTTER, 8"-WIDE FLAT ROOF PANELS SHOWN W/ OPTIONAL 6" SQ. METAL WALL PLATES **REFER TO SHEET A-19.00 FOR DETAILS**				
03	STANDING SEAM METAL ROOF	DARK BRONZE	SLOPE = 1.5:12 & RIB SPACING: 16" O.C.								
04	2X14 PAINTED WOOD - ROOF FASCIA BOARD	DARK BROWN COLOR	--								
05	ROOF EAVE SOFFIT 1X STARTER BOARD	NATURAL	--	11	EXTERIOR LIGHTING: LED WALL PAK	BLACK FINISH	--				
06	GUTTER W/ EXTERIOR DOWNSPOUTS	MATCH ITEM #03	--	12	EXTERIOR LIGHTING: LED LIGHT FIXTURE	--	INSTALL CENTERED UNDER AWNING				
07	ALUM. STOREFRONT WINDOW ASSEMBLIES (TYP.)	NATURAL COLOR	W/ DOUBLE CLEAR LOW-E GLAZING	13	WEEP SCREED AND FLASHING	PAINT TO MATCH ITEM #01	--				
08	ALUMINUM FRAME FIXED PICTURE WINDOWS (TYP.)	MATCH ITEM #07	W/ DOUBLE CLEAR LOW-E GLAZING	14	12" HIGH (MIN.) ADDRESS NUMERALS	CONTRAST TO BACKGROUND	SANS-SERIF FONT AS SHOWN				

MATERIALS LEGEND & SPECIFICATIONS

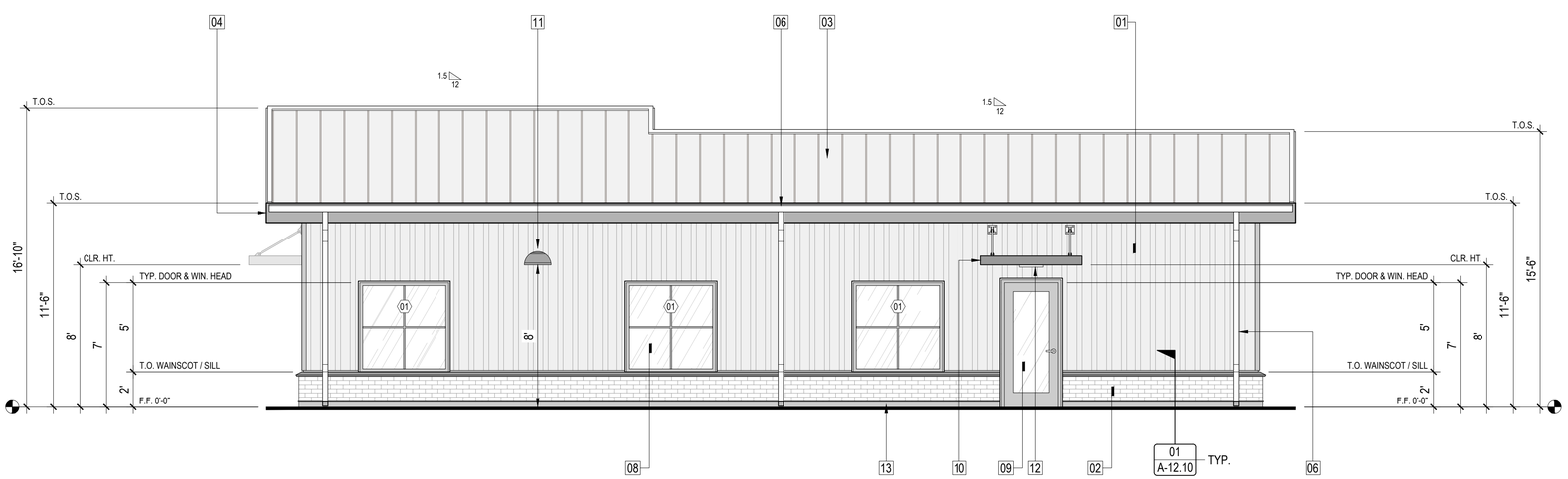
MATERIALS TYP. FOR ALL ELEVATIONS **01**



(01) WINDOW #: REFER TO WIN. ELEVATIONS SHEET **A-14.00**

NORTH ELEVATION

SCALE 1/4" = 1'-0" **02**



0' 1' 2' 4' 8' 12'

SOUTH ELEVATION

SCALE 1/4" = 1'-0" **03**

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CONSULTANT:

NO.	PLANCHECK REVISION	DATE
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PROJECT FOR:
SAN BERNARDINO TRAILER FACILITY

19407 CAJON BOULEVARD
SAN BERNARDINO, CA 92407

BUILDING PERMIT SET

PLAN CHECK NO:	--
PROJECT TYPE: COMMERCIAL, NEW CONSTRUCTION	**APN: 0262-021-14** *(PREVIOUS: 0262-021-10, 11 & 12)*
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DATE: 01/01/2022 REVISED: 10/11/2023	PAGE SIZE: 24" X 36"

SHEET TITLE:

EXTERIOR ELEVATIONS

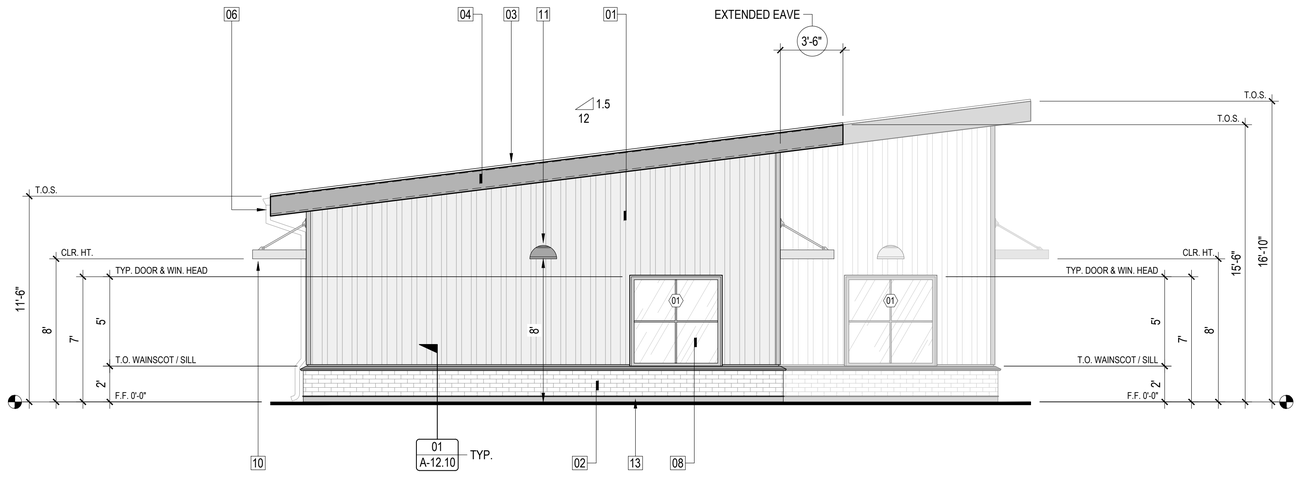
SHEET NO.

A-3.00

#	ITEM	COLOR	REMARKS	#	ITEM	COLOR	REMARKS	#	ITEM	COLOR	REMARKS
01	PBR METAL PANEL SIDING	DE6227 "MUSLIN"	VERTICAL ORIENTATION	09	STEEL METAL DOOR W/ HOLLOW METAL FRAMES	DARK BRONZE	SHOWN W/ OPTIONAL TEMP. GLAZING				
02	WAINSCOT OF THIN BRICK VENEER & STONE CAP	WARM BROWN / CONTRAST CAP	TUMBLED TEXTURE	10	PRE-FABRICATED ALUMINUM METAL AWNINGS. 36" x LENGTH PER PLAN, MODEL: IMPERIAL MARQUEE MANUF.: GENERAL AWNINGS (OR EQ.)	GUTTER & BRACES: BLACK ROOF PANELS: ANODIZED	6" GUTTER, 8"-WIDE FLAT ROOF PANELS SHOWN W/ OPTIONAL 6" SQ. METAL WALL PLATES **REFER TO SHEET A-19.00 FOR DETAILS**				
03	STANDING SEAM METAL ROOF	DARK BRONZE	SLOPE = 1.5:12 & RIB SPACING: 16" O.C.								
04	2X14 PAINTED WOOD - ROOF FASCIA BOARD	DARK BROWN COLOR	--								
05	ROOF EAVE SOFFIT 1X STARTER BOARD	NATURAL	--	11	EXTERIOR LIGHTING: LED WALL PAK	BLACK FINISH	--				
06	GUTTER W/ EXTERIOR DOWNSPOUTS	MATCH ITEM #03	--	12	EXTERIOR LIGHTING: LED LIGHT FIXTURE	--	INSTALL CENTERED UNDER AWNING				
07	ALUM. STOREFRONT WINDOW ASSEMBLIES (TYP.)	NATURAL COLOR	W/ DOUBLE CLEAR LOW-E GLAZING	13	WEEP SCREED AND FLASHING	PAINT TO MATCH ITEM #01	--				
08	ALUMINUM FRAME FIXED PICTURE WINDOWS (TYP.)	MATCH ITEM #07	W/ DOUBLE CLEAR LOW-E GLAZING	14	12" HIGH (MIN.) ADDRESS NUMERALS	CONTRAST TO BACKGROUND	SANS-SERIF FONT AS SHOWN				

MATERIALS LEGEND & SPECIFICATIONS

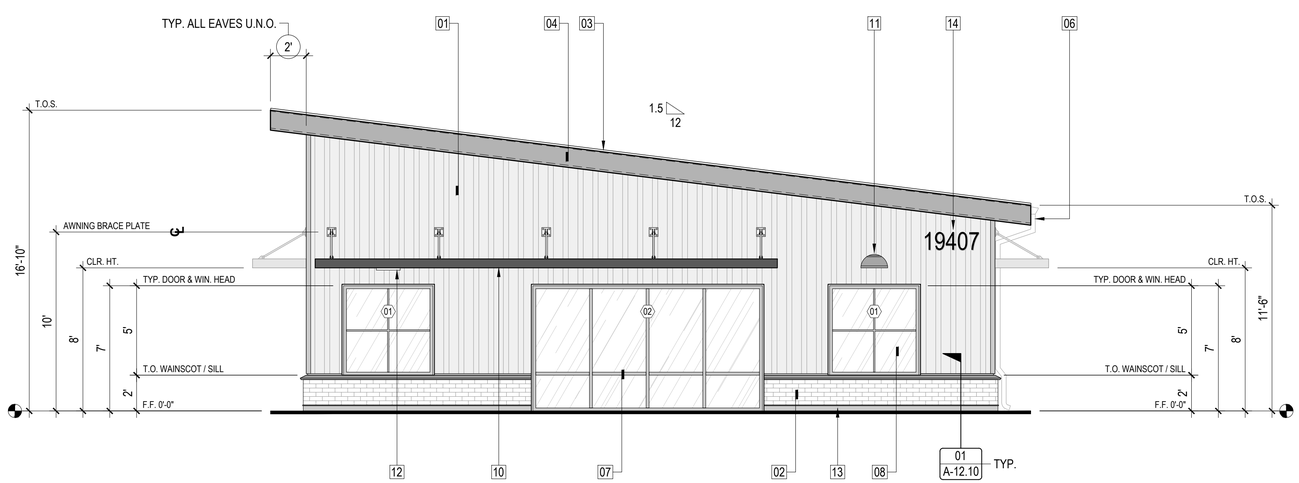
MATERIALS TYP. FOR ALL ELEVATIONS **01**



(01) WINDOW #: REFER TO WIN. ELEVATIONS SHEET **A-14.00**

EAST ELEVATION

SCALE 1/4" = 1'-0" **04**



0' 1' 2' 4' 8' 12'

WEST ELEVATION

SCALE 1/4" = 1'-0" **05**

ARCHITECT OF RECORD:

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REN. 7/31/25
STATE OF CALIFORNIA

CONSULTANT:

NO.	PLANCHECK REVISION	DATE
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--	--	--/--/--
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PROJECT FOR:
SAN BERNARDINO TRAILER FACILITY

19407 CAJON BOULEVARD
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BUILDING PERMIT SET

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PROJECT TYPE: COMMERCIAL, NEW CONSTRUCTION	**APN: 0262-021-14** *(PREVIOUS: 0262-021-10, 11 & 12)*
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SHEET TITLE:

EXTERIOR ELEVATIONS

SHEET NO.

A-3.10

NOT FOR CONSTRUCTION

PRECISE GRADING PLAN
FOR
19407 CAJON BLVD.
PREMIER TRAILER LEASING FACILITY
SAN BERNARDINO, CALIFORNIA

GENERAL NOTES

1. ALL GRADING SHALL CONFORM TO THE LATEST CALIFORNIA BUILDING CODE (CBC) CHAPTERS 17, 18, APPENDIX-J AND ALL APPLICABLE SECTIONS.
2. A GRADING PERMIT SHALL BE OBTAINED PRIOR TO COMMENCEMENT OF ANY WORK ON THE SITE.
3. ISSUANCE OF A GRADING PERMIT DOES NOT ELIMINATE THE NEED FOR PERMITS FROM OTHER REGULATORY AGENCIES WITH REGULATORY RESPONSIBILITIES FOR CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE WORK AUTHORIZED IN THIS PLAN.
4. ALL WORK UNDER THIS PERMIT SHALL BE LIMITED TO WORK WITHIN THE PROPERTY LINES. A SEPARATE CONSTRUCTION, EXCAVATION OR ENCROACHMENT PERMIT FROM THE DEPARTMENT OF PUBLIC WORKS MAY BE REQUIRED FOR ANY WORK WITHIN THE COUNTY RIGHT-OF-WAY.
5. APPROVAL OF THESE PLANS DOES NOT AUTHORIZE ANY WORK OR GRADING TO BE PERFORMED UNTIL THE EFFECTIVE PROPERTY OWNER'S PERMISSION HAS BEEN OBTAINED AND VALID GRADING PERMIT HAS BEEN ISSUED.
6. THIS PLAN IS FOR GRADING PURPOSES ONLY AND IS NOT TO BE USED FOR THE PURPOSE OF CONSTRUCTING ONSITE OR OFFSITE IMPROVEMENTS. ISSUANCE OF A PERMIT BASED ON THIS PLAN DOES NOT CONSTITUTE APPROVAL OF DRIVEWAY LOCATIONS OR SIZES, PARKING LOT STRUCTURAL SECTIONS OR LAYOUT, ADA-RELATED REQUIREMENTS, BUILDING LOCATIONS OR FOUNDATIONS, WALLS, CURBING, OFFSITE DRAINAGE FACILITIES OR OTHER ITEMS NOT RELATED DIRECTLY TO THE BASIC GRADING OPERATION. ONSITE IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE TO THE APPROVED BUILDING PERMIT PLANS. OFFSITE IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE TO PLANS APPROVED FOR THIS PURPOSE BY THE PUBLIC WORKS DEPARTMENT.
7. MAXIMUM CUT AND FILL SLOPE = 2:1 (HORIZONTAL TO VERTICAL) AND MAXIMUM VERTICAL HEIGHT = 30 FEET, UNLESS AN APPROVED GEOTECHNICAL REPORT CAN JUSTIFY A STEEPER AND TALLER SLOPE.
8. NO FILL SHALL BE PLACED ON EXISTING GROUND UNTIL THE GROUND HAS BEEN CLEARED OF WEEDS, DEBRIS, TOPSOIL AND OTHER DELETERIOUS MATERIAL.
9. FILL SLOPES SHALL NOT HAVE LESS THAN 90% RELATIVE COMPACTION, OR AS RECOMMENDED ON THE APPROVED GEOTECHNICAL REPORT.
10. IT IS THE GRADING CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ADEQUATE COMPACTION HAS BEEN ATTAINED ON THE ENTIRE GRADING SITE, INCLUDING FILL AREAS OUTSIDE THE BUILDING PADS AND ON ALL FILLSLOPES.
11. UNLESS OTHERWISE RECOMMENDED IN AN APPROVED GEOTECHNICAL REPORT, OVER-EXCAVATION SHALL BE AT LEAST 24 INCHES MINIMUM BELOW THE BOTTOM OF FOOTINGS OR TO COMPETENT NATIVE SOIL OR BEDROCK MATERIALS, WHICHEVER IS DEEPER, AS APPROVED BY THE PROJECT'S GEOTECHNICAL ENGINEER OR GEOLOGIST.
12. EARTHWORK VOLUMES:
    CUT 37,500 CY, FILL 30,300 CY, NET 7,200 CY (EXPORT), TOTAL DISTURBED AREA 405,109 SF
13. EARTHWORK QUANTITIES ARE SHOWN FOR GRADING PERMIT PURPOSES ONLY, AND SAN BERNARDINO COUNTY IS NOT RESPONSIBLE FOR THEIR ACCURACY.
14. A COPY OF THE GRADING PERMIT AND APPROVED GRADING PLANS MUST BE IN THE POSSESSION OF A RESPONSIBLE PERSON AND AVAILABLE AT THE SITE AT ALL TIMES.
15. ANY ONSITE RETAINING WALLS SHOWN ON THE GRADING PLANS THAT ARE OVER 4'IN HEIGHT, MEASURED FROM TOP OF WALL TO BOTTOM OF FOOTING, ARE FOR REFERENCE ONLY. RETAINING WALLS OVER 4'IN HEIGHT ARE NOT CHECKED, PERMITTED, OR INSPECTED PER THE GRADING PERMIT. A SEPARATE RETAINING WALL PERMIT IS REQUIRED FOR ALL RETAINING WALLS OVER 4'IN HEIGHT.
16. ANY WALLS, FENCES, STRUCTURES AND/OR APPURTENANCES ADJACENT TO THIS PROJECT ARE TO BE PROTECTED IN PLACE. IF GRADING OPERATIONS DAMAGE OR ADVERSELY AFFECT SAID ITEMS IN ANY WAY, THE CONTRACTOR AND/OR DEVELOPER IS RESPONSIBLE FOR WORKING OUT AN ACCEPTABLE SOLUTION TO THE SATISFACTION OF THE AFFECTED PROPERTY OWNER(S).
17. FOR SITES WITH PROTECTED SPECIES OR TREES, THE PROPOSED GRADING MAY BE SUBJECT TO A SEPARATE PERMIT.
18. ADEQUATE FIRE ACCESS AROUND BUILDINGS (INCLUDING GARAGES) SHOULD BE PROVIDED AS APPROVED BY COUNTY FIRE.
19. EXISTING DRAINAGE COURSES SHALL NOT BE OBSTRUCTED, ALTERED, OR DIVERTED WITHOUT PRIOR APPROVAL FROM THE COUNTY OF SAN BERNARDINO, LAND DEVELOPMENT DIVISION. A STREAMBED ALTERATION AGREEMENT MAY ALSO BE REQUIRED FROM THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE.
20. DRAINAGE EASEMENTS SHALL NOT BE OBSTRUCTED, ALTERED OR DIVERTED WITHOUT PRIOR APPROVAL OF THE COUNTY OF SAN BERNARDINO, LAND DEVELOPMENT DIVISION.
21. SETBACKS AND BUILDING LOCATIONS SHOWN ON THIS PLAN ARE FOR REFERENCE ONLY AND MUST BE REVIEWED AND APPROVED UNDER A SEPARATE BUILDING PERMIT.
22. UTILITY AND SEPTIC IMPROVEMENTS SHOWN ON THIS PLAN ARE FOR REFERENCE ONLY AND MUST BE REVIEWED AND APPROVED UNDER A SEPARATE BUILDING PERMIT.
23. ON PROJECTS DISTURBING ONE ACRES OR MORE, THE FOLLOWING NOTE MUST BE ADDED: A NOTICE OF INTENT (NOI) HAS BEEN, OR WILL BE FILED WITH THE STATE WATER RESOURCES CONTROL BOARD (SWRCB) AND A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) HAS BEEN OR WILL BE PREPARED IN ACCORDANCE WITH THE REQUIREMENTS OF CALIFORNIA GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY (PERMIT NO. CAS000002) FOR ALL OPERATIONS ASSOCIATED WITH THESE PLANS. THE PERMITTEE SHALL KEEP A COPY OF THE SWPPP ON SITE AND AVAILABLE FOR REVIEW BY COUNTY.
24. IN CONJUNCTION WITH THE CALIFORNIA GENERAL PERMIT FOR PROPOSED DISTURBANCE OVER ONE ACRE, AN ACTIVE WASTEWATER DISCHARGE ID # (WDID) MUST BE INCLUDED ON THE FINAL GRADING PLAN.
25. FOR ENGINEERED GRADING, A FINAL GRADING CERTIFICATION WILL BE COLLECTED BY THE BUILDING INSPECTOR AT THE FINAL BUILDING INSPECTION OR PRIOR A GRADING FINAL STATUS ON THE PERMIT. THE FINAL GRADING CERTIFICATION IS TO BE COMPLETED BY THE ENGINEER OF RECORD ON THE APPROVED GRADING PLANS.
26. ALL FLOOD ZONE REQUIREMENTS MUST BE REFLECTED OR ACCOUNTED FOR ON THE GRADING PLANS. ELEVATIONS OR CONSTRUCTION NOTES MUST BE INCLUDED IN THE PLANS TO ENSURE COMPLIANCE WITH ALL APPLICABLE FIRST FLOOR ELEVATION REQUIREMENTS PER FEMA AND SAN BERNARDINO COUNTY DEVELOPMENT CODE GUIDELINES.
27. CALIFORNIA GREEN BUILDING STANDARDS CODE 5.408.3 EXCAVATED SOIL AND LAND CLEARING DEBRIS. 100 PERCENT OF TREES, STUMPS, ROCKS AND ASSOCIATED VEGETATION AND SOILS RESULTING PRIMARILY FROM LAND CLEARING SHALL BE REUSED OR RECYCLED. FOR A PHASED PROJECT, SUCH MATERIAL MAY BE STOCKPILED ON SITE UNTIL THE STORAGE SITE IS DEVELOPED. EXCEPTION: REUSE, EITHER ON-OR OFF-SITE, OF VEGETATION OR SOIL CONTAMINATED BY DISEASE OR PEST INFESTATION.
    NOTES:
    1. IF CONTAMINATION BY DISEASE OR PEST INFESTATION IS SUSPECTED, CONTACT THE COUNTY AGRICULTURAL COMMISSIONER AND FOLLOW ITS DIRECTION FOR RECYCLING OR DISPOSAL OF THE MATERIAL. (WWW.CDFA.CA.GOV/EXEC/COUNTY/COUNTY_CONTACTS.HTML)
    2. FOR A MAP OF KNOWN PEST AND/OR DISEASE QUARANTINE ZONES, CONSULT WITH THE CALIFORNIA DEPARTMENT OF FOOD AND AGRICULTURE. (WWW.CDFA.CA.GOV)

PROJECT SCOPE

THE PROJECT SCOPE IS AN OPEN TRAILER STORAGE FACILITY THAT STORES 55-FOOT SEMI-TRAILERS. AN APPROXIMATE 1,718 SQUARE-FOOT ADMINISTRATION BUILDING IS PROPOSED WITH AUTO PARKING SPACES. OPEN LANDSCAPE AREAS SURROUND THE SITE WITH PROPOSED INFILTRATION BASINS SOUTH OF THE SITE. IMPROVEMENTS ON CAJON BOULEVARD ARE PROPOSED ON THE FRONTAGE OF THE SITE BASED ON THE GLEN HELEN SPECIFIC PLAN. IMPROVEMENTS INCLUDE ROAD WIDENING, PROPOSED CURB AND GUTTER, PROPOSED SIDEWALK, AND PROPOSED DRIVEWAYS.

BENCHMARK:

THE BENCHMARK FOR THIS SURVEY IS CONTINUOUS OPERATING REFERENCE STATION "GHRP", ELEVATION 2170.64' (NAVD 88.)

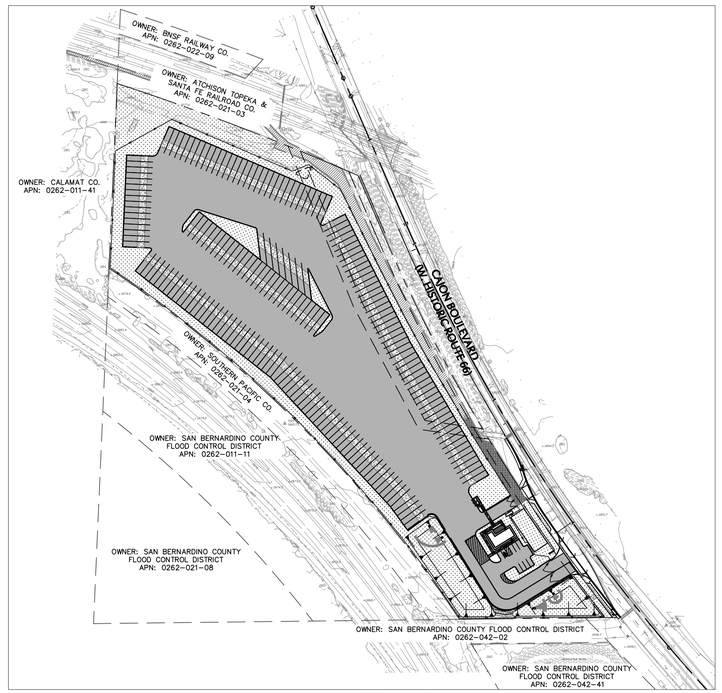
THIS IS A CONTINUOUS GPS STATION AND IS PART OF THE CALIFORNIA SPATIAL REFERENCE CENTER SURVEY COMPUTED 11-11-17 FOR THE CALIFORNIA DEPARTMENT OF TRANSPORTATION. VERTICAL DATUM IS TO THE GEODETIC REFERENCE POINT (GRP.) THE ANTENNA IS A TRIMBLE ZEPHYR GEODETIC 2 ROHS WITH SCIT DOME. TRUE VERTICAL ANTENNA HEIGHT IS FROM THE GEODETIC REFERENCE POINT TO THE BOTTOM OF THE ANTENNA PRE-AMP(BPA) AND IS 0.027 FEET.

BASIS OF BEARING:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE 5, CONSTRAINED LOCALLY BETWEEN CONTINUOUS GPS STATIONS GHRP & P612. SAID BEARING IS S76°48'29"W.

FLOOD ZONE CLASSIFICATION:

ACCORDING TO FEMA FLOOD MAP NO. 06071C7910H, DATED AUGUST 28, 2008, BY GRAPHIC PLOTTING ONLY, THE SUBJECT PROPERTY FALLS ENTIRELY WITHIN THE UNHATCHED REGION OF ZONE X, INDICATING AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.



SITE MAP
SCALE: 1-IN = 150-FT

VICINITY MAP
SCALE: NTS

LEGAL DESCRIPTION:

ASSESSOR PARCEL NUMBER: 0262-021-14

THAT PORTION OF BLOCK 11, ACCORDING TO THE MAP OF MEYERS AND BARCLAY SUBDIVISION, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2 PAGE 32 OF MAPS, AND PER NOTICE OF LOT MERGER AS DOCUMENT NO. 2021-0077387 RECORDED ON FEBRUARY 18, 2021 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID BLOCK 11 AS SHOWN ON RECORD OF SURVEY 20-0067 RECORDED IN BOOK 169 PAGE 51 OF RECORDS OF SURVEY IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE NORTH 89°13'33"EAST 767.17 FEET ALONG THE SOUTH LINE OF SAID BLOCK 11 TO THE POINT OF BEGINNING AND THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 2661.72 FEET AND AN INITIAL RADIAL BEARING OF NORTH 56°19'15"EAST;

THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 22°31'30"AN ARC LENGTH OF 1046.42 FEET TO A POINT IN THE WEST LINE OF SAID BLOCK 11;

THENCE NORTH 02°30'45"ALONG SAID WEST LINE EAST 387.81 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 5679.65 FEET AND AN INITIAL RADIAL BEARING OF NORTH 18°10'57"EAST; THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 05°29'12"AN ARC LENGTH OF 543.89 FEET;

THENCE SOUTH 23°16'22"EAST 130.39 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 3550.00 FEET AND AN INITIAL RADIAL BEARING OF NORTH 66°43'42"EAST;

THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 15°11'31"AN ARC LENGTH OF 941.29 FEET TO A POINT IN THE SOUTH LINE OF SAID BLOCK 11;

THENCE SOUTH 89°19'33"WEST ALONG SAID SOUTH LINE 323.45 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH THOSE PORTIONS THAT WOULD BY PASS BY LAW OF THE VACATED STATE HIGHWAY.

SAID PARCEL CONTAINS 453,937 SQUARE FEET, 10.42 ACRES.

OWNER
PREMIER TRAILER LEASING
5201 TENNYSON PARKWAY, SUITE 250
PLANO, TX 75024
(951) 316-1883

SURVEYOR
HILLWIG-GOODROW, INC.
31407 OUTER HIGHWAY 10
REDLANDS, CA 92373
(909) 794-2673

CIVIL ENGINEER
LANGAN ENGINEERING AND ENVIRONMENTAL SERVICES, INC
18575 JAMBOREE ROAD, SUITE 150
IRVINE, CA 92612
ALEXANDER LIU
(949) 561-9221

GEOTECHNICAL ENGINEER
LANGAN ENGINEERING AND ENVIRONMENTAL SERVICES, INC
18575 JAMBOREE ROAD, SUITE 150
IRVINE, CA 92612
(949) 561-9200

LANDSCAPE ARCHITECT
LANGAN ENGINEERING AND ENVIRONMENTAL SERVICES, INC
18575 JAMBOREE ROAD, SUITE 150
IRVINE, CA 92612
(949) 561-9200

UTILITIES CONTACTS

CITY OF SAN BERNARDINO WATER DEPARTMENT
DAYTIME PH: (909) 453-6175
24-HOUR EMERGENCY: (909) 384-5141

SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC HEALTH
DIVISION OF ENVIRONMENTAL HEALTH SERVICES
LAND USE PROTECTION PROGRAM
DAYTIME PH: (800) 442-2283

SOUTHERN CALIFORNIA EDISON
DAYTIME PH: (800) 655-4555
24-HOUR EMERGENCY: (800) 611-1911

TIME WARNER CABLE / WEST COAST COMMUNICATION
DAYTIME PH: N/A
24-HOUR EMERGENCY: (888) 892-2253

SHEET INDEX

1	TITLE SHEET	17	OVERALL UTILITY PLAN	34-38	PARTIAL LANDSCAPE PLAN
2	NOTES	18	PARTIAL UTILITY PLAN	39	LANDSCAPE NOTES AND DETAILS
3	CONDITIONS OF APPROVAL	19	SOIL EROSION & SEDIMENT CONTROL PLAN	40	OVERALL LIGHTING PLAN
4	DEMOLITION PLAN	20	SITE CROSS SECTIONS	41-45	PARTIAL LIGHTING PLAN
5	SITE PLAN	21-26	DETAILS	46	LIGHTING NOTES AND DETAILS
6-11	PARTIAL GRADING PLAN	27-31	PARTIAL HORIZONTAL CONTROL PLAN	47	OVERALL IRRIGATION PLAN, LEGEND AND CALCULATIONS
12	OVERALL STORM DRAIN PLAN	32	FUEL MODIFICATION PLAN	48-52	ENLARGEMENT IRRIGATION PLAN
13-16	PARTIAL STORM DRAIN PLAN	33	OVERALL LANDSCAPE PLAN	53-54	IRRIGATION DETAILS

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REGISTERED PROFESSIONAL ENGINEER MICHAEL RYAN GOJIAS C91029 CIVIL STATE OF CALIFORNIA
SIGNATURE: MICHAEL GOJIAS, P.E.
LANGAN
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C91029 R.C.E. NO.
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COUNTY OF SAN BERNARDINO
DEPARTMENT LAND USE SERVICES

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PRECISE GRADING PLAN

TITLE SHEET

FILE NO.

SHEET 1 OF 54

Filename: c:\bms\langan-pw-01\d0218033\700066301-0502-CS001-0101.dwg Date: 1/24/2024 Time: 16:43 User: llin Style Table: Langan.stb Layout: 1

NOT FOR CONSTRUCTION

EROSION CONTROL NOTES:

1. IN CASE OF EMERGENCY, CALL GREG DARLING FROM BREMCO CONSTRUCTION, INC AT (562) 595-4687.
2. POLLUTION AND EROSION PREVENTION MEASURES, ALSO KNOWN AS BEST MANAGEMENT PRACTICES (BMPS), MUST BE INSTALLED PRIOR TO GRADING. THESE MEASURES, INCLUDING THE PREVENTION OF SEDIMENTATION OR FLOOD DAMAGE, TO OFFSITE PROPERTY SHALL BE ADEQUATE WHETHER OR NOT AN EROSION CONTROL PERMIT IS REQUIRED.
3. ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ONSITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEET FLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSES, OR WIND.
4. EROSION CONTROL DEVICES SHALL BE FUNCTIONING AT ALL TIMES. IN CASE OF FAILURE, RAPID CONSTRUCTION OF EMERGENCY DEVICES SHALL BE IMPLEMENTED.
5. STOCKPILES OF EARTH AND OTHER CONSTRUCTION-RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY THE FORCES OF WIND OR WATER.
6. FUELS, OILS, SOLVENTS, AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOILS AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM.
7. EXCESS OR WASTE CONCRETE MUST BE CONTAINED ONSITE. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ONSITE UNTIL THEY CAN BE DISPOSED OF AS SOLID WASTE.
8. DEVELOPERS/CONTRACTORS ARE RESPONSIBLE TO ENSURE ALL EROSION CONTROL DEVICES AND BMPS ARE INSTALLED AND FUNCTIONING PROPERLY PER PLAN. PROPER PRECAUTION SHALL BE CONSIDERED WHEN 50% OR GREATER PROBABILITY OF PREDICTED PRECIPITATION, AND AFTER ACTUAL PRECIPITATION. A CONSTRUCTION SITE INSPECTION CHECKLIST AND INSPECTION LOG SHALL BE MAINTAINED AT THE PROJECT SITE AT ALL TIMES AND AVAILABLE FOR REVIEW BY THE BUILDING OFFICIAL.
9. TRASH AND CONSTRUCTION-RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND.
10. SEDIMENTS AND OTHER MATERIALS MAY NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC WAY. ACCIDENTAL DEPOSITIONS MUST BE SWEPT UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS.
11. ANY SLOPES WITH DISTURBED SOILS OR DENUDED OF VEGETATION MUST BE STABILIZED SO AS TO INHIBIT EROSION BY WIND AND WATER.
12. ALL SILT AND DEBRIS SHALL BE REMOVED FROM ALL DEVICES WITHIN 24 HOURS AFTER EACH RAINSTORM AND BE DISPOSED OF PROPERLY.
13. ALL STORM WATER CAPTURE DEVICES SHALL BE PROTECTED AT ALL TIMES.

DEMOLITION NOTES:

1. NO WORK SHALL PROCEED PRIOR TO THE PRESENCE OF A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) ON SITE.
2. DEMOLITION WORK SHALL ONLY OCCUR WITHIN THE SITE PROPERTY LINE AND WITHIN THE LIMIT OF WORK LINE UNLESS OTHERWISE NOTED.
3. CONTRACTOR TO CLEAR AND GRUB THE SITE WITHIN THE DEMOLITION LIMITS. THE CONTRACTOR SHALL DEMOLISH AND REMOVE FROM THE SITE ALL STRUCTURES, PLANTERS, AND ALL OTHER SITE FEATURES UNLESS OTHERWISE NOTED ON THE PLAN.
4. REMOVAL OF LANDSCAPE SHALL INCLUDE ROOTS AND ORGANIC MATERIAL.
5. THE CONTRACTOR SHALL VERIFY THE LOCATION AND QUANTITY OF EXISTING SURFACE STRUCTURES AND SHALL BE RESPONSIBLE FOR ANY UNIDENTIFIED UTILITIES, IMPROVEMENTS TREES, ETC. TO BE DEMOLISHED AND REMOVED WITHIN THE DEMOLITION LIMITS.
6. ANY DIRT, ROCK OR CONSTRUCTION MATERIAL THAT MAY BE TRACKED OR DROPPED WITHIN THE PUBLIC RIGHT-OF-WAY DURING THE TRANSPORTATION OF SAID MATERIAL OR EQUIPMENT ASSOCIATED WITH THE PROJECT SHALL BE CLEANED OR REMOVED DAILY AND AS DEEMED NECESSARY BY THE INSPECTOR OF RECORD.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS AND PAYING ALL FEES ASSOCIATED WITH DEMOLITION AND DISPOSAL OF ALL SITE MATERIALS AS REQUIRED BY PRIVATE, LOCAL AND STATE JURISDICTION.
8. CONTRACTOR SHALL PROVIDE SECURITY.

LOT COVERAGE

LAND USE ZONING	GLEN HELEN SPECIFIC PLAN CORRIDOR INDUSTRIAL
PROPOSED LOT COVERAGE	319,433 SQUARE FEET
LOT SIZE	451,792 SQUARE FEET
MAXIMUM LOT COVERAGE ALLOWED	85%
TOTAL LOT COVERAGE	319,433 / 451,792 = 0.71

FLOOR AREA RATIO (FAR)

FLOOR AREA RATIO (FAR)	0.5
TOTAL BUILDING AREA	1,718 SQUARE FEET
TOTAL LOT AREA	451,792 SQUARE FEET
TOTAL FAR	1,718 / 451,792 = 0.004

NOTE: LOT COVERAGE AND FLOOR AREA RATIO (FAR) ARE PER GLEN HELEN SPECIFIC PLAN LAND USE PLAN & DEVELOPMENT STANDARDS

PARKING SUMMARY:

LAND USE/REQUIREMENTS	INDUSTRY, MANUFACTURING & PROCESSING, WHOLESALING (AUTO AND VEHICLE SALES AND RENTAL)
PARKING RATE	1/1,000 SQUARE FEET OF THE FIRST 40,000 SQUARE FEET OF GROSS FLOOR AREA
	1/4,000 SQUARE FEET OF GROSS FLOOR AREA FOR THE PORTION OVER 40,000 SQUARE FEET
	1 FOR EACH FACILITY VEHICLE
BUILDING SIZE/RATE	1,718 SQUARE FEET / 1,000 SQUARE FEET
REQUIRED PARKING	2
PROVIDED PARKING	7
REQUIRED ADA PARKING	1
PROVIDED ADA PARKING	1
PROVIDED TRAILER PARKING	202

NOTE: PARKING SPACES REQUIRED ARE PER SAN BERNARDINO COUNTY DEVELOPMENT CODE SECTION 83.11.040 TABLE 83-15 AND SECTION 83.11.060 TABLE 83-17.

ABBREVIATIONS

AB	AGGREGATE BASE	PCC	PORTLAND CEMENT CONCRETE
AC	ASPHALT CONCRETE	R	RADIUS
CB	CATCH BASIN	RCB	REINFORCED CONCRETE BOX
CF	CURB FACE	RL	RIDGELINE
CL	CENTERLINE	RW	RECYCLED WATER
D/W	DRIVEWAY	R/W	RIGHT OF WAY
FG	FINISHED GRADE	SD	STORM DRAIN
FFE	FINISHED FLOOR ELEVATION	SDMH	STORM DRAIN MANHOLE
FS	FINISHED SURFACE	SS	SANITARY SEWER
FL	FLOWLINE	STA	STATION
FS	FINISHED SURFACE	TC	TOP OF CURB
FT	FEET	TG	TOP OF GRATE
HP	HIGH POINT	TS	TRANSITION STRUCTURE
HW	HEADWALL	TYP	TYPICAL
INV	INVERT	W	WATER
IRRG	IRRIGATION	WM	WATER METER
NTS	NOT TO SCALE		

AREA SUMMARY TABLE

	PERVIOUS AREA (SF)	IMPERVIOUS AREA (SF)	TOTAL AREA (SF)
EXISTING CONDITION	183,674	221,435	405,109
PROPOSED CONDITION	104,328	300,781	405,109

LEGEND

- CENTERLINE
- ROW
- EXISTING CONTOUR (100)
- PROPOSED CONTOUR (100)
- FLOWLINE
- GRADE SPOT ELEVATIONS (100.00 / XX)
- SLOPE DIRECTION AND PERCENT (1.0%)
- RIP RAP ENERGY DISSIPATER
- 2:1 MAX SLOPE
- IRRIGATION WATER LINE (IRRG)
- DOMESTIC WATER LINE (W)
- SANITARY SEWER LINE (SS)
- STORM DRAIN LINE
- ONSITE STRIPING
- ADA PATH
- CATCH BASIN
- SEWER/STORM MANHOLE
- WATER METER
- THRUST BLOCK

HATCH LEGEND

- HEAVY-DUTY ASPHALT PAVEMENT (4" AC OVER 6" CLASS 2 AB)
- HEAVY-DUTY CONCRETE PAVEMENT (6" PCC OVER 6" AB)
- 4" CONCRETE WALKWAY
- PROPOSED LANDSCAPE PER SEPARATE LANDSCAPING PLANS
- EXISTING DIRT ACCESS ROAD TO REMAIN
- RE-GRADE EXISTING DIRT ACCESS ROAD WITH DECOMPOSED GRANITE

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LANGAN
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PRECISE GRADING PLAN

NOTES

FILE NO.

SHEET 2 OF 54

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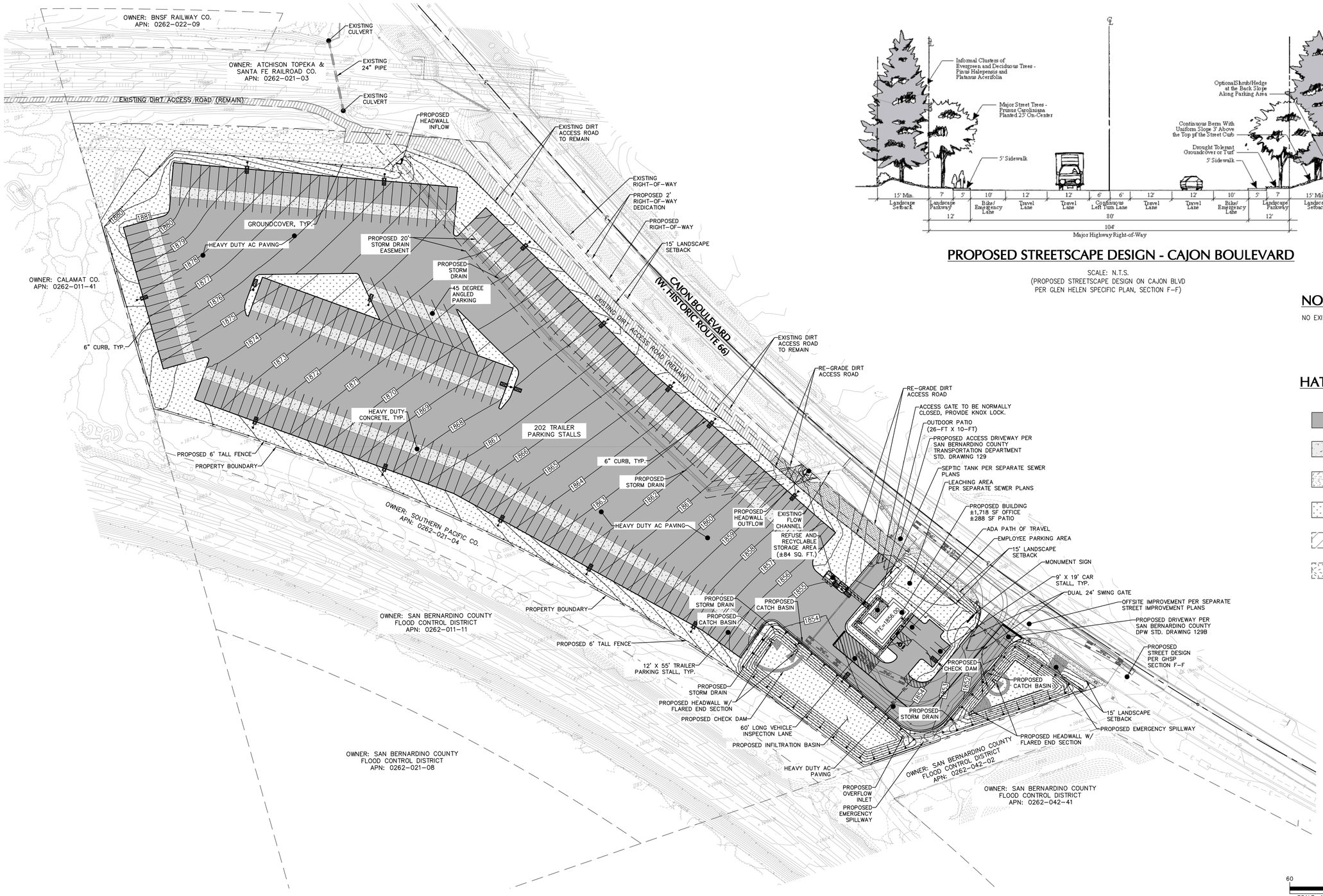

PROPOSED STREETSCAPE DESIGN - CAJON BOULEVARD

SCALE: N.T.S.
(PROPOSED STREETSCAPE DESIGN ON CAJON BLVD
PER GLEN HELEN SPECIFIC PLAN, SECTION F-F)

NOTE:

NO EXISTING TREES WERE FOUND ON THE SITE.

HATCH LEGEND:

- HEAVY-DUTY ASPHALT PAVEMENT (4" AC OVER 6" CLASS 2 AB)
- HEAVY-DUTY CONCRETE PAVEMENT (6" PCC OVER 6" AB)
- 4" CONCRETE WALKWAY
- PROPOSED LANDSCAPE PER SEPARATE LANDSCAPING PLANS
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SIGNATURE: MICHAEL GOLIAS, P.E.

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SITE PLAN

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SHEET 5 OF 54

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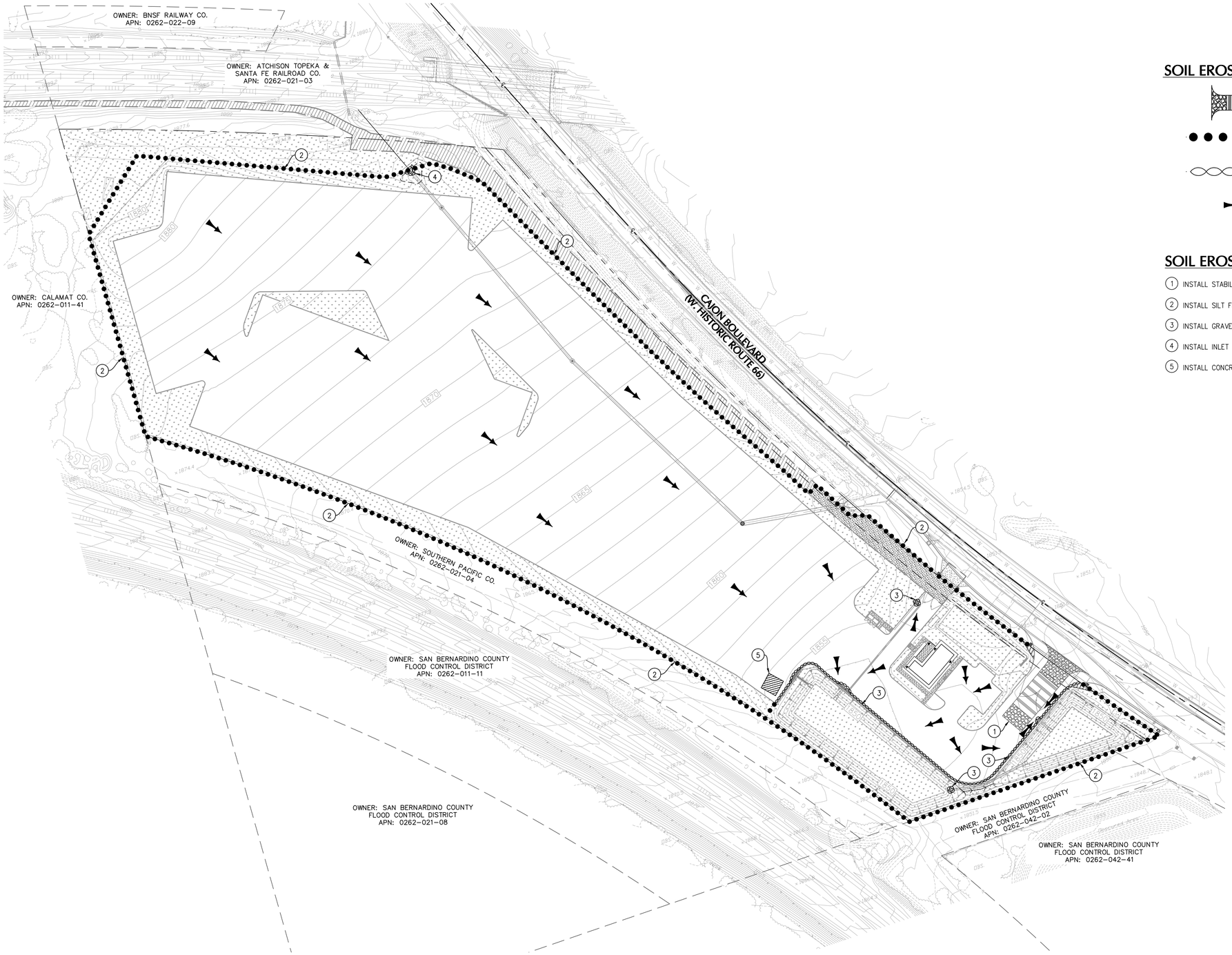

SOIL EROSION AND SEDIMENT CONTROL LEGEND

- STABILIZED CONSTRUCTION ENTRANCE/EXIT
- SILT FENCE
- GRAVEL BAGS
- FLOW ARROW

SOIL EROSION AND SEDIMENT CONTROL NOTES:

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE/EXIT PER DETAIL K ON SHEET 25
2. INSTALL SILT FENCE PER DETAIL M ON SHEET 25
3. INSTALL GRAVEL BAGS PER DETAIL N ON SHEET 25
4. INSTALL INLET PROTECTION PER DETAIL L ON SHEET 25
5. INSTALL CONCRETE WASHOUT AREA PER DETAIL O ON SHEET 26

60 0 20 40 60
SCALE: 1 INCH = 60 FEET

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SOIL EROSION AND SEDIMENT CONTROL PLAN

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SHEET 19 OF 54

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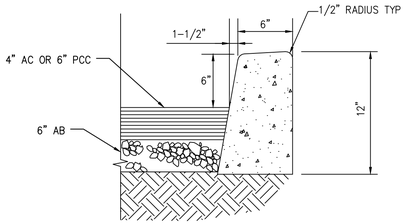

6-INCH PCC CURB SECTION (A / 21)

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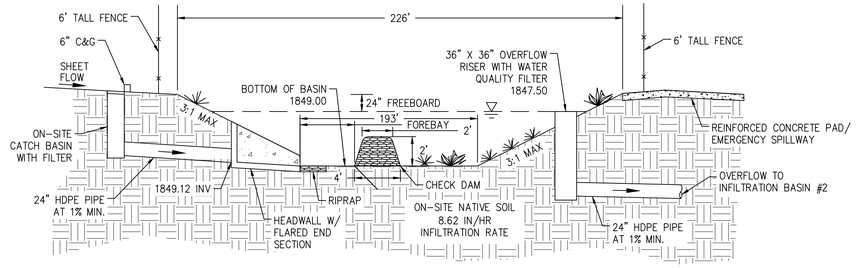
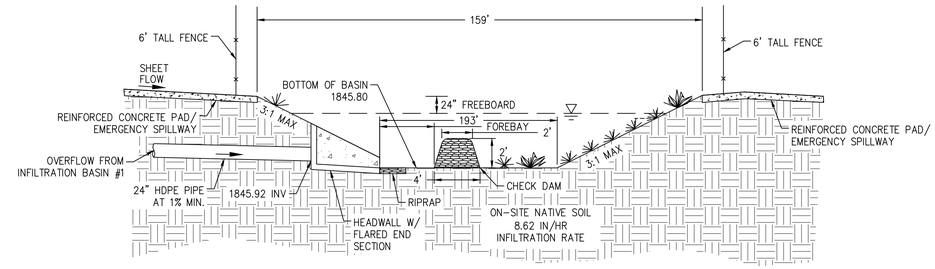


INFILTRATION BASIN #1



INFILTRATION BASIN #2

INFILTRATION BASIN DETAIL - CASQA (TC-11) (B / 21)

NOT TO SCALE

CONCRETE

1. ALL CONCRETE SHALL CONFORM TO THE LATEST EDITION OF THE CALIFORNIA BUILDING CODE AND ACI 318.
2. CONCRETE SHALL BE DESIGNED AND TESTED AS OUTLINED IN THE PROJECT SPECIFICATIONS.
3. NO WATER SHALL BE ADDED ON SITE.
4. ALL CEMENT SHALL CONFORM TO ASTM C150. APPROPRIATE CEMENT TYPE AND CONCRETE STRENGTH AND SHALL BE SELECTED BASED ON EXPOSURE TO SOILS AND OR MATERIALS CAUSING SULFATE ATTACK PER CBC TABLE 1904.3.
5. FINE AND COARSE AGGREGATE SHALL CONFORM TO ASTM C33 FOR STANDARD WEIGHT CONCRETE AND ASTM C330 FOR LIGHT WEIGHT CONCRETE.
6. ALL AGGREGATE SHALL WELL GRADED AND SHRINKAGE SHALL BE AS PER ASTM C157 W/ THE AVERAGE DRYING SHRINKAGE AT 28-DAYS NOT EXCEEDING 0.04%.
7. CHEMICAL ADMIXTURES SHALL CONFORM TO ASTM C494, HIGH RANGE WATER REDUCING (TYPE G) WHERE USED.
8. AIR ENTRAINING ADMIXTURES SHALL CONFORM TO ASTM C260 WHERE USED
9. DRYPACK SHALL BE COMPOSED OF ONE PART PORTLAND CEMENT TO NOT MORE THAT THREE PARTS SAND.
10. ANCHOR BOLTS, HOLDOWN BOLTS, DOWELS, INSERTS, ETC. SHALL BE SECURELY TIED IN PLACE PRIOR TO PLACING CONCRETE.
11. CONCRETE SHALL BE CURED BY KEEPING CONTINUOUSLY WET FOR 10-DAYS OR BY AN APPROVED CURING COMPOUND CONFORMING TO ASTM C1315, CLEAR TYPE I, CLASS A, WATERBORNE.
12. CONCRETE STRENGTHS:

    STRUCTURAL CONCRETE f'_c = 3,000 psi

    SLABS-ON-GRADE f'_c = 2,500 psi

    CONTINUOUS FOOTINGS AND PADS f'_c = 2,500 PSI

    WATER / CEMENT RATIO = 0.45

    TYPE I/II CEMENT UNO

    ALL CONCRETE SHALL REACH MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS. PROVIDE CONCRETE MIX TO MEET ACI REQUIREMENTS FOR SULFATE EXPOSURE PER SITE SOIL TYPE. FIELD VERIFY.
13. UNLESS NOTED OTHERWISE, FOOTINGS, FOUNDATIONS, AND SLABS ON GRADE DO NOT REQUIRE SPECIAL INSPECTION. HOWEVER ALL OTHER STRUCTURAL CONCRETE w/ SPECIFIED f'_c GREATER THAN 2,500 psi SHALL HAVE SPECIAL INSPECTION PER SECTION 1704 OF THE CALIFORNIA BUILDING CODE UNLESS NOTED OTHERWISE.
14. CONCRETE FOR EXTERIOR SLABS ON GRADE SHALL HAVE A MAXIMUM OF 4" OF SLUMP PER ASTM C143. MAXIMUM WATER TO CEMENT RATIO =0.45. EXTERIOR SLABS TO BE DESIGNED FOR "SEVERE EXPOSURE" PER SECTION 4.2.1 OF ACI 318-11.

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www.sbcounty.gov		Project number / Project Number; Date / Issue Date; Drawn by / Author; Checked by / Checker; Scale	

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STRUCTURAL STEEL

1. ALL STRUCTURAL AND MISCELLANEOUS STEEL SHALL CONFORM TO THE FIFTEENTH EDITION OF THE AISC "SPECIFICATION FOR THE DESIGN, FABRICATION AND ERECTION OF STRUCTURAL STEEL FOR BUILDINGS" AND ALL ITS SUPPLEMENTS, AND TO THE AISC "CODE OF STANDARD PRACTICE FOR STEEL BUILDINGS AND BRIDGES."
2. ALL STRUCTURAL WIDE FLANG STEEL SHAPES SHALL HAVE A MIN. YIELD STRENGTH OF 50,000 psi , UNLESS NOTED OTHERWISE.
3. ALL STRUCTURAL AND MISCELLANEOUS STEEL SHALL CONFORM TO ASTM -36 HAVING A MINIMUM YIELD STRENGTH OF 36,000 psi. UNLESS NOTED OTHERWISE.
4. ALL CONNECTIONS, EXCEPT AS NOTED ON PLANS AND DETAILS, SHALL BE BOLTED OR WELDED CONNECTIONS AS SHOWN IN THE FIFTEENTH EDITION OF THE AISC MANUAL. ALL BEAM CONNECTIONS SHALL DEVELOP THE FULL UNIFORM LOAD CAPACITY THE MEMBER CAN CARRY WITH DUE CONSIDERATION TO CONCENTRATED LOADS AT THE ENDS OF THE MEMBER.
5. ALL BOLTED CONNECTIONS SHALL USE ¾" Ø MINIMUM ASTM A325 HIGH STRENGTH BOLTS, U.N.O. NO CONNECTION SHALL BE MADE USING LESS THAN TWO BOLTS.
6. WELDING SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "STRUCTURAL WELDING CODE", AWS D1.1 OF THE AMERCAN WELDING SOCIETY. ALL SHOP AND FIELD WELDING SHALL BE DONE BY CERTIFIED WELDERS QUALIFIED IN ACCORDANCE WITH AMERICAN WELDING SOCIETY STANDARDS. ALL WELDED CONNECTIONS SHALL BE PERFORMED USING E70XX ELECTRODES.
7. ALL ANCHOR BOLTS SHALL BE ASTM A-307. ANCHOR BOLT LENGTHS SHOWN ARE EMBEDDED LENGTHS.
8. STRUCTURAL STEEL TUBING SHALL BE ASTM A500.
9. SHOP PAINTING - ONE COAT RUSTOLEUM #678 OR EQUAL. PREPARATION FOR PAINTING SHALL CONFORM TO REQUIREMENTS OF SSPC-SP2.

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MASONRY

1. ALL MASONRY CONSTRUCTION SHALL CONFORM TO THE CURRENT PROVISIONS OF THE BUILDING CODE REGULATIONS FOR MASONRY STRUCTURES - ACI 530 (ASCE 5), AND SPECIFICATIONS FOR MASONRY STRUCTURES - ACI 530.1 (ASCE 6).
2. ASSUMED COMPRESSIVE STRENGTH OF MASONRY, f'_m = 1350 psi @ 28 DAYS.
3. ALL CONCRETE MASONRY UNITS SHALL CONFORM TO ASTM C 90, GRADE N-1, NORMAL WEIGHT.
4. MORTAR FOR ALL WORK SHALL BE TYPE S.
5. GROUT FOR FILLING SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH (f'_m) OF 2000 psi, AND SHALL CONFORM TO ASTM C476. PLACE GROUT FILL IN 4'-0" MAXIMUM LIFTS VERTICALLY.
6. ALL REINFORCING BARS FOR REINFORCED MASONRY CONSTRUCTION SHALL CONFORM TO ASTM A-615 GRADE 60. LAP LENGTH SHALL BE MINIMUM 40 BAR DIAMETERS.
7. PROVIDE 100% SOLID MASONRY BELOW ALL LINTEL BEARINGS 12" BEYOND THE OPENING FOR THE FULL WALL WIDTH AT ALL LINTELS FROM THE LINTEL BEARING TO THE FLOOR BELOW.
8. PROVIDE ONE 8" COURSE OF SOLID MASONRY AT JOIST AND BEAM BEARING LINES, UNLESS NOTED OTHERWISE.
9. BRACE AND SHORE ALL MASONRY WALLS AS REQUIRED THROUGHOUT THE COMPACTION AND CONSTRUCTION PROCESS UNTIL THE GROUND FLOOR SLAB AND SUPPORTING FLOORS OR ROOF HAVE BEEN COMPLETELY INSTALLED.

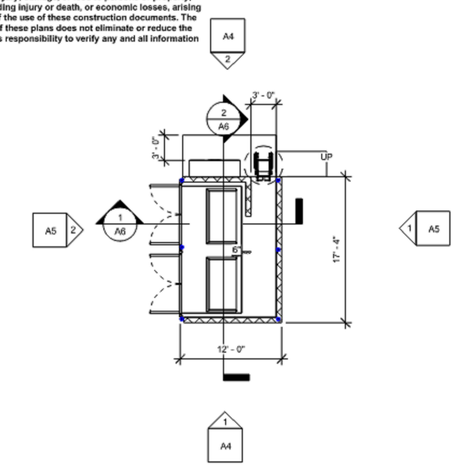
REINFORCING STEEL

1. ALL REINFORCING SHALL BE ASTM A615, GRADE 60.
2. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A185 FLAT SHEETS NOT ROLLS. LAP 1-½ SPACES, 9" MINIMUM FOR STRUCTURAL SLABS.
3. ALL BARS SHALL BE DEFORMED AS PER ASTM A305.
4. ALL BARS SHALL BE CLEAN OF LOOSE FLAKY RUST, GREASE OR OTHER MATERIALS LIKELY TO IMPAIR BOND.
5. ALL BENDS SHALL BE MADE COLD.
6. SPLICING OF BARS SHALL HAVE LAPS OF 30 BAR DIAMETERS OR 2'-0" MINIMUM FOR ALL CONTINUOUS REINFORCEMENT OF FOOTINGS AND CONCRETE WALLS, UNLESS OTHERWISE NOTED ON PLANS. MASONRY REINFORCEMENT SHALL HAVE LAPS OF 40 BAR DIAMETERS OR 2'-0", WHICHEVER IS GREATER.
7. ALL REINFORCING BARS SHALL BE ACCURATELY AND SECURELY PLACED BEFORE PLACING CONCRETE.
8. CONCRETE PROTECTION FOR REINFORCEMENT SHALL BE AT LEAST EQUAL TO THE DIAMETER OF THE BARS. MINIMUM COVER SHALL BE AS FOLLOWS:
   A. POURED AGAINST EARTH 3"
   B. SLABS ON GRADE (FROM TOP OF SLAB) 1"
   C. WALLS: - EXPOSED TO WEATHER 2"
      - NOT EXPOSED TO WEATHER #11 AND SMALLER 1"

SAN BERNARDINO COUNTY	SB County 12'x17'-4" Enclosure	General Notes	A1.2
www.sbcounty.gov		Project number / Project Number; Date / Issue Date; Drawn by / Author; Checked by / Checker; Scale	

7/9/2020 7:52:57 AM

By using these standard plans, the user agrees to release the County of San Bernardino from any and all claims, liabilities, suits, and demands on account of any injury, damage, or loss to persons or property, including injury or death, or economic losses, arising out of the use of these construction documents. The use of these plans does not eliminate or reduce the user's responsibility to verify any and all information



SAN BERNARDINO COUNTY	SB County 12'x17'-4" Enclosure	First Floor	A2
www.sbcounty.gov		Project number / Project Number; Date / Issue Date; Drawn by / Author; Checked by / Checker; Scale 1/8" = 1'-0"	

7/9/2020 7:52:57 AM

REFUSE AND RECYCLABLE STORAGE ENCLOSURE (C / 21)

NOT TO SCALE

GRAD-2023-00163
WDID #8 36C401842
SIP-2023-00041
WQMP-2022-00062
DRNSTY-2022-00032

Underground Service Alert
CALL BEFORE YOU DIG
Call: TOLL FREE
1-800-227-2600
TWO WORKING DAYS BEFORE YOU DIG

PREPARED BY:
REGISTERED PROFESSIONAL ENGINEER MICHAEL RYAN GOLIAS C91029 CIVIL STATE OF CALIFORNIA
SIGNATURE: MICHAEL GOLIAS, P.E.

LANGAN
Langan Engineering and Environmental Services, Inc.

C91029 — R.C.E. NO.
01/24/2024 — DATE

SAN BERNARDINO COUNTY

MARK	REVISIONS	APPR	DATE

COUNTY OF SAN BERNARDINO
DEPARTMENT LAND USE SERVICES

RECOMMENDED BY:
APPROVED BY:
DATE

PRECISE GRADING PLAN

DETAILS

FILE NO.

SHEET 21 OF 54

Filename: C:\bms\langan-pw-01\d0218033\700066301-0502-CS501-0101.dwg Date: 1/24/2024 Time: 16:45 User: llin Style Table: Langan.stb Layout: 21

EXHIBIT C

Findings

FINDINGS: CONDITIONAL USE PERMIT

A CONDITIONAL USE PERMIT FOR A PROPOSED TRUCK TRAILER STORAGE YARD WITH 202 TRUCK PARKING SPACES AND A 1,641 SQUARE-FOOT OFFICE BUILDING ON A 10-ACRE PARCEL (PROJECT); LOCATED AT 19407 CAJON BOULEVARD; WITHIN THE GLEN HELEN SPECIFIC PLAN, IN THE CORRIDOR INDUSTRIAL (GH-SP/CI) ZONING DISTRICT; WITHIN THE CITY OF SAN BERNARDINO SPHERE OF INFLUENCE AREA; 5TH SUPERVISORIAL DISTRICT; APN: 0262-021-14; PROJECT NO.: PROJ-2022-00019

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 85.06.040, and supporting facts for approval of the Conditional Use Permit:

1. **THE SITE FOR THE PROPOSED USE IS ADEQUATE IN TERMS OF SHAPE AND SIZE TO ACCOMMODATE THE PROPOSED USE AND ALL LANDSCAPING, LOADING AREAS, OPEN SPACES, PARKING AREAS, SETBACKS, WALLS AND FENCES, YARDS, AND OTHER REQUIRED FEATURES PERTAINING TO THE APPLICATION.**

   The Project Site is 10 acres in size and is of adequate size and shape to accommodate the proposed use with parking stalls and sufficient drive aisle widths for ingress and egress of the proposed vehicles on-site. All setbacks meet the requirements of the Glen Helen Specific Plan and/or Development Code, as applicable, for the zoning district. The submitted plans shows adequate design, parking, landscaping, circulation, access, and setbacks.

2. **THE SITE FOR THE PROPOSED USE HAS ADEQUATE ACCESS, WHICH MEANS THAT THE SITE DESIGN INCORPORATES APPROPRIATE STREET AND HIGHWAY CHARACTERISTICS TO SERVE THE PROPOSED USE.**

   The Project's site plan has been reviewed by the County's Land Use Services and Public Works departments and determined to have adequate access to the abutting roadways with the proposed roadway improvements which must be constructed in connection with Project development. Access to the Project site is provided by two driveways. One driveway is for commercial/industrial and the second is for passenger vehicles, both of which are located along Cajon Boulevard, which will provide legal and physical access to the site. On-site circulation drive aisles meet San Bernardino County Fire Protection District standards.

3. **THE PROPOSED USE WILL NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ABUTTING PROPERTY OR THE ALLOWED USE OF THE ABUTTING PROPERTY, WHICH MEANS THE USE WILL NOT GENERATE EXCESSIVE NOISE, TRAFFIC, VIBRATION, LIGHTING, OR OTHER DISTURBANCE.**

   The Project is consistent with the land uses and development allowed within the Glen Helen Specific Plan, zoned Corridor Industrial (GHSP/CI). The proposed truck trailer storage and leasing facility with 202 truck parking spaces and a 1,641 sq. ft. office building will include improvements that will incorporate sufficient industrial performance standards and setbacks, and use building materials, colors and landscaping, that are complementary to the existing warehouse facilities to the southeast of the subject property. The Project design includes a 15-foot landscape setback from Cajon Blvd. The proposed use is located on a parcel of 10-

acres in size. The proposed Project is adjacent to a recently approved Cargo Truck Warehouse (PROJ-2021-00066) to the east, and an industrial warehouse development to the south east. The proposed use is required to comply with all requirements of the Glen Helen Specific Plan and/or Development Code, as applicable, with respect to noise, vibration, lighting and glare. The proposed Project is located on a vacant pacel, within a primarily industrial area of the County. The Project as conditioned and is not anticipated to have adverse effects on abutting properties.

4. THE PROPOSED USE AND MANNER OF DEVELOPMENT ARE CONSISTENT WITH THE GOALS, MAPS, POLICIES, AND STANDARDS OF THE GENERAL PLAN AND ANY APPLICABLE COMMUNITY OR SPECIFIC PLAN.

The proposed Conditional Use Permit, together with the provisions for its design and improvement are consistent with the Policy Plan. The Project specifically implements the following Policy Plan goals and policies:

- Policy LU-2.1 Compatibility with existing uses. We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods.

  Consistency: *The Project is appropriate because the use is allowed subject to a land use entitlement of a Conditional Use Permit and compatible with the size and scale of the surrounding industrial characteristics. The Project Site currently is vacant and proposed a structure which is a similar in charactertistics to the surrounding properties.*

- Policy LU-2.4 Land Use Map consistency. We consider proposed development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Category), to be generally compatible and consistent with surrounding land uses and a community's identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the Development Code, may be required to maximize compatibility with surrounding land uses and community identity.

  Consistency: *The Project is consistent with the Land Use Map and does not propose a change in the Land Use Category. The proposed use is generally compatible and consistent with surrounding land uses and community's identity.*

5. THERE IS SUPPORTING INFRASTRUCTURE, EXISTING OR AVAILABLE, CONSISTENT WITH THE INTENSITY OF DEVELOPMENT, TO ACCOMMODATE THE PROPOSED DEVELOPMENT WITHOUT SIGNIFICANTLY LOWERING SERVICE LEVELS.

There is supporting infrastructure, available to accommodate the proposed development without significantly lowering service levels. Water service will be provided by the City of San Bernardino Municipal Water Department with an approved sewer connection. The site will require to connect to an existing water main line located on Cajon Blvd fronting the Project site and would have the capacity required for the proposed Project. There are public services available to serve the site including water, electric, gas, telephone, and cable.

6. THE LAWFUL CONDITIONS STATED IN THE APPROVAL ARE DEEMED REASONABLE AND NECESSARY TO PROTECT THE OVERALL PUBLIC HEALTH, SAFETY AND GENERAL WELFARE.

The conditions of approval include measures that require the developer to comply with the performance measures outlined in the Glen Helen Specific Plan and/or Development Code, as applicable. Therefore, the conditions stated in the approval are deemed necessary to protect the public health, safety and general welfare.

7. THE DESIGN OF THE SITE HAS CONSIDERED THE POTENTIAL FOR THE USE OF SOLAR ENERGY SYSTEMS AND PASSIVE OR NATURAL HEATING AND COOLING OPPORTUNITIES.

The location of the proposed Project was designed in a manner to not interfere with the future ability for the property owner to install a solar energy system. The Project would not impede development of solar energy generation systems on adjacent parcels.

FINDINGS: CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

8. THE PROJECT WILL NOT HAVE A SIGNIFICANT ADVERSE IMPACT ON THE ENVIRONMENT, SUBJECT TO IMPLEMENTATION OF THE PROPOSED MITIGATION MEASURES.

The environmental findings, in accordance with Section 85.03.040 of the San Bernardino County Development Code, are as follows:

In accordance with the Californian Environmental Quality Act (CEQA), a lead agency may prepare an addendum to a previously certified Environmental Impact Report (EIR) if some changes or additions are necessary but none of the conditions calling for preparation of a subsequent EIR in CEQA Guidelines Section 15162 have occurred. The Project was analyzed in an Addendum to the Glen Helen Specific Plan EIR (GHSP EIR). San Bernardino County, serving as the CEQA Lead Agency for the proposed Project, determines in its independent judgment that the Project does not meet any of the circumstances from CEQA Guidelines Section 15162 and that an Addendum to the previously-approved GHSP EIR is the appropriate CEQA compliance document for the Project. San Bernardino County's review authority considered the Addendum along with the Final GHSP EIR before making a decision on the Project.

EXHIBIT D

Conditions of Approval

Conditions of Approval

Record:	PROJ-2023-00001	**System Date:**	04/01/2024
Record Type:	Project Application	**Primary APN:**	1016011080000
Record Status:	Decision Pending	**Application Name:**	CONDITIONAL USE PERMIT
Effective Date:		**Expiration Date:**	

Description: A CONDITIONAL USE PERMIT (CUP) TO CONSTRUCT A 22,267 SQUARE FOOT INDUSTRIAL WAREHOUSE BUILDING, ON A 1.65 ACRE PARCEL; LOCATED AT 12152 EAST END AVENUE; WITHIN THE LAND USE CATEGORY OF LIMITED INDUSTRIAL; ZONED COMMUNITY INDUSTRIAL (LI/IC); WITHIN THE CITY OF CHINO SPHERE OF INFLUENCE AREA; APN: 1016-011-08; 4TH SUPERVISORIAL DISTRICT; PROJECT NUMBER: PROJ-2023-00001.

This document does not signify project approval.

If the project has been approved, then an effective date and an expiration date for these conditions can be found below. This content reflects County records as at the System Date and time below.

The following conditions of approval have been imposed for the project identified below. The applicant/developer shall complete all conditions of approval stipulated in the approval letter.

Conditions of Approval are organized by project phase, then by status, and finally by department imposing the condition.

On-going conditions must be complied with at all times. For assistance interpreting the content of this document, please contact the Land Use Services Department Planning Division.

Contact information is provided at the end of this document for follow-up on individual conditions.

ON-GOING

Land Use Services - Planning

1 **Project Approval Description (CUP/MUP)** - Status: Outstanding
This Conditional Use Permit (CUP) is conditionally approved to construct a 22,267 square foot industrial warehouse building, on a 1.65 acre parcel; Located at 12152 East End Avenue; Within the Land Use Category of Limited Industrial; Zoned Community Industrial (LI/IC); Within the City of Chino Sphere Influence area; APN: 1016-011-08; 4th Supervisorial District; Project Number: Proj-2023-00001, in compliance with the San Bernardino County Code (SBCC), California Building Codes (CBC), the San Bernardino County Fire Code (SBCFC), the following Conditions of Approval, the approved site plan, and all other required and approved reports and displays (e.g. elevations). The developer shall provide a copy of the approved conditions and the approved site plan to every current and future project tenant, lessee, and property owner to facilitate compliance with these Conditions of Approval and continous use requirements for the Project.

2 **Project Location** - Status: Outstanding
The Project site is located at 12152 East End Avenue, Chino.

3 **Revisions** - Status: Outstanding
Any proposed change to the approved Project and/or conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be submitted to County Land Use Services for review and approval.

4 **Indemnification** - Status: Outstanding
In compliance with SBCC §81.01.070, the developer shall agree, to defend, indemnify, and hold harmless the County or its "indemnitees" (herein collectively the County's elected officials, appointed officials (including Planning Commissioners), Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action, or proceeding against the County or its indemnitees to attack, set aside, void, or annul an approval of the County by an indemnitee concerning a map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval. Any condition of approval imposed in compliance with the County Development Code or County General Plan shall include a requirement that the County acts reasonably to promptly notify the developer of any claim, action, or proceeding and that the County cooperates fully in the defense. The developer shall reimburse the County and its indemnitees for all expenses resulting from such actions, including any court costs and attorney fees, which the County or its indemnitees may be required by a court to pay as a result of such action. The County may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the developer of their obligations under this condition to reimburse the County or its indemnitees for all such expenses. This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The developer's indemnification obligation applies to the indemnitees' "passive" negligence but does not apply to the indemnitees' "sole" or "active" negligence or "willful misconduct" within the meaning of Civil Code Section 2782.

5 **Additional Permits** - Status: Outstanding
The developer shall ascertain compliance with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies that may apply for the development and operation of the approved land use. These may include but are not limited to: a. FEDERAL: b. STATE: c. COUNTY: d. LOCAL:

6 **Expiration** - Status: Outstanding
This project permit approval shall expire and become void if it is not "exercised" within 18 months of the effective date of this approval, unless an extension of time is approved. The permit is deemed "exercised" when either: (a.) The permittee has commenced actual construction or alteration under a validly issued building permit, or (b.) The permittee has substantially commenced the approved land use or activity on the project site, for those portions of the project not requiring a building permit. (SBCC §86.06.060) (c.) Occupancy of approved land use, occupancy of completed structures and operation of the approved and exercised land use remains valid continuously for the life of the project and the approval runs with the land, unless one of the following occurs: - Construction permits for all or part of the project are not issued or the construction permits expire before the structure is completed and the final inspection is approved. - The land use is determined by the County to be abandoned or non-conforming. - The land use is determined by the County to be not operating in compliance with these conditions of approval, the County Code, or other applicable laws, ordinances or regulations. In these cases, the land use may be subject to a revocation hearing and possible termination. PLEASE NOTE: This will be the ONLY notice given of this approval's expiration date. The developer is responsible to initiate any Extension of Time application.

7 **Continous Effect/Revocation** - Status: Outstanding
All of the conditions of this project approval are continuously in effect throughout the operative life of the project for all approved structures and approved land uses/activities. Failure of the property owner or developer to comply with any or all of the conditions at any time may result in a public hearing and possible revocation of the approved land use, provided adequate notice, time and opportunity is provided to the property owner, developer or other interested party to correct the non-complying situation.

8 **Extension of Time** - Status: Outstanding
Extensions of time to the expiration date (listed above or as otherwise extended) may be granted in increments each not to exceed an additional three years beyond the current expiration date. An application to request consideration of an extension of time may be filed with the appropriate fees no less than thirty days before the expiration date. Extensions of time may be granted based on a review of the application, which includes a justification of the delay in construction and a plan of action for completion. The granting of such an extension request is a discretionary action that may be subject to additional or revised conditions of approval or site plan modifications. (SBCC §86.06.060)

9 **Project Account** - Status: Outstanding
The Project account number is PROJ-2023-00001. This is an actual cost project with a deposit account to which hourly charges are assessed by various county agency staff (e.g. Land Use Services, Public Works, and County Counsel). Upon notice, the "developer" shall deposit additional funds to maintain or return the account to a positive balance. The "developer" is responsible for all expense charged to this account. Processing of the project shall cease, if it is determined that the account has a negative balance and that an additional deposit has not been made in a timely manner. A minimum balance of $1,000.00 must be in the project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use.

10 **Development Impact Fees** - Status: Outstanding
Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances

11 **Condition Compliance** - Status: Outstanding
_____

12 **Performance Standards** - Status: Outstanding
The approved land uses shall operate in compliance with the general performance standards listed in the County Development Code Chapter 83.01, regarding air quality, electrical disturbance, fire hazards (storage of flammable or other hazardous materials), heat, noise, vibration, and the disposal of liquid waste

13 **Continous Maintenance** - Status: Outstanding

The Project property owner shall continually maintain the property so that it is visually attractive and not dangerous to the health, safety and general welfare of both on-site users (e.g. employees) and surrounding properties. The property owner shall ensure that all facets of the development are regularly inspected, maintained and that any defects are timely repaired. Among the elements to be maintained, include but are not limited to: a) Annual maintenance and repair: The developer shall conduct inspections for any structures, fencing/walls, driveways, and signs to assure proper structural, electrical, and mechanical safety. b) Graffiti and debris: The developer shall remove graffiti and debris immediately through weekly maintenance. c) Landscaping: The developer shall maintain landscaping in a continual healthy thriving manner at proper height for required screening. Drought-resistant, fire retardant vegetation shall be used where practicable. Where landscaped areas are irrigated it shall be done in a manner designed to conserve water, minimizing aerial spraying. d) Dust control: The developer shall maintain dust control measures on any undeveloped areas where landscaping has not been provided. e) Erosion control: The developer shall maintain erosion control measures to reduce water runoff, siltation, and promote slope stability. f) External Storage: The developer shall maintain external storage, loading, recycling and trash storage areas in a neat and orderly manner, and fully screened from public view. Outside storage shall not exceed the height of the screening walls. g) Metal Storage Containers: The developer shall NOT place metal storage containers in loading areas or other areas unless specifically approved by this or subsequent land use approvals. h) Screening: The developer shall maintain screening that is visually attractive. All trash areas, loading areas, mechanical equipment (including roof top) shall be screened from public view. i) Signage: The developer shall maintain all on-site signs, including posted area signs (e.g. “No Trespassing”) in a clean readable condition at all times. The developer shall remove all graffiti and repair vandalism on a regular basis. Signs on the site shall be of the size and general location as shown on the approved site plan or subsequently a County-approved sign plan. j) Lighting: The developer shall maintain any lighting so that they operate properly for safety purposes and do not project onto adjoining properties or roadways. Lighting shall adhere to applicable glare and night light rules. k) Parking and on-site circulation: The developer shall maintain all parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs in an un-faded condition as identified on the approved site plan. Any modification to parking and access layout requires the Planning Division review and approval. The markings and signs shall be clearly defined, un-faded and legible; these include parking spaces, disabled space and access path of travel, directional designations and signs, stop signs, pedestrian crossing, speed humps and “No Parking”, “Carpool”, and “Fire Lane” designations. l) Fire Lanes: The developer shall clearly define and maintain in good condition at all times all markings required by the Fire Department, including “No Parking" designations and “Fire Lane” designations.

14 **Clear Sight Triangle** - Status: Outstanding

Adequate visibility for vehicular and pedestrian traffic shall be provided at clear sight triangles at all 90 degree angle intersections of public rights-of-way and private driveways. All signs, structures and landscaping located within any clear sight triangle shall comply with the height and location requirements specified by County Development Code (SBCC§ 83.02.030) or as otherwise required by County Traffic

15 **Lighting** - Status: Outstanding

Lighting shall comply with Table 83-7 “Shielding Requirements for Outdoor Lighting in the Mountain Region and Desert Region” of the County’s Development Code (i.e. “Dark Sky” requirements). All lighting shall be limited to that necessary for maintenance activities and security purposes. This is to allow minimum obstruction of night sky remote area views. No light shall project onto adjacent roadways in a manner that interferes with on-coming traffic. All signs proposed by this project shall only be lit by steady, stationary, shielded light directed at the sign, by light inside the sign, by direct stationary neon lighting or in the case of an approved electronic message center sign, an alternating message no more than once every five seconds.

16 **Underground Utilities** - Status: Outstanding

No new above-ground power or communication lines shall be extended to the site. All required utilities shall be placed underground in a manner that complies with the California Public Utilities Commission General Order 128, and avoids disturbing any existing/natural vegetation or the site appearance.

17 **Construction Hours** - Status: Outstanding
Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday in accordance with the County of San Bernardino Development Code standards. No construction activities are permitted outside of these hours or on Sundays and Federal holidays.

18 **Construction Hours** - Status: Outstanding
Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday in accordance with the County of San Bernardino Development Code standards. No construction activities are permitted outside of these hours or on Sundays and Federal holidays.

19 **Construction Noise** - Status: Outstanding
The following measures shall be adhered to during the construction phase of the project: - All construction equipment shall be muffled in accordance with manufacturer's specifications. - All construction staging shall be performed as far as possible from occupied dwellings. The location of staging areas shall be subject to review and approval by the County prior to the issuance of grading and/or building permits. - All stationary construction equipment shall be placed in a manner so that emitted noise is directed away from sensitive receptors (e.g. residences and schools) nearest the project site.

20 **Construction Noise** - Status: Outstanding
The following measures shall be adhered to during the construction phase of the project: - All construction equipment shall be muffled in accordance with manufacturer's specifications. - All construction staging shall be performed as far as possible from occupied dwellings. The location of staging areas shall be subject to review and approval by the County prior to the issuance of grading and/or building permits. - All stationary construction equipment shall be placed in a manner so that emitted noise is directed away from sensitive receptors (e.g. residences and schools) nearest the project site.

21 **Cultural Resources** - Status: Outstanding
During grading or excavation operations, should any potential paleontological or archaeological artifacts be unearthed or otherwise discovered, the San Bernardino County Museum shall be notified and the uncovered items shall be preserved and curated, as required. For information, contact the County Museum, Community and Cultural Section, telephone (909) 798-8570.

22 **GHG - Operational Standards** - Status: Outstanding
The developer shall implement the following as greenhouse gas (GHG) mitigation during the operation of the approved project: a. Waste Stream Reduction. The "developer" shall provide to all tenants and project employees County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services. b. Vehicle Trip Reduction. The "developer" shall provide to all tenants and project employees County-approved informational materials about the need to reduce vehicle trips and the program elements this project is implementing. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides. c. Provide Educational Materials. The developer shall provide to all tenants and staff education materials and other publicity about reducing waste and available recycling services. The education and publicity materials/program shall be submitted to County Planning for review and approval. d. Landscape Equipment. The developer shall require in the landscape maintenance contract and/or in onsite procedures that a minimum of 20% of the landscape maintenance equipment shall be electric-powered.

Public Health– Environmental Health Services

23 **Noise Levels** - Status: Outstanding
Noise level shall be maintained at or below County Standards, Development Code Section 83.01.080.

24 **OWTS Maintenance** - Status: Outstanding
The onsite wastewater treatment system shall be maintained so as not to create a public nuisance and shall be serviced by an EHS permitted pumper.

25 **Refuse Storage and Disposal** - Status: Outstanding
All refuse generated at the premises shall at all times be stored in approved containers and shall be placed in a manner so that environmental public health nuisances are minimized. All refuse not containing garbage shall be removed from the premises at least 1 time per week, or as often as necessary to minimize public health nuisances. Refuse containing garbage shall be removed from the premises at least 2 times per week, or as often if necessary to minimize public health nuisances, by a permitted hauler to an approved solid waste facility in conformance with San Bernardino County Code Chapter 8, Section 33.0830 et. seq.

Public Works - Traffic

26 **Access** - Status: Outstanding
The access point to the facility shall remain unobstructed at all times, except a driveway access gate which may be closed after normal working hours.

27 **Back Out Into Public Roadways** - Status: Outstanding
Project vehicles shall not back up into the project site nor shall they back out into the public roadway.

28 **Directional Sign Maintenance** - Status: Outstanding
All required directional signage for traffic entering and exiting the site shall be installed and continuously maintained outside the Public road right-of-way in good condition for both day and night time visibility.

INFORMATIONAL

Land Use Services - Planning

29 **Informational Condition** - Status: Outstanding
CHINO VALLEY FIRE - Applicable Standards: 101, 102, 103, 110, 111, 114, 117, 121, 122, 133, 141, 143 CVFD Standards available online at http://www.chinovalleyfire.org

Public Works - Solid Waste Management

30 **Demolition Debris** - Status: Outstanding
San Bernardino County owned and operated sanitary landfills and transfer stations are not permitted to accept asbestos contaminated wastes, therefore any debris generated by the demolition of structures are subject to asbestos clearance prior to disposal at any San Bernardino County disposal sites. Applicants are required to have a Certified Asbestos Consultant perform testing of all materials to be disposed. Upon receipt of the Consultant's report, indicating that the debris is not contaminated, Solid Waste Management Operations Section will provide applicant with disposal authorization. For more information on Certified Asbestos Consultants please visit http://www.dir.ca.gov/databases/doshacru/acruList.asp, or for information on County requirements please contact Solid Waste Operations at 909-386-8701 or solid.wastemail@dpw.sbcounty.gov.

31 **Franchise Hauler Service Area** - Status: Outstanding
This project falls within a County Franchise Area. If subscribing for the collection and removal of construction and demolition waste from the project site, all developers, contractors, and subcontractors shall be required to receive services through the grantee holding a franchise agreement in the corresponding County Franchise Area (Burrtec Waste and Recycling).

32 **Mandatory Trash, Organic Waste, and Recycling Service** - Status: Outstanding
This property falls within a Uniform Handling Service area and is subject to California Senate Bill (SB) 1383. All owners of a dwelling or a commercial or industrial unit within the uniform handling area shall, upon notice thereof, be required to accept uniform handling service from the grantee holding a franchise agreement for trash, recycling, and organic waste (includes green waste and food waste) collection services and pay the rates of such services; or apply to the County for a self-haul exemption from uniform handling service. This requirement is a stipulation of County Code Title 4, Division 6, Chapter 5.

33 **Recycling and Organic Waste Collection Container Information** - Status: Outstanding
California Assembly Bill (AB) 827 and Senate Bill (SB) 1383 require businesses that sell products meant for immediate consumption and currently provide trash collection containers for their customers to provide recycling and/or organics collection containers adjacent to trash containers at front-of-house, except in restrooms. Full-service restaurants are exempt from these requirements as long as they provide containers for employees to separate post-consumer recyclables and organic waste purchased on the premise for customers.

34 **Recycling Storage Capacity** - Status: Outstanding
The developer shall provide adequate space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of California Assembly Bill (AB) 2176.

PRIOR TO LAND DISTURBANCE

Land Use Services - Planning

35 **Air Quality** - Status: Outstanding
Although the Project does not exceed South Coast Air Quality Management District thresholds, the Project proponent is required to comply with all applicable rules and regulations as the South Coast Air Quality Management is in non-attainment status for ozone and suspended particulates [PM10 and PM2.5 (State)]. To limit dust production, the Project proponent must comply with Rules 402 nuisance and 403 fugitive dust, which require the implementation of Best Available Control Measures for each fugitive dust source. This would include, but not be limited to, the following Best Available Control Measures. Compliance with Rules 402 and 403 are mandatory requirements and thus not considered mitigation measures: a. The Project proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities. 1. The Project proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading. Portions of the site that are actively being graded shall be watered to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday. 2. The Project proponent shall ensure that all disturbed areas are treated to prevent erosion. 3. The Project proponent shall ensure that all grading activities are suspended when winds exceed 25 miles per hour. b. Exhaust emissions from vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, will increase NOX and PM10 levels in the area. Although the Project will not exceed Mojave Desert Air Quality Management District thresholds during operations, the Project proponent will be required to implement the following requirements: 1. All equipment used for grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel. 2. The operator shall maintain and effectively utilize and schedule on-site equipment and on-site and off-site haul trucks in order to minimize exhaust emissions from truck idling.

36 **Diesel Regulations** - Status: Outstanding
The operator shall comply with all existing and future California Air Resources Board and South Coast Air Quality Management District regulations related to diesel-fueled trucks, which among others may include: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment. South Coast Air Quality Management District rules for diesel emissions from equipment and trucks are embedded in the compliance for all diesel fueled engines, trucks, and equipment with the statewide California Air Resources Board Diesel Reduction Plan. These measures will be implemented by the California Air Resources Board in phases with new rules imposed on existing and new diesel-fueled engines.

37 **GHG - Construction Standards** - Status: Outstanding
The developer shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce GHG emissions and submitting documentation of compliance. The developer/construction contractors shall do the following: a) Implement the approved Coating Restriction Plans. b) Select construction equipment based on low GHG emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment. c) Grading contractor shall provide and implement the following when possible: - training operators to use equipment more efficiently. - identifying the proper size equipment for a task can also provide fuel savings and associated reductions in GHG emissions. - replacing older, less fuel-efficient equipment with newer models. - use GPS for grading to maximize efficiency. d) Grading plans shall include the following statements: - "All construction equipment engines shall be properly tuned and maintained in accordance with the manufacturers specifications prior to arriving on site and throughout construction duration." - "All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes." e) Schedule construction traffic ingress/egress to not interfere with peak-hour traffic and to minimize traffic obstructions. Queuing of trucks on and off site shall be firmly discouraged and not scheduled. A flagperson shall be retained to maintain efficient traffic flow and safety adjacent to existing roadways. f) Recycle and reuse construction and demolition waste (e.g. soil, vegetation, concrete, lumber, metal, and cardboard) per County Solid Waste procedures. g) The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew and educate all construction workers about the required waste reduction and the availability of recycling services.

38 **Mitigation Measures** - Status: Outstanding
Please see Mitigation Monitoring and Reporting Program for mitigation measures to be completed prior to grading permit issuance.

Land Use Services - Building and Safety

39 **Demolition Permit** - Status: Outstanding
Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, back-filled and inspected before covering.

40 **Geotechnical Report** - Status: Outstanding
A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits or land disturbance.

41 **Wall Plans** - Status: Outstanding
Submit plans and obtain separate building permits for any required retaining walls.

Public Health– Environmental Health Services

42 **Vector Control Requirement** - Status: Outstanding
The project area has a high probability of containing vectors. A vector survey shall be conducted to determine the need for any required control programs. A vector clearance application shall be submitted to the appropriate Mosquito & Vector Control Program. For information, contact EHS Mosquito & Vector Control Program at (800) 442-2283 or West Valley Mosquito & Vector at (909) 635-0307.

PRIOR TO BUILDING PERMIT ISSUANCE

Land Use Services - Planning

43 **Architecture** - Status: Outstanding
Architectural elevations are considered conceptual. Final details with colors and material samples shall be submitted to the Planning Division for approval prior to building plan check submittal.

44 **Landscape and Irrigation Plan** - Status: Outstanding
Landscape and Irrigation Plans shall be prepared in conformance with Chapter 83.10, Landscaping Standards, of the County Development Code. The developer shall submit four copies of a landscape and irrigation plan to County Planning.

45 **Lighting Plans** - Status: Outstanding
The developer shall submit for review and approval to County Planning a photometric study demonstrating that the project light does not spill onto the adjacent properties, or public streets. Lighting fixtures shall be oriented and focused to the onsite location intended for illumination (e.g. walkways). Lighting shall be shielded away from adjacent sensitive uses, including the adjacent residential development, to minimize light spillover. The glare from any luminous source, including on-site lighting, shall not exceed 0.5 foot-candle at the property line. This shall be done to the satisfaction of County Planning, in coordination with County Building and Safety.

46 **Issuance/Building Permit Condition** - Status: Outstanding
A Landscape Plan shall be submitted for review and approval, including proposed fencing and walls, consistent with the County Development Code and Glen Helen Specific Plan, including those provisions contained in the Landscape Architecture Guidelines, Section GH3.0105 of the Glen Helen Specific Plan.

47 **Issuance/Building Permit Condition** - Status: Outstanding
CHINO VALLEY FIRE 2.1 - Fire access roads shall be constructed and approved by the Community Risk Reduction Division prior to combustibles being brought onto the site.

48 **Issuance/Building Permit Condition** - Status: Outstanding
CHINO VALLEY FIRE 2.2 - Approved street signs shall be installed prior to issuance of building permits, as well as a job site address.

49 **Issuance/Building Permit Condition** - Status: Outstanding
CHINO VALLEY FIRE 2.3 - Fire Protection water systems shall be tested, operational, and approved by the Community Risk Reduction Division prior to combustible materials being brought to the site.

50 **Issuance/Building Permit Condition** - Status: Outstanding
CHINO VALLEY FIRE 2.4 - All flammable vegetation shall be removed from each building site for a minimum distance of thirty feet (30') from any flammable building material including all structures.

51 **Issuance/Building Permit Condition** - Status: Outstanding
CHINO VALLEY FIRE 2.5 - A detailed site plan of the development is required to be submitted in electronic (pdf.) format. The plan must show and be limited to: locations of property lines, buildings, and equipment and hazards for emergency response purposes. Please refer to Fire District Standard No. 143. Additional or revised files may be required during construction and/or prior to final signoff.

52 **Issuance/Building Permit Condition** - Status: Outstanding
CHINO VALLEY FIRE 2.6 - The Developer shall submit, as an electronic file, a drawing of the new streets in pdf format to the Fire District with the building construction plans. Format must contain and be restricted to the following layers: A. Right of way; B. Parcel Lines; C. Street Names; D. Address numbers; E. Fire Hydrants. Additional or revised files may be required during construction and/or prior to final signoff.

53 **Mitigation Measures** - Status: Outstanding
Please see Mitigation Monitoring and Reporting Program for mitigation measures to be completed prior to building permit issuance

54 **Signs** - Status: Outstanding
All proposed on-site signs shall be shown on a separate plan, including location, scaled and dimensioned elevations of all signs with lettering type, size, and copy. Scaled and dimensioned elevations of buildings that propose signage shall also be shown. The applicant shall submit sign plans to County Planning for all existing and proposed signs on this site. The applicant shall submit for approval any additions or modifications to the previously approved signs. All signs shall comply with SBCC Chapter 83.13, Sign Regulations, SBCC §83.07.040, Glare and Outdoor Lighting Mountain and Desert Regions, and SBCC Chapter 82.19, Open Space Overlay as it relates to Scenic Highways (§82.19.040), in addition to the following minimum standards: a. All signs shall be lit only by steady, stationary shielded light; exposed neon is acceptable. b. All sign lighting shall not exceed 0.5 foot-candle. c. No sign or stationary light source shall interfere with a driver's or pedestrian's view of public right-of-way or in any other manner impair public safety. d. Monument signs shall not exceed four feet above ground elevation and shall be limited to one sign per street frontage.

Land Use Services - Building and Safety

55 **Construction Plans** - Status: Outstanding
Any building, sign, or structure to be added to, altered (including change of occupancy/use), constructed, or located on site, will require professionally prepared plans based on the most current adopted County and California Building Codes, submitted for review and approval by the Building and Safety Division.

56 **Temporary Use Permit** - Status: Outstanding
A Temporary Structures (TS) permit for non-residential structures for use as office, retail, meeting, assembly, wholesale, manufacturing, and/ or storage space will be required. A Temporary Use Permit (PTUP) for the proposed structure by the Planning Division must be approved prior to the TS Permit approval. A TS permit is renewed annually and is only valid for a maximum of five (5) years.

Public Health– Environmental Health Services

57 **Demolition Inspection Required** - Status: Outstanding
All demolition of structures shall have a vector inspection prior to the issuance of any permits pertaining to demolition or destruction of any premises. For information, contact EHS Mosquito & Vector Control Program at (800) 442-2283 or West Valley Mosquito & Vector at (909) 635-0307.

58 **Existing OWTS** - Status: Outstanding
Existing onsite wastewater treatment system can be used if applicant provides an EHS approved certification that indicates the system functions properly, meets code, has the capacity required for the proposed project, and meets LAMP requirements.

59 **Existing Wells** - Status: Outstanding
If wells are found on-site, evidence shall be provided that all wells are: (1) properly destroyed, by an approved C57 contractor and under permit from the County OR (2) constructed to EHS standards, properly sealed and certified as inactive OR (3) constructed to EHS standards and meet the quality standards for the proposed use of the water (industrial and/or domestic). Evidence, such as a well certification, shall be submitted to EHS for approval.

60 **New OWTS** - Status: Outstanding
If sewer connection and/or service are unavailable, onsite wastewater treatment system(s) may then be allowed under the following conditions: a. A soil percolation report shall be submitted to EHS for review and approval. For information, please contact the Wastewater Section at (800) 442-2283. b. An Alternative Treatment System, if applicable, shall be required.

61 **Preliminary Acoustical Information** - Status: Outstanding
Submit preliminary acoustical information demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance to noise standards, a project specific acoustical analysis shall be required. Submit information/analysis to the EHS for review and approval. For information and acoustical checklist, contact EHS at (800) 442-2283.

62 **Sewage Disposal** - Status: Outstanding
Method of sewage disposal shall be sewer service provided by City of Chino or an EHS approved onsite wastewater treatment system (OWTS) that conforms to the Local Agency Management Program (LAMP).

63 **Sewer Service Verification Letter** - Status: Outstanding
Applicant shall procure a verification letter from the sewer service provider identified. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewer provider. The letter shall reference the Assessor's Parcel Number(s).

64 **Water and Sewer - LAFCO** - Status: Outstanding
Water and/or Sewer Service Provider Verification. Please provide verification that the parcel(s) associated with the project is/are within the jurisdiction of the water and/or sewer service provider. If the parcel(s) associated with the project is/are not within the boundaries of the water and/or sewer service provider, submit to EHS verification of Local Agency Formation Commission (LAFCO) approval of either: 1. Annexation of parcels into the jurisdiction of the water and/or sewer service provider; or, 2. Out-of-agency service agreement for service outside a water and/or sewer service provider's boundaries. Such agreement/contract is required to be reviewed and authorized by LAFCO pursuant to the provisions of Government Code Section 56133.

65 **Water Purveyor** - Status: Outstanding
Water purveyor shall be Monte Vista WD or EHS approved.

66 **Water Service Verification Letter** - Status: Outstanding
Applicant shall procure a verification letter from the water service provider. This letter shall state whether or not water connection and service shall be made available to the project by the water provider. This letter shall reference the File Index Number and Assessor's Parcel Number(s). For projects with current active water connections, a copy of water bill with project address may suffice.

Public Works - Solid Waste Management

67 **CDWMP Part I** - Status: Outstanding
CDWMP Part I must be submitted prior to issuance of the permit. For questions related to the submittal of this plan please call (909) 386-8701 or visit the EZOP website at http://wp.sbcounty.gov/ezop/permits/construction-waste-management-plan-part-1/

Public Works - Traffic

68 **Regional Transportation Fee** - Status: Outstanding
Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Chino Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid to the Land Use Services Department. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. The Plan Fee is subject to change periodically. Currently, the fee is $5.35 per square foot for Industrial Use, which includes the 22,267 square foot building per the site plan. Therefore, the estimated Regional Transportation Fees for the Project is $119,128.45. The current Regional Transportation Development Mitigation Plan can be found at the following website:
https://www.sbcounty.gov/uploads/DPW/docs/Fee-Schedule-Regional-Plan.pdf

69 **Street Improvements** - Status: Outstanding
The applicant shall design their street improvement plans to include the following: • East End Ave Driveways o The southerly driveway shall be entrance only with an "Truck Entry" sign. The sign shall be placed within the property line at the driveway and the owner is responsible for maintaining the sign. o The northerly driveway shall be exit only with an "Wrong Way, Do Not Enter" sign. The sign shall be placed within the property line at the driveway and the owner is responsible for maintaining the sign.

PRIOR TO OCCUPANCY

Land Use Services - Planning

70 **Occupancy Condition** - Status: Outstanding
CHINO VALLEY FIRE 3.1 - An automatic protection fire sprinkler system is required for all buildings 5,000 sq. ft or greater. and/or when used for allowable area increase, if applicable. This system shall comply with NFPA Standard No. 13 and Fire District Standard No. 110. An electronic/PDF set of detailed plans along with hydraulic calculations and material specifications shall be submitted to the Community Risk Reduction Division. The system shall be installed, tested and approved prior to system final. Fire sprinkler systems shall be installed by a licensed C-16 contractor and the contractor is required to submit a report to the compliance engine (TCE).

71 **Occupancy Condition** - Status: Outstanding
CHINO VALLEY FIRE 3.2 - An automatic fire alarm system is required. An electronic/PDF set of detailed plans shall be submitted showing the design, system components, signaling devices, fire alarm power supply, control panel and auxiliary devices and functions of the alarm system. Please refer to Fire District Standard No. 133 and current adopted editions of the California Building Code, as well as NFPA Standard 72. The contractor is required to submit a report to the compliance engine (TCE).

72 **Occupancy Condition** - Status: Outstanding
CHINO VALLEY FIRE 3.13 - An electronic/PDF set of plans shall be submitted separately for each of the following listed items to the Fire District for review, approval and permit prior to any installation or work being done. Approved plans must be maintained at the worksite during construction. Fees are due at the time of submittal. a) Building Construction, includes tenant improvement work b) Private (onsite) Underground Fire Protection Water Systems, if applicable c) Fire Sprinkler Systems, designed by C16 contractor or registered engineer d) Fire Alarm Systems or Sprinkler Monitoring Systems designed by a C7, C10 contractor or registered engineer. e) Knox box and/or security gate locations. f) Emergency Responder Radio Coverage Systems

73 **Occupancy Condition** - Status: Outstanding
CHINO VALLEY FIRE 3.12 - Hot work areas shall not contain combustible materials or shall be provided with appropriate shielding to prevent sparks, slag or heat from igniting exposed combustibles. The hot work area shall have no cracks or cracks shall be tightly covered in the flooring, walls, ducts or shafts to prevent the passage of sparks to adjacent combustibles. If partitions are used to separate the hot work area, they shall be noncombustible, in fixed hot work areas, partitions shall be securely connected to the floor such that no gap exists between the floor and the partition. The hot work area shall have a noncombustible surface. Hot work areas shall maintain good housekeeping; the floor area shall be kept clean. In the event, hot work needs to be performed close to automatic sprinklers, noncombustible barriers or damp cloth guards shall shield the individual sprinkler heads and shall be removed when the work is completed. If the work extends over several days, the shield or cloth shall be removed at the end of each work day. Hot work areas shall be provided with the following warning signs: -CAUTION -HOT WORK IN PROGRESS -STAY CLEAR A fire watch shall be provided during the hot work operation and shall continue for a minimum of 30 minutes after the conclusion of said work. Records of “prework check” reports shall me maintained on site for 48 hours after hot work is completed. The prework check shall include the following: a). Ensure that hot work equipment to be used is in satisfactory operating condition and in good repair. b). Ensure hot work site is clear of combustibles or combustibles are protected, including exposures. c). Ensure any openings are protected and floors are clean. d). Fire watch is assigned. e). Care has been taken to prevent accidental activation of fire sprinklers or other life safety systems. f). The fire extinguisher for the hot work area is not blocked and accessible. A minimum of one portable fire extinguisher with a rating of 2-A:20-B:C shall be readily accessible within 30 feet of each hot work area. All compressed gas cylinders used shall be properly secured against accidental dislodgement and against access by unauthorized personnel. Compressed gas cylinders shall be protected from physical damage by an approved means. Pressure relief devices shall be arranged to discharge upward and unobstructed to the open air in such a manner as to prevent any impingement of escaping gas upon the container, adjacent structures or personnel. The storage area of the compressed gases shall be properly marked with an NFPA 704 placard as well as a sign reading: COMPRESSED GAS. The storage area shall be provided with adequate lighting.

74 **Occupancy Condition** - Status: Outstanding
CHINO VALLEY FIRE 3.11 - A technical analysis and report shall be submitted for Fire District approval for any proposed hazardous material use and storage. The report shall include requirement as specified in the current adopted edition of the California Fire Code, well as requirements specified in the current edition of the California Building Code.

75 **Occupancy Condition** - Status: Outstanding
CHINO VALLEY FIRE 3.10 - A detailed plan and technical analysis shall be submitted showing any proposed High-Piled Combustible Storage, which is storage over twelve (12) feet high of ordinary (class I-IV) commodities and/or over six (6) feet high storage of high hazard commodities, such as flammable liquids or plastics. The plan shall include requirements as specified within the current adopted edition of the California Fire Code and NFPA 13.

76 **Occupancy Condition** - Status: Outstanding
CHINO VALLEY FIRE 3.9 - Commercial, industrial, and multi-family building addresses shall be posted with a minimum eight inch (8") numbers, visible from the street and during the hours of darkness they shall be internally or externally electrically illuminated. Posted numbers shall contrast with the background used and be legible from the street.

77 **Occupancy Condition** - Status: Outstanding
CHINO VALLEY FIRE 3.8 - An approved key switch is required on each automatic electric security gate. All automatic gates shall be provided with a manual override. Fire District Standard No. 116 & 117 shall be complied with.

78 **Occupancy Condition** - Status: Outstanding
CHINO VALLEY FIRE 3.7 - An approved recessed Fire Department "KNOX" brand key box is required. The key box shall be located at or near the main entrance(s), and shall be provided with a tamper switch and shall be monitored by an approved central station monitoring service. Please refer to Fire District Standard No. 117.

79 **Occupancy Condition** - Status: Outstanding
CHINO VALLEY FIRE 3.6 - No Parking - Fire Lane" signs shall be installed in interior access drives at locations designated by the Community Risk Reduction Division. Curbs shall be painted red at locations designated by the Community Risk Reduction Division. Please refer to Fire District Standard No. 121.

80 **Occupancy Condition** - Status: Outstanding
CHINO VALLEY FIRE 3.5 - Exits, doors, signs and approved path marking shall be installed in accordance with the current adopted edition of the California Building Code, Section 1007.

81 **Occupancy Condition** - Status: Outstanding
CHINO VALLEY FIRE 3.4 - Hand-held portable fire extinguishers are required to be installed. The location, type and cabinet design shall be approved by the Community Risk Reduction Division.

82 **Occupancy Condition** - Status: Outstanding
CHINO VALLEY FIRE 3.3 - Approved in-building, two-way emergency responder communication coverage for emergency responders shall be provided in all new buildings. In-building, two-way emergency responder communication coverage within the building shall be based on the existing coverage levels of the public safety communication systems utilized by the jurisdiction, measured at the exterior of the building. System shall comply with current adopted edition of the California Fire Code, NFPA 70, 72 & 1221 and the contractor is required to submit a report to the compliance engine (TCE).

83 **Fees Paid** - Status: Outstanding
Prior to final inspection by Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, the applicant shall pay in full all fees required under actual cost job number PROJ-2023-00001.

84 **Installation of Improvements** - Status: Outstanding
All required on-site improvements shall be installed per approved plans.

85 **Landscaping/Irrigation** - Status: Outstanding
All landscaping, dust control measures, all fences, etc. as delineated on the approved Landscape Plan shall be installed. The developer shall submit the Landscape Certificate of Completion verification as required in SBCC Section 83.10.100. Supplemental verification should include photographs of the site and installed landscaping.

86 **Mitigation Measures** - Status: Outstanding
Please see Mitigation Monitoring and Reporting Program for mitigation measures to be completed prior to occupancy permit issuance

87 **Screen Rooftop** - Status: Outstanding
All roof top mechanical equipment is to be screened from ground vistas.

88 **Shield Lights** - Status: Outstanding
Any lights used to illuminate the site shall include appropriate fixture lamp types as listed in SBCC Table 83-7 and be hooded and designed so as to reflect away from adjoining properties and public thoroughfares and in compliance with SBCC Chapter 83.07, "Glare and Outdoor Lighting" (i.e. "Dark Sky Ordinance).

89 **Condition Compliance** - Status: Outstanding
Prior to occupancy/use, all conditions shall be completed to the satisfaction of County Planning with appropriate authorizing approvals from each reviewing agency.

90 **GHG - Installation/Implementation Standards** - Status: Outstanding
The developer shall submit for review and obtain approval from County Planning of evidence that all applicable GHG performance standards have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/procedures include the following: a) Design features and/or equipment that cumulatively increases the overall compliance of the project to exceed Title 24 minimum standards by five percent. b) All interior building lighting shall support the use of fluorescent light bulbs or equivalent energy-efficient lighting. c) Installation of both the identified mandatory and optional design features or equipment that have been constructed and incorporated into the facility/structure.

County Fire - Hazardous Materials

91 **Permit Required** - Status: Outstanding
Prior to occupancy, a business or facility that handles hazardous materials in quantities at or exceeding 55 gallons, 500 pounds, or 200 cubic feet (compressed gas) at any one time or generates any amount of hazardous waste shall obtain hazardous material permits from this department. Prior to occupancy, the business operator shall apply for permits (Hazardous Material Handler Permit, Hazardous Waste Generator Permit, Aboveground Petroleum Storage Tank Permit, Underground Storage Tank Permit, or other applicable permits) by submitting a complete hazardous materials business plan using the California Environmental Reporting System (CERS) at http://cers.calepa.ca.gov/ or apply for exemption from permitting requirements. Contact the Office of the Fire Marshal, Hazardous Materials Section at (909) 386-8401 or visit https://sbcfire.org/hazmatcupa/ for more information.

Land Use Services - Building and Safety

92 **Condition Compliance Release Form Sign-off** - Status: Outstanding
Prior to occupancy all Department/Division requirements and sign-offs shall be completed.

PRIOR TO RECORDATION

Land Use Services - Planning

93 **Recordation Condition** - Status: Outstanding
CHINO VALLEY FIRE 1.1 - Fire access roads shall be designed and plans submitted to the Fire District for approval. Fire access roads shall be constructed of an all-weather hard surface, such as, asphalt or concrete, and be a minimum unobstructed width of 26 feet and minimum clear height of 13'6". The road grade shall not exceed twelve percent (12%) maximum. An approved turn around shall be provided at the end of each roadway in excess of 150 feet in length. Aerial access shall be provided for any buildings 30' ft. and higher per 2019 CFC. Appendix D. A 26' ft. wide access road shall be a minimum of 15' ft. to the building and a maximum of 30' ft. from the building. Access roads shall comply with Fire District Standard No. 111.

94 **Recordation Condition** - Status: Outstanding
CHINO VALLEY FIRE 1.2 - The development and each phase shall have two (2) points of vehicular access during construction. Fire District Standard No. 111 shall be complied with.

95 **Recordation Condition** - Status: Outstanding
CHINO VALLEY FIRE 1.5 - Access drives which cross property lines shall be provided with CC & R's, access easements or reciprocating agreements and shall be recorded on the titles of affected properties. Copies of the recorded documents shall be provided at the time of Fire District plan review.

96 **Recordation Condition** - Status: Outstanding
CHINO VALLEY FIRE 1.4 - Fire hydrants shall be six-inch (6") diameter with a minimum one four-inch (4") and one two and one-half inch (2-1/2") connections. All fire hydrants shall be spaced a maximum of three hundred feet (300') apart. Private water systems shall comply with Fire District Standard Nos. 101, 102, and 114. All hydrants shall be installed with pavement markers to identify their locations.

97 **Recordation Condition** - Status: Outstanding
CHINO VALLEY FIRE 1.3 - Water systems shall be designed to meet the required fire flow of this development and be approved by the Community Risk Reduction Division. Buildings in excess of 100,000 square feet shall have a minimum of two (2) connections to a public main. The developer shall furnish the Community Risk Reduction Division with three (3) copies of the water system working plans done by the installing contractor for approval, along with the Fire Flow Availability Form completed by the water purveyor prior to recordation. The required fire flow shall be determined by using the California Fire Code, current adopted edition. For all private systems, the water systems shall comply with Fire District Standard Nos. 101, 102, and 103. In areas without water-serving utilities, fire protection water systems shall be based on NFPA Pamphlet 1231. For water connections and work conducted in the public right of way, please refer to separate plans reviewed and approved by the water purveyor.

98 **Recordation Condition** - Status: Outstanding
CHINO VALLEY FIRE 1.6 - Underground fire mains which cross property lines shall be provided with CC & R's, easements, or reciprocating agreements addressing the use and maintenance of the mains and hydrants and shall be recorded on the titles of affected properties. Copies of the recorded documents shall be provided at the time of Fire District plan review.

PRIOR TO FINAL INSPECTION

Public Works - Solid Waste Management

99 **CDWMP Part II** - Status: Outstanding
CDWMP Part II must be submitted prior to the Final Inspection. For questions related to the submittal of this plan please call (909) 386-8701 or visit the EZOP website at http://wp.sbcounty.gov/ezop

If you would like additional information regarding any of the conditions in this document, please contact the department responsible for applying the condition and be prepared to provide the Record number above for reference. Department contact information has been provided below.

Department/Agency	Office/Division	Phone Number
Land Use Services Dept.	San Bernardino Govt. Center	(909) 387-8311
(All Divisions)	High Desert Govt. Center	(760) 995-8140

Web Site	https://lus.sbcounty.gov/	
County Fire	San Bernardino Govt. Center	(909) 387-8400
(Community Safety)	High Desert Govt. Center	(760) 995-8190
Web Site	https://www.sbcfire.org/	
County Fire	Hazardous Materials	(909) 386-8401
	Flood Control	(909) 387-7995
Dept. of Public Works	Solid Waste Management	(909) 386-8701
	Surveyor	(909) 387-8149
	Traffic	(909) 387-8186
Web Site	https://dpw.sbcounty.gov/	
Dept. of Public Health	Environmental Health Services	(800) 442-2283
Web Site	https://dph.sbcounty.gov/programs/ehs/	
Local Agency Formation Commission (LAFCO)		(909) 388-0480
Web Site	http://www.sbclafco.org/	
	Water and Sanitation	(760) 955-9885
	Administration,	
	Park and Recreation,	
Special Districts	Roads, Streetlights,	(909) 386-8800
	Television Districts, and Other	
External Agencies (Caltrans, U.S. Army, etc.)		*See condition text for contact information...*

EXHIBIT E

EIR Addendum

SAN BERNARDINO COUNTY
ENVIRONMENTAL IMPACT REPORT ADDENDUM
ENVIRONMENTAL CHECKLIST FORM

This form and the descriptive information in the application package constitute the contents of the Initial Study pursuant to San Bernardino County Guidelines under Ordinance 3040 and CEQA Guidelines Section 15063.

PROJECT LABEL:

APN(s):	0262-021-14		
APPLICANT:	Jack Lanphere	***USGS QUAD:***	Devore
COMMUNITY:	Supervisorial District 5 (City of San Bernardino Sphere of Influence)	***T, R, SECTION:***	Township: 1 North Range: 5 West
LOCATION:	19407 Cajon Boulevard		
PROJECT NO.	PROJ-2022-00019	***SPECIFIC PLAN:***	Glen Helen Specific Plan
STAFF:	Azhar Khan, Planner	***OLUD:***	Corridor Industrial (GH/SP - CI)
REP('s):	Jack Lanphere	***PLANNING AREA:***	N/A
PROPOSAL:	Conditional Use Permit to construct and operate a semitrailer storage facility	***OVERLAYS:***	Fire Safety: Yes (FS-1) Flood Plain Safety: No Dam Inundation Zone: No Airport Safety Review: No Noise Hazard: No Earthquake Fault Zone: No Liquefaction Susceptibility: No

PROJECT CONTACT INFORMATION:

Lead Agency: San Bernardino County
Land Use Services Department – Planning Division
385 North Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415-0182

Contact Person: Azhar Khan, Planner

Phone No. (909) 601-4667

E-mail: azhar.khan@lus.sbcounty.gov

Project Sponsor: Premier Trailers, LLC
5201 Tennyson Parkway, Suite 250
Plano, TX 75024

CEQA Consultant: T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

PROJECT DESCRIPTION:

The project evaluated by this EIR Addendum is the San Bernardino Premier Trailer Storage Facility Project (hereinafter referred to as the "Project" and as described in further detail on the following pages) consists of an application from Jack Lanphere (hereinafter "Project Applicant") on behalf of Premier Trailer Leasing, LLC (hereinafter "Project Sponsor") for a Conditional Use Permit (PROJ-2022-00019) to redevelop an approximate 10.4-acre property located at 19407 Cajon Boulevard in unincorporated San Bernardino County (hereinafter "Project Site"). Figure 1, *Regional Map*, and Figure 2, *Vicinity Map*, depict the location of the Project Site. Copies of the entitlement application materials for the proposed Project are herein incorporated by reference pursuant to CEQA Guidelines Section 15150 and are available for review at the San Bernardino County Land Use Services Department, Planning Division, located at 385 N. Arrowhead Avenue, 1st Floor, San Bernardino, CA 92415.

Conceptual Site Plan

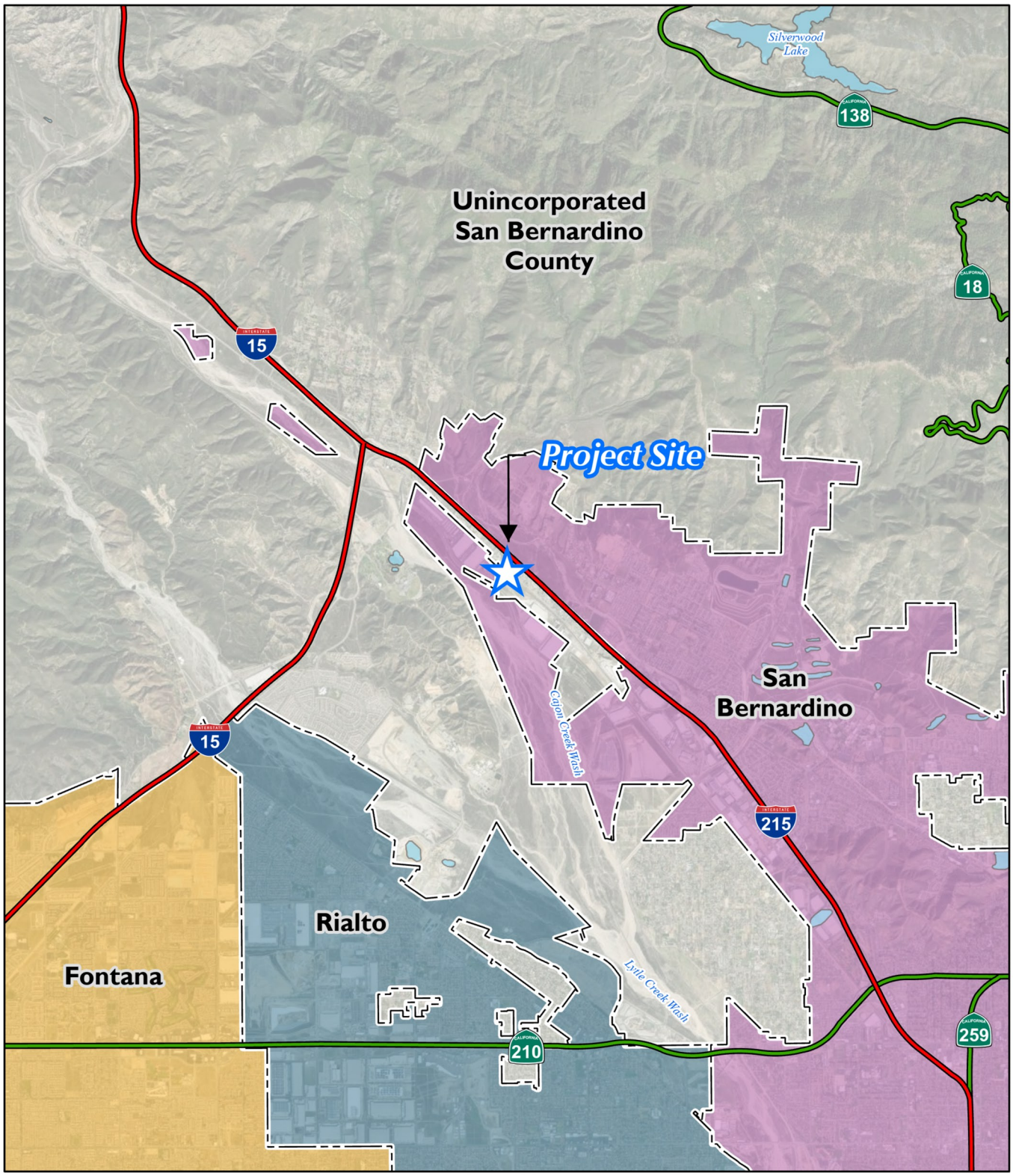
The proposed site plan for the Project is illustrated on Figure 3, *Conceptual Site Plan.* The primary development features of the Project are a leasing office building and a semitrailer parking area. The 1,718 square-foot (s.f.) leasing office building is provided at the southeast corner of the Project Site. The leasing office also includes a 288 s.f. outdoor patio/break area. An employee parking area with nine (9) standard automobile parking spaces (including two [2] accessible spaces) abuts the leasing office building (on the south side of the building) as does a screened refuse and recycling area (on the north side of the building). To the north of the leasing office building is a paved semitrailer parking area with 202 parking stalls that can accommodate trailers up to 53 feet in length. Sixteen (16) pole-mounted light fixtures would be installed along the perimeter of the semitrailer parking area; three (3) pole-mounted light fixtures would be installed interior to the semitrailer parking area. A dual-swing gate is provided at the Project's driveway to Cajon Boulevard; the proposed gate would be closed during non-business hours to restrict access to the Project Site. A six (6)-foot-tall steel fence is provided along the Project Site boundary for security.

Conceptual Architecture

The proposed architectural design for the proposed leasing office building is illustrated on Figure 4, *Conceptual Architectural Elevations*. The leasing office building would feature ribbed metal panel siding (color: greige), a wainscot of tumbled brick veneer (color: warm brown), and a standing seam metal roof (color: dark bronze). Proposed windows and doors would feature clear glazing; door frames would be dark bronze. Metal awnings would be provided above storefront windows and doors as a decorative element. The height of the building would vary from 15.5 feet to approximately 17 feet. The interior of the building would business areas (including a lobby, lounge/break room, and offices), accessory storage and mechanical equipment rooms, and restrooms.

Conceptual Landscape Plan

The Project's conceptual landscape plan is depicted in Figure 5, *Conceptual Landscape Plan.* Proposed landscaping would be ornamental in nature. Landscaping would feature drought-tolerant and fire-resistant trees and shrubs, drought-tolerant groundcovers, and mulch. Trees and shrubs would be concentrated along the Project Site's frontage with Cajon Boulevard and adjacent to the proposed leasing office building. A groundcover seed mix of native, drought-tolerant plants (including a variety of grasses,



Source(s): Esri, SB County (2023)

Figure 1

0 0.375 0.75 1.5 Miles

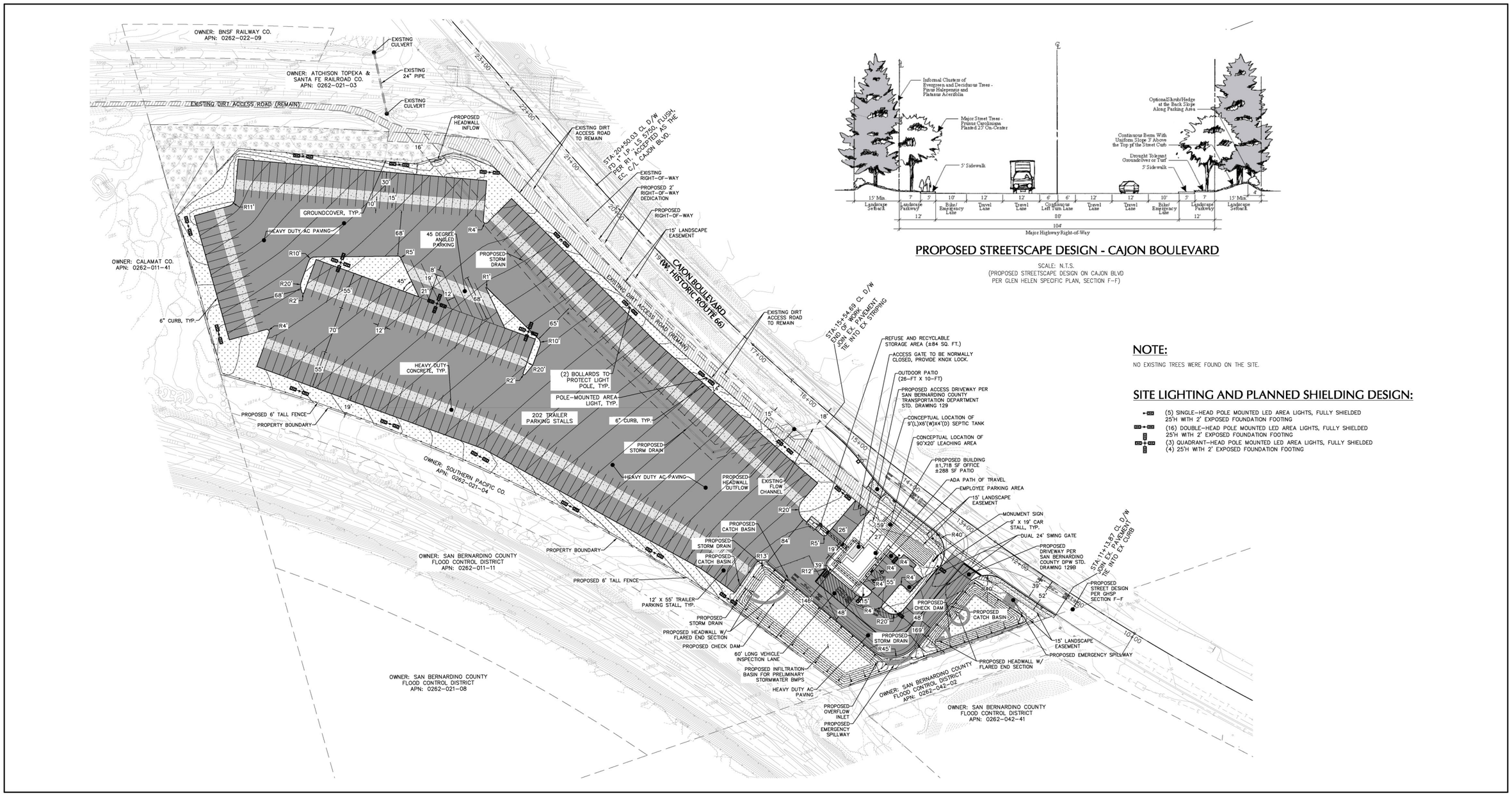
Regional Map

Source(s): Esri, SB County (2023)

0 625 1,250 2,500 Feet

Figure 2

Vicinity Map



Source(s): Langan Engineering and Environmental Services, Inc. (03-27-2023)

Figure 3

Not to Scale

Conceptual Site Plan

#	ITEM	COLOR	REMARKS	#	ITEM	COLOR	REMARKS
01	PBR METAL PANEL SIDING	DE6227 "MUSLIN"	VERTICAL ORIENTATION	09	STEEL METAL DOOR W/ HOLLOW METAL FRAMES	DARK BRONZE	SHOWN W/ OPTIONAL TEMP. GLAZING
02	WAINSCOT OF THIN BRICK VENEER & STONE CAP	WARM BROWN / CONTRAST CAP	TUMBLED TEXTURE	10	PRE-FABRICATED ALUMINUM METAL AWNINGS. 36" x LENGTH PER PLAN. MODEL: IMPERIAL MARQUEE MANUF.: GENERAL AWNINGS (OR EQ.)	GUTTER & BRACES: BLACK ROOF PANELS: ANODIZED	6" GUTTER, 8"-WIDE FLAT ROOF PANELS SHOWN W/ OPTIONAL 6" SQ. METAL WALL PLATES
03	STANDING SEAM METAL ROOF	DARK BRONZE	SLOPE = 1.5:12 & RIB SPACING: 16" O.C.				
04	2X14 PAINTED WOOD - ROOF FASCIA BOARD	DARK BROWN COLOR	--				
05	ROOF EAVE SOFFIT 1X STARTER BOARD	NATURAL	--	11	EXTERIOR LIGHTING: LED WALL PAK	BLACK FINISH	--
06	GUTTER W/ EXTERIOR DOWNSPOUTS	MATCH ITEM #03	--	12	EXTERIOR LIGHTING: LED LIGHT FIXTURE	--	INSTALL CENTERED UNDER AWNING
07	ALUM. STOREFRONT WINDOW ASSEMBLIES (TYP.)	NATURAL COLOR	W/ DOUBLE CLEAR LOW-E GLAZING	13	WEEP SCREED AND FLASHING	PAINT TO MATCH ITEM #01	--
08	ALUMINUM FRAME FIXED PICTURE WINDOWS (TYP.)	MATCH ITEM #07	W/ DOUBLE CLEAR LOW-E GLAZING	14	12" HIGH (MIN.) ADDRESS NUMERALS	CONTRAST TO BACKGROUND	SANS-SERIF FONT AS SHOWN

MATERIALS LEGEND & SPECIFICATIONS

#	ITEM	COLOR	REMARKS	#	ITEM	COLOR	REMARKS
01	PBR METAL PANEL SIDING	DE6227 "MUSLIN"	VERTICAL ORIENTATION	09	STEEL METAL DOOR W/ HOLLOW METAL FRAMES	DARK BRONZE	SHOWN W/ OPTIONAL TEMP. GLAZING
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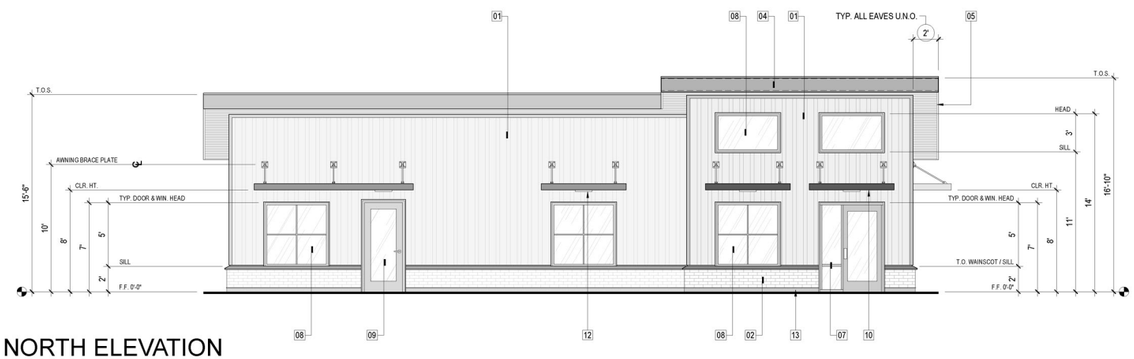
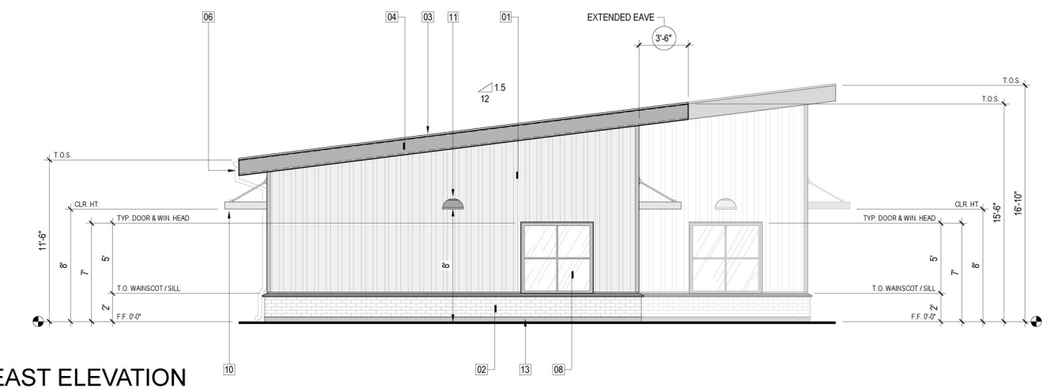
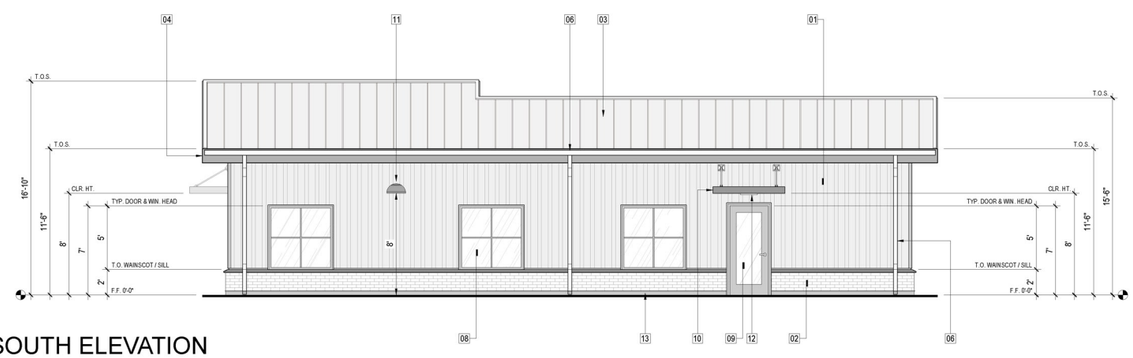
MATERIALS LEGEND & SPECIFICATIONS



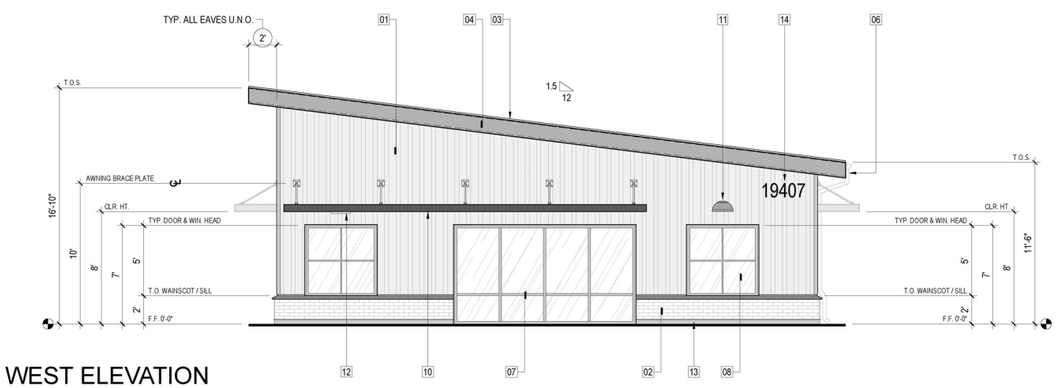
NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



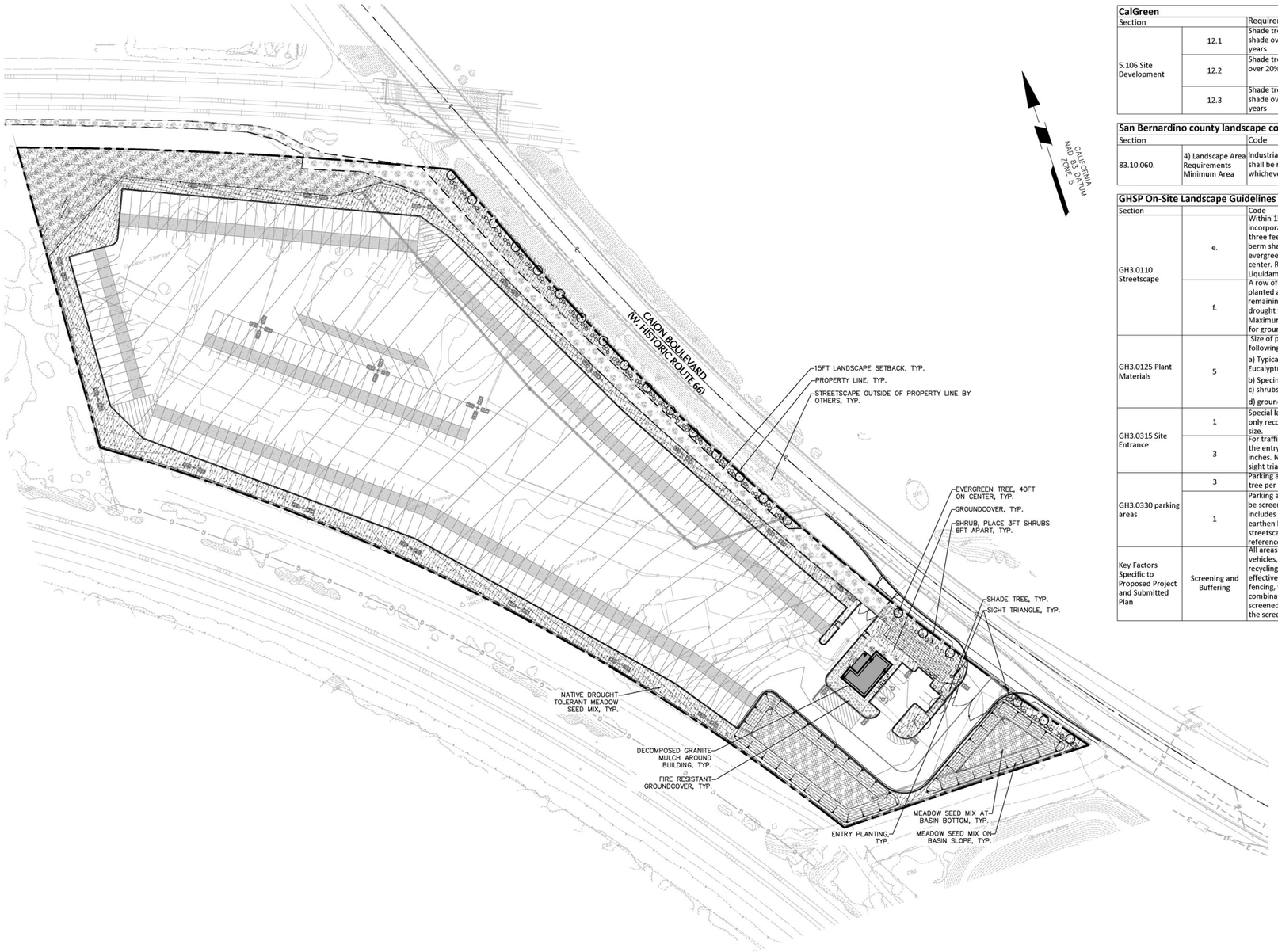
WEST ELEVATION

Source(s): L&S Architects, Inc. (02-04-2022)

Figure 4

Not to Scale

Conceptual Architectural Elevations



CalGreen

Section		Requirement	Calculation	Compliance
5.106 Site Development	12.1	Shade tree planting shall be installed to provide shade over 50% of the parking area within 15 years	Parking lot area: 3,499 sf; 50% of 3,499 = 1,750 sf. Proposed: 1,443 sf	Waiver required
	12.2	Shade tree plantings shall be installed to provide over 20% of the landscape area within 15 years	landscape area: 102,741 sf; 20% of 102,741 = 20,548 sf. Proposed: 0 sf	Waiver required
	12.3	Shade tree planting shall be installed to provide shade over 20% of the hardscape area within 15 years	Hardscape area: 589sf; 20% of 589 = 118 sf. Proposed: 0 sf	Waiver required

San Bernardino county landscape codes

Section		Code	Calculation	Compliance
83.10.060.	4) Landscape Area Requirements Minimum Area	Industrial/Warehouse, minimum landscape area shall be more than 15% of lot area or 1000sqft, whichever is the larger number.	Required 454872sqft x 15% = 68,231sqft proposed 102,741sqft	Complies

GHSP On-Site Landscape Guidelines

Section		Code	Calculation	Compliance
GH3.0110 Streetscape	e.	Within 15-foot landscape setback area, incorporate a continuous berm with uniform slope three feet above the top of the street curb. The berm shall be planted with informal clusters of evergreen trees planted averaging 40 feet on center. Recommended street trees are Liquidamber styraciflua and Pinus canariensis.	Evergreen trees Pinus canariensis averaging 40ft on center are proposed	Planting Complies Waiver required for berm
	f.	A row of shrub/hedge three feet in height shall be planted at the backside of the berm. The remaining areas on the berm shall be covered with drought tolerant groundcover and/or turf. Maximum slope for turf is 3:1 and maximum slope for groundcover is 2:1.	A row of shrub 3ft H. are planted, remaining areas are covered with drought tolerant seed mix	Planting Complies
GH3.0125 Plant Materials	5	Size of plant materials shall conform to the following a) Typical trees: minimum 24-inch box, except Eucalyptus species, which shall be five gallons. b) Specimen trees: minimum 36-inch box c) shrubs: minimum one gallon d) groundcover: 100% coverage within one year		Complies
GH3.0315 Site Entrance	1	Special landscaping treatment at the site entry is only recommended for sites at or over five acres in size.		Complies
	3	For traffic visibility purpose, shrubs planted along the entry driveways shall not be taller than 30 inches. No trees shall be planted within the clear sight triangles.		Complies
GH3.0330 parking areas	3	Parking area trees are required at a ratio of one tree per every four stalls.	9 parking spaces/4=3 trees Proposed 3 trees	Complies
	1	Parking areas at street and freeway frontage must be screened with landscape treatments. This includes shrubs/hedges of three feet minimum, an earthen berm or a combination of both. See streetscape design guidelines section for reference.	Shrubs are provided along parking areas	Complies
Key Factors Specific to Proposed Project and Submitted Plan	Screening and Buffering	All areas for outdoor storage of equipment or vehicles, industrial materials, refuse, collection, recycling or service areas, shall be enclosed or effectively screened from public view by use of fencing, walls, landscaping, berms, or some combination of these devices. The height of screened material shall not exceed the height of the screening device.	Trailer storage screened by evergreen trees where feasible Streetscape designed by others	Complies

Source(s): Langan Engineering and Environmental Services, Inc. (01-28-2022)

Not to Scale

Figure 5

Conceptual Landscape Plan

flowering plants, and shrubs) would be provided along the perimeter of the semitrailer parking area. Decomposed granite mulch would be provided along the northwestern corner of the Project Site. The Project's planting and irrigation plans are required to comply with Chapter 83.10 of the San Bernardino County Development Code, which establishes requirements for landscape design, irrigation system design, and water-use efficiency.

Project Improvements

- ❑ Public Roadway Improvements

The only public street abutting the Project Site is Cajon Boulevard. Along the Project Site frontage, Cajon Boulevard is constructed as a two-lane road with shoulder on both sides of the street under existing conditions. The Project would widen the west side of Cajon Boulevard to include a painted median, two vehicular travel lanes, a shared bike lane/emergency shoulder, and sidewalk, consistent with the Glen Helen Specific Plan, beginning at the southeast corner of the Project Site and extending approximately 375 feet north/northwest.

- ❑ Water Improvements

The Project would receive water service from the San Bernardino Municipal Water Department via a connection to an existing water line beneath Cajon Boulevard.

- ❑ Wastewater Improvements

The Project provides for the installation of an on-site septic system for wastewater treatment. The septic tank and leach field are located to the north/northeast of the proposed leasing office building.

- ❑ Drainage Plan

Stormwater runoff within the Project Site would sheet flow is a southerly direction across the Site into a network of catch basins, which then discharge into proposed infiltration basins provided on the southern portion of the Site. All flows would be directed to Infiltration Basin #1. Under heavy storm events when Infiltration Basin #1 exceeds capacity, storm water runoff will overflow to a riser structure that conveys runoff to Infiltration Basin #2. Under peak storm events where both Infiltration Basins #1 and #2 exceed capacity, a spillway is provided to allow excess stormwater flows to discharge onto Cajon Boulevard.

Under existing conditions, stormwater runoff from areas to the north of the Project Site flows onto the Site. The Project provides for the installation of a concrete headwall at the northeast corner of the Site (where off-site flows enter the Project Site) to intercept off-site stormwater runoff and an underground pipe system to convey these runoff flows across the Site and discharge to an existing concrete drainage "ramp" that connects to Cajon Boulevard.

Project Construction Characteristics

Proposed construction activities would disturb all portions of the Project Site with the exception of an existing unpaved access road to the adjacent BNSF railway, which is located generally adjacent to Cajon Boulevard and traverses the eastern and northeastern portions of the Site. Construction activities would commence with site preparation and the removal of any remnants of the former use of the subject property. After site preparation, the property would be graded, and underground infrastructure would be installed. Proposed earthwork and grading activities would occur in one phase and are expected to

balance; no import or export of soil materials would be required. Proposed manufactured slopes would have a maximum incline of 2:1. Next, surface materials would be poured and the building would be erected, connected to the underground utility system, and painted. Lastly, landscaping, fencing/walls, and other site improvements would be installed. Construction equipment is expected to be in operation on the Project site eight hours per day, five days per week during the construction phase. The estimated construction schedule and types and numbers of heavy equipment expected to be used during construction activities are summarized in Tables 3-2 and 3-3 of the Project's Air Quality Impact Analysis (see *Technical Appendix A*).

Project Operational Characteristics

The Project would be occupied by Premier Trailer Leasing and operated as a semitrailer leasing facility. Semitrucks ("tractors") would travel to and from the Project Site to pick-up and return empty, unloaded trailers. The number of semitrailers parked at the facility would fluctuate based on local demand. The Project's operating hours are expected to be from 8:00 a.m. to 5:00 p.m., Monday through Friday. Pick-ups from/deliveries to the Project Site may occur outside of normal business hours on occasion. Between three (3) and five (5) employees are expected to be on the Project Site at any given time.

Additional Approvals Required by Other Public Agencies

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

- Federal: N/A
- State of California: Santa Ana Regional Water Quality Control Board (NPDES General Construction Permit)
- San Bernardino County: Department of Land Use Services – Building and Safety; Department of Public Health – Environmental Health Services; and Department of Public Works
- Regional: N/A
- Local: N/A

PROJECT BACKGROUND AND HISTORY

Prior CEQA Compliance

In 2005, the San Bernardino County adopted the Glen Helen Specific Plan (GHSP) to guide development for approximately 3,400 acres of unincorporated land in the Devore area, located south of the intersection of the Interstate 15 (I-15) and Interstate 215 (I-215) freeways. The GHSP went into effect on December 15, 2005.

The Project Site is located within the Cajon and Kendall Corridors portion of the GHSP. An Environmental Impact Report (EIR) was prepared for the GHSP project (herein, "GHSP EIR") to analyze and disclose the potential environmental effects of long-term development across the GHSP area. The Final EIR was certified in December, 2005. The GHSP EIR and all of its technical appendices are herein incorporated by reference pursuant to CEQA Guidelines Section 15150, and are available for public review at the San Bernardino County, Land Use Services Department – Planning Division, located at 385 North Arrowhead Avenue, 1st Floor, San Bernardino, CA 92415-0182.

CEQA Rules and Requirements for an Addendum

The CEQA Guidelines allow for the updating and re-use of a previously approved/certified CEQA document when a subsequent project is within the scope of the analysis of the earlier approved CEQA document and when some changes or additions to the original CEQA document are necessary to fully address the subsequent project but none of the following conditions are met:

a. Substantial changes are proposed in the project which will require major revisions of the previous negative declaration due to the involvement of environmental effects or a substantial increase in the severity of previously identified significant effects;

b. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

c. 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 negative declaration was approved as complete, shows any of the following:

    1. The project will have one or more significant effects not discussed in the previous declaration;

    2. Significant effects previously examined will be substantially more severe than shown in the previous negative declaration;

    3. 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 proponents decline to adopt the mitigation measure or alternatives; or

    4. Mitigation measures or alternatives which are considerably different from those analyzed in the previous negative declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. (See CEQA Guidelines Section 15162)

If none of the circumstances listed above occur and only minor technical changes or additions are necessary to update the previously approved/certified CEQA document, an Addendum may be prepared (See CEQA Guidelines Section 15164).

Finding for the Proposed Project

San Bernardino County, serving as the CEQA Lead Agency for the proposed Project (See CEQA Guidelines Sections 15050–15051), determined in its independent judgment that the Project does not meet any of the circumstances from CEQA Guidelines Section 15162 and that an Addendum to the previously-approved GHSP EIR is the appropriate CEQA compliance document for the Project. The County's finding is based on the following facts:

a. As demonstrated in detail in this document, the Project would not require major revisions to the previously-approved GHSP EIR because implementation of the Project would neither result in any significant impacts to the physical environment that were not already disclosed in the GHSP EIR nor result in substantial increases in the severity of the environmental impacts previously disclosed in the GHSP EIR.

b. Subsequent to the certification of the GHSP EIR, no substantial changes in the circumstances under which the Project would be undertaken have occurred that would require major revisions to the GHSP EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

c. There is no evidence in the public record that new information of substantial importance has become available that is applicable to the Project and/or Project Site, was not known and could not have been known with the exercise of reasonable diligence at the time the GHSP EIR was approved, and would alter the conclusions of the GHSP EIR.

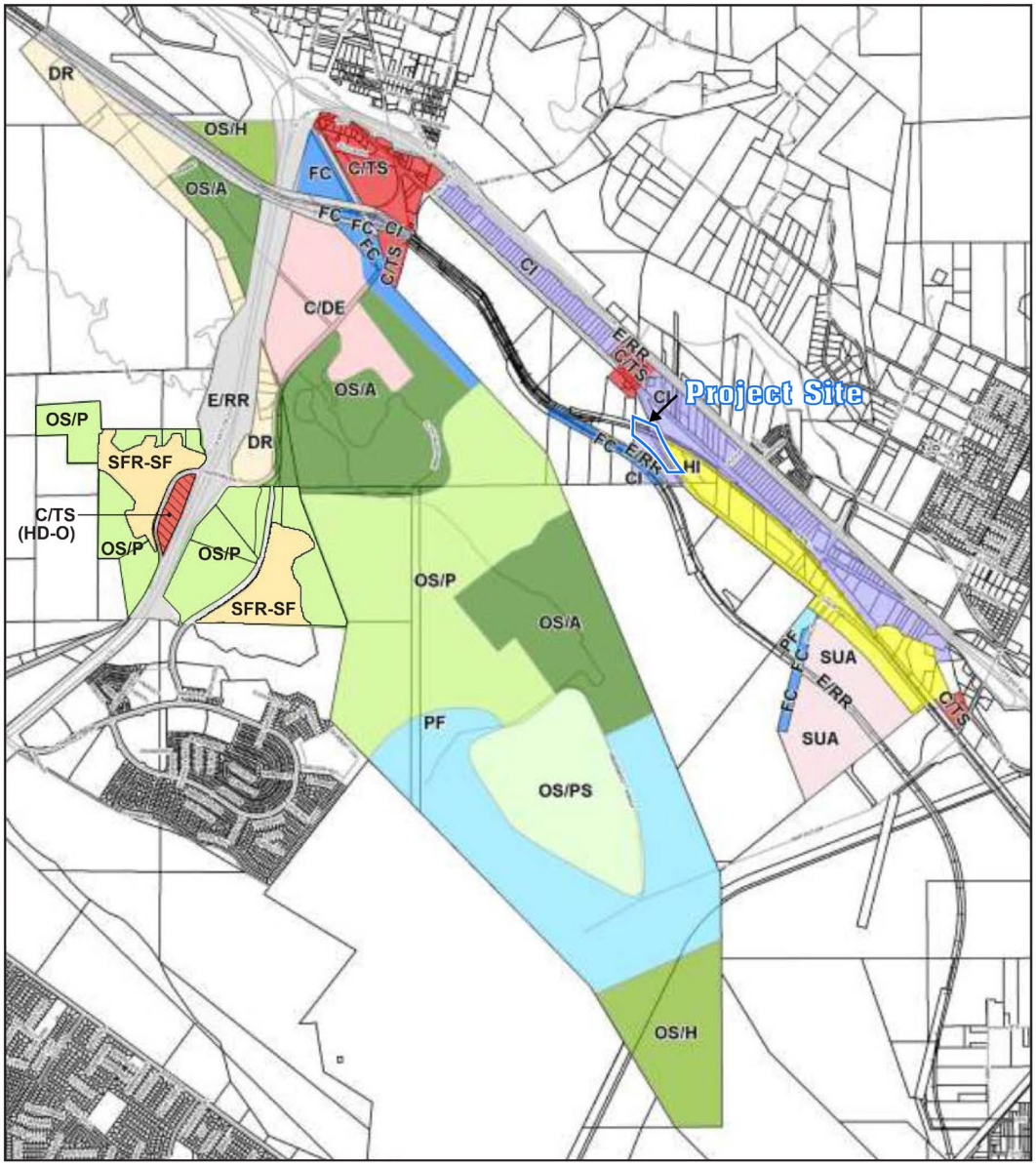
ENVIRONMENTAL/EXISTING SITE CONDITIONS:

Pursuant to CEQA Guidelines Section 15125(a)(1), the physical environmental conditions that existed at the time the Lead Agency commenced the environmental analysis for the Project should generally be used as the baseline conditions for the environmental analysis. The environmental conditions for the Project Site and surrounding area are described below. The conditions described below are similar to the conditions that existed at the time the GHSP Final EIR was certified in December of 2005 although development has occurred in the surrounding area since the preparation of the EIR.

Countywide Policy Plan, Glen Helen Specific Plan and Development Code

The Project Site occurs within the unincorporated area of San Bernardino County and is governed by the Countywide Plan, which is the County's General Plan. The Countywide Plan designates the Project Site as "Special Development (SD)" under the Glen Helen Specific Plan (GHSP). The Countywide Plan stipulates that the SD District is intended for areas within a Specific Plan and Mixed-Use areas in rural locations.

The GHSP designates the Project Site as "Corridor Industrial (CI)." Figure 6, *Glen Helen Specific Plan Land Use Plan*, depicts the adopted GHSP land use plan and identifies the location of the Project Site within the GHSP. Within the CI designation, the GHSP allows 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. The GHSP includes special development standards are included for limited outside storage related to screening, landscaping, and location of uses. The Project's proposed use would fall under Outdoor Commercial Services, which is an allowed use within the CI designation subject to approval of a Conditional Use Permit application (SB County, 2017, p. 2-47). The GHSP includes specific zoning designations and standards for development within its geographical boundaries which supersede those standards within the County's Development Code. Refer to GHSP Division 2, *Land Use Plan and Development Standards*, and Division 3, *Design Guidelines*, for more information on the specific development regulations and design standards that apply to the Project Site.



Land Uses

- Commercial/Destination Entertainment (C/DE)
- Commercial/Traveler Services (C/TS)
- Corridor Industrial (CI)
- Destination Recreation (DR)
- Existing Road/Railroad (E/RR)
- Flood Control (FC)
- Heavy Industrial (HI)
- Open Space/Active Recreation (OS/A)
- Open Space Passive Recreation (OS/P)
- Open Space Habitat Preserve (OS/H)
- Open Space/Public Safety (OS/PS)
- Public Facility (PF)
- Single Family Residential-Sycamore Flats (SFR-SF)
- High Density Overlay (HD-0)
- Special Use Area

Source(s): San Bernardino County (06-02-2017)

Figure 6

Not to Scale

Glen Helen Specific Plan Land Use Plan

Land Use

The Project Site is currently vacant and was formerly occupied by an auto dismantling facility. The Project Site's existing use is depicted on Figure 7, *Aerial Photograph*.

Figure 8, *Surrounding Land Uses*, depicts the existing land uses immediately surrounding the Project Site. Railroad tracks abut the Project Site on the north; farther north of the railroad is a water tank, a wooden pallet business, and vacant land. Railroad tracks also borders the Project Site on the west; the Cajon Wash is located farther to the west. Immediately to the south of the Project Site is a flood control basin; south of the flood control basin are two warehouse distribution facilities. To the east of the Project Site is Cajon Boulevard, vacant land, and railroad tracks.

Aesthetic and Topographic Features

The Project Site's aesthetic character is of a developed parcel of land that was heavily disturbed by past development activities as the Project Site was completely cleared/disturbed by the auto dismantling facility that formerly operated on the Project Site. The Project Site does not contain any scenic features such as rock outcroppings, unique landforms, or mature trees. Elevations on site range from approximately 1,850 to 1,880 feet above mean sea level (amsl). The existing aesthetic conditions of the Project Site are illustrated on Figure 9, *Site Photographs*.

Site Access and Circulation

The Project Site abuts Cajon Boulevard, a southeast-northwest oriented roadway. The Project Site receives access from and provides access to Cajon Boulevard via two existing driveways located at the southeastern corner of the Site.

The Project Site is located approximately 0.25-mile southwest of Interstate 215 (I-215), a north-south oriented freeway, and approximately 1.7 miles southeast of Interstate 15 (I-15), a north-south oriented freeway. Both I-215 and I-15 are part of the state highway system operated by the California Department of Transportation (CalTrans).

There are no bus or public transit facilities located along the Project Site's frontage with Cajon Boulevard.

Regional Climate and Air Quality

The Project Site is located in the South Coast Air Basin (SCAB) within the jurisdiction of South Coast Air Quality Management District (SCAQMD). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards.

The SCAB is a 6,745-square mile area that includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The climate of the SCAB is characterized as semi-arid and more than 90% of the SCAB's rainfall occurs from November through April. During the dry season, which also coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, characterized by a daytime onshore sea breeze and a nighttime offshore drainage wind. In the

Source(s): Esri, SB County (2023)

Figure 7

0 75 150 300 Feet

Aerial Photograph

Source(s): Esri, SB County (2023)

Figure 8

0 75 150 300 Feet

Surrounding Land Uses

View 1 - View from North of the Project Site along Cajon Blvd. at A.T.&S.F. Railroad looking Southwest.

View 2 - View from East of the Project Site along Cajon Blvd. looking West.

View 3 - View from Southeast of the Project Site along Cajon Blvd. looking Northwest.

Key Map

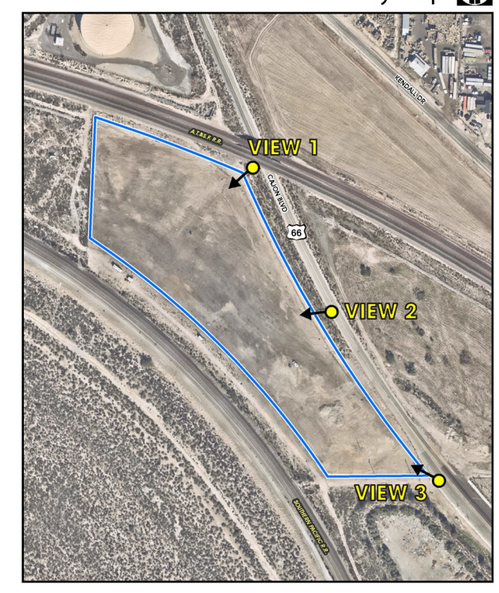


Figure 9

Not to Scale

Site Photographs

Project subregion, the SCAB does not attain State and/or federal standards established for one-hour and eight-hour Ozone (O_3) concentrations, particulate matter (PM_{10} and $PM_{2.5}$), and Lead (P_b) concentrations. Refer to Section 2.6 from the Project's air quality report (see *Technical Appendix A*) for a detailed summary of air quality conditions in the Project subregion

Local air quality in the vicinity of the Project Site has exceeded air quality standards for one-hour and eight-hour ozone concentrations and particulate matter concentrations within the last three years, as recorded at the nearest air monitoring station to the Project Site (refer to Section 2.7 from the Project's air quality report, *Technical Appendix A*, for additional detail). Based on data compiled by the Office of Environmental Health Hazard Assessment (OEHHA), the census tract containing the Project Site is in the 89th percentile for pollution burden, which based on the census tract's demographic characteristics, correlates with OEHHA ranking the area within the 70th percentile of communities that are disproportionately burdened by multiple sources of pollution (OEHHA, 2022).

Geology

The Project Site is located in the San Bernardino Basin portion of the Transverse Ranges geomorphic province of Southern California. The Project Site is within the Devore Quadrangle and is underlain by modern wash deposits (map unit Qw), which are characterized as unconsolidated coarse-grained sand to boulder alluvium of recently active channels and washes. (Langan, 2021a, p. 2)

The geologic structure of the entire southern California area is dominated mainly by northwest-trending faults associated with the San Andreas system. Similar to other properties throughout southern California, the Project Site is located within a seismically active region and is subject to ground shaking during seismic events; however, no known active or potentially active faults exist on or near the Project Site nor is the site situated within an "Alquist-Priolo" Earthquake Fault Zone (Langan, 2021a, pp. 2-3).

No groundwater was encountered at any of the boring samples conducted on the Project Site (up to approximately 26.55 feet below existing ground surface) (Langan, 2021a, p. 4).

Hydrology

The Project Site is located in the Santa Ana River watershed, which drains an approximately 2,650-square-mile area. The Santa Ana River, which is the principal surface water body within the region, starts in Santa Ana Canyon in the southern San Bernardino Mountains and runs southwesterly across San Bernardino, Riverside, and Orange Counties, where it discharges into the Pacific Ocean at the City of Huntington Beach.

Under existing conditions, surface runoff, including flows from an off-site culvert to the north of the Project Site, drains across the site as surface sheet flow from north to south before discharging onto Cajon Boulevard at the southeast corner of the Site. Surface runoff within Cajon Boulevard is captured by an existing culvert located approximately 330 feet south of the Project Site and, then, discharged to Cajon Creek. (Langan, 2022a, p. 1)

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06071C7910H, the Project Site is located within "Flood Zone X (unshaded)" which corresponds with areas of minimal flood hazard (i.e., less than 0.2-percent annual chance of flood). (FEMA, n.d.)

Noise

The primary source of noise in the Project Site vicinity includes vehicle noise along Cajon Boulevard and train noise from nearby railroad tracks. Based on 24-hour noise measurements collected by the consulting firm Urban Crossroads, 24-hour ambient noise levels in the Project area range between 51.8 equivalent decibels (dBA Leq) and 77.7 dBA Leq (Urban Crossroads, 2022e, p. 22).

Utilities and Service Systems

The Project Site is located in the service area of the City of San Bernardino Municipal Water Department (SBMWD) for domestic water and sewer service. The SBMWD manages the domestic water supply and delivery service within its 325-square mile service area. SBMWD's water supply is obtained from the State Water Project and various groundwater storages managed by the SBMWD. (SBVMWD, 2016, p. 6-1)

Municipal wastewater flows within the Project vicinity are conveyed to and treated to secondary levels at the San Bernardino Regional Wastewater Reclamation Plant and to tertiary levels at the Rapid Infiltration/Extraction (RIX) Plant. The Reclamation Plant and RIX Plant are both operated by the SBMWD (SBVMWD, 2016, p. 7-11).

Under existing conditions, the Project Site does not contain any stormwater drainage facilities. Stormwater runoff from the Site discharges to Cajon Boulevard, where it is captured by existing catch basins approximately 330 feet south of the Site and conveyed to Cajon Creek.

Under existing conditions, power lines and power poles owned by Southern California Edison are present along the Project's frontage with Cajon Boulevard.

Solid waste collection and disposal in the Project area is conducted by the San Bernardino County Solid Waste Management Division (SWMD). The SWMD contracts with Burrtec Waste Industries for disposal site operations and maintenance. The Mid-Valley Landfill and/or San Timoteo Landfill would receive the solid waste produced from the Project Site. (SWMD, 2015)

Vegetation and Wildlife

The Project Site consists of developed/disturbed land. No native vegetation exists on the Project Site. All vegetation located on the Project Site is ruderal and ornamental, non-native plant materials. (Alden Environmental, Inc., 2020, p. 3)

Given the level of disturbance on the Project Site, no avian, fish, amphibian, reptile, or mammal species are expected to utilize the Project Site. (Alden Environmental, Inc., 2020, p. 3)

CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

These requirements do not apply to the Project. Senate Bill 18 (SB 18) requires that prior to the adoption or amendment of a general plan, the lead agency must offer to conduct consultations with California Native American tribes. The proposed Project does not include an amendment to the County's General Plan or to the GHSP. As such, the provisions of SB 18 are not applicable to the Project, and no Native American consultation is required for the Project pursuant to SB 18.

Assembly Bill 52 (AB 52) requires tribal consultation for certain development projects and applies only to projects that have a notice of preparation or notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015. As demonstrated by the analysis herein, the proposed Project is within the scope of analysis of the GHSP EIR, and the Project would not trigger any of the conditions described in Section 15162 of the CEQA Guidelines calling for the preparation of a subsequent EIR. As such, an Addendum to the GHSP EIR has been prepared for the Project pursuant to Section 15164 of the CEQA Guidelines, and the Project would not require a notice of preparation or notice of negative declaration or mitigated negative declaration. Therefore, the provisions of AB 52 are not applicable to the Project.

EVALUATION FORMAT:

The purpose of this analysis is to evaluate whether any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) may result in environmental impacts that differ from the information disclosed in the GHSP EIR. Because the CEQA Guidelines do not stipulate the format or content of an Addendum, the topical areas identified in GHSP EIR and CEQA Guidelines Appendix G were used as guidance for this Addendum but modifications were made to the presentation of the Initial Study form to help answer the questions to be addressed pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162. The purpose of the modifications is described below.

1. The "Was Impact disclosed in the GHSP EIR?" column discloses whether the environmental topic was addressed in the GHSP EIR.

2. The "New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?" column indicates where there have been changes to the Project Site or the vicinity that have occurred subsequent to the certification of the GHSP EIR which would result in the proposed Project having new significant environmental impacts that were not considered in the GHSP EIR or having a substantial increase in the severity of significant impacts that were previously identified in the GHSP EIR.

3. The "New Information Requiring New Analysis or Verification" column indicates whether 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 GHSP EIR was certified as complete is available, requiring an update to the analysis of the GHSP EIR to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the Project will have one or more significant effects not discussed in the GHSP EIR; or (B) that significant effects previously examined will be substantially more severe than shown in the GHSP EIR; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects or the project, but the Project Applicant declines to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the GHSP EIR would substantially reduce one or more significant effects on the environment, but the Project Applicant declines to adopt the mitigation measure or alternative, the question would be answered "Yes" requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the analysis provided herein finds that the conclusions of the GHSP EIR remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered "no" and no additional EIR documentation would be required.

4. The "Does GHSP EIR Address/Resolve Impacts?" column indicates whether the GHSP EIR provide analysis and/or mitigation measures to address the effects associated with the question. A "yes" response indicates that the environmental impact was addressed in the GHSP EIR and mitigation measures (if necessary) were provided to avoid to reduce the severity of the impact. A "no" response indicates that the environmental impact was not addressed in the GHSP EIR and additional analysis is warranted.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION:

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

☐	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☒	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

8.30.2023

Signature (prepared by): Azhar Khan, Planner — Date

Chris Warrick — 8-31-2023

Signature: Chris Warrick, Supervising Planner — Date

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
I. AESTHETICS				
Except as provided in Public Resources Code Section 21099, Would the project:				
a) Have a substantial adverse effect on a scenic vista?	Yes	No	No	Yes
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Yes	No	No	Yes
c) In nonurbanized areas, substantially degrade the existing visual character or quality 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?	Yes	No	No	Yes
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	Yes	No	No	Yes
SUBSTANTIATION: Check ☐ if project is located within the view-shed of any Scenic Route listed in the General Plan.				

I-a) **GHSP EIR Finding**: The Project Site is located within the GHSP Cajon Corridor. The GHSP EIR disclosed that Cajon Corridor is in proximity to the following sensitive visual receptors: Devore Heights, motorists travelling along the I-215 and I-15 Freeways, and the higher elevations of the Verdemont neighborhood. Scenic views from these sensitive visual receptors and other areas within the GHSP area were described as being partially or largely obstructed by trees, vegetation, the I-215 Freeway, and/or intervening structures. The GHSP EIR found that development resulting from the GHSP along the Cajon Corridor would enhance the visual quality in the planning area by removing some aesthetically offensive sites currently open to public view. The GHSP EIR concluded that implementation of the GHSP would result in **less-than-significant impacts** to scenic vista for projects in the Cajon Corridor. (SB County, 2000, p. 4.10-12 through 4.10-13)

Project Analysis. The Countywide Plan does not designate specific scenic vistas throughout the County but, generally, considers prominent hillsides, ridgelines, dominant landforms and reservoirs to be scenic resources (SB County, 2020a; Policy NR-4.1). The Project Site does not contain any scenic resources; however, prominent views of the San Bernardino Mountains

are available from public viewing areas (i.e., Cajon Boulevard) adjacent to the Project Site. Prominent views of the Glen Helen foothills and San Gabriel mountains also are available from Cajon Boulevard.

Due to the orientation of the Project Site in relation to Cajon Boulevard and the San Bernardino Mountains – the Project Site is located on the west side of Cajon Boulevard while the Mountains are located to the east of Cajon Boulevard – the Project would not have a substantial adverse effect on scenic vistas of the San Bernardino Mountains. Also, the Project would result in a minimal impact to scenic vistas of the Glen Helen foothills and/or San Gabriel Mountains; due to a difference in grade elevation between the Project Site and the segment of Cajon Boulevard that abuts the Project Site, views of the Glen Helen foothills and San Gabriel Mountains are mostly blocked under existing conditions by a slope that runs parallel to Cajon Boulevard and is located between the Project Site and the roadway. The one location along the Cajon Boulevard segment that abuts the Project Site where views of the Glen Helen foothills and San Gabriel Mountains are available is at the southeast corner of the Site. Although the proposed leasing office building would be constructed at the southeast corner of the Site, this building would be less than 20 feet tall and would not block or substantially obstruct views from Cajon Boulevard of the Glen Helen foothills and San Gabriel Mountains, which would be visible above and to either side of the proposed building. San Bernardino County staff reviewed the Project's application materials and determined that the Project design does not require any variances to the design standards contained in the San Bernardino County Development Code and, thus, would be consistent with **GHSP EIR Mitigation Measure 4.10-2**. Accordingly, the Project would not result in any new or more severe significant impacts to aesthetics than previously disclosed in the GHSP EIR.

I-b) **GHSP EIR Finding.** The GHSP EIR found that implementation of the GHSP would result in **no impacts** to scenic resources within a State scenic highway. The Cajon Corridor in the GHSP area is not located within or visible from a State scenic highway and does not contain any scenic resources. (SB County, 2000, p. 4.10-10)

Project Analysis. The Project Site is not located within or adjacent to an officially designated State scenic highway corridor and does not contain scenic resources, such as trees of scenic value, rock outcroppings, or historic buildings (CalTrans, 2019). The Project Site is located approximately 0.25-mile (1,320 feet) west of Interstate 215, which the GHSP recognizes as a "Scenic Route" (SB County, 2017, p. 1-17). However, the GHSP limits the scenic corridor for I-215 to areas within 600 feet of the freeway (SB County, 2017, p. 2-113). Furthermore, the Project Site is not visible from adjacent segments of I-215 due to intervening development and landscaping, as well as topographic differences. Accordingly, the Project would have no impact on any scenic resources, including scenic resources within a State scenic highway corridor. Implementation of the Project would not result in any new or more severe significant impacts to scenic resources than previously disclosed in the GHSP EIR.

I-c) **GHSP EIR Finding.** The GHSP EIR determined that within the Cajon Corridor, planned land use designations within the GHSP would not be considered a substantial or adverse aesthetic change in terms of character or intensity. The GHSP EIR found that for parcels that would be

redesignated from heavy industrial to light industrial (including the Project Site), the change in land use designation would be more aesthetically appealing than heavy industrial uses. The GHSP EIR concluded that implementation of the GHSP within the Cajon Corridor would result in **less-than-significant impacts** to the existing visual quality and character, and in part based this conclusion on the fact that implementing development would be required to comply with the existing scenic highway restrictions and Scenic Resources Overlay District standards and policies specified in the San Bernardino County's General Plan and Development Code. (SB County, 2000, p. 4.10-10)

Project Analysis. The United States Census Bureau defines "urbanized area" as a densely settled core of census tracts and/or census blocks that have 50,000 or more residents, and meet minimum population density requirements while also being adjacent to territory containing non-residential urban land uses. The Project Site is located within the boundaries of the Census-defined Riverside-San Bernardino urban area (USCB, 2012); therefore, the Project would be considered to result in a substantial adverse impact under this threshold only if the Project design would conflict with applicable zoning and other regulations governing scenic quality.

The Project's design, including site layout, architecture, and landscaping was discussed previously in this EIR Addendum. The Project's architecture incorporates a neutral color palette that would not be visually offensive and also incorporates decorative accent elements for visual interest. Additionally, the Project's landscape plan incorporates low-water-need plant species that can maintain vibrancy during drought conditions. As a condition of approval, the Project Applicant would be required to maintain the proposed building, landscaping and improvements in a state of good repair. The proposed visual features of the Project would ensure a high-quality aesthetic for the Project Site. As part of their standard discretionary permit review process, San Bernardino County staff reviewed the Project proposal in detail and determined that no component of the Project would conflict with applicable design regulations governing scenic quality within the GHSP or the County's Development Code. There are no components of the Project that would degrade the existing visual character or quality of the site and surroundings beyond what was evaluated and disclosed in the GHSP EIR. Accordingly, the Project would not result in any new impacts not already analyzed in the GHSP EIR or increase the severity of a significant impact previously identified and analyzed in the GHSP EIR.

I-d) **GHSP EIR Finding.** The GHSP EIR disclosed that development or improvements in all planning areas would be required to comply with the County's Development Code (Glare and Outdoor Lighting – Valley Region) with respect to light and glare. The GHSP EIR concluded that compliance with existing codes would reduce any impacts from the creation of new sources of light and glare to **less-than-significant** levels. (SB County, 2000, p. 4.10-15)

Project Analysis. As part of the Project, pole mounted light fixtures would be installed within and along the perimeter of the semitrailer parking area for security. Building mounted light fixtures also would be installed near entries to the proposed building for safety. The Project would be required to adhere to the lighting requirements as set forth in the GHSP and the County's Development Code. The GHSP includes standards for lighting of properties within the GHSP's boundaries as follows: exterior lighting shall be "arranged to prevent glare and

illumination on streets or adjoining property" and shall be "shielded and focused to minimize spill light into the night sky" (SB County, 2017, p. 3-45). Additionally, County Development Code Section 83.07.050 requires that outdoor lighting for commercial or industrial land uses to be fully shielded to preclude light pollution or light trespass. The Development Code also specifies that exterior lighting associated with nonresidential uses shall not blink, flash, oscillate, or be of unusually high intensity or brightness. The Project would be required to demonstrate compliance with the aforementioned requirements prior to issuance of building permits. Project compliance with the GHSP's lighting requirements and the County Development Code would ensure that the Project would not produce a new source of substantial light or glare from artificial lighting sources that would adversely affect day or nighttime views in the area. Implementation of the Project would not result in any new or more severe significant impacts related to lighting/glare than previously disclosed in the GHSP EIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
II. AGRICULTURE AND FORESTRY RESOURCES				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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?	No	No	No	No
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Yes	No	No	Yes
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))?	Yes	No	No	Yes
d) Result in loss of forest land or conversion of forest land non-forest use?	Yes	No	No	Yes
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?	Yes	No	No	Yes
SUBSTANTIATION: Check ☐ if project is located in the Important Farmlands Overlay.				

II-a) **GHSP EIR Finding.** The Notice of Preparation/Initial Study (NOP/IS) for the GHSP EIR concluded that significant impacts to agricultural resources clearly would not occur and the topic area was not evaluated in detail in the GHSP EIR.

Project Analysis. According to Farmland Mapping and Monitoring Program data from the California Department of Conservation (CDC), the entire Project Site is classified as "Urban and Built-Up Land" and does not contain any soils mapped by the Department of Conservation as "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance" (CDC, 2016). As such, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. Implementation of the Project would not result in any new or more severe significant impacts to agricultural resources than previously disclosed in the GHSP EIR.

II-b) **GHSP EIR Finding.** The Notice of Preparation/Initial Study (NOP/IS) for the GHSP EIR concluded that significant impacts to agricultural resources clearly would not occur and the topic area was not evaluated in detail in the GHSP EIR.

Project Analysis. According to Countywide Plan Policy Map NR-5, *Agricultural Resources*, the Project Site is not located within or adjacent to any lands under a Williamson Act Contract (SB County, 2020b, Policy Map NR-5). The Project Site is zoned as "Glen Helen/Specific Plan-Corridor Industrial (GH/SP-CI)," which is not an agricultural zoning classification. Therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Accordingly, the Project would not result in any new impacts not already analyzed in the GHSP EIR or increase the severity of a significant impact previously identified and analyzed in the GHSP EIR.

II-c) **GHSP EIR Finding.** The GHSP EIR disclosed that the San Bernardino National Forest generally abuts the GHSP area and although portions of the Forest extend into the GHSP area, no forest areas are located within the Cajon Corridor (where the Project Site is located).

Project Analysis. The Project Site is within the GHSP and is zoned for "Glen Helen/Specific Plan-Corridor Industrial (GH/SP-CI)" land uses. The GH/SP-CI zoning classification primarily allows for light industrial land uses, and does not represent zoning for forest land or timberland. There are no areas surrounding the Project Site that are zoned for forest land or timberland production uses. Additionally, there are no forest lands or timberlands within the Project vicinity. As such, the Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Accordingly, the Project would neither result in any new impacts not already analyzed in the GHSP EIR nor increase the severity of a significant impact previously identified and analyzed in the GHSP EIR.

II-d) **GHSP EIR Finding.** The GHSP EIR disclosed that the San Bernardino National Forest generally abuts the GHSP area and although portions of the Forest extend into the GHSP area, no forest areas are located within the Cajon Corridor (where the Project Site is located).

Project Analysis. As defined by Public Resources Code (PRC) Division 10.5, Chapter 1, Article 3, forest land comprises land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The Project Site does not support 10-percent

native tree cover of any tree species under existing conditions and, thus, is not classified as forest land. There are no lands in the Project vicinity that comprise forest land, and no forestry uses occur within the immediately surrounding area. As such, implementation of the Project would not result in loss of forest land or conversion of forest land to non-forest use. Accordingly, the Project would not result in any new impacts not already analyzed in the GHSP EIR or increase the severity of a significant impact previously identified and analyzed in the GHSP EIR.

II-e) **GHSP EIR Finding.** The GHSP EIR disclosed that there are no active agricultural areas or forest land areas within the Cajon Corridor (where the Project Site is located).

No Impact. As indicated in Responses II-a through II-d, above, the Project Site and surrounding areas do not contain lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), and there are no forest lands or lands being used for forest production within the Project vicinity. There are no components of the proposed Project that would involve other changes in the existing environment which, due to their location or nature, could result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. The Project would not result in any new impacts not already analyzed in the GHSP EIR or increase the severity of a significant impact previously identified and analyzed in the GHSP EIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
III. AIR QUALITY				
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?	Yes	No	No	Yes
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard {including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	Yes	No	No	Yes
c) Expose sensitive receptors to substantial pollutant concentrations?	Yes	No	No	Yes
d) Create objectionable odors affecting a substantial number of people?	No	No	No	No
SUBSTANTIATION:				

An *Air Quality Impact Analysis* (AQIA) and a *Mobile Source Health Risk Assessment* (HRA) were prepared for the Project by Urban Crossroads, Inc. to evaluate potential criteria and hazardous air pollutant emissions that could result from the Project's construction and operation. These reports are included as *Technical Appendices A* and *B*, respectively, to this EIR Addendum and their findings are incorporated into the analysis presented herein.

III-a) **GHSP EIR Finding.** The GHSP area is located in the South Coast Air Basin (SCAB) and the GHSP EIR disclosed that implementation of the GHSP would not hamper attainment of the air quality goals included in the South Coast Air Quality Management District's (SCAQMD's) Air Quality Management Plan (AQMP) in effect at the time the GHSP was under consideration for approval. In fact, the GHSP EIR concluded that approval of the GHSP would help in the attainment of air quality goals, in comparison to the then-existing land use plan for the area, because the revised land use designations included as part of the GHSP would result in fewer emissions as compared to the land use designations that applied to the GHSP area prior to adoption of the GHSP. The GHSP EIR also found that implementation of the GHSP would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. The GHSP EIR concluded that impacts due to a conflict with the AQMP would be **less than significant**. (SB County, 2000, p. 4.6-14)

Project Analysis. The Project Site is located within the SCAB. The SCAQMD is principally responsible for air pollution control in the SCAB. The SCAQMD has adopted a series of AQMPs to reduce air emissions in the Basin. When the GHSP EIR was certified, the SCAQMD's 1997 AQMP was the applicable air quality plan for the SCAB. Since that time, the SCAQMD has adopted multiple updates to the AQMP and the 2016 AQMP, which was approved in March 2017, is in effect at this time. For purposes of evaluation and to determine whether the Project would result in any new or more severe significant air quality impacts than disclosed in the GHSP EIR, consistency with both the 2007 AQMP, which was applicable at the time the GHSP EIR was certified, and the 2016 AQMP, which is applicable today, are discussed below.

The GHSP EIR concluded that buildout of the GHSP would not conflict with the 1997 AQMP. The Project would implement the GHSP land use plan and, thus, would not implement land uses (or result in types of air pollution) that were not already anticipated by the GHSP EIR. It also should be noted that the Project will be required to comply with much stricter regulations than those that existed at the time the GHSP was approved, including regulations applicable to truck and other vehicle emissions that are much more protective of the environment, which will incrementally reduce emissions when compared to the emissions that the GHSP EIR assumed would occur from the development of the Project Site. Implementation of the Project would not result in any new or more severe significant impacts to related to air quality than the impacts previously disclosed in the GHSP EIR.

The Project is consistent with the GHSP SP, which was approved by San Bernardino County in 2005, is reflected on the Countywide Plan Land Use Map (and on the General Plan Land Use Map that preceded adoption of the Countywide Plan), and is accounted for by the growth projections utilized by SCAQMD during preparation of the 2016 AQMP. Thus, the Project would be consistent with the 2016 AQMP, which relies on adopted local General Plans for growth (and emissions) projections. Furthermore, the Project would not increase the severity of existing air quality violations; cause or contribute to new violations; or delay the timely attainment of the air quality standards established in the 2016 AQMP (as discussed under the responses to Items "b" and "c" of Subsection 4.3, below). Based on the foregoing analysis, the Project would not conflict with or obstruct implementation of the 2016 AQMP. Implementation of the Project would not result in any new or more severe significant impacts to air quality than the impacts previously disclosed in the GHSP EIR.

III-b) **GHSP EIR Finding.** The GHSP EIR determined that construction and operational activities associated with buildout of the GHSP would result in **significant and unavoidable impacts** to air quality. Construction activity impacts were identified as being due to emissions of Nitrogen Oxides (NOX) and Reactive Organic Gasses (ROGs). The GHSP EIR also found that operational emissions associated with buildout of the GHSP would exceed the SCAQMD's daily significance thresholds for NOx, CO, and ROG resulting in **significant and unavoidable impacts** (SB County, 2000, p. 4.6-22). The GHSP EIR also noted that with implementation of the GHSP, the greatest cumulative impact on air quality would be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development. Mitigation measures (MMs) were imposed to reduce projected direct and cumulative air quality impacts; however, feasible mitigation was not available to reduce

identified impacts to a less-than-significant level. San Bernardino County adopted a Statement of Overriding Considerations for these impacts in conjunction with certification of the GHSP EIR.

Project Analysis. The Project Applicant would redevelop the Project Site with a land use that was planned by the GHSP and evaluated in the GHSP EIR; therefore, the Project would not generate air pollutant emissions that were not already anticipated by the GHSP EIR. Further, as stated above, regulations enacted since the GHSP was approved in 2005 would generally reduce the Project's emissions when compared to the emissions assumed in the GHSP EIR. Notwithstanding, an AQIA was prepared to quantify air pollutant emission associated with the implementation of the Project. The Project's maximum construction-related criteria pollutant emissions and operational criteria pollutant emissions are presented in Table 1 and Table 2, respectively. The methodologies used to calculate the air pollutant emissions associated with the Project are described in detail in the AQIA (refer to *Appendix A* of this EIR Addendum). It should be noted that although the Project would be required to comply with all applicable MMs from the GHSP EIR that were required to reduce air pollution, the air quality analysis performed for the Project does not take credit for any emission reductions that would result from the implementation of the GHSP EIR MMs. Thus, the actual construction and operational emissions associated with the Project are expected to be less than the quantities disclosed in Table 1 and Table 2.

Table 1 Construction Emissions Summary

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2022	5.32	51.2	41.1	0.06	8.65	5.28
Winter						
2022	4.55	44.5	35.1	0.06	5.07	3.01
2023	13.60	22.10	25.80	0.04	1.25	1.02
Maximum Daily Emissions	**13.60**	**51.20**	**41.10**	**0.06**	**8.65**	**5.28**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2022a. Table 3-5)

Table 2 Operational Emissions Summary

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Area	0.16	< 0.005	0.07	< 0.005	< 0.005	< 0.005
Energy Source	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Mobile	0.25	4.33	3.98	0.04	0.80	0.22
Total Maximum Daily Emissions	**0.41**	**4.34**	**4.06**	**0.04**	**0.80**	**0.22**
SCAQMD Regional Threshold	55	550	150	150	550	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Area	0.14	0.00	0.00	0.00	0.00	0.00
Energy Source	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Mobile	0.24	4.53	3.71	0.04	0.8	0.22
Total Maximum Daily Emissions	**0.38**	**4.54**	**3.72**	**0.04**	**0.80**	**0.22**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2022a. Table 3-8)

As shown in Table 1 and Table 2, Project-related construction and operational activities would not exceed the SCAQMD significance threshold for any criteria pollutant. The SCAQMD considers any project-specific criteria pollutant emissions that exceed applicable SCAQMD significance thresholds also to be cumulatively considerable. Conversely, if a project does not exceed the SCAQMD regional thresholds, then SCAQMD considers that project's air pollutant emissions to not be cumulatively considerable because criteria pollutant emissions that fall below the significance threshold would not adversely affect SCAQMD's ability to meet air quality standards within the SCAB. Thus, because Project construction and operation would not exceed the SCAQMD significance thresholds, implementation of the Project would not result in a cumulatively considerable net increase of any criteria pollutant, including any pollutants for which the SCAB does not attain applicable federal or State ambient air quality standards. Furthermore, it bears noting that the GHSP EIR assumed that the Project Site would be developed with more traditional light industrial land uses (e.g., warehousing, manufacturing) and proposed Project operations would generate substantially fewer daily traffic trips than the land uses assumed by the GHSP EIR (the Project's daily traffic levels are discussed in further detail in EIR Addendum Subsection XVII, Transportation). Thus the Project would result in reduced vehicle tailpipe emissions within the GHSP area relative to the levels disclosed in the GHSP EIR, although the emissions reductions provided by the Project would not be sufficient to avoid the significant and unavoidable cumulative impact that was disclosed in the GHSP EIR. Based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in the GHSP EIR or increase the severity of a significant impact previously identified and analyzed in the GHSP EIR.

Mitigation: Although the Project would not contribute cumulatively considerable volumes of criteria pollutant emissions, the Project would be required to comply with applicable MMs identified in the GHSP EIR to reduce cumulative air pollutant emissions across the GHSP area. The Mitigation Monitoring and Reporting Program (MMRP) for the GHSP EIR is included as

Attachment A to this EIR Addendum. Specifically, **GHSP EIR MMs 4.6-1, 4.6-2, 4.6-3, 4.6-4, 4.6-6, 4.6-8, and 4.6-11** are applicable to the Project. GHSP EIR MMs 4.6-5, 4.6-7, and 4.6-8 related to employee trip reduction are not applicable to the Project because the Project is not anticipated to be an employment intensive use and would have only a few employees on the Project Site per shift. Also, MM 4.6-10 is not applicable because the Project would generate minimal traffic volumes and is not located adjacent to an existing traffic signal and, thus, would not be responsible for traffic signal synchronization.

III-c) **GHSP EIR Finding.** At the time the GHSP EIR was prepared and certified, the SCAQMD did not have requirements, guidelines, or thresholds to evaluate the localized significance of potential air quality emissions from development projects. As such, no analysis was presented in the EIR for localized air quality impacts. Notwithstanding, the GHSP did disclose that impacts due to carbon monoxide (CO) hotspots would be **less than significant**, as no study area intersection would experience an increase in vehicular delay as compared to the level of delay that was anticipated with implementation of the land use designations that previously applied within the GHSP area prior to adoption of the GHSP.

Project Analysis. The Project would redevelop the Project Site with land uses planned by the GHSP; therefore, the types of air pollutant emissions generated by the Project already were anticipated by the GHSP EIR. Further, as stated above, regulations enacted since 2005 (when the GHSP was adopted) would generally reduce the Project's emissions when compared to the emissions assumed in the GHSP EIR. Notwithstanding, air quality modeling was performed to quantify local pollutant concentrations associated with construction and operation of the Project and is summarized below and on the following pages. The methodologies used to calculate local air pollutant concentrations associated with the Project are described in detail in *Appendices A* and *B* to this EIR Addendum.

Localized Emissions Impact Analysis

Table 3 presents the localized air pollutant concentrations at receptor locations in the vicinity of the Project Site with highest exposure to Project construction activities. Detailed construction model outputs are presented in Appendix 3.1 of the Project's AQIA. Localized air pollutant emissions from Project construction would not exceed the applicable SCAQMD thresholds for any criteria pollutant.

Table 3 Localized Construction-Source Emissions Summary

Construction Activity	Year	Emissions (lbs/day)			
		NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation	2022	51.10	39.30	8.42	5.23
	Maximum Daily Emissions	**51.10**	**39.30**	**8.42**	**5.23**
	SCAQMD Localized Threshold	420	7,755	161	69
	Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Grading	2022	44.30	33.60	4.81	2.95
	Maximum Daily Emissions	**44.30**	**33.60**	**4.81**	**2.95**
	SCAQMD Localized Threshold	438	8,212	179	79
	Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2022a. Table 3-11)

Table 4 presents the localized air pollutant concentrations at receptor locations in the vicinity of the Project Site with highest exposure to operational activities on the Project Site. Detailed operational model outputs are presented in Appendix 3.1 of the Project's AQIA. Localized air pollutant emissions from Project operations would not exceed the applicable SCAQMD thresholds for any criteria pollutant.

Table 4 Localized Significance Summary of Operations

Scenario	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Summer	0.55	1.57	0.08	0.02
Winter	0.57	1.31	0.08	0.02
Maximum Daily Emissions	**0.57**	**1.57**	**0.08**	**0.02**
SCAQMD Localized Threshold	474	9,124	52	24
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2022a. Table 3-13)

Carbon Monoxide "Hotspot" Impact Analysis

A CO "hot spot" is an isolated geographic area where localized concentrations of CO exceeds the CAAQS one-hour (20 parts per million) or eight-hour (9 parts per million) standards. A Project-specific CO "hot spot" analysis was not performed because CO attainment in the SCAB was thoroughly analyzed as part of SCAQMD's 2003 AQMP and the 1992 Federal Attainment for Carbon Monoxide Plan (1992 CO Plan) (Urban Crossroads, 2022a, pp. 53-54). The SCAQMD's 2003 AQMP and the 1992 CO Plan found that peak CO concentrations in the SCAB were the byproduct of unusual meteorological and topographical conditions and were not the result of traffic congestion. For context, the CO "hot spot" analysis performed for the 2003 AQMP recorded a CO concentration of 9.3 parts per million (8-hour) at the Long Beach Boulevard/Imperial Highway intersection in Los Angeles County; however, only a small portion of the recorded CO concentrations (0.7 parts per million) were attributable to traffic congestion at the intersection. The vast majority of the recorded CO concentrations at the Long Beach Boulevard/Imperial Highway intersection (8.6 parts per million) were attributable to unique local meteorological conditions that resulted in elevated ambient air concentrations. In comparison, the busiest intersections in the Project Site vicinity would neither experience peak congestion levels or ambient CO concentrations comparable to the conditions observed at the Long Beach Boulevard/Imperial Highway intersection nor feature atypical meteorological conditions (ibid.). Based on the relatively low local traffic congestion levels, low existing ambient CO concentrations, and the lack of any unusual meteorological and/or topographical conditions in the Project Site vicinity, the Project is not expected to cause or contribute to a CO "hot spot."

Diesel Particulate Matter (DPM) Emissions Impact Analysis

This section evaluates the potential health risk impacts to sensitive receptors and adjacent workers associated with the construction and operation of the Project, more specifically, health risk impacts as a result of exposure to Toxic Air Contaminants (TACs) including diesel particulate matter (DPM) as a result of heavy-duty diesel trucks accessing the Project Site. Detailed air dispersion model outputs and risk calculations are presented in Appendices 2.1 through 2.4 of the Project's HRA.

Project Construction Analysis

The land use with the greatest potential exposure to Project construction DPM source emissions (i.e., maximally exposed individual receptor, MEIR) is located approximately 619 feet north of the Project Site at an existing residence located at 19366 Kendall Drive. At the MEIR, the maximum incremental cancer risk attributable to Project construction DPM source emissions is estimated at 0.51 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. (Urban Crossroads, 2022b, p. 23) All other receptors in the vicinity of the Project Site would experience less risk than what is identified for the MEIR. As such, the Project will not cause or contribute to a significant human health or cancer risk to adjacent land uses as a result of Project construction activity.

Project Operation Analysis

The residential land use with the greatest potential exposure to Project operation DPM source emissions (MEIR) is located approximately 619 feet north of the Project Site at an existing residence located at 19366 Kendall Drive. At the MEIR, the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.20 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. (Urban Crossroads, 2022b, p. 23) All other residential receptors in the vicinity of the Project Site would experience less risk than what is identified for the MEIR. As such, Project operation will not cause or contribute to a substantial human health or cancer risk to adjacent residential land uses.

The worker receptor land use with the greatest potential exposure to Project DPM source emissions (maximally exposed individual worker, MEIW) is located approximately 989 feet north of the Project Site. At the MEIW, the maximum incremental cancer risk impact is 0.02 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 <0.01, which would not exceed the applicable significance threshold of 1.0. (Urban Crossroads, 2022b, pp. 23-24) All other worker receptors in the vicinity of the Project Site would experience less risk than what is identified for the MEIW. As such, Project operation will not cause or contribute to a substantial human health or cancer risk to adjacent employment land uses.

There are no schools located within 1,200 feet of the Project Site, which is the location with the highest concentrations of Project-related DPM emissions due to trucks idling on the Site. Proximity to sources of toxics is critical to determining the impact. Based on California Air Resources Board and SCAQMD emissions and modeling analyses, particulate matter pollutant concentrations drop by 70 percent at a distance of 500 feet and by 80 percent at 1,000 feet from the emissions source (Urban Crossroads, 2022b, p. 24). Because there are no schools located within at least 0.5-mile of the Project Site, Project operation will not cause or contribute to a substantial human health or cancer risk to school child receptors.

Conclusion

Based on the foregoing analysis, the Project would not expose sensitive receptors near the Project Site to significant pollutant concentrations during construction and/or operation. Implementation of the Project would not result in any new or more severe significant impacts to related to air quality than previously disclosed in the GHSP EIR.

III-d) **GHSP EIR Finding.** Objectionable odors with the potential to adversely affect a substantial number of people was not specifically addressed in the GHSP EIR. However, with a reasonable exercise of diligence, it is common knowledge that construction activities can produce short-term odors and that light industrial operations have the potential for contained odors such as the temporary storage of refuse and emissions from diesel-powered trucks.

III-e) **Project Analysis.** Project construction activities could produce odors resulting from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings; however, standard construction practices would minimize the odor emissions and their associated impacts. Furthermore, any odors emitted during construction would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the respective phase of construction. In addition, construction activities on the Project Site would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance. Accordingly, the Project would not create objectionable odors affecting a substantial number of people during construction.

During long-term operation, the Project would include commerce center land uses, which are not typically associated with objectionable odors. The temporary outdoor storage of refuse associated with the proposed Project's long-term operational use could be a potential source of odor; however, Project-generated refuse is required to be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations, thereby precluding any substantial odor effects. Furthermore, the Project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance, during long-term operation. As such, long-term operation of the Project would not create objectionable odors affecting a substantial number of people.

The Project would not create objectionable odors affecting a substantial number of people during either construction or long-term operation. Implementation of the Project would not result in any new or more severe significant impacts to related to objectional odors than previously disclosed in the SWIP SP PEIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR/RMP Address/Resolve Impacts?
IV. BIOLOGICAL RESOURCES				
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?	Yes	No	No	Yes
b) Have a substantially 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 U.S. Fish and Wildlife Service?	Yes	No	No	Yes
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Yes	No	No	Yes
d) Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Yes	No	No	Yes
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Yes	No	No	Yes

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR/RMP Address/Resolve Impacts?
IV. BIOLOGICAL RESOURCES				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	Yes	No	No	Yes
SUBSTANTIATION: Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database ☐: Biological Resources Overlay				

A *Biological Resources Memorandum* was prepared for the Project by Alden Environmental, Inc. to identify any potential sensitive biological resources that may occur within the Project Site. The memorandum summarizes the results from records searches and field visits to document Project Site conditions and habitat suitability for sensitive and common and rare biological species. This report is included as *Technical Appendix C* to this EIR Addendum and its findings are incorporated into the analysis presented herein. Note: The *Biological Resources Memorandum* relies on field observations collected while the former use on the Project Site (i.e., auto dismantling facility) was active. Although the auto dismantling facility has since vacated the Project Site, the Site remains completely disturbed – as previously shown Figure 7 – and the conditions that were observed during past field surveys remain applicable.

IV-a) **GHSP EIR Finding.** The GHSP EIR disclosed that development of industrial uses in the Cajon Corridor area – where the Project Site is located – would have little or no impact to biological resources due to the highly disturbed nature of the planning area (SB County, 2005, p. 4-2). The Cajon Corridor areaa were found to not contain suitable habitat for the Santa Ana River woollystar, slender-horned spineflower, California gnatcatcher, least Bell's vireo, southwestern willow flycatcher, or the SBKR. Thus, the GHSP EIR concluded that future development within the Cajon Corridor area (which includes the Project Site) would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species, and concluded that impacts within the Cajon Corridor area would be **less than significant**. (SB County, 2005, p. 4-2)

Project Analysis. Under existing conditions, the Project Site is completely disturbed/developed and has been so for the last 20+ years (Google Earth Pro, 2022). Vegetation occurring on the Project Site consists of non-native and ornamental species; no sensitive vegetation communities occur on or adjacent to the Site (Alden Environmental, Inc., 2020, p. 2). No candidate, sensitive, or special-status plant or animal species were observed on the Project Site or are expected to occur on the Site due to the level of disturbance on the Site (ibid.). The Project Site is surrounded by roads, railroads, development and disturbed areas. The nearest

area with known sensitive biological resources is associated with Cajon Wash, located approximately 200 feet to the southwest of the Project Site. This area is separated from the Project Site by disturbed area, dirt roads, and a railroad line. Given the lack of adjacent sensitive biological resources and the separation between the Project Site and the Cajon Wash, development of the Site would not result in indirect impacts to sensitive biological resources, including those caused by Project noise and lighting (Alden Environmental, Inc., 2020, p. 3). Due to the existing conditions of the Site and surrounding area, the Project would not 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. Therefore, the Project would not result in any new impacts not already analyzed in the GHSP EIR or increase the severity of a significant impact previously identified and analyzed in the GHSP EIR.

Note: The County determined that the following MMs from the GHSP EIR do not apply to the Project: MMs 4.8-1 through 4.8-4 do not apply to the Project due to the Project Site's condition as fully disturbed and the lack of natural or sensitive vegetation on the Site.

IV-b) **GHSP EIR Finding.** The GHSP EIR determined that development within the Cajon Corridor area would have **less-than-significant impacts** on sensitive vegetation communities or riparian habitat due to the highly disturbed nature of these planning areas. The GHSP EIR did not identify any impacts to riparian habitat, sensitive natural communities, or State or federally protected wetlands within the Cajon Corridor area. The GHSP EIR disclosed that riparian habitats within the GHSP are located mainly within the Sycamore Flats and Central Glen Helen planning areas, while the Project Site is located within the Cajon Corridor area. (SB County, 2000, p. 4.8-31)

Project Analysis. All areas of the Project Site are either cleared or covered with non-native or ornamental plants (Alden Environmental, Inc., 2020, p. 2). There are no riparian habitats or other sensitive natural communities on the Project Site (Alden Environmental, Inc., 2020, p. 3); thus, the Project would not result in substantial adverse impacts to riparian habitat or other sensitive natural communities. Implementation of the Project would not result in a new or more severe significant impacts to riparian habitats or sensitive natural communities than previously disclosed in the GHSP EIR.

IV-c) **GHSP EIR Finding.** Refer to response (b) above.

Project Analysis. The Project Site is completely disturbed and does not contain State or federally protected wetlands (Alden Environmental, Inc., 2020, p. 3). Therefore, implementation of the Project would not have a substantial adverse effect on State or federally protected wetlands through direct removal, filing, hydrological interruption, or other means. Implementation of the Project would not result in any new or more severe significant impacts to State or federally protected wetlands than previously disclosed in the GHSP EIR.

IV-d) **GHSP EIR Finding.** The GHSP EIR did not identify the Cajon Corridor area as a significant wildlife movement area. As noted by the GHSP EIR, wildlife movement corridors within the GHSP area primarily occur within the Lytle Creek, Cajon Creek freeway overpass, and a number of small culverts that run underneath I-15. The GHSP EIR also did not identify any impacts to native wildlife nursery sites. The GHSP recognized potential impacts nesting birds, however, and determined that impacts would be **less than significant with mitigation**. (SB County, 2000, p. 4.8-28)

Project Analysis. The Project Site is disturbed and does not support a diversity of native wildlife. The Project Site is separated from surrounding areas in all directions by man-made features (i.e., roadways and railroad tracks) that prevent substantial terrestrial wildlife movement. Accordingly, re-development of the Project Site has no potential to interfere substantially with the ground movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, the Project would not result in any new impacts not already analyzed in the GHSP EIR or increase the severity of a significant impact previously identified and analyzed in the GHSP EIR.

Note: The County determined that the following MMs from the GHSP EIR do not apply to the Project: MMs 4.8-5 and 4.8-6 do not apply to the Project because the Project Site does not contain trees that could support raptor nests; MMs 4.8-7 and 4.8-8 do not apply to the Project because the Project Site is not located within or adjacent to a wildlife corridor.

IV-e) **GHSP EIR Finding.** The GHSP EIR determined that development within the Cajon Corridor area would not conflict with any local policies or ordinances protecting biological resources and **no impact** would occur (SB County, 2000).

Project Analysis. San Bernardino County does not have any policies or ordinances in place to protect biological resources that are applicable to the Project or Project Site. Implementation of the Project would not result in any new or more severe significant impacts due to a conflict with a local policies or ordinances protecting biological resources than previously disclosed in the the GHSP EIR.

IV-f) **GHSP EIR Finding.** The GHSP EIR determined that there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan applicable to the GHSP and **no impact** would occur.

Project Analysis. Consistent with the conditions that existed at the time the GHSP EIR was certified, there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan applicable to the Project Site. Accordingly, the Project would not conflict with the provisions of an applicable habitat conservation plan or other approved local, regional, or State habitat conservation plan. Implementation of the Project would not result in any new or more severe impacts related to conflicts with an adopted habitat conservation plan, natural community conservation plan or other approved habitat conservation plan than previously disclosed in the GHSP EIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
V. CULTURAL RESOURCES				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	Yes	No	No	Yes
b) Cause a substantial adverse change in the significance of an archaeological resources pursuant to Section 15064.5?	Yes	No	No	Yes
c) Disturb any human remains, including those interred outside of formal cemeteries?	Yes	No	No	Yes
SUBSTANTIATION: Check if the project is located in the Cultural ☐ Resources overlays or cite results of cultural resource review.				

A *Cultural Resources Study* was prepared for the Project by Brian F. Smith and Associates, Inc. (BFSA) to identify potential archaeological and historical resources that may be affected by the proposed Project. This report includes the findings from an archaeological pedestrian survey; a cultural records search and sacred lands search and an inventory of all recorded archaeological and historical resources located on the Project Site. This report is included as *Technical Appendix D*, to this EIR Addendum and its findings are incorporated into the analysis presented herein.

V-a) **GHSP EIR Finding**. The GHSP EIR disclosed two historical resources within the Cajon Corridor planning area, Historical U.S. Route 66 and Atchison Topeka & Santa Fe (AT&SF) railway alignment (SB County, 2000, p. 4.9-9). The GHSP EIR concluded that implementation of the GHSP would result in **no impacts** to a historical resource as defined by CEQA Guidelines Section 15064.5.

Project Analysis. An archaeological survey of the Project Site was conducted by BFSA. Survey conditions were optimal, as most of the previously existing junkyard operation had been cleared by demolition and remediation crews. The property is characterized as completely disturbed by the junkyard operation and the subsequent cleanup actions. The location of the property at the crossroads of historic Route 66, as well as existing rail lines adjacent to the property, would seem to suggest that this location was historically important to the transportation of people and goods in San Bernardino County. However, despite this location being along major transit corridors, there was no evidence of any historic materials remaining on this property that would suggest a link to historic transit operations. The ground surface was littered with glass, metal, trash and other debris indicating both domestic occupation and the junkyard operation. No evidence of historic features or artifacts could be distinguished from the residue of the junkyard

operation and cleanup. Based on BFSA's research findings, the Project Site is considered to be highly unlikely to contain a significant historic resource. (BFSA, 2021a, p. 3.0-1 and 4.0-1) As such, implementation of the Project would not impact a historical resource as defined by CEQA Guidelines Section 15064.5. The Project would not result in a new or more severe significant impact to historical resources than previously disclosed in the GHSP EIR.

Note: The County determined that the following MMs from the GHSP EIR do not apply to the Project: MM 4.9-1 does not apply to the Project because this measure only applies to development projects located in the Sycamore Flats area; MM 4.9-2 does not apply to the Project because the Project Site does not contain any structures, let alone structures more than 50 years old.

V-b) **GHSP EIR Finding.** Although the GHSP EIR identified the presence of archaeological resources and sites within the GHSP area, the GHSP EIR found that the Cajon Corridor area (which includes the Project Site) is highly disturbed by prior residential and industrial development. No cultural or archaeological resources were identified in the Cajon Corridor by the GHSP EIR, and the GHSP EIR concluded that impacts would be less than significant with mitigation applied to the potential discovery of subsurface resources associated with buildout of the Cajon Corridor portion of the GHSP. (SB County, 2000, p. 4.9-9)

Project Analysis. BFSA conducted an archaeological resources inventory of the Project Site, which included a records search through the SCCIC at CSU Fullerton. According to the archival records search, no archaeological resources have been previously recorded on the Project Site. No evidence of any archaeological sites were observed by BFSA during a pedestrian survey of the Project Site. Given the level of disturbance observed on this parcel and the intensity of the past junkyard operation and subsequent cleanup actions, BFSA determined that it was highly unlikely that any archaeological resources exist at the Project Site. (BFSA, 2021a, p. 3.0-1 and 4.0-1) In the unlikely event that archaeological resources are discovered during Project grading activities, all earthwork would be required to be diverted away from the discovery until a qualified archaeologist examines the discovery and an appropriate treatment/recovery program is implemented (as/if needed) – as required by GHSP EIR MM 4.9-4. Implementation of the Project would not result in any new or more severe significant impacts to archaeological resources than previously disclosed in the GHSP EIR.

Note: The County determined that the following MMs from the GHSP EIR do not apply to the Project: MMs 4.9-3 and 4.9-5 do not apply to development projects within the Cajon Corridor area, where the Project Site is located.

V-c) **GHSP EIR Finding.** The GHSP EIR concluded that there would be no impacts to cemeteries or archaeological sites that may contain human remains within the Cajon Corridor area.

Project Analysis. The Project Site does not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity (Google Earth Pro, 2022). In the remote chance that human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California HSC Section 7050.5 "Disturbance

of Human Remains." According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and 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. Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately 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 the 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 5097.94(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. With mandatory compliance to California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, any potential impacts to human remains, including human remains of Native American ancestry, that may result from development of the Project would be less than significant. Accordingly, implementation of the proposed Project would not result in any new impacts not already analyzed in the GHSP EIR or increase the severity of a significant impact previously identified and analyzed in GHSP EIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
VI. ENERGY				
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Yes	No	No	Yes
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No	No	No	No
SUBSTANTIATION:				

The analysis in this section is based on a memorandum prepared by Urban Crossroads to quantify the Project's consumption of energy resources during both construction and long-term operation. This memorandum is included as *Technical Appendix E*, to this EIR Addendum and its findings are incorporated into the analysis presented herein.

VI-a) **GHSP EIR Finding.** Although the GHSP 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 are concluded to be less than significant. (SB County, 2000, p. 5-2)

Project Analysis. The Project would implement the GHSP land use plan and the Project's proposed land use and development intensity is consistent with the development regulations contained within the GHSP. Therefore, the development proposed by the Project – and its energy use – is within the scope of the project that was evaluated in the GHSP EIR.

Project construction would represent a "single-event" demand and would not require on-going or permanent commitment of energy resources. Project-related construction activities are estimated to consume approximately 51,479 kWh of electricity, approximately 24,264 gallons of diesel fuel from operation of construction equipment, 267 gallons of diesel fuel from construction vendor and hauling trips, and 993 gallons of fuel from construction worker trips (Urban Crossroads, 2022c). The amount of energy and fuel use anticipated by the Project's construction activities are typical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or unnecessarily

energy-intensive. As supported by the preceding discussion, the Project's construction energy consumption would not be considered inefficient, wasteful, or otherwise.

During Project operation, energy would be consumed by building operations and maintenance (electricity and natural gas) and by vehicles traveling to/from the Project Site (diesel fuel and gasoline). Project operations are estimated to consume 7,579 kilo-British thermal units (kBTU) per year of natural gas and 31,330 Kilowatt-hour (kWh) per year of electricity on an annual basis (Urban Crossroads, 2022c). The Project's anticipated operations are not inherently energy intensive, and the Project's anticipated energy demands are comparable to, or less than, other warehouse project of similar scale and configuration. Additionally, the Project is required by law to comply with the California building Standards Code (CalGreen), which will minimize the Project's demand for energy, including energy produced from non-renewable resources. These regulations have become more protective of the environment since the certification of the GHSP EIR, and as a result the Project's energy use will generally be less than was assumed in the GHSP EIR. Project-related traffic is anticipated to consume 68,752 gallons of fuel annually (Urban Crossroads, 2022c). The trips generated by the Project and the miles traveled by those trips (vehicle miles traveled [VMT]) are consistent with uses in the Inland Empire of similar scale and configuration. Also, it bears noting that the Project is expected to result in a reduction in daily vehicle trips to/from the Site relative to what was assumed by the GHSP EIR; therefore, implementation of the Project is anticipated to result in lower gasoline and diesel fuel consumption compared to the condition that was disclosed in the GHSP EIR (refer to EIR Addendum Subsection XVII for more information regarding the Project's traffic). The Project is not anticipated to result in excessive and wasteful vehicle trips or VMT or associated excess and wasteful vehicle energy consumption

Based on the foregoing, implementation of the Project would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction and operation. Implementation of the Project would not result in new or more severe significant impacts related to energy resources than previously disclosed in the GHSP EIR.

VI-b) **GHSP EIR Finding.** Although this issue was not specifically addressed in detail in the GHSP EIR, the GHSP EIR nonetheless contained enough information about the GHSP's potential impacts associated with energy that with the exercise of reasonable diligence, information about the GHSP's potential to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency was readily available to the public.

Project Analysis. The Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, as discussed in detail below.

Consistency with Federal Energy Regulations

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

Transportation and access to the Project Site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation

plans or projects that may be realized pursuant to the ISTEA because SCAG is not planning for intermodal facilities on or through the Project Site.

The Transportation Act for the 21st Century (TEA-21)

The Project Site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

Consistency with State Energy Regulations

Integrated Energy Policy Report (IEPR)

Electricity would be provided to the Project by SCE. SCE's Clean Power and Electrification Pathway (CPEP) white paper builds on existing state programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2020 IEPR.

State of California Energy Plan

The Project Site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

California Code Title 24, Part 6, Energy Efficiency Standards

The Project would design building shells and building components, such as windows; roof systems: electrical and lighting systems: and heating, ventilating, and air conditioning systems to meet 2019 Title 24 Standards. The Project also is required by State law to be designed, constructed, and operated to meet or exceed Title 24 Energy Efficiency Standards. On this basis, the Project is determined to be consistent with, and would not interfere with, nor otherwise obstruct implementation of Title 24 Energy Efficiency Standards.

California Code Title 24, Part 11, CALGreen

CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2019 California Green Building Code Standards that became effective January 1, 2020. The proposed Project would be subject to CALGreen standards.

Pavley Fuel Efficiency Standards (AB 1493)

AB 1493 is not directly applicable to the Project as it is a statewide measure establishing vehicle emissions standards; however, is indirectly applicable to the Project because passenger cars

and light duty trucks traveling to and from the Project Site are required to comply with the legislation's fuel efficiency requirements. No feature of the Project would interfere with implementation of the requirements under AB 1493.

Advanced Clean Cars Program

The Advanced Clean Cars Program is indirectly applicable to the Project because model year 2017-2025 passenger car vehicles traveling to and from the Project Site are required by law to comply with the legislation's fuel efficiency requirements. On this basis, the Project is determined to be consistent, with, and would not interfere with, nor otherwise obstruct implementation of California's Advanced Clean Cars Program.

California Renewable Portfolio Standards (SB 1078)

Established under SB 1078, the California Renewable Portfolio Standards do not directly apply to the Project as it is a statewide measure that establishes a renewable energy mix. Energy directly or indirectly supplied to the Project Site by electric corporations is required by law to comply with SB 1078. On this basis, the Project is determined to be consistent, with, and would not interfere with, nor otherwise obstruct implementation of California Renewable Portfolio Standards.

Clean Energy and Pollution Reduction Act (SB 350)

The proposed Project would use energy from SCE, which has committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures required of new industrial developments.

Conclusion

As supported by the preceding analysis, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Implementation of the Project would not result in new or more severe significant impacts related to energy resources than previously disclosed in the GHSP EIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
VII. GEOLOGY AND SOILS				
Would the project:				
a) Directly or indirectly cause 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?	Yes	No	No	Yes
ii. Strong seismic ground shaking?	Yes	No	No	Yes
iii. Seismic-related ground failure, including liquefaction?	Yes	No	No	Yes
iv. Landslides?	Yes	No	No	Yes
b) Result in substantial soil erosion or the loss of topsoil?	Yes	No	No	Yes
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	Yes	No	No	Yes
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?	Yes	No	No	Yes
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?	Yes	No	No	Yes
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Yes	No	No	Yes
SUBSTANTIATION: Check ☐ if project is located in the Geologic Hazards Overlay District.				

A *Geotechnical Investigation* was prepared for the Project by Langan Engineering & Environmental Services (Langan) to evaluate the geotechnical conditions of subject property, identify any geologic hazards, and provide recommendations for the future development of the Project. In addition, a *Paleontological Assessment* was prepared by Brian F. Smith and Associates (BFSA) to evaluate the potential for the Project Site to contain significant paleontological resources. These reports are included as *Technical Appendices F* and *G* to this EIR Addendum, respectively, and their findings are incorporated into the analysis presented herein.

VII-a) **i. GHSP EIR Finding.** The GHSP EIR disclosed that there are earthquake faults that traverse the GHSP area, including the active and potentially active San Jacinto, Glen Helen, and Verdemont Ranch faults that traverse the northeast and southwest portions of the GHSP area. The Glen Helen and Verdemont Ranch faults are included within Alquist-Priolo Earthquake Fault Zones designated by the State of California (SB County, 2000, p. 4.1-12). The GHSP EIR noted that the GHSP is located within a geologically sensitive area, and development may be subject to geologic constraints. Due to the proximity of these faults to the Glen Helen area, the GHSP EIR found that near-field effects from strong ground motion associated with a large earthquake may occur. The GHSP EIR concluded that the GHSP project would not create any substantial new geologic or soil impacts and that implementation of the GHSP would result in **less-than-significant impacts** associated with geologic hazard after the imposed mitigation measures. (SB County, 2000, p. 4.1-17)

Project Analysis. There are no known active or potentially active faults on or trending toward the Project Site and the Project Site is not located within a mapped Alquist-Priolo Earthquake Fault Zone (SB County, 2020b, Policy Map HZ-1; Langan, 2021, p. 3). Because there are no known faults located on or trending towards the Project Site, the Project would not directly or indirectly expose people or structures to substantial adverse effects related to rupture of a known earthquake fault. Accordingly, implementation of the proposed Project would not result in any new significant impacts not already analyzed in the GHSP EIR or increase the severity of a significant impact previously identified and analyzed in GHSP EIR.

ii. GHSP EIR Finding. According to the GHSP EIR, severe seismic shaking of the GHSP area can be expected within the next 100 years from an earthquake along the faults discussed in above. The GHSP EIR concluded that implementation of the GHSP would result in **less-than-significant impacts with mitigation** associated with strong seismic ground shaking after implementation of **GHSP EIR Mitigation Measures 4.1-1 through 4.1-5**. (SB County, 2000, p. 4.1-14)

Project Analysis. The Project Site is located in a seismically active area of Southern California and is expected to experience moderate-to-severe ground shaking during the lifetime of the Project. This risk is not considered substantially different to the seismic risk posed to properties throughout the Southern California area. As a condition of Project approval, the Project would be required to be constructed in accordance with the California Building Standards Code (CBSC, Title 24, Part 11 of the California Code of Regulations) and the San Bernardino County Building Code (Title 6, Division 3 of the San Bernardino County Code of Ordinances), which adopts of the CBSC with local amendments. The CBSC and San Bernardino County Building

Code have been specifically tailored for California earthquake conditions and provide standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures. In addition, the CBSC (Chapter 18) and the San Bernardino County Code of Ordinances (Chapter 87.08) require development projects to prepare geologic engineering reports to identify site-specific geologic and seismic conditions and provide site-specific recommendations including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, and selection of appropriate structural systems, to preclude adverse effects resulting from strong seismic ground-shaking. Pursuant to the County's Code of Ordinances, the County will condition the Project to comply with the site-specific ground preparation and construction recommendations contained in the Project's geotechnical investigation (see *Technical Appendix F*). With mandatory compliance to the CBSC and County requirements which satisfies **GHSP EIR MMs 4.1-3 and 4.-1-4**, as well as the standard and Project-specific design and construction recommendations set forth in the Project's geotechnical investigation, the Project would be constructed to withstand seismic ground shaking sufficiently to preclude a substantial risk to people or structures related to strong seismic ground shaking. Based on the foregoing analysis, the Project would not result in new or more severe significant impacts related to seismic ground-shaking than previously disclosed in the GHSP EIR.

Note: The County determined that the following MMs from the GHSP EIR do not apply to the Project: MMs 4.1-1, 4.1-2, and 4.1-5 do not apply to the Project because the Project Site neither contains an active fault or earthquake fault buffer/safety zone nor is the Project Site adjacent to an active fault or earthquake fault buffer/safety zone.

iii. GHSP EIR Finding. The GHSP EIR disclosed that the State of California did not identify a Seismic Hazard Liquefaction Zone as defined by the Seismic Hazards Mapping Act in the vicinity of the GHSP area. The GHSP EIR disclosed that high groundwater does not occur within Cajon Corridor based on current and historic groundwater data. Notwithstanding, the GHSP EIR disclosed that liquefaction could occur within the GHSP area in the event of a substantial earthquake (magnitude 7.0 or greater). After application of the MM identified in the GHSP EIR, impacts related to liquefaction was concluded to be **less-than-significant with mitigation**. (SB County, 2000, p. 4.1-14 through 4.1-15)

Project Analysis. Areas overlying groundwater within 30 to 50 feet of the surface are considered susceptible to liquefaction hazards. The Project's geotechnical investigation found that the groundwater table occurs at a depth greater than 100 feet below the Project Site; therefore, liquefaction-induced settlement of soils below the groundwater is not an anticipated seismic hazard at the Project Site (Langan, 2021a, p. 4). Accordingly, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction hazards. Based on the foregoing analysis, the Project would not result in new or more severe significant impacts related to liquefaction than previously disclosed in GHSP EIR.

Note: The County determined that the following MMs from the GHSP EIR do not apply to the Project: MMs 4.1-7 through 4.1-10 do not apply to the Project due to the geographic location of the Project Site, and the demonstrated lack of soil stability hazards on the Project Site (as documented in the Project's geotechnical report, *Technical Appendix H* to this EIR Addendum).

iv. GHSP EIR Finding. The GHSP EIR concluded that potential impacts associated with landslides would be **less than significant with mitigation**.

Project Analysis. Landslides and slope failure can result from ground motion generated by earthquakes. The Project Site and surrounding areas are relatively flat. Grading proposed as part of the Project would generally maintain the Site's existing flat topography, with no substantial slopes proposed or required as part of Project grading activities. The geotechnical investigation found that the Project Site is not located within a mapped, currently established zone of landslide occurrence (Langan, 2021a, p. 3). As such, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Based on the foregoing analysis, the Project would not result in new or more severe significant impacts related to landslide than previously disclosed in the GHSP EIR.

Note: The County determined that the following MMs from the GHSP EIR do not apply to the Project: MMs 4.1-7 through 4.1-10 do not apply to the Project due to the geographic location of the Project Site and the demonstrated lack of soil stability hazards on the Project Site (as documented in the Project's geotechnical report, *Technical Appendix H* to this EIR Addendum).

VII-b) **GHSP EIR Finding.** The GHSP EIR disclosed that 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. The GHSP EIR concluded that soil erosion impacts would be **less than significant with mitigation**.

Project Analysis. Proposed grading activities associated with the Project would temporarily expose Project Site soils to water and air, which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal or stabilizing vegetation and exposure of these erodible materials to wind and water. Erosion by water would be greatest during the first rainy season after grading and before paving and landscaping occur. Erosion by wind would be highest during period of high wind speeds when soils are exposed.

In compliance with **GHSP EIR MMs 4.2-1 and 4.2-2**, and pursuant to the requirements of the State Water Resources Control Board, the Project Applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects – like the Project – that include construction activities, such as clearing, grading, and/or excavation that disturb at least one (1) acre of total land area. In addition, the Project would be required to comply with the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Program*. Compliance with the NPDES permit and the *Santa Ana River Basin Water Quality Control Program* involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for

construction-related activities. The SWPPP will specify the BMPs that the Project Applicant will be required to implement during construction activities to ensure that waterborne pollution – including erosion/sedimentation – is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Lastly, the Project would be required to implement an erosion and dust control plan pursuant to County Development Code Section 85.11.030 (and to ensure compliance with SCAQMD Rule 403) to minimize water- and windborne erosion. Mandatory compliance with the SWPPP and the erosion control plan would ensure that the Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities.

Upon Project build-out, the Project Site would be covered by a building, landscaping, and impervious surfaces. Stormwater runoff from the Project Site would be captured, treated to reduce waterborne pollutants (including sediment), and conveyed off-Site via an underground storm drain system. Accordingly, the amount of erosion that would occur on the Project Site would be minimal. Notwithstanding, to meet the requirements of the County's Municipal Storm Water Permit, and in accordance with San Bernardino County Code of Ordinances Section 35.0118, the Project Applicant would be required to prepare and implement a water quality management plan (WQMP), 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. The WQMP is required to identify an effective combination of erosion control and sediment control measures (i.e., BMPs) to reduce or eliminate sediment discharge to surface water from storm water and non-storm water discharges. The preliminary WQMP for the Project, which is provided as *Technical Appendix L* of this EIR Addendum, identifies preventive, low impact development BMPs (such as the use of permeable surfaces across the site, catch basin inserts, and an infiltration basin system), non-structural source control BMPs (such as vacuum sweeping of parking lots and routine maintenance of catch inserts to prevent clogging and maximize removal efficiency), and structural source control BMPs (such as utilizing efficient irrigation systems that minimize overspray), to minimize erosion. The WQMP also is required to establish a post-construction implementation and maintenance plan to ensure on-going, long-term erosion protection. Compliance with the WQMP will be required as a condition of approval for the Project, as will the long-term maintenance of erosion and sediment control features.

Based on the foregoing analysis and mandatory regulatory compliance, Project construction and long-term operations would not result in substantial soil erosion or the loss of topsoil. Implementation of the Project would not result in any new or more severe significant impacts related to soil erosion than previously disclosed in the GHSP EIR.

VII-c) **GHSP EIR Finding.** The GHSP EIR noted that implementation of the GHSP and related projects could expose future populations to regional seismic hazards. However, the GHSP EIR found that seismic safety standards for new construction and ongoing provisions for emergency

preparedness and response are anticipated to reduce such a risk to acceptable levels. The GHSP EIR concluded that impacts would be **less than significant with mitigation**.

Project Analysis. Based on research performed by Langan as part of the Project's geotechnical investigation, the Project Site is not subject to ground deformations, subsidence, lateral spreading, or landslides (Langan, 2021a, p. 3-4). Based on the foregoing analysis, the Project would not result in any new impacts or more severe significant impacts related to unstable soils than previously disclosed in the GHSP EIR.

Note: The County determined that the following MMs from the GHSP EIR do not apply to the Project: MMs 4.1-7 through 4.1-10 do not apply to the Project due to the geographic location of the Project Site and the demonstrated lack of soil stability hazards on the Project Site (as documented in the Project's geotechnical report, *Technical Appendix H* to this EIR Addendum).

VII-d) **GHSP EIR Finding.** Although this topic was not specifically addressed in detail in the GHSP EIR, the GHSP EIR nonetheless contained enough information about the GHSP's potential impacts associated with expansive soil that with the exercise of reasonable diligence, information about impacts regarding expansive soil was readily available to the public.

Project Analysis. As determined by Langan, near-surface soils on the Project Site consist of alluvial gravel and sand, which are not classified as "expansive" (Langan, 2021a, p. 4). Accordingly, the Project would not create substantial risks to life or property through locating structures on expansive soil. Based on the foregoing analysis, implementation of the Project would not result in any new impacts or more severe significant impacts related to expansive soil than previously disclosed in the GHSP EIR.

VII-e) **GHSP EIR Finding**. Although this topic was not specifically addressed in detail in the GHSP EIR, the GHSP EIR nonetheless contained enough information about the GHSP's potential impacts associated with soils that with the exercise of reasonable diligence, information about the GHSP's potential effect on soils incapable of adequality supporting the use of septic tanks or alternative waste water disposal systems was readily available to the public.

Project Analysis. A soil infiltration analysis was performed for the Project Site. The soil infiltration analysis confirmed that percolation on the Project Site is adequate to support the Project's proposed septic system (Langan, 2021a, p. 5). Based on the foregoing analysis, the Project Site has soils capable of adequately supporting the use of septic tanks. Implementation of the Project would not result in any new impacts or more severe significant impacts related to septic tanks or alternative wastewater disposal systems than previously disclosed in the GHSP EIR.

VII-f) **GHSP EIR Finding.** The GHSP EIR did not evaluate topic of paleontological resources, but with the exercise of reasonable diligence, information about geologic structure and the potential for discovery of fossils within the GHSP area was readily available to the public at the time the GHSP EIR was certified.

Project Analysis. No unique paleontological resources or unique geologic features are present on the Project Site (BFSA, 2021b, p. 6). The Project Site is underlain by Holocene alluvium soils, which are too young to contain significant, non-renewable paleontological resources (BFSA, 2021b, pp. 6-7). Accordingly, implementation of the Project would not indirectly or indirectly destroy a unique paleontological resource or site. Implementation of the Project would not result in any new or more severe significant impacts to paleontological resources than previously disclosed in the GHSP EIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
VIII. GREENHOUSE GAS EMISSIONS				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	No	No	No	No
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No	No	No	No
SUBSTANTIATION:				

A *Greenhouse Gas Analysis* (GHG Analysis) was prepared for the Project by Urban Crossroads to quantify the greenhouse gas (GHG) emissions that would result from Project-related construction and operation. This report is included as *Technical Appendix H* to this EIR Addendum and its findings are incorporated into the analysis presented herein.

VIII-a) **GHSP EIR Finding.** The topic of GHG emissions was not specifically addressed in the GHSP EIR, and the GHSP EIR did not identify a significant environmental impact due to GHG emissions resulting from construction and operation of planned development within the GHSP.

Project Analysis. Although this topic 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 greenhouse gas 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.

Furthermore, 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. During the public review period and public hearings associated with the GHSP EIR, no objections or concerns were raised regarding the GHSP EIR's analysis of GHG emissions, and no legal challenge was filed within the statute of limitations period established by Public Resources Code Section 21167I. 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 EIR was certified; thus, minor additions are needed to make the previous EIR adequate to cover the actions that are currently proposed, which are documented herein.

To reduce GHG emission on a County-wide 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 development 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 ($MTCO_2e$) per year is used to determine if further analysis is required. If a development project were to produce GHG emissions of less than 3,000 $MTCO_2e$ 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 development project were to produce more than 3,000 $MTCO_2e$ 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.

As shown in Table 5, the Project will result in approximately 685.5 $MTCO_2e$ per year, which is less than the screening threshold of 3,000 $MTCO_2e$. The methodology used to calculate Project-related GHGs is summarized in the Project's GHG analysis (refer to *Technical Appendix H*). Because the Project's total annual GHG emissions would not exceed 3,000 $MTCO_2e$, the Project would not generate substantial GHG emissions – either directly or indirectly – that would have a substantial adverse effect on the environment based on the threshold of significant utilized by the County. Accordingly, the Project's GHG emissions do not represent a new, significant air quality impact or an increase in the severity of a significant air quality impact previously disclosed in the GHSP EIR.

Table 5 GHG Emissions Summary

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	R	Total CO_2e
Annual construction-related emissions amortized over 30 years	8.15	3.33E-04	0.00E+00	3.33E-04	8.19
Mobile	646.00	0.04	0.08	1.10	673.00
Area	0.03	< 0.005	< 0.005	0.00	0.03
Energy	2.86	< 0.005	< 0.005	0.00	2.87
Water	0.53	0.01	< 0.005	0.00	0.93
Waste	0.14	0.01	0.00	0.00	0.48
Total CO_2e (All Sources)	**685.50**				

(Urban Crossroads, 2022d. Table 3-6)

VIII-b) **GHSP EIR Finding.** The topic of GHG emissions was not specifically addressed in the GHSP EIR and the GHSP EIR did not identify a significant impact on the environment due to a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

Project Analysis. As demonstrated by the analysis provided below, the Project would not conflict with applicable regulations, policies, plans, and policy goals that would reduce GHG emissions.

The Project would be constructed in accordance with the most recent CBSC. The CBSC includes the California Energy Code, or Title 24, Part 6 of the California Code of Regulations, also titled The Energy Efficiency Standards for Residential and Nonresidential Buildings. The California Energy Code was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated approximately every three years to improve energy efficiency by allowing incorporating new energy efficiency technologies and methods. The Project would be required to comply with all applicable provisions of the CBSC. As such, the Project's energy demands would be minimized through design features and operational programs that, in aggregate, would ensure that Project energy efficiencies would comply with – or exceed – incumbent CBSC energy efficiency requirements, thereby minimizing GHG emissions produced from energy consumption.

The California Air Resources Board (CARB) Scoping Plan identifies strategies to reduce California's GHG emissions in support of AB32, which required the State to reduce its GHG emissions to 1990 levels by 2020. CARB updated the Scoping Plan in 2017 to identify additional measures that would achieve the emissions reductions goals of SB 32, which requires the State to reduce its GHG emissions to 40 percent below 1990 levels by 2030. According to research conducted by the Lawrence Berkeley National Laboratory and supported by the CARB, California, under its existing and proposed GHG reduction policies (i.e., CARB Scoping Plan), is on track to meet the years 2020 and 2030 reduction targets established by AB 32 and SB 32, respectively (Urban Crossroads, 2022d, p. 29). As explained in point-by-point detail in Section 3.8 of the Project's GHG Analysis (refer to Table 3-8), the Project would not conflict with applicable measures of the CARB Scoping Plan and would not preclude/obstruct implementation of the Scoping Plan or achievement of the GHG emissions goals of AB 32 or

SB 32. Furthermore, as addressed under Response VIII-c, the Project would not conflict with the County's *Greenhouse Gas Reduction Plan*, which was adopted to ensure the County would achieve the GHG reduction mandate of SB 32.

In April 2015, Governor Edmund Brown Jr. signed EO B-30-15, which advocated for a statewide GHG- reduction target of 80 percent below 1990 levels by 2050. To date, no statutes or regulations have been adopted to translate the year 2050 GHG reduction goal into comparable, scientifically- based statewide emission reduction targets. Rendering a significance determination for year 2050 GHG emissions relative to EO B-30-15 would be speculative because EO B-30-15 establishes a goal more than three decades into the future; no agency with GHG subject matter expertise has adopted regulations to achieve these statewide goals at the project-level; and, available analytical models cannot presently quantify all project- related emissions in those future years. Further, due to the technological shifts anticipated and the unknown parameters of the regulatory framework in 2050, available GHG models and the corresponding technical analyses are subject to limitations for purposes of quantitatively estimating the Project's emissions in 2050.

Based on the foregoing analysis, the Project would not conflict with the State's ability to achieve the State-wide GHG reduction mandates and would be consistent with applicable policies and plans related to GHG emissions reductions. Accordingly, implementation of the proposed Project would not result in any new significant impacts not already disclosed in the GHSP EIR or increase the severity of a significant impact previously disclosed in the GHSP EIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
IX. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	Yes	No	No	Yes
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?	Yes	No	No	Yes
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No	No	No	No
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?	Yes	No	No	Yes
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	No	No	No	No
f) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Yes	No	No	Yes
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Yes	No	No	Yes
SUBSTANTIATION:				

A Phase I Environmental Site Assessment (ESA) was prepared for the Project Site by Langan in Feburary 2019 and a Phase II ESA was prepared in November 2021 (included as *Technical Appendix I and J* to this EIR Addendum). As part of the Phase I and Phase II ESA efforts, Langan conducted a site reconnaissance; interviews with persons with a historical link to the property; a review of historical sources; a review of regulatory agency records; a review of a regulatory database report provided by a third-party vendor; geophysical surveys and soil boring advancement; and soil sampling.

IX-a) **GHSP EIR Finding.** The GHSP EIR did not identify any significant impacts to the public of the environment regarding the routine transport, use, or disposal of hazardous materials. The GHSP EIR found that implementation of the GHSP would result in **less-than-significant impacts**. The GHSP EIR cited various federal, State, and local statutes and requirements that apply to hazardous waste and fire safety. (SB County, 2000, p. 4.7-7)

Project Analysis. As demonstrated in the analysis below, the Project would not result in a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The Project would not result in any new impacts, or increase the severity of previously identified significant impacts, as compared to the analysis presented in the GHSP EIR.

Impact Analysis for Existing Site Conditions

A Recognized Environmental Condition (REC) is defined as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under condition that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions." (Langan, 2019, p. 5) Based on a review of historic regulatory agency hazardous materials databases, historic site aerial photographs, interviews with current property owners, and a reconnaissance of the Project Site, Langan identified six (6) RECs associated with past business activities on the Project Site; including: ground staining throughout the Project Site (from liquids/substances leaking during the automobile dismantling process); the former auto dismantling area (where various used oil plastic totes on secondary containment catch basins, drums with hydraulic oil and motor oil, and various vehicle parts on wooden pallets were routinely stored/stage); an open drainage ditch and culvert (which was full of sediment and debris and may, potentially, include oils and greases); a former building structure (where building remnants/debris were observed); vehicle parts storage rack staging areas (where vehicle fluids could be spilled); and drums, tanks, and plastic totes (which appeared aged, stains, or rusted and stored waste oil, motor oil and fuel (Langan, 2019, pp. 31-33).

Langan performed a thorough site evaluation, including soil borings and laboratory testing, to determine if any of the identified RECs resulted in contamination on the Project Site that could pose a significant hazard to the public or the environment. According to the site evaluation, Title 22 metals, total petroleum hydrocarbons (TPH), and volatile organic compounds (VOCs) were not detected on the Project Site above their applicable U.S. Environmental Protection Agency (EPA) regional screening levels or applicable California Department Toxic Substances Control (DTSC) commercial/industrial soil screening levels. Arsenic was detected in soil

samples collected from the Project Site; however, arsenic concentrations were below natural regional background levels for Southern California published by the DTSC. (Langan, 2021b, p. 6)

Based on the foregoing information, there are no existing conditions or features on the Project Site that would represent a substantial hazard to the public or the environment.

Impact Analysis for Temporary Construction-Related Activities

Heavy equipment (e.g., dozers, excavators, tractor) would operate on the subject property during construction of the Project. Heavy equipment is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. Also, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project Site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the Environmental Protection Agency (EPA), US Department of Transportation regulations listed in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; California Department of Toxic Substances Control (DTSC), SCAQMD, Santa Ana Regional Water Quality Control Board (RWQCB), and the California Department of Industrial Relations Division of Occupational Safety and Health (DOSH), better known as Cal/OSHA. With mandatory compliance to applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Impacts would be less than significant.

Impact Analysis for Long-Term Operational Activities

The Project Site would be used as a semitrailer storage facility. There is the potential for hazardous materials (e.g., diesel fuel, cleansers, lubricants) to be used during the course of normal daily operations at the Project Site with these types of users. State and federal Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals that may be used by businesses on the Project Site. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies the building on the Project Site and that handles/stores substantial quantities of hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) will require a permit from the San Bernardino County Fire Department, Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the San Bernardino

County Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business, and to prepare a Hazardous Materials Business Emergency Plan (HMBEP). An HMBEP 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. With mandatory regulatory compliance, the Project is not anticipated to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials.

IX-b) **GHSP EIR Finding.** The GHSP EIR did not identify any significant hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The GHSP EIR disclosed that implementation of the GHSP may result in an increase in the use and storage of hazardous materials and waste as commercial and industrial uses expand within the GHSP area. The GHSP EIR cited various federal, State, and local status that apply to hazardous waste and fire safety, which the GHSP EIR found would result in **less-than-significant impacts**. (SB County, 2000, p. 4.7-7)

Project Analysis. As discussed above under the preceding response, if hazardous materials are used or stored on the Project Site under near-term construction or long-term operational activities, the Project would be required to comply with applicable federal, State, and local regulations to ensure the safe handling of hazardous materials. Mandatory compliance with these regulations would ensure that, if an accident involving hazardous materials occurs on-site, it would be treated appropriately to avoid a significant hazard to the public or the environment. With mandatory compliance with applicable hazardous materials regulations related to hazardous materials that are discussed herein, the Project would not create a significant hazard to the public or the environment in the event an accident on-site results in the release of hazardous materials. Implementation of the Project would not result in any new impacts or more severe impacts related to hazardous materials than previously disclosed in the GHSP EIR.

IX-c) **GHSP EIR Finding.** The GHSP EIR did not identify significant impacts related to the potential release of hazardous materials to schools that may be located within 0.25-mile of the GHSP area.

Project Analysis. Although this issue was not specifically addressed in detail in the GHSP EIR, the GHSP EIR nonetheless contained sufficient information for the public to determine, with the exercise of reasonable diligence, the risk to nearby schools associated with the potential release of hazardous materials within the GHSP area. Accordingly, the analysis presented below does not represent new information that was not, or could not, have been known at the time the GHSP EIR was certified.

There are no schools located within 0.25-mile of the Project Site. The nearest school to the Project Site is Cesar Chavez Middle School, located approximately 0.95-mile northeast of the Project Site (Google Earth Pro, 2022). Thus, the Project would have no potential to release hazardous materials or emissions within one-quarter mile of a school. Implementation of the

Project would not result in any new impacts or more severe significant impacts related to hazardous materials than previously disclosed in the GHSP EIR.

IX-d) **GHSP EIR Finding.** The GHSP EIR disclosed previously unknown hazardous material contamination from historical use of the GHSP area may be encountered during project development activities. However, if such contamination does exist, the GHSP EIR found that federal, State, and local policies and procedures would require the delineation and remediation of such sites to the satisfaction of the local enforcement agency. The GHSP EIR concluded that potential impacts from former uses of the GHSP area would be less than significant. (SB County, 2000, p. 4.7-5)

Project Analysis. Government Code Section 65962.5 requires DTSC, the State Department of Health Services, State Water Resources Control Board, and the State Department of Resources Recycling and Recovery to maintain a list of hazardous materials sites that fall within specific, defined categories. The Project Site is not listed on any of the hazardous materials databases compiled pursuant to Government Code Section 65962.5 (Langan, 2019, pp. 16-21; DTSC, n.d.; SWRCB, 2022). Accordingly, Implementation of the Project would not result in any new impacts or more severe significant impacts related to hazardous materials than previously disclosed in the GHSP EIR.

IX-e) **GHSP EIR Finding.** The GHSP EIR did not disclose any impacts related to noise or safety hazards to/from public airports located within the vicinity of the GHSP area.

Project Analysis. Although this issue was not specifically addressed in detail in the GHSP EIR, the GHSP EIR nonetheless contained sufficient information for the public to understand, with the exercise of reasonable diligence, whether development in the GHSP area could be exposed to elevated noise levels from airport operations or if proposed development within the GHSP could pose a safety hazard to airport flight operations. Accordingly, the analysis presented below does not represent new information that was not, or could not, have been known at the time the GHSP EIR was certified.

The Project Site is located approximately 10 miles from the San Bernardino International Airport (SBIA), which is the closest airport to the Project Site. As shown on the San Bernardino Countywide Plan Map HZ-9, *Airport Safety & Planning Areas*, the Project Site is located outside of the Airport Safety Review Area for the SBIA, and the Project area is depicted as being outside of the 60 dBA Ldn noise contour for the SBIA (SB County, 2020b, Policy Map HZ-9). The Project Site also is not located within the vicinity of a private or public airstrip. As such, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. Implementation of the Project would not result in any new impacts or more severe significant impacts related to air travel than previously disclosed in the GHSP EIR.

IX-f) **GHSP EIR Finding.** The GHSP EIR identified portions of the GHSP area as having limited access via roads which are subject to inundation during and following storm events. The GHSP EIR noted that the GHSP identifies several potential road and access improvements that would enhance emergency access and evacuation of the interior of the GHSP area in the future. The

GHSP EIR concluded that implementation of the GHSP would improve emergency response and evacuation capabilities within the GHSP area, resulting in **less-than-significant impacts**. (SB County, 2000, p. 4.7-7)

Project Analysis. According to Countywide Plan Policy Map PP-2, Evacuation Routes, the closest designated evacuation route to the Project Site is Interstate 215, which is located just north of the Project Site (SB County, 2020b, Policy Map PP-2). Cajon Boulevard, located along the Project Site's frontage, provides access to I-215. During Project construction there would be no need to close Cajon Boulevard along the Project Site frontage, and if any temporary lane closures are necessary in the travel lane directly abutting the Project Site, such intermittent closures would require the construction contractor to implement a traffic control plan that complies with the *California Manual on Uniform Traffic Control Devices* and which must be approved by the County to ensure that emergency response is not adversely affected. There are no components of the Project's operational characteristics that could interfere with an adopted emergency response or evacuation plan. Based on the foregoing analysis, implementation of the Project would not impair or physically interfere with emergency access routes or emergency access plans. The Project would not result in any new significant impacts not already analyzed in the GHSP EIR or increase the severity of a significant impact previously identified and analyzed in the GHSP EIR.

IX-g) **GHSP EIR Finding.** The GHSP EIR disclosed that no significant wildland fire hazards are anticipated to occur. According to the GHSP EIR, all proposed project of subdivision applications must be submitted to the responsible fire authority and Resource Conservation District office, in accordance with the provisions of the Development Code, which would be adequate to ensure that **less-than-significant impacts** would occur. (SB County, 2000, p. 4.7-6 through 4.7-7)

Project Analysis. As identified by San Bernardino Countywide Policy Plan Policy Map HZ-5, Fire Hazards Severity Zones, the Project Site and surrounding area are located within a designated Very High Fire hazard (SB County, 2020b, Policy Map HZ-5). Proposed on-site improvements are minimal and would include only a paved parking lot, a small office building, and ornamental landscaping. The office building would be constructed in conformance with the current Uniform Fire Code requirements and all applicable statues, codes, ordinances, and standards of the San Bernardino County Fire Protection District, and the proposed landscaping plan would comply with the County's fuel management requirements, including requirements related to irrigation and maintenance. Due to the limited number of improvements proposed as part of the Project and the limited size of the proposed office building (approximately 1,650 s.f.) the proposed Project would not expose people or structures to a substantial risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Implementation of the Project would not result in any new impacts or more severe significant impacts related to wildland fires than previously disclosed in the GHSP EIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
X. HYDROLOGY AND WATER QUALITY				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Yes	No	No	Yes
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Yes	No	No	Yes
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 a substantial erosion or siltation on- or off-site;	Yes	No	No	Yes
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	Yes	No	No	Yes
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	Yes	No	No	Yes
iv. Impede or redirect flood flows?	Yes	No	No	Yes
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Yes	No	No	Yes
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Yes	No	No	Yes
SUBSTANTIATION:				

A *Preliminary Hydrology Report* and *Preliminary Water Quality Management Plan (WQMP)* were prepared for the Project by Langan. The *Preliminary Hydrology Report* analyzes the existing and proposed surface-water hydrology and identifies any impacts that may be associated with the Project. The purpose of the *Preliminary WQMP* is to help identify pollutants of concern, establish the Best Management Practices for the Project, and establish long term maintenance responsibilities for the Project. These reports are included as *Technical Appendices K and L*, respectively, to this EIR Addendum and their findings are incorporated into the analysis presented herein.

X-a) **GHSP EIR Finding**. The GHSP EIR concluded that implementation of the GHSP EIR would result in potentially significant impacts to water quality. Application of the requirements of the NPDES permit program would reduce potential water quality effects to less than significant levels. In addition, mitigation measures were imposed to reduce hydrology and water quality impacts to **less than significant with mitigation**.

Project Analysis. As demonstrated in the analysis below, the Project would not violate any water quality standards or waste discharge requirements. The Project would not result in any significant impacts that were not disclosed in the GHSP EIR or increase the severity of any significant impacts identified in the GHSP EIR.

Construction Water Quality Impacts

Construction of the Project would involve site preparation, grading, paving, utility installation, building construction, and landscaping activities, which have the potential to generate water quality pollutants such as silt, debris, organic waste, and chemicals (e.g., paints, solvents). Should these materials come into contact with water that reaches off-site surface water bodies or flows to a public storm drain, the potential exists for the Project's construction activities to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and San Bernardino County (Development Code Chapter 85.11 and Code of Ordinances Section 35.0101 et seq.), the Project Applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one (1) acre of total land area. In addition, the Project Applicant would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP will specify the Best Management Practices (BMPs) that the Project's construction contractors would be required to implement during construction activities to ensure that potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Mandatory compliance with the SWPPP would ensure that the proposed Project does violate any water quality standards or waste discharge requirements

during construction activities (and, also, would fulfill GHSP EIR MMs 4.2-1 and 4.2-2). Therefore, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

Post Development Water Quality Impacts

Stormwater pollutants commonly associated with the Project's proposed land use (i.e., semitrailer storage facility with a small office building) include pathogens (bacterial/virus), phosphorous, nitrogen, sediment, metals, oil/grease, trash/debris, pesticides/herbicides, and organic compounds (Langan, 2022b, Form 2.3-1).

To meet the requirements of the County's NPDES permit and in accordance with the County of San Bernardino Code of Ordinances (Section 35.0101 et seq.), the Project Applicant would be required to prepare and implement a Water Quality Management Plan (WQMP). A WQMP 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 the WQMP ensures on-going, long-term protection of the watershed basin. The Project's preliminary WQMP (PWQMP), prepared Langan, is attached hereto as Technical Appendix L. As identified in the Project's PWQMP, the Project is designed to include structural source control BMPs consisting of infiltration chambers and inlet filters as well as operational source control BMPs, including but not limited to: the installation of water-efficient landscape irrigation systems, storm drain system stenciling and signage, and implementation of a trash and waste storage areas – to minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged into the County's public storm drain system (Langan, 2022b). Compliance with the PWQMP would be required as a condition of approval for the Project. Long-term maintenance of on-site water quality features also would be required as a condition of approval to ensure the long-term effectiveness of all on-site water quality features.

Additionally, the NDPES program requires certain land uses, including the industrial land uses proposed by the Project, to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption has been granted. The Project Applicant would be required to prepare a SWPPP for operational activities and implement a long-term water quality sampling and monitoring program or receive an exemption. Because the permit is dependent upon a detailed accounting of all operational activities and procedures, and the Project's building users and their operational characteristics are not known at this time, details of the operational SWPPP (including BMPs) or potential exemption to the SWPPP operational activities requirement cannot be determined with certainty at this time. However, based on the performance requirements of the NPDES Industrial General Permit, it is reasonably assured that the Project's mandatory compliance with all applicable water quality regulations would further reduce potential water quality impacts during long-term operation.

Conclusion

Based on the foregoing analysis, implementation of the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality during construction and long-term operation. Implementation of the

Project would not result in any new or more severe significant impacts related to water quality than previously disclosed in the GHSP EIR.

Note: The County determined that the following MMs from the GHSP EIR do not apply to the Project: MM 4.2-3 does not apply to the Project because this measure only applies to future uses/development at the site of the Cajon Landfill.

X-b) **GHSP EIR Finding.** The GHSP EIR noted that the GHSP area lies within the Lytle Creek and Bunker Hill I groundwater subbasins. Future development would be subject to standard verification of water supply availability from appropriate water purveyors as a condition of approval. The GHSP EIR concluded that impacts to groundwater supply would be **less than significant**.

Project Analysis. The Project Site does not contain any existing groundwater wells, and no groundwater wells are proposed as part of the Project. As such, the Project would not directly deplete or decrease groundwater supplies.

The Project would be served with potable water by the San Bernardino Municipal Water Department (SBMWD), which obtains its supplies via the San Bernardino Valley Municipal Water District (SBVMWD). A majority of the SBVMWD's water supply comes from groundwater resources. The groundwater basins within the San Bernardino Valley region are among the most rigorously managed in the State. Planning and management efforts evaluating needs and supplies have been established for most of the basins within the watershed through the next 20 to 40 years. Groundwater extractions and conditions are monitored and tracked by the Western-San Bernardino Watermaster and the Basin Technical Advisory Committee. (SBMWD, 2006, p. 2-7) Furthermore, the Project Site overlays the San Bernardino Basin Area (SBBA), which was defined by, and adjudicated in gross, by the Western-San Bernardino Judgment (Western Judgment) in 1969. The SBBA encompasses the Bunker Hills sub basin (Department of Water Resources [DWR] Number 8.02-06) and also includes a small portion of the Yucaipa Basin (8-02.07) and Rialto-Colton Basin (8-02.04). The Project Site occurs within the Bunker Hills Basin portion of the SBBA. The Western Judgment established the natural safe yield of the SBBA for both surface water diversions and groundwater extractions. The Western-San Bernardino Watermaster provides an annual accounting of annual extractions and a comparison to the safe yield. If the cumulative extractions are less than the cumulative safe yield, there is a groundwater "credit" in the basin. In years when cumulative extractions are greater than their allocation, a "debit" is given. Recharge is also required to offset the export of water outside the SBBA in excess of the amount recorded during the base period (1959-1963). (SBVMWD, 2016, pp. 2-7 and 2-8) No component of the Project would conflict with the management of the region's groundwater basins.

The total impervious percentage of the Project Site in the existing condition is approximately 55%. The total impervious percentage of the proposed development at the Project Site would be approximately 78%, which would reduce the amount of direct infiltration of runoff into the ground. As detailed in the Project-specific Hydrology Report (*Technical Appendix K*), the proposed development would direct on-site stormwater runoff flows to two infiltration basins to

maximize infiltration. Additionally, the Project includes impervious landscape areas to provide additional infiltration. According to mapping information available from the Santa Ana Watershed Project Authority (SAWPA), there are no groundwater recharge areas on or adjacent to the Project Site. The nearest identified groundwater recharge basin occurs approximately 0.65 miles north of the Project Site, although the Project Site is not tributary to this groundwater recharge basin. (SAWPA, n.d.) Accordingly, the Project includes design features to maximize groundwater recharge and does not contain any components that would interfere with the groundwater recharge from regional recharge basins.

Based on the foregoing analysis, the proposed Project would not interfere substantially with groundwater recharge, and there would be no net deficit in aquifer water volumes or groundwater table levels as a result of the Project. Implementation of the Project would not result in any new impacts or more severe significant impacts related to groundwater supplies and management than previously disclosed in the GHSP EIR.

X-c) **i. GHSP EIR Finding.** The GHSP EIR did not identify any existing erosion problems within or adjacent to the Project Site. The GHSP EIR disclosed that surficial materials that mantle steep slopes in portions of the GHSP area are considered to be susceptible to erosion and shallow failure, especially when vegetation is removed and/or runoff is concentrated onto the slopes. The GHSP EIR concluded that soil erosion impacts would be **less than significant with mitigation**.

Project Analysis. Refer to Response VII-b and X-a. Implementation of the Project would not result in any new or more severe significant impacts related to soil erosion or siltation than previously disclosed in the GHSP EIR.

ii. & iii. GHSP EIR Finding. The GHSP EIR disclosed that development would lead to an increase in impermeable surfaces within the GHSP area and such increases would create additional stormwater runoff, which could exacerbate existing flood hazards unless properly managed and controlled. The GHSP EIR disclosed that proposed projects within designated floodplains would be subject to a Flood Hazard Development Review, in accordance with the provisions of the Development Code, resulting in **less-than-significant impacts.**

Project Analysis. As detailed in the Hydrology Report prepared for the Project by Langan (*Technical Appendix K*), the Project's storm drain system is designed to reduce the peak stormwater runoff flow rate and discharge volume from the Project Site to below existing conditions. The proposed development would not create or contribute runoff that would exceed the capacity of the proposed downstream storm drain system. (Langan, 2022a, p. 4) Accordingly, implementation of the Project would not substantially increase the rate or amount of surface water runoff discharged from the Site in a manner that would result in flooding on- or off-site. Implementation of the Project would not result in any new or more severe significant impacts related to flooding on- or off-site than previously disclosed in the GHSP EIR.

iv. GHSP EIR Finding. The GHSP EIR disclosed that the Project Site is not located within a special flood hazard and thus, concluded that impacts would be **less than significant**.

Project Analysis. According to mapping information available from the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Mapping (FIRM) program, the Project Site is mapped as being within an "Area of Minimal Flood Hazard," indicting that the Project Site is not subject to flood hazards under existing conditions (FEMA, n.d.). Accordingly, the Project would not place structures within a 100-year flood hazard area that could impede or redirect flood flows, which the same area that the SWIP SP PEIR assumed would be developed with structures. Implementation of the Project would not result in any new or more severe significant impacts related to flood flows than previously disclosed in the GHSP EIR.

X-d) **GHSP EIR Finding.** The GHSP EIR determined that the Project Site is not located in a flood hazard, tsunami, or seiche zone and, therefore, would not be subject to inundation hazards resulting in **less-than-significant impacts**.

Project Analysis. The Project Site is not within a 100-year flood hazard zone (FEMA, n.d.). Therefore, the Project does not have the potential to release pollutants due to 100-year flood inundation. A tsunami is a sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a seafloor associated with large, shallow earthquakes. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The Project Site is located approximately 50 miles from of the Pacific Ocean. Due to distance, the Project would not be subject to tsunami-related inundation, which generally is limited to coastlines but in some cases can occur within a few miles inland. Additionally, there are no enclosed or semi-enclosed bodies of water in proximity to the Project Site; thus the Project would not be subject to seiche related inundation. Implementation of the Project would not result in any new or more severe significant impacts related to inundation than previously disclosed in the GHSP EIR.

X-e) **GHSP EIR Finding.** The GHSP EIR noted that the Santa Ana RWQCB administers the Water Quality Control Plan for the Santa Ana River Basin. The WQMP includes a water supply plan, a groundwater management plan, and a waste management plan. The GHSP EIR disclosed that implementation of the GHSP would be required to adhere to State water quality requirements and would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan resulting in impacts that are **less than significant**. (SB County, 2000, pp. 4.2-7 and 4.2-11)

Project Analysis. As previously discussed under Response X-a, the Project Site is located within the Santa Ana River Basin and Project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Plan* by preparing and adhering to a SWPPP during construction and a WQMP during operation. Implementation of the Project would not conflict with or obstruct the *Santa Ana River Basin Water Quality Control Plan*.

The 2014 Sustainable Groundwater Management Act (SGMA) requires local public agencies and Groundwater Sustainability Agencies (GSAs) in “high-” and “medium”-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. The California Department of Water Resources (DWR) currently categorizes the Bunker Hill groundwater basin, which underlies the Project Site, as “very low” priority (DWR, n.d.). Further, Section 10720.8(a) of the SGMA exempts adjudicated basins from the SGMA’s requirement to prepare a GSP; the Bunker Hills-A groundwater basin been adjudicated (as also discussed under the analysis of Threshold (b), above. Therefore, preparation of a GSP is not required and the Bunker Hill basin is not subject to the requirements of the SGMA. As such, the Project has no potential to conflict with a sustainable groundwater management plan.

Based on the foregoing information, implementation of the Project would not result in any new or more severe significant impacts related to the implementation of water quality control plans or sustainable groundwater management plans than previously disclosed in the GHSP EIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
XI. LAND USE AND PLANNING				
Would the project:				
a) Physically divide an established community?	Yes	No	No	Yes
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?	Yes	No	No	Yes
SUBSTANTIATION:				

XI-a) **GHSP EIR Finding.** The GHSP EIR found that the land use designations within the GHSP boundary have been tailored to the physical and environmental conditions, existing activities and land uses that will remain, and future market potentials for the area, and concluded that the GHSP would not create any incompatibility with existing or planned land uses surrounding the GHSP site. The GHSP concluded that there would be **no impacts** due to the physical division of any established communities. (SB County, 2000, pp. 4.3-8 through 4.3-11)

Project Analysis. The Project would implement the land use plan for the GHSP and the conditions on and adjacent to the Project Site are similar to the conditions that existed at the time the GHSP EIR was certified. The Project would not physically disrupt or divide the arrangement of an established community because the Site is already physically separated from surrounding areas by natural and man-made features. On the north, the Project Site is separated from surrounding areas by an existing railroad. On the south, the Project Site is separated from surrounding areas by a flood control basin. On the west, the Project Site is separated from surrounding areas by an existing railroad and the Cajon Wash. On the east, the Project Site is separated from surrounding areas by Cajon Boulevard. The Project would not divide an established community, nor would the Project prevent or obstruct access to an established community. Implementation of the Project would not result in any new or more severe significant impacts related to physically dividing an established community than previously disclosed in the GHSP EIR.

XI-b) **GHSP EIR Finding**. The GHSP EIR found that implementation of the GHSP would not conflict with any of the goals or policies of the Land Use Element of the San Bernardino County General Plan, and concluded that impacts would be **less than significant**. (SB County, 2000, p. 4.3-8 through 4.3-11)

Project Analysis. The Project Site would be developed in accordance with the land use regulations and development standards contained within the GHSP; therefore, the development activities proposed by the Project were anticipated by the SWIP SP PEIR, and in fact, the Project would implement the vision of the GHSP, making the Project Site more much consistent with applicable land use policies, plans and regulations that existing uses. As noted above, the GHSP EIR concluded that implementation of the GHSP would not conflict with any land use policies or regulations adopted for the purpose of mitigating or avoiding an environmental impact. Thus, because the Project is consistent with the GHSP and because the GHSP was previously found to not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, implementation of the Project would not cause a significant environmental impact due to a land use planning conflict. Implementation of the Project would not result in any new or more severe significant impacts related to conflicts with a land use plan, policy, or regulation than previously disclosed in the GHSP EIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
XII. MINERAL RESOURCES				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Yes	No	No	Yes
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?	Yes	No	No	Yes
SUBSTANTIATION:				

XII-a) **GHSP EIR Finding.** The GHSP EIR disclosed that the GHSP area is located within the San Bernardino Production Consumption Region as designated by the California Division of Mines and Geology (DMG). Areas within the Cajon Corridor area is designated by the DMG as Mineral Resources Zone 2 (MRZ 2). MRZ 2 areas are considered by DMG to have the potential to support substantial mineral deposits. Notwithstanding, the GHSP EIR concluded that implementation of the GHSP would not result in the loss of a known mineral resource that would be of value to the region and the residents of the State, and impacts would be **less than significant**. (SB County, 2000, p. 4.1-13)

Project Analysis. According to maps available from the California Department of Conservation (DOC), the Project Site occurs within "Mineral Resource Zone 2 (MRZ-2)." The MRZ-2 zone indicates "areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists." (CDC, n.d.) However, the mineral resource zone classifications assigned by the DOC focus solely on geologic factors and the potential value and marketability of a mineral resource, without regard to existing land use and ownership or the compatibility of surrounding land uses. The Countywide Plan and GHSP, which establish the County's plan for the highest and best use of the Project Site in consideration of the local land use context, identify the Project Site for industrial land uses. This means that the County has determined that planned industrial land uses on the Project Site are more valuable to the region than potential mineral extraction uses. Additionally, due to constraints on and abutting the Project site (e.g., the relatively small size and narrow dimensions of the Site, which present issues related to required equipment setbacks and staging areas, and the railroad tracks that abut the Site on the north/west) mineral resources extraction would not be feasible on-site. Lastly, the Countywide Plan and GHSP do not identify any important mineral resource recovery sites on- or in the proximity of the Project Site. For the

reasons described above, the Project Site is determined to not be a mineral resource of substantial value to the region and development of the Project would not result in the loss of a locally important mineral resource site. Implementation of the Project would not result in any new or more severe significant impacts related to mineral resources than previously disclosed in the GHSP EIR.

XII-b) **GHSP EIR Finding.** The GHSP EIR concluded that implementation of the GHSP would not result in the loss of availability of a locally important mineral resource and **no impact** would occur (SB County, 2000, p. 4.1-13).

Project Analysis. See Response XII-a, above.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
XIII. NOISE				
Would the project result in:				
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?	Yes	No	No	Yes
b) Generation of excessive groundborne vibration or groundborne noise levels?	Yes	No	No	Yes
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 use airport, would the project expose people residing or working in the project area to excessive noise levels?	Yes	No	No	Yes
SUBSTANTIATION:				

A *Noise Impact Analysis* (Noise Study) was prepared for the Project by Urban Crossroads to calculate short-term construction noise and long-term operational noise levels with the Project and to identify potential impacts. This report is included as *Technical Appendix M* to this EIR Addendum and its findings are incorporated into the analysis presented herein.

XIII-a) **GHSP EIR Finding.** The GHSP EIR determined that construction traffic could result in short-term increases in the ambient noise on local roadways, and also noted that construction noise associated with site preparation, grading, and construction could result in short-term noise increases. The GHSP EIR found that noise associated with industrial land uses have the potential to exceed County stationary source requirements thereby presenting a potentially significant impact. Additionally, the GHSP EIR found that impacts could occur if sensitive land uses are sited proximate to roadways and railways where mobile sources create incompatible noise levels, and further found that implementation of the GHSP may expose existing noise-sensitive land uses to increased noise levels, particularly along Glen Helen Road, Glen Helen Parkway, and Cajon Boulevard. The GHSP EIR imposed **MMs 4.5-1 through 4.5-7**, which the GHSP concluded would reduce impacts to **less-than-significant with mitigation**. (SB County, 2000, p. 4.5-26 through 4.5-27)

Project Analysis. The analysis below summarizes the potential for Project-related activities to generate or expose sensitive receptors to noise levels in excess of applicable standards during

temporary construction activities and/or long-term operation. As demonstrated in the analysis below, implementation of the Project would not result in any new or increase the severity of previously identified significant impacts, as compared to the analysis presented in the GHSP EIR. Refer to the Project's Study (see *Technical Appendix M*) for a detailed discussion of the methodologies and assumptions used to calculate the Project's construction and operational noise. The Noise Study prepared for the Project satisfies GHSP MM 4.5-4 and 4.5-5.

Impact Analysis for Construction Noise

Project construction noise levels at representative sensitive receptor locations near the Project Site are summarized in Table 6, *Construction Noise Level Summary*.

Table 6 Construction Noise Level Summary

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	53.0	56.0	54.0	56.0	50.0	56.0
R2	43.7	46.7	44.7	46.7	40.7	46.7
R3	51.0	54.0	52.0	54.0	48.0	54.0

[1]Noise receiver locations are shown on Figure 8-A of the Project's Noise Study.
[2]Construction noise level calculations based on distance from the Project Site boundaries (construction activity area) to nearby receiver locations. CadnaA construction noise model inputs are included in Appendix 8.1 of the Project's Noise Study.
(Urban Crossroads, 2022e. Table 8-2)

Because the County's Development Code (see Section 83.01.080(g)(3)) places no limitation on noise from daytime construction activities, to evaluate whether the Project would generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA L_{eq} is used as a reasonable threshold of "substantial" noise to assess the magnitude of potential construction noise impacts (Urban Crossroads, 2022e, p. 19). The construction noise analysis shows that the nearest receiver locations would be exposed to construction noise levels below the 80 dBA L_{eq} significance threshold.

Impact Analysis for Operational Noise

Project operation noise levels at representative sensitive receptor locations near the Project Site are summarized in Table 7. The daytime hourly noise levels at the off-site receiver locations are expected to range from 30.1 to 38.7 dBA L_{eq}, which would correspond to 0.0 dBA L_{eq} increase above existing ambient noise levels at these receiver locations (Urban Crossroads, 2022e, p. 33). The nighttime hourly noise levels at the off-site receiver locations are expected to range from 30.1 to 38.7 dBA L_{eq}, which would correspond to 0.0 dBA L_{eq} increase above existing ambient noise levels at these receiver locations (Urban Crossroads, 2022e, p. 33). Neither the daytime nor nighttime Project noise levels would exceed the applicable thresholds of significance.

Table 7 Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA L_{eq})[2]		Noise Level Standards (dBA L_{eq})[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	38.7	38.7	55.0	45.0	No	No
R2	30.1	30.1	55.0	45.0	No	No
R3	37.5	37.5	55.0	45.0	No	No

[1] See Exhibit 6-A for the receiver locations.
[2] Proposed Project operational noise levels as shown on Tables 7-2 and 7-3.
[3] Exterior noise level standards, for residential land use, as shown on Table 3-1.
[4] Do the estimated Project operational noise source activities exceed the noise level standards?
"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.
(Urban Crossroads, 2022e. Table 7-4)

Conclusion

Based on the foregoing analysis, implementation of the Project would not result in any new or more severe impacts from construction or operational noise than previously disclosed in the GHSP EIR.

Note: The County determined that the following MMs from the GHSP EIR do not apply to the Project: MMs 4.5-1 through 4.5-3 do not apply to the Project due to the geographic location of the Project Site and the scale of proposed construction activities; MMs 4.5-6 and 4.5-7 do not apply to the Project due to its proposed land use and the geographic location of the Project Site.

XIII-b) **GHSP EIR Finding.** The GHSP EIR did not identify impacts to sensitive receptors located adjacent to the GHSP from construction and operational activities within the GHSP area.

Project Analysis. Although this issue was not specifically addressed in detail in the GHSP EIR, the GHSP EIR nonetheless disclosed that heavy equipment would be utilized in the GHSP during construction and operation of planned land uses and contained sufficient information for the public to understand, with the exercise of reasonable diligence, whether development in the GHSP area had the potential to expose sensitive reports in proximity to the GHSP to excessive groundborne vibration or groundborne noise levels. Accordingly, the analysis presented below does not represent new information that was not, or could not, have been known at the time the GHSP EIR was certified

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. At sensitive receptor locations nearest the Project Site, construction vibration velocity levels are estimated to be 0.000 in/sec PPV. (Urban Crossroads, 2022e, p. 39). Based on maximum acceptable continuous vibration threshold of 0.2 PPV (in/sec), the typical Project construction vibration levels will fall below the building damage thresholds at all the noise sensitive receiver locations.

Under long-term conditions, expected operational activities at the Project Site would not include or require equipment, facilities, or activities that would result in perceptible ground-borne vibration. Trucks would travel to and from the Project Site on surrounding roadways; however, vibration and groundborne noise levels for heavy trucks operating at the posted speed limits on smooth, paved surfaces – as is expected on the Project Site and surrounding roadways is minimal. Accordingly, Project operation would not generate excessive groundborne vibration or groundborne noise levels.

Based on the foregoing analysis, implementation of the Project would not result in any new or more severe significant impacts related to excessive ground borne vibration or noise levels than previously disclosed in the GHSP EIR.

XIII-c) **GHSP EIR Finding.** The GHSP EIR did not disclose any impacts related to noise from public airport operations in the vicinity of the GHSP area.

Project Analysis. Although this issue was not specifically addressed in detail in the GHSP EIR, the GHSP EIR nonetheless contained sufficient information for the public to understand, with the exercise of reasonable diligence, whether development in the GHSP area could be exposed to elevated noise levels from airport operations. Accordingly, the analysis presented below does not represent new information that was not, or could not, have been known at the time the GHSP EIR was certified.

The Project Site is located approximately 10 miles northwest of the SBIA, which is the closest airport to the Project Site. As shown on San Bernardino Countywide Plan Policy Map HZ-9, *Airport Safety and Planning Areas*, the Project Site is not located within an area exposed to high noise levels from airport operations (SB County, 2020b, Policy Map HZ-9). The Project Site is not located within the vicinity of a private airstrip or airport and, therefore, would not be exposed to noise from private airport operations. Accordingly, the Project would not expose people residing or working in the Project area to excessive airport-related noise levels. Implementation of the Project would not result in any new or more severe significant impacts related to noise from air travel than previously disclosed in the GHSP EIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Analyzed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
XIV. POPULATION AND HOUSING				
Would the project:				
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)?	Yes	No	No	Yes
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Yes	No	No	Yes
SUBSTANTIATION:				

XIV-a) **GHSP EIR Finding.** The GHSP EIR disclosed that **less-than-significant impacts** would occur related to unplanned population, housing, or employment growth from implementation of the GHSP (SB County, 2000, p. 4.12-10 through 4.12-14).

Project Analysis. The Project Applicant would develop the Project Site with industrial land uses. The Project Site is a property that is planned for industrial land uses by the Countywide Plan and GHSP and is located in an area that is planned for and developing with industrial land uses. Accordingly, development of the Project would sustain the ongoing trend of the development of industrial land uses in the Project area and would not generate job growth that substantially exceeds what was already anticipated by the County in their general plan, by the GHSP EIR, or by the Southern California Association of Governments' (SCAG) 2040 employment projections for the County (which are based on the assumption of buildout in accordance with the Countywide Plan). Additionally, the Project Site is located in an area that is served by existing roadways and public utility infrastructure and the Project would not require the extension or expansion of any infrastructure beyond what is needed to specifically service the Project. Accordingly, implementation of the Project would not induce direct or indirect substantial unplanned growth in the area and would not result in new or more severe significant impacts than previously disclosed in the GHSP EIR.

XIV-b) **GHSP EIR Finding.** The GHSP EIR identified **no impacts** related to the displacement of existing people or housing (SB County, 2000, p. 4.12-10 through 4.12-14).

Project Analysis. Under existing conditions, the Project Site is unoccupied and contains no residential structures or residents. Accordingly, implementation of the proposed Project would

not displace substantial numbers of existing residents or housing, and the Project would not result in nor require the construction of replacement housing. Implementation of the Project would not result in any new impacts or more severe impacts related to the displacement of substantial numbers of existing people or housing than previously disclosed in the GHSP EIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
XV. PUBLIC SERVICES				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?				
a) Fire protection?	Yes	No	No	Yes
b) Police protection?	Yes	No	No	Yes
c) Schools?	Yes	No	No	Yes
d) Parks?	Yes	No	No	Yes
e) Other public facilities?	Yes	No	No	Yes
SUBSTANTIATION:				

XV-a) **GHSP EIR Finding.** The GHSP EIR concluded that with the implementation of the GHSP, impacts to fire services would be potentially significant. In April of 2005, the County reached an agreement to with Lytle Development Company to provide a new fire station which would help alleviate existing fire protection services deficiencies and would reduce impacts to less-than-significant levels. In addition, the provision of fire hydrants on development sites would reduce fire facility impacts to less than significant with mitigation. As such, the GHSP EIR concluded impacts to police services, school services, parks, and other public facilities would be **less than significant**. (SB County, 2000, p. 4.11-5 through 4.11-9).

Project Analysis. Fire protection services to the Project Site are provided by the San Bernardino County Fire Department (SBCFD). The nearest fire station to the Project Site is San Bernardino County Fire Protection District (SBCFPD) Station No. 2, located at 1511 Devore Road, or approximately 2.1 roadway mile to the northwest of the Project Site. Secondary fire protection services to the Project Site would be provided by Station No. 232, located at 6065 North Palm Avenue, or approximately 2.4 roadway miles to the southeast of the Project Site (SBCFD, 2022). The Project would result in a minor and incremental increase in demand for fire protection services in the local area as compared to existing conditions; however, because Project would implement the land use plan for the GHSP, development of the Project would not result in growth (or demand for fire protection services) that were not already anticipated by the GHSP EIR. The Project is required to comply with the provisions of San Bernardino County Fire Protection District Fee Ordinance (Ordinance No. FPD-01), which requires a fee payment that the County applies to the funding of fire protection facilities. Mandatory compliance with Ordinance No. FPD-01 would be required prior to the issuance of a building permit. In addition, property tax revenues generated from development of the site would also provide funding to offset potential increases in the demand for fire protection at Project build-out. The Project would incorporate fire prevention and fire suppression design features to minimize the potential

demand placed on the SBCFD, including type of building construction, fire sprinklers, a fire hydrant system (which satisfies GHSP MM 4.11-1), paved access, and a fuel management program for landscaping on the Project Site. Based on the foregoing, the proposed Project would receive adequate fire protection service and would not result in the need for new or physically altered fire protection facilities. Potential impacts to fire protection facilities would not exceed the levels previously disclosed in the GHSP EIR.

XV-b) **GHSP EIR Finding.** Refer to response (a) above.

Project Analysis. Police protection services in the Project area are provided by the San Bernardino's County Sheriff Department (SBCSD). The nearest SBCSD station to the Project Site is located at 17780 Arrow Boulevard in the City of Fontana, or approximately 12.2 roadway miles southwest of the Project Site. The Project would consist of a trailer storage facility with an approximate 1,650 s.f. office building. The Project would result in a minor and incremental increase in demand for police protection services in the local area as compared to existing conditions; however, because Project would implement the land use plan for the GHSP, development of the Project would not result in growth (or demand for police protection services) that was not already anticipated by the GHSP EIR. Furthermore, property tax revenues generated from development of the site would provide funding to offset potential increases in the demand for police services at Project build-out. Based on the foregoing, the proposed Project would receive adequate police protection service, and would not result in the need for new or physically altered police protection facilities that exceeds what was previously disclosed in the GHSP EIR. Implementation of the Project would not result in any new impacts or more severe impacts related to police protection services than previously disclosed in the GHSP EIR.

XV-c) **GHSP EIR Finding.** Refer to response (a) above.

Project Analysis. The Project would develop the Project Site in accordance with the GHSP land use plan. Accordingly, the development activities proposed by the Project were planned by the GHSP and, thus, the Project's indirect demand for public school services was anticipated by the GHSP EIR. The Project Applicant would be required to pay all applicable development impact fees, as required by State law, to offset its demand for public school services. Implementation of the Project would not result in any new impacts or more severe impacts related to school facilities than previously disclosed in the GHSP EIR.

XV-d) **GHSP EIR Finding.** Refer to response (a) above.

Project Analysis. The Project would develop the Project Site in accordance with the GHSP land use plan. Accordingly, the development activities proposed by the Project were planned by the GHSP and, thus, would not create a demand for public park areas that was not previously anticipated by the GHSP EIR. (Although it should be noted that, as a proposed industrial use, the Project is not anticipated to create a substantial demand for public park facilities.) Implementation of the Project would not result in any new impacts or more severe impacts related to park facilities than the significant and unavoidable impacts previously disclosed in the GHSP EIR.

XV-e) **GHSP EIR Finding.** Refer to response (a) above.

Project Analysis. The proposed Project would allow for the operation of a semitrailer storage facility. Employment opportunities would be limited to office workers, truck drivers, and landscape maintenance workers, and the Project would not result in a substantial increase in the area's population. While the Project could result in a nominal increase in demand for library and health services, due to the limited nature of the proposed development, the Project would not result in or require new or expanded library or health care facilities, which is consistent with the conclusions of the GHSP EIR. Accordingly, implementation of the Project would not result in any new impacts or more severe impacts related to other public facilities than previously disclosed in the GHSP EIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
XVI. RECREATION				
Would the project:				
a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Yes	No	No	Yes
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?	Yes	No	No	Yes
SUBSTANTIATION:				

XVI-a) **GHSP EIR Finding.** The GHSP EIR and RMP did not identify any recreational facilities or resources within Cajon corridor. The GHSP EIR found that implementation of the GHSP would result in less-than-significant impacts to recreational resources within the Cajon corridor.

Project Analysis. The Project would develop the Project Site in accordance with the GHSP land use plan. Accordingly, the development activities proposed by the Project were planned by the GHSP and, thus, the Project's indirect demand for parks was anticipated by the GHSP EIR. As a proposed semitrailer storage facility, the Project is not anticipated to create a substantial demand for public park facilities and is not anticipated to include any action that would increase the availability of park land in the County. Implementation of the Project would not result in any new impacts or more severe impacts related to recreational facilities than previously disclosed in the GHSP EIR.

XVI-b) **GHSP EIR Finding.** Refer to response (a), above.

Project Analysis. Refer to response (a), above

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
XVII. TRANSPORTATION				
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Yes	No	No	Yes
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	No	No	No	No
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No	No	No	No
d) Result in inadequate emergency access?	No	No	No	No
SUBSTANTIATION:				

A *Trip Generation Assessment* and *Vehicle Miles Traveled (VMT) Screening Evaluation* were prepared for the Project by Urban Crossroads to quantify the effects of Project-related traffic. These reports are included as *Technical Appendix N* and *Technical Appendix* O to this EIR Addendum and their findings are incorporated into the analysis presented herein.

XVII-a) **GHSP EIR Finding.** The Project Site is located in the Cajon Corridor area of the GHSP and is zoned by the GHSP for "Corridor Industrial" land uses. According to the GHSP EIR, "Corridor Industrial" land uses within the Cajon Corridor area would generate 2,953 new daily traffic trips, including 355 AM peak hour trips and 364 PM peak hour trips. The traffic projections from the GHSP EIR correlate to 51.8 daily traffic trips, 7.51 AM peak hour trips and 7.27 PM peak hour trips, per acre.

The GHSP EIR disclosed that the addition of traffic from the GHSP would contribute to deficient service operations along segments of I-15 within the study area and, also, would cause deficient service operations along Glen Helen Parkway where the roadway would connect to planned Sycamore Flats Road. The GHSP EIR imposed MMs 4.4-1 through 4.4-4 to address the identified service deficiencies; however, the GHSP EIR concluded that feasible mitigation was not available to reduce projected impacts to I-15 below a level of significance. The GHSP EIR concluded that cumulative impacts to I-15 were **significant and unavoidable**. San Bernardino County adopted a Statement of Overriding Considerations for this impact in conjunction with certification of the GHSP EIR.

Project Analysis. As demonstrated in the analysis below, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. The Project would not result in any new or more severe significant impacts to the local or regional transportation network than was identified in the GHSP EIR.

SCAG Connect SoCal

The fundamental goals of SCAG's *Connect SoCal* are to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Due to the Project's consistency with the Countywide Plan and the GHSP – which the SCAG relies on for its regional land use planning program – as well as the Project Site's geographic location in proximity to major local and regional truck routes, the Project would not conflict with the goals and policies of *Connect SoCal* – including the following goals related to vehicular and non-vehicular circulation.

- Increase mobility, accessibility, reliability, and travel safety for people and goods.
- Enhance the preservation, security, and resilience of the regional transportation system.
- Increase person and goods movement and travel choices within the transportation system.
- Adapt to a changing climate and support an integrated regional development pattern and transportation network.
- Leverage new transportation technologies and data-driven solutions that result in more efficient travel.

San Bernardino County Congestion Management Plan

The San Bernardino County Congestion Management Program (CMP) was prepared by the San Bernardino Associated Governments (since re-named as the San Bernardino County Transportation Authority). The intent of the CMP is to create a link between land use, transportation, and air quality planning decisions and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds to alleviate traffic congestion and related impacts and improve air quality. There are no CMP facilities adjacent to the Project Site and operation of the Project would generate relatively minimal traffic volumes (as addressed below); therefore, the Project would not result in traffic that would conflict with any CMP goal or policy.

Countywide Plan

Pursuant to the County's policy, as documented in their *Transportation Impact Study Guidelines* (July 2019), the County utilizes an accepted screening threshold in the transportation engineering industry (i.e., 100 two-way peak hour trips, both actual and PCE trips) to determine whether a development project has the potential to result in substantial adverse effects on the circulation system. When a development project would generate more than 100 peak hour trips, the County considers that project to be a contributor of substantial traffic to local roadways and requires additional analysis to determine whether the traffic generated by that development project would conflict with County plans, ordinances, and/or policies related to the circulation system. However, where there are no unique circumstances that suggest unacceptable traffic conditions – such as an existing safety problem or substandard operations at nearby

intersection or street – and a development project contributes less than 100 peak hour trips, the County has determined that such projects would clearly not conflict with applicable plans, ordinances, and policies addressing the circulation system. The Project is calculated to generate a maximum of 16 trips per day, including 6 trips during the morning peak hour and 3 trips during the evening peak hour (Urban Crossroads, 2023, p. 3). For comparison, the analysis in the GHSP EIR assumed that full buildout of the Project Site would yield 538 trips per day, including 78 trips during the morning peak hour and 75 trips during the evening peak hour. Because the Project would result in a substantial reduction in total daily and peak hour traffic relative to the assumptions used in the GHSP EIR, implementation of the Project would neither result in new significant transportation plan/policy conflicts that were not disclosed in the GHSP EIR nor substantially increase the severity of the significant transportation plan/policy conflicts previously identified in the GHSP EIR. Although the Project would generate substantially less traffic than assumed by the GHSP EIR, the reduction in traffic would not avoid any of the significant and unavoidable transportation effects that were previously identified in the GHSP EIR. In addition, the Project would not conflict with applicable objectives from the Countywide Plan, including Policies TM-1.1, TM-2.2, TM 4.11, and TM-5.6.

Conclusion

Based on the foregoing analysis, the County determines that the Project would not would not conflict with applicable plans, ordinances, or policies addressing the circulation system and impacts. Accordingly, implementation of the proposed Project would not result in any new significant impacts not already disclosed in the GHSP EIR or increase the severity of a significant impact previously disclosed in the GHSP EIR.

XVII-b) **GHSP EIR Finding.** Senate Bill 743 (SB 743) was passed in 2013, which required that by July 1, 2020, a project's transportation projects must be evaluated based on a Vehicle Miles Traveled (VMT) measure, instead of evaluating impacts based on LOS criteria. In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of the SB 743 modifications. The Guidelines changes were approved by the Office of Administrative Law and are now in effect. Therefore, as of July 1, 2020, LOS can no longer be the basis for determining an environmental effect under CEQA, and the analysis of impacts to transportation is now based on VMT. As this threshold of significance addressing VMT was not in place at the time the GHSP EIR was certified, this threshold was not evaluated as part of the GHSP EIR. Notwithstanding, the GHSP's total VMT was assessed as part of the air quality impact analysis included as part of the GHSP EIR. Thus, the GHSP EIR contained sufficient information about projected total VMT associated with the GHSP that with the exercise of reasonable diligence, information about the GHSP's potential effect due to VMT was readily available to the public.

Project Analysis. CEQA Guidelines Section 15064.3(c) is clear that "[t]he provisions of [Section 15064.3] shall apply prospectively as described in [CEQA Guidelines] Section 15007." CEQA Guidelines Section 15007(c) specifically states: "[i]f a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved." The CEQA Guidelines changes with respect to

VMT took effect on July 1, 2020, whereas the GHSP EIR was certified in 2005. As such, and in accordance with CEQA Guidelines Sections 15064.3(c) and 15007(c), revisions to the GHSP EIR are not required under CEQA in order to conform to the new requirements established by CEQA Guidelines Section 15064.3.

Once a project is approved, CEQA does not require that it be analyzed anew every time another discretionary action is required to implement the project. Quite the opposite, where an EIR or MND has previously been prepared for a project, CEQA expressly prohibits agencies from requiring a subsequent or supplemental EIR or MND, except in specified circumstances (Pub. Res. Code Section 21166.). Under CEQA, "Section 21166 comes into play precisely because in-depth review has already occurred, the time for challenging the sufficiency of the original EIR has long since expired, and the question is whether circumstances have changed enough to justify repeating a substantial portion of the process." (*Citizens Against Airport Pollution v. City of San Jose* ("CAAP") (2014), 227 Cal.App.4th at 796.) There was no CEQA requirement to analyze VMT at the time the GHSP EIR was certified; thus, there is no need to analyze VMT impacts in connection with this EIR Addendum.

Furthermore, the new VMT requirements set forth by CEQA Guidelines Section 15064.3 do not relate to a different type of impact, but merely a different way of analyzing transportation impacts. The GHSP EIR included a detailed assessment of potential impacts, including potential impacts to air quality as a result of projected VMT. As this information was disclosed as part of the GHSP EIR, VMT associated with buildout of the GHSP do not comprise "new information" that was not known or could not have been known at the time the GHSP EIR was certified. Because VMT impacts were known, the adoption of the requirement to analyze VMT therefore does not constitute significant new information requiring preparation of a subsequent or supplemental EIR. *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1320.

In the case of the Project, there are no changed circumstances that would warrant additional analysis under Public Resources Code Section 21166. Even if an analysis was conducted, the results of such an analysis would show that VMT from the Project is less than what would occur under the development assumptions utilized in the GHSP EIR, based on the Project's substantial reduction in vehicle traffic relative to the calculations utilized in the GHSP EIR. As shown in the preceding response, the Project is calculated to eliminate 522 anticipated daily vehicle traffic trips within the GHSP area based on the original traffic generation factors that were assumed in the GHSP EIR. Therefore, there is substantial evidence that the Project as proposed would result in reduced VMT as compared to the project evaluated by the GHSP EIR.

Based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in the GHSP EIR, and the Project would not increase the severity of a significant impact as previously identified and analyzed in the GHSP EIR.

XVII-c) **GHSP EIR Finding.** Although this issue was not specifically addressed in detail in the GHSP EIR, the GHSP EIR nonetheless contained enough 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.

Project Analysis. The types of traffic generated during operation of the Project (i.e., passenger cars and trucks) would be compatible with the type of traffic observed along study area roadways under existing conditions – and consistent with the classes of vehicles that were assumed by the GHSP EIR to utilize roadways in the GHSP study area. All proposed improvements within the public right-of-way would be installed in conformance with County design standards. If any component of Project construction 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 *State of California Department of Transportation Construction Manual*, dated January 2021 and published by Caltrans, to minimize potential safety hazards. The County reviewed the Project's application materials and did not identify any hazardous transportation design features would be introduced within the County public right-of-way through implementation of the Project. Based on the foregoing information, the Project's construction and operation would not create or substantially increase safety hazards due to a design feature or incompatible use. Implementation of the Project would not result in any new impacts or more severe impacts related to hazards due to an incompatible use or geometric design feature than previously disclosed in the GHSP EIR.

XVII-d) **GHSP EIR Finding.** The GHSP EIR did not identify any impacts regarding inadequate emergency access within Cajon corridor.

Less-than-Significant Impact. The Project Site would be accessible via Cajon Boulevard, which is an improved, paved roadway that abuts the Project's eastern boundary. There are no components of the proposed Project that have the potential to adversely affect emergency access in the local area. In the event of an emergency in the local area, future site employees and visitors would have access via Cajon Boulevard to the I-215 freeway interchanges at Palm Avenue to the southeast and at Devore Road to the northwest. The proposed Project also would be subject to any conditions required by the San Bernardino County Fire Protection District to maintain adequate emergency access. Accordingly, the Project would have adequate emergency access. Implementation of the Project would not result in any new impacts or more severe impacts related to inadequate emergency access than previously disclosed in the GHSP EIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project:				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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:				
i. Listed of 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	Yes	No	No	Yes
ii. 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 § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Yes	No	No	Yes
SUBSTANTIATION:				

XVIII-a) i. & ii. GHSP EIR Finding. Assembly Bill 52 (AB 52) was signed into law in 2014 and added the above-listed thresholds to Appendix G of the CEQA Guidelines. Thus, at the time the GHSP EIR was certified in 2005, AB 52 was not in place and the GHSP EIR did not evaluate these thresholds. Notwithstanding, the GHSP EIR included a detailed analysis of potential impacts to cultural resources, as summarized under the analysis presented above in Section V. As concluded by the GHSP EIR, the Cajon Corridor (which includes the Project Site) is highly disturbed by prior residential and industrial development. No cultural or archaeological resources were identified in the Cajon Corridor by the GHSP EIR, and the GHSP EIR concluded that no significant impacts to known archaeological resources would occur with buildout of the Cajon Corridor portion of the GHSP and **less-than-significant impacts with mitigation** would occur should a subsurface resource be discovered during ground-disturbing construction activities.

Project Analysis. The Project Site – which the GHSP EIR assumed would be fully developed – does not have any resources listed or eligible for listing in the California Register of Historical Resources, or in any local register of historical resources. Additionally, the Project Site is highly disturbed, and no known tribal cultural resources were determined to occur on the Project Site or in the Project Site's immediate vicinity (refer to Response "b" under Subsection V of this EIR Addendum). In the unlikely event that tribal cultural resources are uncovered during Project construction activities, the Project would be required to implement a resource protection and recovery plan (in compliance with GHSP EIR MM 4.9-4), thereby ensuring that no substantial adverse effect to any tribal cultural resource would occur. Implementation of the Project would not result in any new or more severe significant impacts related to tribal cultural resources than previously disclosed in the GHSP EIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
XIX. UTILITIES AND SERVICE SYSTEMS				
Would the project:				
a) Require of result in the relocation or 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	No	No	No
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Yes	No	No	Yes
c) Result in a determination by the waste water 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?	Yes	No	No	Yes
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?	Yes	No	No	Yes
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Yes	No	No	Yes
SUBSTANTIATION:				

XIX-a) **GHSP EIR Finding.** Although this topic was not specifically addressed in detail in the GHSP EIR, the GHSP EIR nonetheless contained enough information about the GHSP's potential impacts associated with relocation or construction of water, wastewater treatment, storm water drainage, electric power, natural gas, and telecommunications facilities that with the exercise of reasonable diligence, information about the GHSP's potential effect on utilities and service systems was readily available to the public.

Project Analysis. The utility and infrastructure improvements proposed by the Project Applicant are discussed in the "Project Description" section of this EIR Addendum. The installation of the infrastructure improvements proposed by the Project Applicant would result in physical environmental impacts; however, these impacts have already been disclosed throughout this EIR Addendum and were determined to be within the scope of the analysis for the GHSP EIR.

XIX-b) **GHSP EIR Finding.** The GHSP EIR noted that water service along Cajon Boulevard and Kendall Drive would be provided by the City of San Bernardino Water Department (SBMWD), and that the anticipated demand for water would be met through the existing reservoirs. The GHSP EIR also noted that the 16-inch water lines in these areas can meet any increase in water usage required. The GHSP EIR found that **less-than-significant impacts** are anticipated to occur and no mitigation is required. (SB County, 2000, p. 4.11-6 through 4.11-7)

Project Analysis. As noted in the GHSP, water would be supplied to the Project by the SBMWD. The Project would implement industrial land uses on the Project Site in accordance with the GHSP land plan. Accordingly, the development activities – and water demand – proposed by the Project were planned by the GHSP and, therefore, anticipated by the GHSP EIR. Furthermore, as discussed in the *2020 San Bernardino Valley Regional Urban Water Management Plan (UWMP)*, adequate water supplies are projected to be available to meet the SBMWD's estimated water demand through at least 2045 under normal, historic single-dry and historic multiple-dry year conditions (WSC, 2021, pp. 5-8 to 5-22). The *UWMP* forecasts for projected water demand rely on the adopted general plans for the geographic areas within the SBMWD service area, which includes the Countywide Plan and GHSP. Because the Project would be consistent with the Countywide Plan and GHSP land use designations for the Project Site, the water demand associated with the Project was considered in the demand anticipated by the *2020 San Bernardino Valley Regional UWMP* and analyzed therein. Based on the conclusions within the *2020 San Bernardino Valley Regional UWMP*, the SBMWD has sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed for the Project. Implementation of the Project would not result in any new impacts or more severe impacts related to water supplies than previously disclosed in the GHSP EIR.

XIX-c) **GHSP EIR Finding.** The GHSP EIR identified **less-than-significant impacts** regarding public wastewater treatment services. The GHSP EIR found that with the implementation of the sewer plan proposed in the GHSP EIR, the sewer plan would adequately accommodate sewer flows associated with the corridor industrial land uses within the GHSP area. (SB County, 2000, p. 4.11-7 through 4.11-8)

Project Analysis. The Project would rely on an on-site wastewater treatment system (i.e., septic) to treat wastewater in lieu of a connection to the public sewer system. Accordingly, the Project would not generate any wastewater flows requiring treatment by a municipal wastewater treatment provider and, thus, would not adversely affect the treatment capacity at any regional wastewater treatment facility or require the construction of new or expanded wastewater treatment facilities. Implementation of the Project would not result in any new or more severe significant impacts related to wastewater treatment than previously disclosed in the GHSP EIR.

XIX-d) **GHSP EIR Finding.** The GHSP EIR identified **less-than-significant impacts** regarding the generation of solid waste. According to the GHSP EIR, 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. (SB County, 2000, p. 4.11-6)

Project Analysis. The Project would be required to comply with mandatory waste reduction requirements of the California Integrated Waste Management Act (AB 939), the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code Section 42911), and the San Bernardino County Countywide Integrated Waste Management Plan (CIWMP). Notwithstanding, construction and operation of the Project would result in the generation of solid waste requiring disposal at a landfill.

Construction of the Project would generate solid waste requiring landfill disposal in the form of demolition debris, remnants of unused construction materials, and discarded materials and packaging. Based on a proposed building area of 1,641 s.f. and a construction waste generation factor of 4.34 pounds per square foot (EPA, 2009), approximately 3.5 tons of waste is expected to be generated over the course of the Project's construction phase ([1,641 sq. ft. × 4.34 lbs/sq. ft] ÷ 2,000 lbs/ton = 3.5 tons). CALGreen (Title 24, Part 11) requires that a minimum of 65% of all solid waste be diverted from landfills (by recycling, reusing, and other waste reduction strategies) consistent with the State's solid waste reduction goals; therefore, the Project is estimated to generate a total of approximately 1.2 tons of construction waste requiring landfilling during the construction phase.

Non-recyclable demolition debris and construction waste generated by the Project would be disposed at the Mid-Valley Landfill. The Project's short-term generation of this volume of construction waste is not in excess of State or local disposal standards, or in excess of the local infrastructure capacity to handle the waste disposal. In December 2021, the peak daily tonnage deposited at the Mid-Valley Landfill was approximately 4,273, which is well below its maximum permitted daily disposal volume of 7,500 tons per day (CalRecycle, 2022). The estimated volume of solid waste that would be generated during Project construction would represent a miniscule amount of the excess available disposal capacity at the Landfill (based on the abovementioned December 2021 disposal rate); thus, demolition and construction waste generated by the Project is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Furthermore, the Mid-Valley Landfill is permitted to operate until at least the year 2045 and would not reach its maximum permitted disposal capacity during the Project's construction period. The Mid-Valley Landfill would have sufficient daily capacity to accept solid waste generated by the Project's construction phase.

Based on a daily waste generation factor of 1.42 pounds of waste per 100 square feet of industrial/warehouse building area obtained from CalRecycle (CalRecycle, 2019a), long-term operation of the Project would generate approximately 23.3 pounds (or 0.01 ton) of solid waste per day ([1,641 sq. ft. × 1.42 lbs/100 sq. ft] ÷ 2,000 lbs/ton = 0.01 tons). A minimum of 50 percent of all solid waste would be required to be recycled pursuant to AB 939, consistent with the State's solid waste reduction goals; therefore, the Project would generate approximately

11.7 pounds (or 0.005 ton) of solid waste requiring disposal at a landfill. The Project's long-term generation of this volume of solid waste is not in excess of State or local disposal standards, or in excess of the local infrastructure capacity to handle the waste disposal. The estimated volume of solid waste that would be generated during Project operation would represent a miniscule amount of the excess available disposal capacity at the Landfill (based on the abovementioned December 2021 disposal rate); thus, operational waste generated by the Project is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume.

As demonstrated by the analysis above, the Project would not generate volumes of solid waste that exceed the available excess supply of providers that would service the Project Site. The Project would result in any new impacts, or increase the severity of previously identified significant impacts, as compared to the analysis presented in the GHSP EIR.

XIX-e) **GHSP EIR Finding.** The GHSP EIR identified several solid waste management regulations including the County Integrated Waste Management Plan and Integrated Solid Waste Management Act. The GHSP EIR recommended project design features to comply with federal, state, and local management and reduction statutes and regulations related to solid waste, and identified **less-than-significant impacts**. (SB County, 2000, p. 4.11-9)

Project Analysis. The California Integrated Waste Management Act established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. In addition, the Act established a 50% waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted. Per the requirements of the Integrated Waste Management Act, the San Bernardino County Board of Supervisors adopted the San Bernardino CIWMP, which outlines the goals, policies, and programs the County and its cities will implement to create an integrated and cost-effective waste management system that complies with the provisions of California Integrated Waste Management Act and its diversion mandates. (SB County, 2018)

San Bernardino County Solid Waste Management Division reviews and approves all new construction projects that require a Construction and Demolition Solid Waste Management Plan (waste management plan). A project's waste management plan consists of two parts which are incorporated into the Conditions of Approval (COA's) by the San Bernardino County Solid Waste Management Division. As part of the plan, proposed projects are required to estimate the amount of tonnage to be disposed and diverted during construction. Disposal/diversion receipts or certifications are required as a part of that summary. The mandatory requirement to prepare a Construction and Demolition Solid Waste Management Plan would ensure that State and local solid waste requirements are not exceeded.

Under long-term operations, the Project Applicant would be required to coordinate with the waste hauler to develop collection of recyclable materials for the Project on a common schedule as set forth in applicable local, regional, and State programs. Recyclable materials that would be recycled by the Project include paper products, glass, aluminum, and plastic. Additionally,

the Project's waste hauler would be required to comply with all applicable local, State, and Federal solid waste disposal standards, thereby ensuring that the solid waste stream to the landfills that serve the Project are reduced in accordance with existing regulations.

Based on the foregoing analysis, there are no components of the Project that would result in non-compliance with federal, state, or local statutes or regulations related to solid waste. Implementation of the Project would not result in any new or more severe significant impacts related to conflicts with federal, State, and local management and reduction statues than previously disclosed in the GHSP EIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
XX. WILDFIRE				
Would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan	Yes	No	No	Yes
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No	No	No	No
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	No	No	No
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	No	No	No
SUBSTANTIATION:				

XX-a) **GHSP EIR Finding.** The GHSP EIR indicated that all of the GHSP area is within either Fire Area 1 or Fire Area 2 with the Project Site being in Fire Area 2. The GHSP EIR found that all proposed project or subdivision applications must comply with the provisions of the County's Development Code. The GHSP EIR also noted that the Fire Safety Overlay within the GHSP contains provisions related to the construction and use of materials, setback requirements, fuel modification zones, vehicular access, building separation, erosion and sediment control, and other project design requirements, which apply to both Fire Areas 1 and 2. The GHSP concluded that the application of the Fire Safety Overlay is consistent with the standards, provisions, and mapping of fire hazards contained in the San Bernardino County General Plan and Development Code, and determined that **less-than-significant** fire hazards are anticipated to occur with buildout of the GHSP.

Project Analysis. Under existing conditions, the Project Site is not identified within any emergency response plans or emergency evacuation plans. According to Countywide Plan Policy Map PP-2, *Evacuation Routes*, the closest designated evacuation route to the Project Site is Interstate 215, which is located just north of the Project Site (SB County, 2020b, Policy Map PP-2). Cajon Boulevard, located along the Project Site's frontage, provides access to I-215. During construction of improvements along the Project Site's frontage with Cajon Boulevard, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. There are no components of the Project's operational characteristics that could interfere with an adopted emergency response or evacuation plan. Furthermore, the subject property does not contain any emergency facilities. Implementation of the proposed Project would not result in any new significant impacts not already disclosed in the GHSP EIR or increase the severity of a significant impact previously identified and analyzed in the GHSP EIR.

XX-b) **GHSP EIR Finding.** Refer to response (a) above.

Project Analysis. The Project Site is relatively flat and located within a commercial industrial corridor with developed lots and vacant lots intermixed. The Project Site and its vicinity are located within a very high fire hazard area, as displayed on the San Bernardino Countywide Plan Policy Map HZ-5, *Fire Hazard Severity Zone* (SB County, 2020b, Policy Map HZ-5). The Project Site would be developed as a semitrailer leasing facility with a small office building. The property would be primarily paved as a parking lot for the storage of trailers, with ornamental landscaping that would be maintained in accordance with the Project's fuel management program. As compared to existing conditions, the Project would result in a reduction in potential fire hazards on site, as proposed pavement and irrigated landscaping areas would present a reduced potential for fire hazards as compared to the vacant, undeveloped conditions that exist today. Accordingly, the Project has no potential to exacerbate wildfire hazards due to slope, prevailing winds, or other factors, and the Project would not expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Implementation of the proposed Project would not result in any new significant impacts not already disclosed in the GHSP EIR or increase the severity of a significant impact previously identified and analyzed in the GHSP EIR.

XX-c) **GHSP EIR Finding.** Refer to response (a) above.

Less-than-Significant Impact. The Project Site would be developed with a zone-conforming semitrailer storage facility with a small office building, including ornamental landscaping that would be maintained in accordance with the Project's fuel management program. The proposed Project does not include or require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Implementation of the proposed Project would not result in any new significant impacts not already disclosed in the GHSP EIR or increase the severity of a significant impact previously identified and analyzed in the GHSP EIR.

XX-d) **GHSP EIR Finding.** Refer to response (a) above.

Project Analysis. The Project Site and its immediate vicinity are relatively flat, and therefore are not subject to post-fire slope instability hazards. Additionally, the Project Site is not located within an area subject to flooding, according to mapping information available from FEMA, indicating the Project Site is not subject to substantial flood hazards under existing conditions (FEMA, n.d.). Implementation of the Project's proposed drainage system would ensure that the proposed Project appropriately conveys storm water runoff without affecting upstream or downstream drainage characteristics. As a result, the proposed Project would not expose people or uses to significant risks, such as downslope flooding or landslides, associated with wildfire hazards. Implementation of the proposed Project would not result in any new significant impacts not already disclosed in the GHSP EIR or increase the severity of a significant impact previously identified and analyzed in the GHSP EIR.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Was Impact Disclosed in GHSP EIR?	New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Does GHSP EIR Address/Resolve Impacts?
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
Would the Project:				
a) Does the project have the potential to substantially 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?	Yes	No	No	Yes
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)?	Yes	No	No	Yes
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Yes	No	No	Yes
SUBSTANTIATION:				

XXI-a) **GHSP EIR Finding.** The GHSP EIR concluded that, following mitigation, the GHSP would result in less-than-significant impacts to sensitive plant and animal species as well as habitats. Additionally, the GHSP EIR concluded that, with mitigation, the GHSP would result in less-than-significant impacts to archaeological, historical, and paleontological resources, and, therefore, would not eliminate important examples of major periods of California history or prehistory.

Project Analysis. As indicated throughout the analysis presented herein, implementation of the Project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or 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, to a greater degree than previously disclosed in the GHSP EIR.

XXI-b) **GHSP EIR Finding.** The GHSP EIR addressed cumulative impacts for each of the environmental topics evaluated. The GHSP EIR concluded the GHSP would result in significant and unavoidable cumulative impacts regarding the following issues: Air Quality (construction- and operational-related emissions) and Transportation/Traffic (service deficiencies to I-15).

Project Analysis. As described throughout this analysis, implementation of the Project would not result in new environmental impacts that were not previously disclosed in the GHSP EIR and would not increase the severity of environmental impacts disclosed in the GHSP EIR. There is also no new information of substantial importance since the time the GHSP EIR was certified that was not already known and analyzed in the GHSP EIR. Therefore, there is no potential for the Project to result in cumulatively considerable effects to the environment beyond those previously disclosed in the GHSP EIR (and already disclosed throughout this analysis), and instead, the Project's impacts are generally less than the impacts assumed and analyzed in the GHSP EIR. The GHSP EIR concluded that cumulative effects would be significant and unavoidable for the topics of air quality and transportation/traffic.

XXI-c) **GHSP EIR Finding:** The GHSP EIR concluded that implementation of the GHSP could result in the following significant and unavoidable changes to the environment that could directly affect human beings: Air Quality (construction- and operational-related emissions) and Transportation/Traffic (service deficiencies to I-15).

Project Analysis. Implementation of the Project would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, beyond those disclosed in the GHSP EIR, and instead, the Project's impacts are generally less than the impacts assumed by the GHSP EIR.

This EIR Addendum was prepared by:

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ATTACHMENT A:

LIST OF MITIGATION MEASURES
FROM THE
GLEN HELEN SPECIFIC PLAN FINAL EIR

TABLE 1.5-1
EXECUTIVE SUMMARY

Significant Impact	Mitigation Measures	Level of Significance After Mitigation
4.1 <u>Geology and Soils</u>		
Geologic Faulting and Seismicity		
The project area would experience groundshaking during earthquakes, and could incur moderate to severe damages.	4.1-1 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.	Less than Significant
	4.1-2 A 150-foot setback shall be maintained for an inferred fault area. However, 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).	
	4.1-3 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.	
	4.1-4 All new construction shall meet the most current and applicable lateral force requirements.	
	4.1-5 Utility lines and setbacks shall not be placed within the construction setback area of a hazardous fault except for crossing,	

Significant Impact	Mitigation Measures	Level of Significance After Mitigation
	which can be perpendicular to the fault trace or as recommended by the project geologist and approved by a reviewing authority.	
Earthquake Induced Secondary Impacts		
Steep natural slopes coincident with the Cajon Wash and Sycamore Creek may experience slope failures in the future due to continued erosion.	4.1-6 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	Less than Significant.
If a M7.0 earthquake occurs along the San Andreas Fault, there is significant potential for liquefaction to occur in the Glen Helen area.		Less than Significant

Significant Impact	Mitigation Measures	Level of Significance After Mitigation
	subsidence damage. 4.1-7 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. 4.1-8 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. 4.1-9 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. 4.1-10 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.	
4.2 <u>Water Resources</u> **Water Quality** The proposed project could lead to discharges of urban polluted storm water to Lytle Creek and Cajon Creek Wash.	4.2-1 All development shall comply with the National Pollution Discharge Elimination	Less than Significant

Significant Impact	Mitigation Measures	Level of Significance After Mitigation
Tertiary effluent from the proposed expansion of the wastewater treatment plant will also discharge into Lytle Creek, which could lead to degradation of groundwater.	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.	
	4.2-2 Individual projects within the specific plan area shall be reviewed by the San Bernardino Flood Control Division for the inclusion of appropriate structural and non-structural BMPs to control storm water discharges and protect water quality.	
Drainage and Water Quality - Cajon Landfill		
Periodic use of the landfill surface has the potential to exacerbate groundwater and/or surface water quality impacts.	4.2-3 Proposed post-closure landfill uses shall comply with Title 27 of the California Code of Regulations, Section 21190.	Less than Significant
4.4 <u>Transportation and Circulation</u>		
Roadway Connection from the Proposed Lytle Creek Development through Sycamore Flats		
Without proper engineering design, a reconfiguration of Glen Helen Parkway to accommodate the proposed Sycamore Flats road would have the potential to interrupt the continuous flow of traffic between the attractions and I-15. This would have a significant detrimental impact on traffic service to and from the sites.	4.4-1 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	Less than Significant

Significant Impact	Mitigation Measures	Level of Significance After Mitigation
	lanes.	
	4.4-2 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.	
	4.4-3 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.	
Interstate 15 Interstate 15 in the vicinity of the project will operate at Level of Service (LOS) F, reflecting severely congested traffic conditions, for future conditions with or without the Specific Plan.	4.4-4 Specific projects and development applications within the C/TS 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.	Significant. Interstate 15 will operate at LOS F, with or without implementation of the Specific Plan.
4.5 <u>Noise</u> **Short-Term Construction Related Impacts** Construction traffic could result in short-term increases in the ambient noise on local roadways. Noise generated at the site during site preparation, grading, and construction could result in short-term noise increases.	4.5-1 County Performance Standards Section 87.0905(e) exempts, "Temporary construction, repair, or demolition activities between 7:00 a.m. and 7:00 p.m.	Less than Significant

Significant Impact	Mitigation Measures	Level of Significance After Mitigation
	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.	
	4.5-2 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.	
	4.5-3 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.	
Long-Term Operation Impacts		
Implementation of the Specific Plan could result in the siting of incompatible land uses in proximity, such that stationary noise sources may infringe upon a noise sensitive land use.	4.5-4 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.	Less than Significant
Noises associated with industrial land uses have the potential to exceed County stationary source requirements.	4.5-5 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.	Less than Significant

Significant Impact	Mitigation Measures	Level of Significance After Mitigation
Mobile Noise Sources		
Project-siting criteria could place sensitive land uses proximate to roadways and railways where mobile sources create incompatible noise levels. Noise levels associated with project-related traffic could result in increases in excess of the 5dBA criterion value.	4.5-6 Increase setbacks may be required for those proposed land uses outlined in 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.	Less than Significant
Implementation of the Glen Helen Specific Plan may expose existing noise-sensitive land uses to increased noise levels. Noise along Glen Helen Road, Glen Helen Parkway, and Cajon Boulevard is projected to meet the 5 dBA criterion for cumulative significance.	4.5-7 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 sound-proofing improvements to the existing residence(s) may also be required.	Less than Significant
4.6 <u>Air Quality</u> **Construction Impacts**		
Construction activities associated with the Specific Plan would result in exceeding SCAQMD's daily and quarterly thresholds for NOx, PM10, and ROG.	On a per project basis, construction mitigation measures will be implemented to reduce construction emission impacts, including compliance with SCAQMD Rules 402 and 403.	Significant. The residual air quality impact would ultimately depend on the level of construction that would occur at any one time. However, based on the

Significant Impact	Mitigation Measures	Level of Significance After Mitigation
		area and square footages to be developed, it is anticipated that the residual impact will remain significant at least during portions of the build-out.
Operational Impacts	**Transportation Demand Measures**	
Emissions from vehicles would exceed the daily SCAQMD threshold significance for three criteria pollutants, CO, ROG, and NOx.	4.6-1 Provide adequate ingress and egress at all entrances to public facilities to minimize vehicle idling at curbsides. 4.6-2 Provide dedicated turn lanes as appropriate and provide roadway improvements at heavily congested roadways. **Energy Efficient Measures** 4.6-3 Install energy-efficient lighting. 4.6-4 Landscape with native or drought-resistant species to reduce water consumption and to provide passive solar benefits. 4.6-5 Employers should provide local shuttle and transit shelters, and ridematching services. 4.6-6 Employers should provide bicycle lanes, storage areas, and amenities, and ensure efficient parking management. 4.6-7 Employers should provide variable work hours and telecommuting to employees to comply with AQMP Advanced Transportation Technology ATT-01 and ATT-02 measures. 4.6-8 Employers should develop a trip reduction plan to comply with SCAQMD rule 2202. 4.6-9 Employers should provide ridematching,	Significant.

Significant Impact	Mitigation Measures	Level of Significance After Mitigation
	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. 4.6-10 Synchronize traffic signals. The areas where this measure would be applicable are roadway intersections with the Specific Plan area. 4.6-11 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.	
4.8 <u>Biological Resources</u> **Direct Loss of Individuals of a State or Federal Listed Threatened or Endangered Species** Direct take could occur to threatened or endangered species within the project site including, Santa Ana River woolystar, slender-horned spineflower, California gatcatcher, and the San Bernardino kangaroo rat. **Effect on Sensitive Habitat**	4.8-1 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 prior to the implementation of the MSHCP. 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	Less than Significant.

Significant Impact	Mitigation Measures	Level of Significance After Mitigation
Riversidean Alluvial Fan Sage Scrub (RSS), a plant community of special concern, is located within the planning area. Increased human activity can be expected to degrade the undeveloped habitat.	4.8-2 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. 4.8-3 Designate open space areas and manage open space to avoid impacts to sensitive habitat areas that may be affected by development	Less than Significant.
The Sycamore Flats planning area includes a proposed golf course and residential community; development in this area is likely to impact jurisdictional waters.	4.8-4 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. 4.8-5 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.	Less than Significant.

Significant Impact	Mitigation Measures	Level of Significance After Mitigation
	4.8-6 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.	
Effect on the Movement of any Resident or Migratory Wildlife		
Portions of the planning area contain significant wildlife movement areas. Development within a wildlife movement corridor could prohibit species movement and lead to reduced populations.	4.8-7 Construction and development activities shall avoid native vegetation and wildlife corridors.	Less than Significant.
Road building within the Specific Plan area will likely have a temporary impact on wildlife movement.	4.8-8 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.	Less than Significant.
4.9 <u>Cultural Resources</u>		
Change in Significance of an Historical Resource		
Specific projects within the North Glen Helen planning area may adversely impact yet unidentified remnant features of the Glen Helen Ditch (P1072-37H). There is the potential to uncover buried historic artifacts at the Klein/Ellena Bros. Ranch complex during earthwork and development in the Sycamore Flats planning area.	4.9-1 Archeological monitoring shall be required for any development or earth moving operations in the Sycamore Flats area (vicinity of the Klein/Ellena Bros. Ranch complex).	Less than Significant.
No systematic inventory of potential historic structures or buildings has occurred within the North Glen Helen, Devore, Cajon or Kendall Corridor, development may have the potential to impact historic structures and/or buildings.	4.9-2 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	Less than Significant.

Significant Impact	Mitigation Measures	Level of Significance After Mitigation
Change in the Significance of an Archeological Resource	of Historical Resources) criteria.	
There is the possibility for yet unrecorded archeological resources to be disturbed or destroyed by future development within the Specific Plan.	4.9-3 Archeological monitoring shall be required for any development or earth moving operations in the Sycamore Grove area of the Glen Helen Regional Park.	Less than Significant.
The phasing of infrastructure improvements associated with the Specific Plan implementation or future unspecified activities which may involve earth disturbances within Glen Helen Regional Park may have the potential to disturb archaeological resources. These resources include the yet unlocated ethnohistoric village known as *Beatisima Trinidad or Santisima Trinidad* (P1072-25) and the Sycamore Grove California Historic Landmark, the first Mormon encampment in the San Bernardino Valley (CHL-573).	4.9-4 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.	Less than Significant.
	4.9-5 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.	
4.10 <u>Visual Resources/Aesthetics</u>		
Effects on Visual Character of the Site and its Surroundings		
Any development within Sycamore Flats/Sycamore Canyon would substantially change the natural visual character of this planning sub-area.	4.10-1 All development or improvements within the Sycamore Flats planning area must comply with the proposed Glen Helen Specific Plan Design Guidelines.	Significant.
	4.10-2 All development improvements shall comply with the design standards contained in the County of San Bernardino Development Code.	

Significant Impact	Mitigation Measures	Level of Significance After Mitigation
Effects on Scenic Vistas and Resources Interstates 15 and 215 are designated Scenic Highways in the area of the Specific Plan; development within the Specific Plan area will alter views from vantage points along these routes. Changes in the nature of existing scenic vistas due to the proposed land uses, especially within the Sycamore Flats/Sycamore Canyon planning area, are considered potentially significant.	4.10-3 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.	Significant.
4.11 <u>Public Services and Utilities</u> As development occurs within the Specific Plan area, development that cumulatively exceeds, 4 or more buildings, with 3 or more stories, and/or 4 or more buildings 35-feet or higher, or projects that require fire flow of 3,500 gallons per minute (gpm) or higher, would result in the need for a fire truck company and the remodeling of County Fire Station #2.	4.11-1 Commercial/Industrial buildings shall provide fire hydrants to within 150 feet of all portions of commercial/industrial buildings as measured along vehicular travel ways. 4.11-2 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). 4.11-3 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.	Less than Significant.

EXHIBIT F

GHSP EIR, link:

Microsoft Word - Cover-TOC.doc (sbcounty.gov)