DRAFT

SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2000011093

The Oasis at Glen Helen Parkway Project

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1.0

Executive Summary

Kimley»Horn

1.0 EXECUTIVE SUMMARY

The subsequent environmental impact report (SEIR) process, as defined by the California Environmental Quality Act (CEQA), requires the preparation of an objective, full disclosure document in order to (1) inform agency decision-makers and the general public of the direct and indirect potentially significant environmental effects of a proposed action; (2) identify feasible or potentially feasible mitigation measures to reduce or eliminate potentially significant adverse impacts; and (3) identify and evaluate reasonable alternatives to a project. In accordance with State CEQA Guidelines Section 15168 (Title 14 of the California Code of Regulations [CCR]), this Draft SEIR (State Clearinghouse No. 2000011093) that has been prepared for The Oasis at Glen Helen Parkway Project (Project) and has been prepared by the County of San Bernardino (County).

CEQA requires that projects subject to approval by a public agency of the State of California, and that are not otherwise exempt or excluded, undergo an environmental review process to identify and evaluate potential impacts. CEQA Guidelines Section 15050 states that environmental review shall be conducted by the Lead Agency, defined in CEQA Guidelines Section 15367 as the public agency with principal responsibility for approving a project. The Project is subject to approval actions by the County, which is, therefore the Lead Agency for CEQA purposes. In accordance with CEQA Guidelines Section 15123, this section of the Draft SEIR provides a brief description of the Project; identifies significant effects and proposed mitigation measures or alternatives that would reduce or avoid those effects; and describes areas of controversy and issues to be resolved.

This Draft SEIR serves as a "Project SEIR" as defined in Section 15161 of the CEQA Guidelines related to the construction and operation of the Project site. The Draft SEIR considers the environmental impacts of the Project, as well as the additive effects of growth throughout the County and the region. These latter impacts are referred to as cumulative impacts. The Draft SEIR also evaluates a range of potential feasible alternatives anticipated to reduce significant impacts of the Project, including a No Project – No Development Alternative, an Existing Specific Plan Alternative, and a Reduced Density Alternative. This Draft SEIR has been prepared for the County, pursuant to the requirements of CEQA.

Pursuant to CEQA Guidelines Section 15082, the County circulated a Notice of Preparation (NOP) advising public agencies, special districts, and members of the public who had requested such notice that an SEIR for the Project was being prepared. The NOP was distributed on June 14, 2023, to solicit comments related to the proposed construction of the Project. The NOP was circulated with a 30-day public review period ending on July 14, 2023. This process and the comments submitted in response to the NOP are discussed in **Section 2.0: Introduction** and **Section 1.6: Areas of Controversy**, below.

After receiving public comments on the NOP, the Project was analyzed for its potential to result in environmental impacts. Impacts were evaluated in accordance with the significance criteria presented in Appendix *G*, "Environmental Checklist Form," of the CEQA Guidelines. The criteria in the Environmental Checklist Form (checklist), was used to determine if the Project would result in, "no impact," "less than significant impact," "less than significant impact with mitigation measures," or "potentially significant impact" to a particular environmental resource. In some instances, a project may use the checklist to

provide an initial discussion of a project and to screen out certain topics from a full discussion in the Draft SEIR. This Draft SEIR discusses all environmental resources in CEQA Guidelines, Appendix *G*. A table listing the significant Project impacts and any associated mitigation measures is included at the end of this summary in **Table 1-1: Summary of Significant Impacts and Proposed Mitigation Measures**.

This Draft SEIR describes the existing environmental resources on the Project site and in the vicinity of the site, analyzes potential impacts on those resources that would or could occur upon initiation of the Project, and identifies mitigation measures that could avoid or reduce the magnitude of those impacts determined to be significant. The environmental impacts evaluated in this Draft SEIR concern several subject areas, including air quality, biological resources, greenhouse gas emissions, noise, transportation, and utilities and service systems. As noted in the preceding paragraph, public comment was received during the NOP process and included written letters provided to the County. In addition to the list of the summary of comments below, a copy of the letters with the NOP is provided in **Appendix A** to this Draft SEIR. The comments were used, as intended, to help inform the discussion of this Draft SEIR and help determine the scope and framework of certain topical discussions.

The Draft SEIR will be subject to further review and comment by the public, as well as responsible agencies and other interested jurisdictions, agencies, and organizations for a period of 45 days.

Following the public review period, written responses to all comments received on the Draft SEIR will be prepared. Those written responses, and any other necessary changes to the Draft SEIR, will constitute the Final SEIR and will be submitted to the County Board of Supervisors for their consideration. If the County finds that the Final SEIR is “adequate and complete” in accordance with the CEQA Guidelines, the County may certify the SEIR. The County Board of Supervisors would also consider the adoption of Findings of Fact pertaining to the SEIR, specific mitigation measures, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan (MMRP). Upon review and consideration of the Final SEIR, the hearing body would take action concerning the Project.

Regarding the MMRP, CEQA Guidelines Section 15097 requires public agencies to set up monitoring and reporting programs to ensure compliance with mitigation measures, which are adopted or made as a condition of project approval and designed to mitigate or avoid the significant environmental effects identified in environmental impact reports. A MMRP incorporating the mitigation measures set forth in this SEIR will be considered and acted upon by the County decision-makers concurrent with adoption of the findings of this SEIR and prior to approval of the Project.

1.1 Project Overview

The Project site is located in an unincorporated area of southwestern San Bernardino County and within the City of Rialto Sphere of Influence (SOI). The Project site is approximately 32 acres and is located east of Interstate 15 (I-15), west of Glen Helen Parkway and the Glen Helen Regional Park, north of I-15 Exit 122, and south of three existing single-family residences and the Glen Helen Park Maintenance Yard. The location of the Project in both regional and local contexts are further identified in **Section 3.0: Project Description**, and in **Figure 3-1: Regional Location Map**, and **Figure 3-2: Local Vicinity Map**.

1.2 Project Objectives

The Project implements the goals and policies of the County's Countywide Plan; the GHSP serves as an extension of this Plan; and can be used as both a policy and a regulatory document. The purpose of this Project is to implement the vision laid out in the Project objectives by providing additional flexibility to the existing GHSP.

The Project would increase the County's commercial and retail capacity and further fortify the economic base of the County. The Project would also develop a portion of the County with new commercial and retail spaces. The Project would be developed to accomplish the following objectives:

Objective 1: Reinforce Glen Helen as a prominent gateway and as a regional entertainment/recreation destination.

Objective 2: Provide new retail and commercial development that would serve currently underserved residents of the area as well as the region in general by providing goods and services to traffic passing by on the I-15 freeway, which are currently underserved.

Objective 3: Create new employment opportunities.

Objective 4: Provide quality public facilities to serve new development, including a Fire and Sheriff's station to serve the region.

Objective 5: Respect the historic roots of the Glen Helen area, including old Route 66 and historic Devore community, through design themes and cultural activities.

Objective 6: Establish Glen Helen as an economically sound enclave of specialized businesses and commercial recreation/entertainment venues.

Objective 7: Landscaping appropriate to the level of development and in excess of current landscape coverage standards and sensitive to surrounding areas.

Objective 8: Provide new retail and commercial development that would be easily accessible from I-15 and I-215 by-pass traffic, providing convenient shopping opportunities to by-pass drivers and reducing overall vehicle miles traveled in the region.

1.3 Project Description

The Project proposes the development of approximately 202,900 square feet (SF) of commercial and retail uses on approximately 32 acres, to include but not necessarily be limited to, hotel uses, fitness facilities, market and pharmacies, commercial shops, gas station and convenience store, drive-through car wash, restaurants, and a joint Fire and Sheriff Station.

The Project includes various discretionary approvals included applications for a Specific Plan Amendment (SPA) to the existing Glen Helen Specific Plan (GHSP), a Planned Development Permit (PDP), and a

Tentative Parcel Map (TPM). These actions are described in greater detail in SEIR **Section 3.0: Project Description**. Project background and objectives are also discussed in **Section 3.0**.

1.4 Unavoidable Significant Impacts

The Projects potentially significant impacts are defined in **Section 4.1: Air Quality** through **Section 4.7: Transportation** of this Draft SEIR. As noted in these sections, most of the potentially significant impacts identified can be mitigated to a less than significant level through implementation of Project design features, standard conditions, and feasible mitigation measures with the exception of air quality.

- Air Quality
  - The Project's operational-related emissions for ROG, NO_X, and CO would exceed SCAQMD's thresholds of significance after the implementation of all feasible and reasonable mitigation measures, this is consistent with the findings of the GHSP EIR.

1.5 Alternatives to the Project

State CEQA Guidelines Section 15126.6(a) requires a Draft EIR to "describe the range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but will avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." In response to the potentially significant impacts that were identified, the Project SEIR includes the following alternatives for consideration by decision-makers upon action related to the Project:

Alternative 1: No Project – No Development

The purpose of describing and analyzing a No Project/No Development Alternative is to allow decision makers the ability to compare the impacts of approving the Project with impacts of not approving the Project. The No Project/No Development Alternative is required to discuss the existing conditions (at the time the Notice of Preparation was published on Jun 14, 2023), as well as what would be reasonably expected to occur in the foreseeable future, if the Project were not approved, based on current plans and consistent with available infrastructure and services.

Under the No Project/No Development Alternative, the following would occur:

- The Applicant would not improve the site with the proposed development of commercial and retail uses, and the site would remain as it currently is developed.

Alternative 2: Existing Specific Plan

The Existing Specific Plan Alternative, consistent with State CEQA Guidelines Section 15126.6, assumes development of the Project site pursuant to the existing Countywide Plan and zoning designations, which would be pursuant to the current GHSP. Alternative 2 would develop the Project site consistent with the prior approved GHSP and consistent with the current County of San Bernardino Countywide Plan. Alternative 2 would be consistent with the Countywide Plan's Special Development (SD) land use category and with the zoning of Glen Helen Specific Plan – Destination Recreation (GHSP-DR). The GHSP-DR zone

in the GHSP is intended to accommodate residential land uses, low-intensity service commercial, and recreation entertainment uses and would allow for planned development residential uses.

Land uses within the GHSP-DR zone include recreation vehicle parks, private campgrounds, residential uses, bed and breakfast establishments, restaurants, and limited retail commercial, as well as a full range of recreation-oriented activities. The Existing Specific Plan Alternative is assumed to result in a similar intensity of development of allowable land uses as that proposed in the Project. For the purposes of this alternative, it is assumed that the same location would be utilized.

Alternative 3: Reduced Density

Alternative 3: Reduced Density would entail the development the Project site with the proposed Specific Plan Amendment being adopted by the County Board of Supervisors, but at a smaller development density that what was proposed for the Project. For the purposes of this analysis, a 25 percent reduction in density was assumed.

Environmentally Superior Alternative

State CEQA Guidelines requires that an Environmentally Superior Alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. The No Project Alternative is the Environmentally Superior Alternative because it would avoid many of the proposed Project's impacts. If the No Project Alternative is the environmentally superior Alternative, CEQA Guidelines Section 15126.6(e)(2) requires that another alternative that could feasibly attain most of the Project's basic objectives be chosen as the Environmentally Superior Alternative. With regards to the remaining development alternatives, Alternative 3 was evaluated as the Environmentally Superior Alternative as it best meets the Project objectives and has fewer environmental impacts than the proposed Project or any of the other alternatives. Refer to **Section 6.0: Alternatives** for more information.

1.6 Areas of Controversy

The CEQA Guidelines Section 15123 (b)(2) and (3) require that a Draft EIR identify areas of controversy known to the Lead Agency, including issues raised by other agencies and the public and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects. The following issues of concern have been identified during the review period of the distribution of the NOP and public meetings:

- Potential impacts to Aesthetics. (Draft SEIR **Section 7.0: Effects Found Not to be Significant**)
- Potential impacts to Air Quality. (Draft SEIR **Section 4.1: Air Quality**)
- Potential impact to greenhouse gas emissions. (Draft SEIR **Section 4.5: Greenhouse Gas Emissions**)
- Potential impacts to noise generated by traffic. (Draft SEIR **Section 4.6: Noise** and **Section 4.7: Transportation**)
- Potential impacts to public services. (Draft SEIR **Section 7.0: Effects Found Not to be Significant**)

1.7 Summary of Environmental Impacts & Mitigation Measures

The following table is a summary of significant impacts and proposed mitigation measures associated with the Project as identified in this SEIR. Refer to **Sections 4.1** through **4.7** and **Section 7.0**, for a detailed description of the environmental impacts and mitigation measures for the Project. All impacts of the Project can be mitigated to less than significant levels with the exception of air quality.

Table 1-1: Summary of Significant Impacts and Proposed Mitigation Measures

Resource Impact	Level of Significance	Mitigation Measure(s)
Section 4.1, Air Quality		
Impact AQ-1 Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Significant and Unavoidable	**Proposed Project Mitigation Measure (MM) AQ-1:** Prior to issuance of grading permits, the applicant shall prepare and submit documentation to the County of San Bernardino that demonstrate the following: ▪ All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the County at the time of mobilization of each applicable unit of equipment. ▪ All construction equipment and delivery vehicles shall be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour. **GHSP EIR MM 4.6-1:** Provide adequate ingress and egress at all entrances to public facilities to minimize vehicle idling at curbsides. ▪ Submit building plans to Building and Safety for approval. ▪ Submit copy of approval by Building and Safety to Planning Division. ▪ Submit copy of approved plans to Planning Division for review and approval. **GHSP EIR MM 4.6-2:** Provide dedicated turn lanes as appropriate and provide roadway improvements at heavily congested roadways. ▪ County Traffic Planning Section to identify heavily congested intersections and notify Building and Safety. ▪ Submit building plans to Building and Safety for approval. ▪ Submit copy of approval by Building and Safety to Planning Division. ▪ Submit copy of approved plans to Planning Division for review and approval. **GHSP EIR MM 4.6-3:** Install energy efficient lighting. ▪ Submit building plans with Title 24 certification from a certified lighting/electrical engineer to Building and Safety for approval. ▪ Submit copy of approval by Building and Safety to Planning Division. ▪ Submit copy of approved plans to Planning Division for review and approval.

Resource Impact	Level of Significance	Mitigation Measure(s)
		GHSP EIR MM 4.6-4: Landscape with native or drought-resistant species to reduce water consumption and to provide passive solar benefits. ▪ Submit landscaping and irrigation plans to Building and Safety for approval. ▪ Submit copy of approval by Building and Safety to Planning Division. ▪ Submit copy of approved plans to Planning Division for review and approval. **GHSP EIR MM 4.6-5:** Employers should provide local shuttle and transit shelters, and ride matching services. ▪ Submit plans to County Transportation Authority to determine need and/or location for transit shelters, bus stops, etc. ▪ Submit commercial and industrial site building plans to Building and Safety for approval. ▪ Submit copy of approval by Building and Safety to Planning Division. ▪ Submit copy of approved plans to Planning Division for review and approval. **GHSP EIR MM 4.6-6:** Employers should provide bicycle lanes, storage areas, and amenities, and ensure efficient parking management. ▪ Submit plans to County Transportation Authority to determine need and/or location for bicycle improvements. ▪ Submit commercial and industrial site/building plans to Building and Safety for approval. ▪ Submit copy of approval by Building and Safety to Planning Division. ▪ Submit copy of approved plans to Planning Division for review and approval. **GHSP EIR MM 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. ▪ Developers of commercial and industrial uses shall submit appropriate technology plans based on discussion or correspondence with SCAQMD personnel. ▪ Developers shall submit plans to County Planning to determine need and/or location for any technology improvements or systems for review and approval. ▪ Submit copy of approval from County Planning for commercial and industrial site building plans to Building and Safety for approval.

Resource Impact	Level of Significance	Mitigation Measure(s)
		GHSP EIR MM 4.6-8: Employers should develop a trip reduction plan to comply with SCAQMD rule 2202. ▪ Developers of commercial and industrial uses shall submit a Trip Reduction Plan (TRP) to SCAQMD for review and approval. ▪ Submit TRP approved by SCAQMD to County Planning for review and approval. ▪ Submit TRP approved by SCAQMD and County Planning along with building plans to Building and Safety for approval. **GHSP EIR MM 4.6-9:** Employers should provide ride matching, 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. ▪ Developers of commercial and industrial uses shall submit a Travel Demand Management (TDM) to SCAQMD for review and approval. ▪ Submit TDM approved by SCAQMD to County Planning for review and approval. ▪ Submit TDM approved by SCAQMD and County Planning along with building plans to Building and Safety for approval. **GHSP EIR MM 4.6-10: Synchronize traffic signals**. The areas where this measure would be applicable are roadway intersections within the Specific Plan area. ▪ County Traffic Planning Section to identify heavily congested intersections and notify Building and Safety. ▪ Submit building plans to Building and Safety for approval demonstrating that signals can be synchronized in the future. ▪ Developers to submit copy of approval by Building and Safety to Planning Division. ▪ Submit copy of approved plans to Planning Division for review and approval. ▪ County to synchronize traffic signals as funding is available. **GHSP EIR MM 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. ▪ Developers of commercial and industrial uses shall submit an Alternative Fuel or Low Emission Vehicle Plan (AFLEVP) to SCAQMD for review and approval. ▪ Submit AFLEVP approved by SCAQMD to County Planning for review and approval.

Resource Impact	Level of Significance	Mitigation Measure(s)
		▪ Submit AFLEVP approved by SCAQMD and County Planning along with building plans to Building and Safety for approval. **GHSP EIR 2020 Addendum MM 7-1**: The Applicant shall water all active grading areas a minimum of three times per day (as opposed to two). **GHSP EIR 2020 Addendum MM 7-2**: All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specification. **GHSP EIR 2020 Addendum MM 7-3**: The Applicant shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues shall turn their engines off when not in use to reduce vehicle emissions. Construction emissions shall be phased and scheduled to avoid emissions peaks to the extent feasible and discontinued during second-stage smog alerts. **GHSP EIR 2020 Addendum MM 7-4**: The Applicant shall use line power instead of diesel- or gas-powered generators at all construction sites wherever line power is reasonably available. **GHSP EIR 2020 Addendum MM 7-5**: Unless required for safety reasons, during construction, equipment operators shall limit the idling of all mobile and stationary construction equipment to no more than five minutes. The use of diesel auxiliary power systems and main engines shall also be limited to no more than five minutes when within 100 feet of homes or schools while driver is resting. **GHSP EIR 2020 Addendum MM 7-6**: Active grading activities shall be limited to 10 acres per day or less when grading within 1,000 feet of residential receptors. **GHSP EIR 2020 Addendum MM 7-7**: The Applicant shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the project site throughout the project construction. The Applicant shall include in construction contracts the control measures required and recommended by the SCAQMD at the time of development. These measures include the following: (1) Use Tier II (2001 or later) heavy-duty diesel-powered equipment at the project site; (2) Apply NOX control technologies, such as fuel injection timing retard for diesel engines and air-to-air cooling, and diesel oxidation catalysts as feasible; feasibility shall be determined by using the cost-effectiveness formula developed by the Carl Moyer Program; and (3) General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions and keep all construction equipment in proper tune in accordance with manufacturer's specifications. **GHSP EIR 2020 Addendum MM 7-8**: If stationary equipment, such as generators for ventilation fans, must be operated continuously, locate such equipment at least 100 feet from homes or schools, where possible.

Resource Impact	Level of Significance	Mitigation Measure(s)
		GHSP EIR 2020 Addendum MM 7-10: The Applicant shall, to the extent feasible, promote, support, and encourage the scheduling of deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods. **GHSP EIR 2020 Addendum MM 7-12**: During site plan review, due consideration shall be given to the provision of safe and convenient pedestrian and bicycle access to transit stops and to public transportation facilities. **GHSP EIR 2020 Addendum MM 7-16**: Future purchasers of real property located within 500 feet of the I-15 Freeway right-of-way and within 500 feet of the main truck route and active mining areas at the Cemex USA quarry and the Vulcan Materials Company plant shall, in accordance with the disclosure requirements of the California Department of Real Estate, receive notification that residential occupants and other sensitive receptors may be exposed to excess cancer risks as a result of long-term exposure to toxic air contaminants, including diesel particulate matter, associated with diesel-powered vehicles traveling along and operating within those areas.
Impact AQ-2 Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Significant and Unavoidable Impact	Refer to **MM AQ-1, GHSP EIR MM 4.6-1** through **4.6-11,** and **GHSP EIR 2020 Addendum MM 7-1** through **7-8**, **7-10**, **7-12**, and 7-16 above.
Impact AQ-3 Would the Project expose sensitive receptors to substantial pollutant concentrations?	Less than Significant with Mitigation Incorporated	**Proposed Project MM AQ-2**: The Project applicant shall submit a Dust Control Management Plan limiting the generation of fugitive dust to the County of San Bernardino. The Dust Control Management Plan shall be approved prior to the approval of the grading permit. The Dust Control Management Plan shall include, but not limited to, the following: ▪ Prior to Grading Permit issuance, a sign, legible at 50 feet shall be posted at the Project construction site. The sign(s) shall be reviewed and approved by the Building Official and County Planning Department, prior to posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints. ▪ During construction, the contractor will designate a member of the construction staff as a Dust Control Coordinator. The Dust Control Coordinator will be present during all earthmoving activities and respond to local complaints about fugitive dust. When a complaint is received, the Dust Control Coordinator shall notify the County within 24-hours of the complaint, determine the cause, and implement reasonable measures to resolve the complaint as deemed acceptable by the Public Works Department.

Resource Impact	Level of Significance	Mitigation Measure(s)
		▪ Soil stockpiles maintained as part of the Project will be stabilized to reduce fugitive dust. Soil stockpiles may be stabilized by wetting to form a crust or other treatment – such as covering, use of soil binders, chemical soil stabilizers, geotextiles, mulching, or hydroseeding. ▪ Any Project-related person operating a vehicle on a public roadway with a load of dirt, sand, gravel, or other loose material – which may be susceptible to generating dust – will cover the load or maintain two feet or more of freeboard during transportation. ▪ All grading and excavation activities shall cease during periods of sustained wind events. These events are defined as winds exceeding 20 mph for more than 3 minutes in any 60-minute period. A sustained wind event will be measured by monitoring the nearest National Weather Service monitoring station or by using a kestrel wind meter or similar device. In the event that operations are shut down during high winds, watering of the area will continue to minimize fugitive dust. Construction activities will resume when wind speeds fall below the 20 mph 3-minute aggregate period in any 60-minute period. ▪ A speed limit of 15 mph for construction vehicles will be implemented on all unpaved roads. The contractor will post speed limit signs and discuss speed limits during tailboard meetings.
Section 4.2, Biological Resources		
Impact BIO-1 Would the Project 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?	Less than Significant with Mitigation Incorporated	**Proposed Project MM BIO-1:** In order to protect special-status wildlife species such as the San Diego desert woodrat (Neotoma lepida intermedia), Coastal whiptail (Aspidoscelis tigris steinegeri), and Coast horned lizard (Phrynosoma blainvillii), a pre-construction clearance survey shall be conducted prior to any ground disturbance or vegetation removal activities that may disrupt the species. The Proposed Project biologist shall ensure that impacts to any special-status wildlife observed during preconstruction clearance surveys are reduced or avoided such that impacts are less than significant (e.g., avoidance buffers, relocation from harm's way, etc.). **GHSP EIR MM 4.8-2: Replace RSS Habitat.** For every acre of RSS that is impacted, the project proponent will replace at a 2:1 ratio. Habitat may be created and/or set aside as onsite mitigation. If the project site does not contain sufficient habitat to fulfill the acreage requirement, offsite mitigation areas may need to be set aside. **GHSP EIR MM 4.8-5: Raptor Nests.** Prior to the removal of any stand of trees, a biologist should visit the site to determine if raptor nests have been constructed. If nests are observed, a biologist will identify nesting areas and must be onsite at the time of tree removal.

Resource Impact	Level of Significance	Mitigation Measure(s)
		GHSP EIR MM 4.8-6: Raptor Nests. If raptors are observed nesting, CDFG shall be consulted and contacted to determine the type and duration of construction that would be allowed during nesting season. **GHSP EIR 2020 Addendum MM 5-5: Nesting Birds.** To protect nesting birds regulated by the federal Migratory Bird Treaty Act, to the extent feasible, vegetation removal activities shall be scheduled between September 1 and February 14 to avoid the nesting bird season. If clearing and/or grading activities cannot be avoided during the nesting season, all suitable habitat will be thoroughly surveyed for the presence of nesting birds by a qualified biologist prior to removal. If any active nests are detected, the area will be flagged~~, along with a minimum 100-foot buffer (buffer may range between 100 and 300 feet as determined by the monitoring biologist)~~ with an appropriate buffer as determined by a qualified biologist and will be avoided until the nesting cycle is complete or it is determined by the monitoring biologist that the nest has failed. A biologist will be present on the site to monitor any vegetation removal to ensure that nests not detected during the initial survey are not disturbed. **GHSP EIR 2020 Addendum MM 5-8: Invasive Plant Management Plan.** Prior to the commencement of any grubbing or grading activities, the Applicant shall submit and, when acceptable, the Director shall approve an invasive plant management plan, including, but not necessarily limited to: (1) preventive practices to avoid the transport and spread of weeds and weed seed during project development and operation; (2) a plan to control noxious weeds and weeds of local concern within designated open space areas; and (3) a strategy to educate construction personnel and homeowners in noxious weed identification and awareness. The invasive plant management plan shall incorporate weed prevention and control measures including, but not necessarily limited to: (1) use of only certified weed-free hay, straw, and other organic mulches to control erosion; (2) use of road surfacing and other earthen materials for construction that are certified weed free; and (3) use of only certified weed-free seed for the reclamation of disturbed areas.
Section 4.3, Cultural Resources and Tribal Cultural Resources		
Impact CUL-2 Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Less than Significant with Mitigation Incorporated	**Proposed Project MM CUL-1: Native American Monitoring** ***Morongo Band of Mission Indians*** The project applicant shall retain a Native American Monitor from or approved by the Morongo Band of Mission Indians (MBMI. The monitor shall be retained prior to the commencement of any "ground disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. Monitoring shall occur

Resource Impact	Level of Significance	Mitigation Measure(s)
		during all initial phases of "ground disturbing activity" within the first ten feet below the ground surface. A monitoring agreement shall be created between the project applicant and MBMI, if required by MBMI, and a copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. A Cultural Resources Management Plan (CRMP) shall be created by an archaeologist that meets Secretary of Interior (SOI) professional qualifications in archaeology that outlines monitoring requirements for the project. A pre-construction meeting with all on-site personnel and the monitor will occur to discuss the requirements outlined in the project mitigation and the CRMP. The CRMP will be followed by all on-site personnel and monitors throughout the duration of project implementation. All monitors will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe. Monitoring shall conclude when all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project within the first ten feet below ground surface are complete. Project implementation will not be stalled or delayed for any planned ground-disturbing activities for which the any Tribe is unable to provide a monitor. **Gabrieleño Band of Mission Indians-Kizh Nation** The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

Resource Impact	Level of Significance	Mitigation Measure(s)
		The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs. **Proposed Project MM CUL-2: Inadvertent Discovery of Archaeological Resources** ***Morongo Band of Mission Indians and Yuhaaviatam of San Manuel Nation*** If archaeological resources are encountered within the Project site during project construction, work within 50 ft of the find shall be suspended or diverted. The project proponent/applicant shall retain an archaeologist that meets Secretary of Interior (SOI) professional qualifications in archaeology to perform an assessment of the resource. Depending on the nature of any such find, evaluation may include determination of site boundaries and assessment of site integrity and significance. Standards for site evaluation shall adhere to appropriate State and Federal requirements (including PRC Section 21083). The Yuhaaviatam of San Manuel Nation Cultural Resources Department and the Morongo Band of Mission Indians shall be contacted of any pre-contact cultural resources discovered during project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Evaluation may include, if necessary, site mapping and/or limited subsurface testing using standard archaeological methods. If after evaluation a resource is judged to be of significance pursuant to California Environmental Quality Act criteria (Section 15064.5), a mitigation plan shall be prepared in accordance with appropriate guidelines and in coordination with the aforementioned tribes, and submitted to the San Bernardino County Land Use Services Department Planning Division. Mitigation could include avoidance, site capping, data recovery, a combination of these, or other measures as the situation dictates. Consultation with a representative of a recognized local

Resource Impact	Level of Significance	Mitigation Measure(s)
		Native American group shall be reflected in the formulation of any mitigation plan. Preferences for treatment are as follows: 1. Full avoidance/preservation in place 2. If not feasible, all items shall be reburied in an area away from any future impacts and reside in a permanent conservation easement or Deed Restriction. 3. If agreed upon by all consulting Tribes, language noted below about transfer of materials to the Gabrieleño Band of Mission Indians-Kizh Nation shall be followed 4. If all other options are proven to be infeasible, then materials will be curated in a facility that can meet standards and requirements outlined in the Office of Historic Preservation 1993 curation guidelines within the County. Any and all archaeological documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to the consulting Tribes, who shall be consulted throughout the life of the project. ***Gabrieleño Band of Mission Indians-Kizh Nation*** Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. **GHSP EIR MM 4.9-4: Encountering Archeological Resources.** If archeological resources are encountered within the Specific Plan area during construction, work within 50 feet ~~in the vicinity~~ of the find shall be suspended or diverted. The project proponent/applicant shall retain ~~a qualified~~ an archeologist that meets Secretary of Interior (SOI) professional qualifications in archaeology to perform an assessment of the resource.
Impact CUL-3 Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Less than Significant with Mitigation Incorporated	**Proposed Project MM CUL-3: Inadvertent Discovery of Human Remains and Associated Funerary Materials** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resources Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. Human remains and grave/burial goods shall be treated alike per

Resource Impact	Level of Significance	Mitigation Measure(s)
		California Public Resources Code section 5097.98(d)(1) and (2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial good shall be kept confidential to prevent further disturbance. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt within the vicinity (i.e., 100 ft) and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC), who will then designate a Most Likely Descendent (MLD) for the remains. The MLD shall inspect the discovery within 48 hours of notification or within another time frame agreed upon between the landowner and MLD. The preferred manner of treatment for discovered human remains and/or burial goods is avoidance/preservation in place. Should this not be feasible, the landowner and MLD will identify a suitable location for reburial or, if an agreement is not reached, the remains will be reburied with appropriate dignity on site as close to the original discovery location as possible. Any discovery and location of human remains/burial goods shall be kept confidential, per the exemption of such information from disclosure as a result of the California Public Records Arc (California Government Code § 6254[r]).
Impact CUL-4 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 or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code 5020.1(k), or 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. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less than Significant with Mitigation Incorporated	Refer to **MMs CUL-1** through **CUL-3** and **MM 4.9-4** above.

Resource Impact	Level of Significance	Mitigation Measure(s)
Section 4.4, Geology and Soils		
Impact GEO-1 Would the Project 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? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?	Less than Significant with Mitigation Incorporated	**Proposed Project MM GEO-1**: Based on Figure 2 of the Geotechnical Information report prepared by Group Delta dated 11/3/23, the current Project Site includes APNs 0239-031-37, 0239-031-04, 0239-031-32, 0239-031-50, and a portion of Caltrans Interstate right-of-way easement. Figures and site plans will identify the proposed subdivided parcels within the project area, and pursuant to San Bernardino County Development Code 87.06.030 (e) (1) (A), "each proposed parcel shall be determined by the review authority to be 'buildable' because it contains at least one building site that can accommodate a structure in compliance with all applicable provisions of this Development Code." Prior to issuance of any grading and/or construction permit, each proposed parcel of this Project shall be shown to contain buildable space in relation to geologic and geotechnical hazards. **Proposed Project MM GEO-2**: Reports of previous investigation in the area of the Project site were provided by County staff to Group Delta Consultants and depict the presence of north and northeast trending fault activity between the two branches of the San Jacinto Alquist-Priolo Fault Zones that constrains the Project site. Group Delta's report (Appendices E2 through E4 of the Draft SEIR) identifies multiple north and northeast trending lineaments within, adjacent to, and trending towards, the Project site from a historical aerial image review. Group Delta concludes that the aerial photo review is inconclusive; therefore, additional investigations are needed to determine the buildability of the proposed subdivided parcels per County Development Code 87.06.030 (e) (1) (A). Prior to issuance of any grading and/or construction permit, additional investigation shall be completed by the applicant and approved by the County Geologist. The County does not require a grading permit to conduct geologic/geotechnical investigations. Prior to commencing the required fault investigation, the project geotechnical consultant shall engage in consultation with the County Geologist to discuss: ▪ What investigation methods are to be used and when those methods will be conducted. ▪ How to handle possible complications that can arise from investigation results. The project geotechnical consultant shall notify the County Geologist at least 48 hours in advance of the availability of field exposures for review. The fault study shall be submitted to the County Geologist for review and approval prior to issuance of any grading and/or construction permit. If Holocene-active faults, age-undetermined faults, or fault-related ground deformation is found onsite, structural setbacks shall be established in accordance

Resource Impact	Level of Significance	Mitigation Measure(s)
		with the Alquist-Priolo Earthquake Fault Zoning Act Subsection 3603 "Specific Criteria", which states: ▪ No structure for human occupancy, identified as a project under Section 2621.6 of the Act, shall be permitted to be placed across the trace of an active fault. Furthermore, as the area within fifty (50) feet of such active faults shall be presumed to be underlain by active branches of that fault unless proven otherwise by an appropriate geologic investigation and report prepared as specified in Section 3603(d) of this subchapter, no such structures shall be permitted in this area. AND Special Publication 42 (CGS, Rev. 2018) Section 5.6 "Contents of Fault Investigation Reports", which states: ▪ The setback distance generally will depend on the quality of data, type and complexity of fault(s), and extent and severity of fault-related ground deformation encountered at the site. Lead agency regulations may dictate minimum distances. AND San Bernardino County Development Code Section 82.15.040, which states: ▪ A structure used for human occupancy shall be located 50 feet or farther from any active earthquake fault traces. Lesser setbacks may be applicable in certain situations as determined by an appropriate geologic investigation and approved by the County Geologist or other engineering geologist designated by the Building Official. ▪ A structure used for critical facilities shall be located 150 feet or farther from any active earthquake fault trace by General Plan. Critical facilities shall include dams, reservoirs, fuel storage facilities, power plants, nuclear reactors, police and fire stations, schools, hospitals, rest homes, nursing homes, and emergency communication facilities. ▪ Utility lines and streets shall not be placed within the construction setback area of a hazardous fault except for crossing which can be made perpendicular to the fault trace or as recommended by the project geologist and approved by the County Geologist or individual designated by the Building Official. **Proposed Project MM GEO-3**: Group Delta's Geotechnical Information Report (Appendix E2 of the Draft SEIR) concluded that to evaluate the presence of groundwater at the project site, further investigation is needed. Prior to issuance of any grading and/or construction permit, further evaluation of potential groundwater impacts is required. If groundwater impacts are identified in the preliminary geotechnical investigation, prior to the issuance of any grading and/or construction permit, the Project Applicant/developer shall commit to implement all recommendations contained in the preliminary geotechnical investigation or any

Resource Impact	Level of Significance	Mitigation Measure(s)
		subsequent studies prepared by the project geotechnical consultant to reduce any direct and indirect impacts from the presence of groundwater, including, but not limited to shallow groundwater, seeps, springs, liquefaction/lateral spreading, hydro-collapse, sinkholes, etc. to reduce the impacts to the level of "less than significant" as determined by the County geologist. The preliminary geotechnical investigation and any subsequent studies shall be reviewed and approved by the County geologist. **Proposed Project MM GEO-4**: The southern portion of the Project site has been mapped in the Rasmussen 2000 report as a potential lateral spreading zone. Prior to the issuance of any grading and/or construction permit, the project geotechnical consultant shall complete an evaluation of the liquefaction/lateral spreading potential for the project, in accordance with the guidelines provided in Special Publication 117(a) (CGS, 2008). If liquefaction and/or lateral spreading impacts are identified in the preliminary geotechnical investigation, the project geotechnical consultant shall commit to implement all recommendations contained in the preliminary geotechnical investigation or any subsequent studies prepared by the project geotechnical consultant to reduce direct and indirect impacts from liquefaction and/or lateral spreading to reduce the impacts to the level of "less than significant" as determined by the County geologist. The preliminary geotechnical investigation and any subsequent studies shall be reviewed and approved by the County geologist. **Proposed Project MM GEO-5:** Group Delta's Geotechnical Information Report (Appendix E2 of the Draft SEIR) concluded that the Project site is susceptible to landslides and that this hazard will be mitigated through the eventual removal of soils prone to land sliding. A preliminary temporary slope stability evaluation performed by Group Delta indicated that a 25-foot high temporary 1.5:1 (horizontal to vertical) slope with an assumed unit weight, phi angle and cohesion value can achieve a factor of safety of at least 1.3. Extensive rough grading (the removal of plus or minus 2,000,000 cubic yards of material) is being proposed to complete construction of the project, and the timeline for completion is not well defined. The grading contractor shall be responsible for excavation safety during rough grading and all excavations shall comply with the requirements of the current California and Federal Occupational Safety and Health Administration (CAL OSHA) and 29 CFR-Part 1926, Subpart C, as applicable. Without limiting the generality of the foregoing, final graded slopes shall be no steeper than 2:1 (horizontal to vertical) and shall not exceed 30 feet, unless supported by a slope stability analysis. Site specific recommendations for proposed slopes, along with preliminary foundation design recommendations shall be required prior to any grading and/or construction permit issuance. **GHSP EIR MM 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

Resource Impact	Level of Significance	Mitigation Measure(s)
		shaking forces of a minor earthquake without damage, of a moderate earthquake without structural damage, and a major earthquake without collapse. **GHSP EIR 2020 Addendum MM 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.
Impact GEO-2 Would the Project result in substantial soil erosion or the loss of topsoil?	Less than Significant with Mitigation Incorporated	Refer to **GHSP EIR 2020 Addendum MM 4.1-10** discussed above.
Impact GEO-3 Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less than Significant with Mitigation Incorporated	Refer to **GHSP EIR 2020 Addendum MM 4.1-10** and Project **MMs GEO-3** through **-5** discussed above.
Impact GEO-4 Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less than Significant with Mitigation Incorporated	Refer to **GHSP EIR 2020 Addendum MM 4.1-10** discussed above.
Section 4.5, Greenhouse Gas Emissions		
Impact GHG-1 Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?	Less than Significant with Mitigation Incorporated	Refer to Project **MM AQ-1 and GHSP EIR MMs 4.6-1** through **4.6-11** above. **Proposed Project MM GHG-1**: The Project's final plans and designs shall include all Screening Table Measures selected to achieve a minimum of 100 points. The Project shall implement Screening Table Measures located in Appendix A of the San Bernardino Greenhouse Gas Reduction Plan Update, providing for a minimum of 100 points per the County Screening Tables. The Screening Tables assign points for each feature incorporated into the Project. The point values correspond to the minimum emissions reduction expected from each feature. The menu of features allows maximum flexibility and options for how development projects can implement the GHG reduction measures. An example of how the Project could achieve a minimum of 100 Screening Table Points is provided in Section 4.4: Greenhouse Gas Emissions, Table 4.4-4, GHG Performance Standards for Commercial Development. By achieving the 100-point minimum, the Project would be consistent with the GHG Development Review Process' requirement to achieve at least 100 points and thus the Project is considered to have a less than significant individual and cumulatively considerable impact on GHG emissions.
Impact GHG-2 Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant with Mitigation Incorporated	Refer to **Project MM GHG-1** above.

Resource Impact	Level of Significance	Mitigation Measure(s)
Section 4.6, Noise		
Impact NOI-1 Would the Project generate 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?	Less than Significant with Mitigation Incorporated	**Proposed Project MM NOI-1**: The Project applicant shall implement the following construction noise reduction measures. ▪ At least 10 days prior to the start of construction activities, a sign shall be posted at each construction site entrance, or other conspicuous location, that includes a 24-hour telephone number for project information, and a procedure where a construction manager will respond to and investigate noise complaints and take corrective action, if necessary, in a timely manner. The sign shall have a minimum dimension of 48 inches wide by 24 inches high with a one-inch minimum font height and shall also include contact information for Community Development Department staff. The sign shall be placed five feet above ground level. ▪ At least 21 days prior to the start of construction activities, all off-site businesses and residents within 500 feet of the Project site shall be notified of the planned construction activities. The notification shall include a brief description of the Project, the activities that would occur, the hours when construction would occur, and the construction period's overall duration. The notification shall include the telephone numbers of the County's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. ▪ If a construction noise complaint(s) is registered, and if County code enforcement is not available to make noise measurements, the contractor shall retain a County approved noise consultant to conduct noise measurements at the properties that registered the complaint. The noise measurements shall be conducted for a minimum of one hour. The consultant shall prepare a letter report for code enforcement summarizing the measurements, calculation data used in determining impacts, and potential measures to reduce noise levels to the maximum extent feasible ▪ Staging and delivery areas shall be located as far as feasible from existing residences. ▪ Material hauling and deliveries shall be coordinated by the construction contractor to reduce the potential of trucks waiting to unload for protracted periods of time. ▪ To the extent feasible, hydraulic equipment shall be used instead of pneumatic impact tools, and electric powered equipment shall be used instead of diesel-powered equipment. ▪ For smaller equipment (such as air compressors and small pumps), line powered (electric) equipment shall be used to the extent feasible.

Resource Impact	Level of Significance	Mitigation Measure(s)
		▪ Stationary noise sources (e.g., generators and air compressors) shall be located as far from sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds, or insulation barriers, as necessary. ▪ Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes. The construction manager shall be responsible for enforcing this. **GHSP EIR 2020 Addendum MM 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. except Sundays and Federal holidays." Construction, which will be subject to distance requirements outlined in Table 4.5-7 of the 2020 GHSP EIR Addendum, shall be subject to these limitations. **GHSP EIR 2020 Addendum MM 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. **GHSP EIR 2020 Addendum MM 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.
Section 4.7, Transportation		
Impact TRANS-1 Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than Significant with Mitigation Incorporated	**GHSP EIR MM 4.4-3:** Specific projects and development applications within the Glen Helen Specific Plan area shall include traffic studies that focus on impacts to the local circulation system, access requirements and the effects of pass-by traffic on local intersections, as that traffic exits and enters the freeways. The mechanisms for mitigating the impacts of such projects on local circulation shall be identified in such studies, along with responsibility for their implementation.
Impact TRANS-3 Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant with Mitigation Incorporated	**GHSP EIR 2020 Addendum MM 6-1:** As a condition to the issuance of final grading permits, the Applicant shall be responsible for the repair of any damage to roads resulting from the delivery of heavy equipment and building materials and the import and export of soil and other materials to and from the project site. Any resulting roadway repairs shall be to the satisfaction of the City, if within the City, or the County, if located in an unincorporated County area. **GHSP EIR 2020 Addendum MM 6-2: Traffic Control Plan.** If required by the County of San Bernardino Land Use Services Department, prior to the issuance of the final grading plan for new major development projects, defined herein as 50 or more new

Resource Impact	Level of Significance	Mitigation Measure(s)
		dwelling units and/or 50,000 or greater square feet of new non-residential use, the Applicant shall submit and, when deemed acceptable, the Land Use Services Department shall approve a traffic control plan (TCP), consistent with Caltrans' "Manual of Traffic Controls for Construction and Maintenance Work Zones," or such alternative as may be deemed acceptable by the Land Use Services Department, describing the Applicant's efforts to maintain vehicular and non-vehicular access throughout the construction period. If temporary access restrictions are proposed or deemed to be required by the Applicant, the plan shall delineate the period and likely frequency of such restrictions and describe emergency access and safety measures that will be implemented during those closures and/or restrictions. **GHSP EIR 2020 Addendum MM 6-3: Construction Traffic Safety Plan.** If required by the County of San Bernardino Land Use Services Department, prior to the issuance of the final grading permit for new major development projects, the Applicant shall submit and, when deemed acceptable, the County shall approve a construction traffic mitigation plan (CTMP). The CTMP shall identify the travel and haul routes through residential neighborhoods, if any, to be used by construction vehicles; the points of ingress and egress of construction vehicles; temporary street or lane closures, temporary signage, and temporary striping; the location of materials and equipment staging areas; maintenance plans to remove spilled debris from neighborhood road surfaces; and the hours during which large construction equipment may be brought onto and off the project site. The CTMP shall provide for the scheduling of construction and maintenance-related traffic so that it does not unduly create any safety hazards to children, to pedestrians, and to other parties.
Impact TRANS-4 Would the project result in inadequate emergency access?	Less than Significant with Mitigation Incorporated	Refer to **GHSP EIR 2020 Addendum MM 6-2** and **6-3** above.
Section 7.0, Effects Found Not To Be Significant		
7.2 Aesthetics **Impact AES-1** Would the Project have a substantial adverse effect on a scenic vista?	Less than Significant with Mitigation Incorporated	**GHSP EIR 2020 Addendum MM 13-4:** Areas that have been mass graded to accommodate later development upon which no project is immediately imminent shall be hydroseeded or otherwise landscaped with a plant palette incorporating native vegetation and shall be routinely watered to retain a landscape cover thereupon pending the area's subsequent development. The landscape plan shall include a mix of such species appropriate for hydro-seeding and shall be approved by the County of San Bernardino Land Use Services and Fire Departments prior to the issuance of grading permits. **GHSP EIR 2020 Addendum MM 13-5:** Grading within retained open space areas shall be minimized to the extent feasible. Graded open space areas within and adjacent to retained open space areas shall be revegetated with plants selected from a landscape palette emphasizing the use of native plant species.

Resource Impact	Level of Significance	Mitigation Measure(s)
7.2 Aesthetics **Impact AES-2** Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than Significant with Mitigation Incorporated	Refer to **GHSP EIR 2020 Addendum 13.4** and **13-5** discussed above.
7.2 Aesthetics **Impact AES-3** Would the Project in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than Significant with Mitigation Incorporated	Refer to **GHSP EIR 2020 Addendum MM 13-4** and **13-5** above.
7.4 Energy **Impact NRG-1** Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	Less than Significant with Mitigation Incorporated	**GHSP EIR MM 4.6-3:** Install energy-efficient lighting. **GHSP EIR MM 4.6-4: Landscaping with Drought Resistant Species**. Landscape with native or drought-resistant species to reduce water consumption and to provide passive solar benefits. **GHSP EIR 2020 Addendum MM 4.6-3**: Install energy-efficient lighting. **GHSP EIR 2020 Addendum MM 4.6-4**: Landscape with native or drought-resistant species to reduce water consumption and to provide passive solar benefits. **GHSP EIR 2020 Addendum MM 4.6-5**: Employers should provide local shuttle and transit shelters, and ride matching services. **GHSP EIR 2020 Addendum MM 4.6-6**: Employers should provide bicycle lanes, storage areas, and amenities, and ensure efficient parking management. **GHSP EIR 2020 Addendum MM 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. **GHSP EIR 2020 Addendum MM 4.6-8**: Employers should develop a trip reduction plan to comply with SCAQMD rule 2202. **GHSP EIR 2020 Addendum MM 4.6-9**: Employers should provide ride matching, 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. **GHSP EIR 2020 Addendum MM 4.9-10**: Synchronize traffic signals. The areas where this measure would be applicable are roadway intersections within the Specific-Plan area.

Resource Impact	Level of Significance	Mitigation Measure(s)
		GHSP EIR 2020 Addendum MM 4.9-11: 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.
7.6 Hydrology and Water Quality **Impact HYD-1** Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than Significant with Mitigation Incorporated	**GHSP EIR MM 4.2-6: Storm Runoff**. At the time that site specific development occurs, along-term water monitoring program shall be implemented to regularly test the water quality at the storm drainage outlets within Lytle Creek. If-test results determine that the water quality standards established by the RWQCB are not being met, corrective actions acceptable to the RWQCB will be taken to improve the quality of surface runoff discharged from the outlets to a level in compliance with the adopted RWQCB standards. **GHSP EIR MM 4.2-7: Best Management Practices.** The County shall review subsequent development projects within the Specific Plan area for the application of Best Management Practices (BMPs) to reduce water pollution from urban runoff. Among the source-reduction BMPs available to the County for application to such projects are the following: ▪ Animal waste reduction ▪ Exposure reduction ▪ Recycling/waste disposal ▪ Parking lot and street cleaning ▪ Infiltration (exfiltration) devices ▪ Oil and grease traps ▪ Sand traps ▪ Filter strips ▪ Regular/routine maintenance The specific measures to be applied shall be determined in conjunction with review of required project hydrology and hydraulic studies, and shall conform to standards of the County's Municipal Stormwater Permit, under the NPDES program. **GHSP EIR 2020 Addendum MM 4.2-1:** All development shall comply with the National Pollution Discharge Elimination System (NPDES) regulations. Prior to the issuance of a grading permit, applicants shall demonstrate compliance with NPDES Storm Water Permit requirements to the satisfaction of the County of San Bernardino. Applicable Best Management Practice (BMP) provisions shall be incorporated into the NPDES permit. **GHSP EIR 2020 Addendum MM 4.2-2:** Individual projects within the specific plan area shall be reviewed by the San Bernardino ~~Flood Control~~ County Land Use Services Land Division for the inclusion of appropriate structural and nonstructural BMPs to control storm water discharges and protect water quality.

Resource Impact	Level of Significance	Mitigation Measure(s)
		GHSP EIR 2020 Addendum MM 4-2: Source Control BMPs. The following source control BMPs, or such other comparable measures as may be established by the County of San Bernardino Land Use Services Department, shall be adopted as a condition of approval for subsequent tract maps approved by the County within the project boundaries. (1) The master homeowners' association (HOA) and/or property owners' association (POA) will be given a copy of the SWQMP. Annually, the representatives of the HOA/POA, their employees, landscapers, property managers, and other parties responsible for proper functioning of the BMPs shall receive verbal and written training regarding the function and maintenance of the project's BMPs. The homeowners will be provided annual notices of water quality issues through an association published newsletter. (2) Vegetated buffer strips shall be properly maintained with vegetation but not overly fertilized. (3) Resident education and participation will be implemented to manage pollutants that contribute to biological oxygen demand. For example, residents shall be encouraged to keep pets on leashes and to remove feces in order to limit organic material in storm water runoff. Residents shall be further encouraged to irrigate their properties at certain times of the day in order to limit nuisance flow runoff carrying pesticides and other organic material. (4) Vehicle leak and spill control shall be implemented by educating and requiring vehicle and equipment maintenance, proper vehicle and maintenance fueling, and education of how to handle accidental spills. Stringent fines shall be applied to those who violate these requirements and participate in illegal dumping of hazardous material. Street and storm drain maintenance controls shall be put in place with signs posted prohibiting illegal dumping into street and storm drains. (5) Residents will be advised of the location of household hazardous waste collection facilities in the vicinity of the project site, including information on the proper disposal of fertilizers, pesticides, cleaning solutions, paint products, automotive products, and swimming pool chemicals. Proper material storage control by residents shall be encouraged to keep materials from causing groundwater contamination, soil contamination, and storm water contamination. The nearest household hazardous waste collection facility is the City of Rialto Household Hazardous Waste Collection Facility at 246 S. Willow Avenue, Rialto. **GHSP EIR 2020 Addendum MM 4-3: Water Quality Monitoring**. Prior to the issuance of any grading permits, the Applicant shall submit, and when acceptable, the County of San Bernardino Land Use Services Department shall approve, a Water Quality Management Plan (WQMP) for long-term water monitoring program designed to ensure that the project's proposed BMPs meet or exceed applicable water quality standards established by the California Regional Water Quality Control Board, Santa Ana Region (SARWQCB) and contained in the then current NPDES Permit. In accordance with that program, the Applicant shall implement all required BMPs, which may include site design, hydromodification, structural source control, and non-structural source control measures, to ensure the NPDES Permit requirements related to water quality are met. BMPs would be in place for the life

Resource Impact	Level of Significance	Mitigation Measure(s)
		of the project and would be subject to the Operations & Maintenance protocols of the WQMP.
7.6 Hydrology and Water Quality **Impact HYD-2** Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant with Mitigation Incorporated	Refer to **GHSP EIR MM 4.4-4** through **4.4-7**, **GHSP EIR 2020 Addendum MM 4.4-1**, **4.4-2**, **4-2**, and **4-3**.
7.6 Hydrology and Water Quality **Impact HYD-3** Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would? i) Result in substantial erosion or siltation on- or off-site? ii) Substantially increase the rate or amount of surface run-off in a manner which would result in flooding on- or off-site? iii) Create or contribute run-off water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off? iv) Impede or redirect flood flows?	Less than Significant with Mitigation Incorporated	Refer to **GHSP EIR MM 4.4-4** through **4.4-7**, **GHSP EIR 2020 Addendum MM 4.4-1**, **4.4-2**, **4-2**, and **4-3**.
7.6 Hydrology and Water Quality **Impact HYD-7** Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than Significant with Mitigation Incorporated	Refer to **GHSP EIR MM 4.4-4** through **4.4-7**, **GHSP EIR 2020 Addendum MM 4.4-1**, **4.4-2**, **4-2**, and **4-3**.
7.6 Hydrology and Water Quality **Impact HYD-8** Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant with Mitigation Incorporated	Refer to **GHSP EIR MM 4.4-4** through **4.4-7**, **GHSP EIR 2020 Addendum MM 4.4-1**, **4.4-2**, **4-2**, and **4-3**.
7.7 Land Use and Planning **Impact LUP-1** Would the Project physically divide an established community?	Less than Significant with Mitigation Incorporated	**GHSP EIR 2020 Addendum MM 1-7:** In order to avoid potential conflicts with the United States Forest Service's resource management plans, prior to the approval of any tentative tract map on lands abutting the National Forest, the Applicant shall prepare a landline survey delineating the project's boundaries relative to boundaries of the San Bernardino National Forest. The Applicant shall avoid disturbance to all public land survey monuments, private property corners, and forest boundary markers. In the event that any such land markers or monuments on National Forest System lands are destroyed by an act or omission of the Applicant, depending on the type of monument destroyed, the Applicant shall reestablish or reference same in accordance with: (1) the procedures outlined in the "Manual of

Resource Impact	Level of Significance	Mitigation Measure(s)
		Instructions for the Survey of the Public Land of the United States"; or (2) the specifications of the County Surveyor; or (3) the specifications of the Forest Service. Further, the Applicant shall ensure that any such official survey records affected are amended, as provided by law. **GHSP EIR 2020 Addendum MM 1-8:** With the exception of Planning Area 15 which is subject to a 24-foot building setback requirements, unless otherwise approved by the responsible fire authority or a lesser setback is approved by the Director upon receipt of a use-specific application, design and development plans shall include a minimum 25-foot building setback from adjoining National Forest System lands. Landscape plans for the setback area shall, to the extent feasible, utilize plant materials indigenous to the San Bernardino National Forest. **GHSP EIR 2020 Addendum MM 1-9:** Prior to the approval of any tentative "B" level tentative subdivision map (excluding any "A" level subdivision map for financing purposes only), the Applicant shall submit documentation, acceptable to the Land Use Services Department, demonstrating the availability of potable water supplies, the sufficiency of fire flow, and the capacity of wastewater conveyance and treatment systems to the area of and adequate to support the level of development that would be authorized within the tract map area and/or the Applicant's plans and performance schedule for the delivery, to the tract map area, of those requisite services and systems.
7.7 Land Use and Planning **Impact LUP-2** Would the Project 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?	Less than Significant with Mitigation Incorporated	Refer to **GHSP EIR 2020 Addendum MM 1-7** through **1-9** above.
7.10 Public Services **Impact PUB-1** Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: i) Fire protection?	Less than Significant with Mitigation Incorporated	**GHSP EIR 2020 Addendum MM 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 travelways. **GHSP EIR 2020 Addendum MM 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). **GHSP EIR 2020 Addendum MM 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. **GHSP EIR 2020 Addendum MM 10-1: Water Supply.** Prior to the issuance of any grading permits, the San Bernardino County Fire Department shall review and, when deemed acceptable, approve final water improvement plans including, but not

Resource Impact	Level of Significance	Mitigation Measure(s)
		limited to, the location, sizing, design, and capacity of any proposed water storage tanks, water mains, and fire hydrants to ensure the sufficiency of fire storage and delivery capacity and compliance with applicable County requirements. **GHSP EIR 2020 Addendum MM 10-2: Water Supply.** Prior to the issuance of building permits for structures intended for human occupancy, fire hydrants shall be installed in compliance with applicable code requirements (e.g., Section 10.301 of the Uniform Fire Code) or, if fire flow requirements cannot be fully satisfied from existing on-site fire hydrants and mains, alternative fire flow delivery measures acceptable to the San Bernardino County Fire Department shall be formulated and made conditions of grading permit approval. Prior to permit issuance, a letter of compliance or similar documentation shall be submitted to the County of San Bernardino Land Use Services Department by the Fire Chief or designee.
7.10 Public Services **Impact PUB-1** Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: ii) Schools?	Less than Significant with Mitigation Incorporated	**GHSP EIR 2020 Addendum MM 9-6: Schools.** Prior to the issuance of any building permits for residential and/or non-residential uses, the Applicant shall present the County with a certificate of compliance or other documentation acceptable to the County demonstrating that the Applicant has complied with applicable school board resolutions governing the payment of school impact fees and/or has entered into an Assembly Bill 2926-authorized school facilities funding mitigation agreement with the applicable school district(s) is exempt from the payment of school impact fee exactions.
7.13 Utilities and Service Systems **Impact USS-1** Would the Project require or 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?	Less than Significant with Mitigation Incorporated	**GHSP EIR 2020 Addendum MM 10-3: Water Supply.** Prior to the issuance of any building permits, the Applicant shall deliver to the County a will-serve letter or similar documentation from the project's water purveyor, as may be acceptable to the Land Use Services Department, documenting the availability and sufficiency of water supplies to serve the proposed development. **GHSP EIR 2020 Addendum MM 10-4: Wastewater.** Prior to the issuance of building permits for any use that generates additional sewer flows, the Land Use Services Department shall verify that adequate sewer capacity is in place to accommodate that development. This measure neither obligates the County to fund nor stipulates a performance schedule whereby any publicly funded improvements to the County's sewer collection and treatment system shall be implemented.
7.13 Utilities and Service Systems **Impact USS-2** Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less than Significant with Mitigation Incorporated	Refer to **GHSP EIR 2020 Addendum MM 10-3** above.
7.13 Utilities and Service Systems **Impact USS-3**	Less than Significant with Mitigation Incorporated	Refer to **GHSP EIR 2020 Addendum MM 10-4** above.

Resource Impact	Level of Significance	Mitigation Measure(s)
Would the Project 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?		
7.14 Wildfire **Impact FIRE-1** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than Significant with Mitigation Incorporated	Refer to **GHSP EIR 2020 Addendum MM 4.11-2** above.
7.14 Wildfire **Impact FIRE-2** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project, due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Less than Significant with Mitigation Incorporated	Refer to **GHSP EIR 2020 Addendum MM 4.11-2** above.
7.14 Wildfire **Impact FIRE-3** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project 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?	Less than Significant with Mitigation Incorporated	Refer to **GHSP EIR 2020 Addendum MM 4.11-2** above.
7.14 Wildfire **Impact FIRE-4** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project 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?	Less than Significant with Mitigation Incorporated	Refer to **GHSP EIR 2020 Addendum MM 4.11-2** above.

2.0

Introduction and Purpose

Kimley»Horn

2.0 INTRODUCTION AND PURPOSE

This Draft Subsequent Environmental Impact Report (SEIR) is prepared for the County of San Bernardino's The Oasis at Glen Helen Parkway Project (Project) in compliance with the California Environmental Quality Act (CEQA). CEQA requires local and state agencies to identify the significant environmental impacts of a proposed project and to avoid or mitigate those impacts, if feasible, through mitigation measures or project alternatives. The CEQA Guidelines are located within the California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000-15387 (CCR or CEQA Guidelines), while the CEQA statute is codified as Public Resources Code Section 21000-21189.57 (PRC or CEQA Statute). For purposes of CEQA review and compliance for this Project, the County of San Bernardino serves as the Lead Agency.

The Project site is in an unincorporated area of southwestern San Bernardino County (County) and within the City of Rialto Sphere of Influence. The Project site is approximately 50 miles east of downtown Los Angeles, 10 miles west of downtown San Bernardino, and 40 miles northeast of central Orange County (see **Figure 3-1: Regional Location Map**). The approximately 33-acre Project site is located east of Interstate 15 (I-15), west of Glen Helen Parkway and the Glen Helen Regional Park, north of I-15 Exit 122 (Glen Helen Parkway), and south of single-family residences and the Glen Helen Park Maintenance Yard (see **Figure 3-2: Local Vicinity Map**). The City of Rialto is located to the south of the Project site. The City of Fontana is located southwest of the Project site, beyond the City of Rialto. The City of San Bernardino and its SOI are located east/southeast of the Project site. The San Bernardino Mountains are located to the north of the Project site.

The Project to be addressed in the SEIR was previously evaluated as part of the Glen Helen Specific Plan (GHSP) Program EIR (SCH# 2000011093), which was certified on November 15, 2005. As such, pursuant to State CEQA Guidelines Section 15162, the current Project EIR will "tier" off of this prior EIR, focusing on issues that represent "new" or "substantially more severe" significant environmental impacts than evaluated in the GHSP Program EIR. While tiering off the prior EIR, the Project EIR will be prepared as a Subsequent EIR as discussed in Section 2.1 below. The GHSP covers approximately 3,400 acres in the Glen Helen area and contains 14 land use designations. The GHSP notes that the Specific Plan's original purpose was to create a comprehensive guide for quality land development with a viable program for building and financing the infrastructure necessary to support it. Additionally, the GHSP assumed land use designations to be tailored to the physical and environmental conditions, existing activities and uses that will remain on-site, and future market potentials identified for the area. The 33-acre Project site is within the GHSP Destination Recreation (DR) zone.

The Project consists of a Specific Plan Amendment (SPA, Project #: PROJ-2023-00096) and a Planned Development Permit (PDP, Project #: PROJ-2023-00012) to allow for development of approximately 202,900 square feet of commercial and retail center land uses on an approximately 33-acre site. The Project Applicant proposes a minor clarification/text amendment to the existing DR zone of the GHSP to provide greater flexibility and more accurately reflect the proposed commercial development. The SPA would affect all areas zoned with a "DR" designation within the GHSP.

The Project includes the proposed reorganization to include Annexations to the West Valley Water District (WVWD) and County Service Area 70 (CSA 70), and a Sphere of Influence (SOI) boundary amendment to the City of Rialto. The WVWD SOI includes approximately 23.62 acres of the Project site – 8.55 acres to be added. The WVWD includes approximately 2.4 acres of the Project site – 29.77 acres to be added. CSA 70 GH includes approximately 27.71 acres of the Project site – 4.46 acres to be added. The City of Rialto SOI includes approximately 21.52 acres of the Project site – 10.65 acres to be added. This would conform the City of Rialto's SOI with the WVWD sphere of influence and would ensure consistency with the Commission's "Community-by-Community Approach" Policy in establishing spheres of influence. This amendment would reduce jurisdictional islands and ensure that parcels are covered by consistent jurisdictions. This is further described in **Section 3.0: Project Description**.

In addition to the SPA, the Project also includes a Tentative Parcel Map (PROJ-2023-00100/TPM Map No. 20748) to address a site-specific development area within the DR zone. The total square footage proposed as part of the PDP is less than the maximum square footage allowed under the GHSP. The Project proposes a maximum floor area ratio (FAR) of 0.18, which is less than the maximum allowed FAR of 0.20 in the GHSP DR zone. The proposed text amendment would support the original intent of the GHSP DR zone, to provide low-intensity retail commercial uses that are sensitive to the physical and environmental constraints of the area.

The PDP Project site is anticipated to be developed in one phase and would include approximately 72,000 square feet designated for hotel uses; 35,000 square feet designated for a fitness facility; a 45,500 square foot building which includes 25,000-square feet designated for a market, a 15,000 square foot pharmacy, and 5,500 square feet of commercial shops; 5,300 square feet designated for convenience store and a gas station with 12 fueling islands and related drive-thru carwash; 5,300 square feet designated for a convenience store with gas station and 10 fueling islands; and five 3,500 square foot buildings designated for drive-thru restaurants and an approximate 5,300 square foot drive-thru restaurant; two restaurants (5,300 square feet and 6,500 square feet); and 5,200 square feet designated for a Fire/Sheriff Station; see **Figure 3-4: Overall Site Plan**.

2.1 Purpose of the Environmental Impact Report

According to CEQA Guidelines Section 15121 and PRC Section 21061, the purpose of an EIR is to provide detailed information to public agency decision-makers and the public on the environmental effects of a proposed project. Accordingly, this SEIR reviews the existing conditions at and in the vicinity of the Project site; identifies and analyzes the potential environmental impacts; and recommends feasible mitigation measures or Project alternatives to reduce or avoid significant adverse environmental effects, as described in **Section 3.0: Project Description**, **Section 4.0: Environmental Impact Analysis**, and **Section 6.0: Alternatives**. The potential impacts evaluated include both temporary construction-related effects and the long-term effects of development, operation, and maintenance of the Project, as described in **Section 4.0: Environmental Impact Analysis**.

The intent of this SEIR is to evaluate and where feasible, avoid or mitigate the Project's potential environmental impacts utilizing site and Project-specific detailed plans, technical studies, and related information that is available. This SEIR will be used by the County as the Lead Agency, other responsible

and trustee agencies, interested parties, and the general public to evaluate the potential environmental impacts of the Project (refer to **Section 3.9: Required Agency Approval**, for a list of anticipated responsible and trustee agencies and Project approvals).

Therefore, this SEIR is intended to serve as the primary environmental document for all entitlements associated with the Project, including all discretionary approvals requested or required to implement the Project. The County, as the Lead Agency, can approve subsequent actions without additional environmental documentation unless otherwise required by Section 21166 of the CEQA Statute and Section 15162 of the CEQA Guidelines. The CEQA Statute specifies the following in Section 21166:

When an EIR has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:

(a) Substantial changes are proposed in the project, which will require major revisions of the environmental impact report.

(b) Substantial changes occur with respect to the circumstances under which the project is being undertaken, which will require major revisions in the environmental impact report.

(c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

Additionally, Section 15162 of the CEQA Guidelines specifies:

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

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

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

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This EIR is being prepared as a "Subsequent" EIR pursuant to CEQA Guidelines Section 15162, following certification of the original Glen Helen Specific Plan (GHSP), adopted November 2005. The Oasis at Glen Helen Parkway Project (Project) proposes a Specific Plan Amendment to the GHSP. The GHSP EIR (SCH# 2000011093) and GHSP Final EIR (FEIR) is referenced herein and are provided primarily for informational purposes. Analysis of Project impacts herein are substantiated with updated information and Project specific technical studies or memoranda. The topics below were either found to be less than significant (in some cases with mitigation incorporated), or to be adequately addressed in the prior GHSP EIR (no new significant impacts or substantially more severe impacts than addressed in the prior GHSP EIR).

2.2 Compliance with CEQA

According to the CEQA Guidelines Section 15064(f)(1) and CEQA Statute Section 21100, preparation of an EIR is required whenever a project may result in a significant effect on the environment. An EIR is an informational document used to inform public agency decision-makers and the general public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the Project that could feasibly attain most of the basic objectives of the Project while substantially lessening or avoiding any of the significant environmental impacts. Public agencies are required to consider the information presented in the EIR when determining whether to approve a project. CEQA requires that state and local government agencies consider the environmental effects of projects over which they have discretionary authority before taking action on those projects.

This SEIR identifies and analyzes the environmental effects of the Project to the degree of specificity appropriate to the current proposed actions, as required by Section 15146 of the CEQA Guidelines. The analysis considers the activities associated with the Project in order to determine the short-term and long-term environmental effects associated with their implementation. This SEIR discusses both temporary and permanent impacts and direct and indirect impacts of the Project, in addition to cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

Based on significance criteria, the effects of the Project are categorized as either "no impact," "less than significant impact," "less than significant impact with mitigation incorporated," or "significant unavoidable impact" (refer to **Section 4.0: Environmental Impact Analysis**). Mitigation measures are recommended for potentially significant impacts, to avoid or lessen, to the extent feasible and possible, the Project's environmental impacts. In the event the Project results in significant unavoidable impacts even with implementation of feasible mitigation measures, the decision-makers may approve the Project

based on a "Statement of Overriding Considerations." This determination requires the decision-makers to balance the benefits of the Project to determine if they outweigh identified unavoidable impacts.

CEQA Guideline Section 15093 provides the following:

a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

2.3 Prior CEQA Documents

Glen Helen Specific Plan EIR (SCH# 2000011093)

The Draft EIR was prepared to analyze and disclose the potential environmental effects of long-term development of the approximately 3,400-acre Glen Helen Specific Plan site. The site supported unique topographical features and supports diverse land uses. Six planning areas with 14 land use designations were evaluated. A No Project Alternative, Concentrated Activity Alternative, and Dispersed Developed Alternative were evaluated in the Draft EIR. Significant impacts identified were associated with transportation and circulation, air quality, and visual resources/aesthetics.

1st Addendum (July 2016)

This addendum addressed a General Plan and Specific Plan Amendment to amend the Glen Helen Specific Plan to rezone the 344.7-acre district designated Golf Course Community to Open Space/Passive on 250 acres and a new Single Family Residential-Sycamore Flats designation on 94.7 acres, and to add a new High Density Residential Overlay Zone to the Commercial/Traveler Services designation on Glen Helen Parkway, and to add related developments standards associated with the new land use designations.

2nd Addendum (August 2020)

This addendum addressed a Specific Plan Amendment to modify the Glen Helen Specific Plan text to include detached condominiums as an allowed use in the SFR-SF (Single Family Residential – Sycamore Flats, 94.7 acres) Land Use area and Interim Uses subject to a Special Use Permit in the SFR-SF, C/TS (Commercial/Traveler Services, 96.2 acres), and DR (Destination Residential, 132.8 acres) Districts.

2.4 Notice of Preparation/Early Consultation

In compliance with the CEQA Guidelines, the County provided opportunities for various agencies and the public to participate in the environmental review process. During preparation of the Draft EIR, efforts were made to contact various federal, state, regional, and local government agencies, and other interested parties to solicit comments on the scope of review in this document. This included the distribution of a Notice of Preparation (NOP) to various responsible agencies, trustee agencies, and interested parties. Pursuant to CEQA Guidelines Section 15082 and CEQA Statute Section 21092, the County circulated the NOP directly to public agencies (including the State Clearinghouse Office of Planning and Research), sent a mailing to property owners within 700 feet of the Project area, and provided notice to members of the public who had requested such notice. In addition, the NOP was also uploaded to CEQANet and the environmental documents were made available to the public on the County's website. The NOP was distributed on June 14, 2023, with the 30-day public review period concluding on July 14, 2023. A copy of the NOP is included in **Appendix A: Notice of Preparation and Scoping Materials**.

Public Scoping Meeting

The County included a notice of a public scoping meeting for the Project with the NOP referenced above. An in-person public scoping meeting was held on June 27, 2023, at the Paakuma' K-8 School, 17825 Sycamore Creek Loop Pkwy., San Bernardino, CA 92407. The purpose of the scoping meeting was to obtain comments from the public and agencies regarding the scope of the environmental document.

Oral comments were received during the Scoping Meeting from several individuals. A total of seven comment letters were received in response to the NOP within the review period. The NOP, comment letters received during the NOP review period, and Scoping Meeting Materials are included in **Appendix A: Notice of Preparation and Scoping Materials**.

Areas of concern identified during the scoping period include:

- Tribal cultural resources
- Direct, indirect, and cumulative impacts to Biological Resources
- Dust impacts/wind
- Integrity of adjacent land
- Pest control
- Equestrian trails
- Aesthetics
- Public services
- Transportation/traffic/congestion
- Use of site by trucks
- Mineral resources
- Wildfires
- Air quality and greenhouse gas emissions impacts
- Homelessness
- Water demand
- Wildlife relocation
- Adequacy of electric service/availability
- Public transportation
- Hours of construction/operation

Native American Consultation

Senate Bill (SB) 18 requires local governments to consult with Native American tribes prior to making certain planning decisions, and to provide notice to tribes at certain key points in the planning process. The intent of SB 18 is to provide Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting and mitigating impacts to cultural resources.

Assembly Bill (AB) 52 requires that the lead CEQA agency consult with California Native American tribes that have requested consultation for projects that may affect tribal cultural resources. The lead CEQA agency shall begin consultation with participating Native American tribes prior to the release of a negative declaration, mitigated negative declaration, or EIR. Under AB 52, a project that has potential to cause a substantial adverse change to a tribal cultural resource constitutes a significant effect on the environment unless mitigation reduces such effects to a less than significant level.

The County sent AB 52 and SB 18 notification to representatives of the following tribes on July 11, 2023:

- Agua Caliente Band of Cahuilla Indians
- Augustine Band of Cahuilla Mission Indians
- Cabazon Band of Mission Indians
- Cahuilla Band of Indians
- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino /Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Los Coyotes Band of Cahuilla and Cupeño Indians
- Morongo Band of Mission Indians
- Quechan Tribe of the Fort Yuma Reservation
- Ramona Band of Cahuilla
- San Manuel Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians
- Serrano Nation of Mission Indians
- Soboba Band of Luiseno Indians
- Torres-Martinez Desert Cahuilla Indians
- Twenty-Nine Palms Band of Mission Indians

BCR Consulting LLC (BCR) (Cultural Resources Assessment, July 2022, included in **Appendix D**) contacted the Native American Heritage Commission (NAHC) for a review of the Sacred Lands File (SLF). The NAHC

responded on May 3, 2022, with positive results. The NAHC suggested contacting 18 individuals representing 12 Native American tribal groups to request additional information about any sensitive Native American resources that may exist in the Project vicinity. Email notifications were sent to each of the Native American contacts on June 7, 2022.

BCR informally contacted the individuals and tribes provided by the NAHC and received the following requests. Ryan Nordness, Cultural Resource Analyst for Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) responded via email on June 28, 2022, and stated the Project is located within one mile of a known Serrano cultural resource, sources of fresh water, and near the Serrano village site of Papiambit. The Yuhaaviatam of San Manuel Nation described that the area is of great concern and the department is interested to consult. Christina Conley, Native American Cultural Resource Monitor for Gabrielino Tongva Indians of California responded via email on June 7, 2022, stating they have no comment. Jill McCormick, Historic Preservation Officer for the Quechan Indian Tribe, responded on June 9, 2022, and stated the Quechan Tribe has no comments at this time and will provide any comments directly to the lead agency once specific project information is provided. The other Native American contacts to whom outreach letters were sent did not respond.

The results of the Project's cultural resources studies, along with the information regarding the SB 18/AB 52 consultation process, are discussed in **Section 7.0**.

Stakeholder Consultation

In addition to required CEQA consultation through the NOP Scoping process and SB 18/AB 52 consultation, the County and Project Applicant engaged in extensive stakeholder consultation following the release of the NOP on June 14, 2023. This stakeholder outreach included focused consultation with agencies from which the Project Applicant would require permits or approvals, including but not limited to:

- City of Rialto
- West Valley Water District
- Southern California Edison
- Caltrans
- Local Agency Formation Commission for San Bernardino County
- San Bernardino County Flood Control District
- San Bernardino County Special Districts and Public Works

2.5 Environmental Review Process

Public Review of the Draft EIR

Per CEQA Guidelines Section 15105, the public review period for a Draft EIR shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances. This Draft SEIR will be circulated for a 45-day public review period. The review and comment period for this Draft SEIR begins on December 15, 2023 and extends through February 5, 2024.

The public is invited to comment in writing on the information contained in this document. Interested agencies and members of the public are invited to provide written comments on this Draft SEIR and are encouraged to provide information that they believe should be included in the SEIR. The Draft SEIR is available to the general public for review on the County's website at:

https://lus.sbcounty.gov/planning-home/environmental/valley-region/

The Draft SEIR is also available at the locations listed below:

- Planning Counter – Land Use Services Department- Planning Division, County of San Bernardino, 385 North Arrowhead Avenue, First Floor, San Bernardino, CA 92415; between the hours of 8:00 a.m. and 4:30 p.m., Monday through Friday.
- CEQAnet at https://ceqanet.opr.ca.gov/ (State Clearing House No. 2000011093)

Comment letters should be sent to:

Jon Braginton, Planner
County of San Bernardino
Land Use Services Department- Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187
Jon.Braginton@lus.sbcounty.gov

Final SEIR

Upon completion of the 45-day Draft SEIR public review period, the County will evaluate all written comments received during the public review period on the Draft SEIR. Pursuant to CEQA Guidelines Section 15088 (Evaluation of and Response to Comments), the County will prepare written responses to comments raising significant environmental issues with the adequacy or accuracy of the information provided, and after the Final SEIR is completed, the County will provide a written response to each public agency on comments made by that public agency at least ten days prior to certifying the SEIR. Pursuant to CEQA Guidelines Section 15132 (Contents of Final Environmental Impact Report), the Final SEIR will be prepared and will include:

(a) The Draft SEIR or a revision of the draft;

(b) Comments and recommendations received on the Draft SEIR either verbatim or in summary;

(c) A list of persons, organizations, and public agencies commenting on the Draft SEIR; and

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and

(e) Any other information added by the Lead Agency.

Certification of the Final SEIR

The Draft SEIR, as revised by the Final SEIR, will be considered by the County Board of Supervisors for certification, consistent with CEQA Guidelines Section 15090, which states:

Prior to approving a project, the Lead Agency shall certify that:

(1) The final EIR has been completed in compliance with CEQA;

(2) The final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information contained in the final EIR prior to approving the project; and

(3) The final EIR reflects the Lead Agency's independent judgment and analysis.

Regarding the adequacy of an EIR, according to CEQA Guidelines Section 15151, "An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure."

Project Consideration

After certification of the Final SEIR, the Board of Supervisors may consider approval of the proposed Project. A decision to approve the Project would be accompanied by specific, written findings, in accordance with CEQA Guidelines Section 15091.

2.6 Format of the EIR

This Draft EIR is organized into 8 sections:

Section 1.0 **Executive Summary** provides a project summary and summary of potentially significant environmental impacts, and proposed mitigation measures and Project alternatives.

Section 2.0 **Introduction** provides CEQA compliance information.

Section 3.0 **Project Description** provides the environmental setting, Project characteristics and objectives, phasing, and anticipated permits and approvals that may be required for the Project.

Section 4.0 **Environmental Impact Analysis** provides a discussion of the existing conditions for each of the environmental impact areas. This section also describes methodologies for significance determinations, identifies both short-term and long-term environmental impacts of the Project, recommends mitigation measures to reduce the significance of environmental impacts, and identifies any areas of potentially significant and unavoidable impacts. This section also includes a discussion of cumulative impacts that could arise as a result of Project implementation.

Section 5.0 **Other CEQA Considerations** summarizes unavoidable significant impacts, and discusses significant irreversible environmental changes, growth-inducing impacts, and energy conservation, in accordance with CEQA Guidelines *Appendix F*.

Section 6.0 **Alternatives** describes potential Project alternatives, including alternatives considered but rejected from further consideration, the No Project Alternative, and identifies the Environmentally Superior Alternative.

Section 7.0 **Effects Found Not to Be Significant** describes potential impacts that have been determined not to be significant.

Section 8.0 **EIR Consultation and Preparation** identifies the CEQA lead agency and EIR preparation team, as well as summarizes the EIR consultation process.

2.7 Responsible and Trustee Agencies

Lead Agency

County of San Bernardino

For this Project, the County is the Lead Agency under CEQA. This SEIR has been prepared in accordance with the CEQA Statute and the CEQA Guidelines. CEQA requires lead agencies to consider potential environmental effects that may occur with implementation of a project and to avoid or substantially lessen significant effects to the environment when feasible. When a project may have a significant effect on the environment, the agency with primary responsibility for carrying out or approving the project (the Lead Agency) is required to prepare an EIR.

Trustee, Responsible, and Cooperating Agencies

Other federal, state, and local agencies are involved in the review and approval of the Project, including those agencies designated as trustee and responsible agencies under CEQA. Under CEQA, a trustee agency is a state agency that has jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. A responsible agency is an agency, other than the lead agency, that has responsibility for carrying out or approving a project. Responsible and trustee agencies are consulted by the CEQA lead agency to ensure the opportunity for input and also review and comment on the Draft EIR. Responsible agencies also use the CEQA document in their decision-making.

The Project includes infrastructure improvements that will require consultation with and permits from the Local Agency Formation Commission (LAFCO) for San Bernardino County, Caltrans, and Southern California Edison (SCE). Future uses may require South Coast Air Quality Management District (SCAQMD), San Bernardino County Department of Public Health, or other approvals. The Project includes a proposed reorganization and SOI amendment of approximately 8.6 acres into the WVWD service area, a reorganization into the San Bernardino Valley Municipal Water District (SBVMWD), a SOI amendment to the City of Rialto of approximately 10.7 acres, and a reorganization request to the CSA 70-GH, which would require approval by the San Bernardino County LAFCO. Additionally, the Project proposes two gas stations, one with a car wash, which would be installed under oversight by the County Fire Department and would be subject to requirements of the SCAQMD Rule 461, the National Pollutant Discharge Elimination System (NPDES), and Occupational Safety and Health Administration (OHSA). There may be several other agencies

other than these listed that may require permits, approvals, and/or consultation in order to implement various elements of the Project. A full list of all applicable agencies is listed in **Section 3.10: Required Agency Approval**.

2.8 Incorporation by Reference

Pertinent documents relating to this EIR are cited in accordance with CEQA Guidelines Section 15148 or have been incorporated by reference in accordance with CEQA Guidelines Section 15150, which encourages incorporation by reference as a means of reducing redundancy and the length of environmental reports. The following documents are hereby incorporated by reference into this EIR and are available for review online. Information contained within these documents is utilized for various sections of this EIR.

Glen Helen Specific Plan. The County adopted the Glen Helen Specific Plan (GHSP) in November 2005. The GHSP was intended to facilitate the development of a complementary and successful pattern of land uses that will occur over the next 15 to 20 years. The 3,400 acres that constitute the GHSP contain unique topographical features and support diverse land uses. The 14 total land use designations have been tailored for the physical and environments conditions, existing activities and land uses that will remain and future market potentials identified for the area. The GHSP is referenced herein and is provided primarily for informational purposes.

The GHSP is available for review on the County's website at:

- https://www.sbcounty.gov/uploads/LUS/SpecificPlans/GHSP_2020Revision.pdf

Glen Helen Specific Plan Environmental Impact Report (SCH No. 2000011093). The GHSP Draft Environmental Impact Report (EIR) analyzes the potential environmental impacts that would result from implementation of the GHSP. The GHSP Draft EIR is used in this EIR as a source of baseline data and cumulative impacts for buildout of the GHSP.

San Bernardino County Countywide Plan. The County adopted the Countywide Plan in October 2020. The Countywide Plan includes the Policy Plan, Business Plan, Community Action Guides, and Environmental Documents. The Policy Plan component takes into account all services—not just land-use planning—provided by County Government, while the Community Action Guides communicate the unique values and priorities of each unincorporated community. The Business Plan component serves as a guide for County decision-making, financial planning, and communications.

As part of the Countywide Plan, the Policy Plan provides:

- An update of the County's General Plan and Community Plans addressing physical, social, and economic issues facing the unincorporated portions of the County.
- An expansion of the County's General Plan to address supportive services for adults and children, healthcare services, public safety, and other regional county services provided to both incorporated and unincorporated areas.

As part of its Countywide Plan – Policy Plan, the County includes the following eight elements: (1) Land Use; (2) Infrastructure and Utilities; (3) Transportation and Mobility; (4) Natural Resources; (5) Hazards; (6) Personal and Property Protection; (7) Economic Development; and (8) Health and Wellness. The Countywide Plan is used throughout this EIR since it contains information, goals, and policies relevant to the Project.

The Countywide Plan is available for review on the County's website at:

- https://countywideplan.com/policy-plan/

San Bernardino Countywide Plan Draft Environmental Impact Report (SCH No. 2017101033). The San Bernardino Countywide Plan Draft Environmental Impact Report (Countywide Plan Draft EIR) analyzes the potential environmental impacts that would result from implementation of the Countywide Plan. Buildout of the unincorporated County is forecast to include a population increase of 49,680 with up to 15,365 housing units, 12,546 jobs, and 19,397,900 square feet of building square footage. The Countywide Plan Draft EIR is used in this EIR as a source of baseline data and cumulative impacts for buildout of the County.

The Countywide Plan Draft EIR is available for review on the County's website at:

- https://countywideplan.com/resources/document-download/

San Bernardino County Code of Ordinances. The San Bernardino County Code of Ordinances (County Code) regulates land use and activities within the County's jurisdiction, including development regulations (codified in Title 8 and referred to as the Development Code). The purpose of the Development Code is to implement the San Bernardino General Plan by classifying and regulating the uses of land and structures within unincorporated San Bernardino County; by preserving and protecting the County's important agricultural, cultural, natural, open space and scenic resources; and by protecting and promoting the public health, safety, comfort, convenience, prosperity, and general welfare of residents and businesses in the County. The County Code is referenced throughout this EIR to establish the Project's baseline requirements according to County Code regulations.

The County Code can be accessed online at:

- https://codelibrary.amlegal.com/codes/sanbernardino/latest/overview

The City of Rialto General Plan. The City adopted the City of Rialto General Plan in December of 2010. This General Plan provides a summary of existing conditions and current trends, the planning process, and goals, policies and actions for many different topic areas that will affect the physical and economic development of the City.

- The Land Use Element describes the general location, type, and intensity of development, and designates the distribution of land uses throughout the City. This section sets policies for land uses in the City and the Sphere of Influence and establishes the foundation for future development.
- The Community Design Element works to create guidelines for the physical characteristics of the built environment, the scale of buildings, their relationship to one another, architectural details,

neighborhood appearance, and streetscapes. Together, community design and land use create unique, community-oriented places throughout the City.

- The Open Space and Recreation Element outlines strategies to preserve the special open space areas in Rialto and to meet the community's recreational and conservation needs.
- The Conservation Element addresses the conservation, protection, development, utilization, and reclamation of Rialto's natural resources. Local natural resources include wildlife and plant communities and their habitat, air, water, energy sources, and minerals. As these of natural resources are largely non-renewable, with the exception of possible wind energy resources, today's community has an obligation to conserve and manage them. General Plan policies aim to protect the quality of natural resources and make them available to future generations.
- The Economic Development Element describes the challenges facing the business community and sets forth goals and policies to guide the City's economic development decisions.
- The Redevelopment Element encourages the revitalization of older, deteriorated areas, fostering of neighborhood stability, and private investment.
- The Infrastructure Element focuses of public utility infrastructure to support a community that has reliable water supply systems, effective sewage collection and treatment facilities, storm water control, and energy and telecommunications.
- The Public Services and Facilities Element encourages the City's dedication to providing quality recreation, leisure, and community services to its residents.
- The Circulation Element is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element.
- The Safety and Noise Element focuses on emergency response for environmental hazards as well as establishes policies to guard against creation of any new noise/land use conflicts and to minimize the impact of existing noise sources on the community.
- The Housing Element provides the City with a coordinated and comprehensive strategy for promoting the production of safe, decent, and affordable housing for all within the community.
- The Cultural and Historic Resources Element provides direction for enhancing the historical resources in Rialto. As Rialto continues to evolve, the policies in this element will help Rialto reflect and possibly preserve the history that is still present or yet to be uncovered.

The City of Rialto General Plan was used in this EIR as it relates to the analysis of the Project area parcels within the City of Rialto Sphere of Influence since it contains information, policies, and regulations relevant to the Project. This document is available for review on the City's website at:

- https://www.yourrialto.com/653/General-Plan

The City of Rialto 2021-2029 Housing Element is currently in draft. This document is available for review on the City's website at:

- https://www.yourrialto.com/633/Plan-to-House-Our-Rialto-Housing-Element

City of Rialto Municipal Code. The Rialto Municipal Code (Municipal Code) establishes detailed zoning districts and regulations based on the City of Rialto General Plan. The Rialto Municipal Code serves as the primary implementation tool for the City of Rialto General Plan. Whereas the City of Rialto General Plan is a policy document that sets forth direction for development decisions, the Zoning Code is a regulatory document that establishes specific standards for the use and development of all properties in the City. The Zoning Code regulates development intensity using a variety of methods, such as setting limits on building setbacks, yard landscaping standards, and building heights. The Zoning Code also indicates which land uses are permitted in the various zones. The Municipal Code includes all of the City's zoning ordinance provisions and has been supplemented over time to include other related procedures such as subdivision regulations, environmental review procedures, and advertising and sign code provisions. Municipal Code regulations and maps must be consistent with the City of Rialto General Plan land uses, policies, and implementation programs. The Municipal Code is referenced throughout this Subsequent EIR as it relates to the analysis of the Project area parcels within the City of Rialto Sphere of Influence. The Municipal Code is available for review at the following link:

- https://library.municode.com/ca/rialto/codes/code_of_ordinances

Southern California Association of Governments. The Southern California Association of Governments' (SCAG) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, was adopted in September 2020. The RTP/SCS aims to create a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow in accordance with smart and sustainable growth strategies. The 2020-2045 RTP/SCS Final Program EIR (SCH No. 2019011061) addresses the cumulative impact of future development and associated infrastructure improvements for the SCAG region, which includes San Bernardino County.

The SCAG RTP/SCS can be accessed online at:

- https://scag.ca.gov/read-plan-adopted-final-plan

The SCAG RTP/SCS Final Program EIR can be accessed online at:

- https://scag.ca.gov/peir

3.0

Project Description

Kimley»Horn

3.0 PROJECT DESCRIPTION

The County of San Bernardino (County), as Lead Agency under the California Environmental Quality Act (CEQA) has prepared this Draft Subsequent Environmental Impact Report (SEIR) for the proposed The Oasis at Glen Helen Parkway Project (Project). The purpose of the Project Description is to provide an accurate, stable, and finite description of the Project to allow for meaningful review by local, state, and federal reviewing agencies, decision-makers, and interested parties. CEQA Guidelines Section 15124 (14 California Code of Regulations [CCR] Section 15124) requires a project description to contain the following:

- The precise location and boundaries of the proposed project shown on a detailed map and along with a regional location map;
- A clearly written statement of the objectives of the proposed project including the underlying purpose of the project and project benefits. The statement of objectives must be detailed enough to allow a Lead Agency the opportunity to develop and evaluate project alternatives;
- A description of the proposed project's technical, economic, and environmental characteristics along with engineering and public service facilities details; and
- A statement describing the intended uses of the EIR, including a chronological list of all necessary approvals and a roster of other agencies that may use the document, a list of required permits and approvals, and a list of related consultation and environmental review necessary under local, state, and federal laws, regulations, and policies.

An adequate project description need not be extensive, but it must be sufficient to allow for review and evaluation of the possible environmental impacts of a proposed project.

Additionally, all application documents and related materials are incorporated by reference within this Draft SEIR, and physical copies are available for review by request at the County of San Bernardino Land Use Services Department.

3.1 Project Overview

The Project proposes the development of approximately 202,900 square feet (SF) of commercial and retail uses on totaling 32.2 acres, to include but not necessarily be limited to, hotel uses, fitness facilities, market and pharmacies, commercial shops, gas station and convenience store, drive-through car wash, restaurants, and a joint Fire and Sheriff Station.

The Project entitlements include the approval of a Specific Plan Amendment (SPA) to the existing Glen Helen Specific Plan (GHSP), a Planned Development Permit (PDP), and a Tentative Parcel Map (TPM). The GHSP was adopted in November 2005 and amended in May 2017 and December 2020 by the Board of Supervisors. The Specific Plan covers approximately 3,400 acres in the Glen Helen area and contains 14 land use designations. The GHSP notes that the Specific Plan's original purpose was to create a comprehensive guide for quality land development with a viable program for building and financing the infrastructure necessary to support it. Additionally, the GHSP assumed land use designations to be tailored

to the physical and environmental conditions, existing activities and uses that will remain on-site, and future market potentials identified for the area.

As previously described in **Section 2.0: Introduction** of this Draft SEIR, the purpose of this Draft SEIR is to review the existing conditions at and in the vicinity of the Project site; identify and analyze the potential environmental impacts of the Project; and recommend feasible mitigation measures or Project alternatives to reduce significant adverse environmental effects, as described in this section and in **Section 6.0: Alternatives**.

3.2 Project Location and Setting

The Project site is located in an unincorporated area of southwestern San Bernardino County and within the City of Rialto Sphere of Influence (SOI). Refer to **Figure 3-1: Regional Location Map**. The approximately 32-acre Project site (Assessor's Parcel Numbers [APNs] 0239-031-04, 0239-031-32, 0239-031-37, and 0239-031-50) is located east of Interstate 15 (I-15), west of Glen Helen Parkway and the Glen Helen Regional Park, north of I-15 Exit 122, and south of three existing single-family residences and the Glen Helen Park Maintenance Yard. Refer to **Figure 3-2: Local Vicinity Map**. The City of Rialto is located to the south and southwest and the City of San Bernardino is located to the northeast, east, and south.

The Southern California Association of Governments (SCAG) is the nation's largest metropolitan planning organization (MPO), representing six counties, 191 cities and more than 19 million residents. SCAG is currently the MPO of six of the ten counties in southern California, serving Imperial County, Los Angeles County, Orange County, Riverside County, San Bernardino County, and Ventura County.

The SCAG Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS or Connect SoCal) on September 3, 2020. The 2020 RTP/SCS includes goals and policies applicable to transportation and land use projects. The Project's consistency with the 2020 RTP/SCS goals and policies is discussed in **Section 4.1: Air Quality** and **Section 4.7: Transportation**.

The Project is within the South Coast Air Basin (SCAB) which is under South Coast Air Quality Management District (SCAQMD) jurisdiction. The SCAB includes portions of San Bernardino County, Los Angeles County, and Riverside County, and the entirety of Orange County. SCAQMD is the entity responsible for mitigating emissions from stationary, mobile, and indirect sources. SCAQMD utilizes a sequence of Air Quality Management Plans (AQMPs) that contain rules and regulations directed at attaining the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQA). Refer to the proposed AQMP discussion within **Section 4.1: Air Quality**.

3.3 Surrounding Land Uses

The Project site is generally surrounded by vacant land and roadway infrastructure to the west, south, and east, three single family homes to the far north, and the Glen Helen Regional Park to the east. Open space areas are located across I-15 to the west, and across Glen Helen Parkway to the south and east. Further south, a residential community is located along Clearwater Parkway (approximately one-half mile to the south). Refer to **Table 3-1: Surrounding Land Use and Zoning District**.

Table 3-1: Surrounding Land Use and Zoning District

Area	Existing Land Use	Land Use Zoning District
Project Site	Vacant structure	Glen Helen Specific Plan – Destination Recreation (GHSP-DR)
North	Single Family	Commercial/Destination Entertainment (C/DE) Glen Helen Specific Plan – Destination Recreation (GHSP-DR)
South	Glen Helen Parkway, Vacant	Open Space Passive Recreation (OS/P)
East	Glen Helen Parkway, Vacant, Glen Helen Regional Park	Open Space/Active Recreation (OS/A)
West	I-15	Existing Road/Railroad (E/RR)

Source: County of San Bernardino. 2020. *Glen Helen Specific Plan; Exhibit 2-2 – Land Use Plan.*

3.4 Land Use Designations and Zoning

The County approved and adopted an updated General Plan, referred to as the Countywide Plan, in October 2020. Under the new Countywide Plan, the County approved the transition to a two-map system. The Project site is located in the Special Development (SD) Land Use Category and is zoned Glen Helen Specific Plan – Destination Recreation (GHSP-DR). Refer to **Figure 3-3: Existing Zoning**. In addition, the Project site has a land use designation of Open Space – Resources in the City of Rialto (due to being located within the City of Rialto's SOI). The Project site does not have a zoning designation in the City of Rialto.

The California Government Code (CGC) (Title 7, Division 1, Chapter 3, Article 8, Sections 65450–65457) permits adoption and administration of specific plans as an implementation tool for the local general plan. Specific plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the general plan.

The Project has been prepared in conformance with the goals and policies of the County's Countywide Plan, in providing a mixed-use development on an underutilized property, creating new employment opportunities, and providing regulations through the Specific Plan Amendment as an implementation tool that would support the success of a developing area of the County. The Project would approve the Specific Plan Amendment for the property to allow for the development of up to approximately 207,900 sf of mixed uses, and approximately 1,083 parking spaces (64 ADA), 40 Electric Vehicle (EV) spaces, and four recreational vehicle (RV) spaces.

3.5 Existing Site Conditions

Topography

On-site topographic features include two prominent hills (refer to **Figure 3-5** for existing topography). The larger of the hills, located on the southern portion of the Project site, has a surface elevation ranging from a low point of approximately 2,010 feet above mean sea level (amsl) to a maximum of approximately 2,255 feet amsl. The smaller hill at the northern portion of the Project site ranges from a low point of approximately 2,080 feet amsl to a maximum elevation of 2,137 feet amsl. In addition, there is an existing concrete swale along the western boundary of the Project site that contains all tributary runoff flows from approximately 7.47 acres of land. This concrete swale is located within the California Department of Transportation (Caltrans) right of way for I-15 and is owned and maintained by Caltrans.

Biological Resources

The Project site is mostly undeveloped with an existing structure on the northern portion of the Project site. The Project site contains mostly Riversidean Sage Scrub with some Mulefat Scrub. The Project site, while undeveloped, contains disturbed areas such as unpaved or barren soil areas that are routinely exposed to disturbances and do not comprise a plant community. No fish, amphibians, or reptiles were observed on-site during field investigations completed as part of the Habitat Assessment completed by ELMT Consulting (**Appendix C1**). Several bird species and one mammal species were observed on-site that are common and endemic to the southern California region.

The Project site is located between two wildlife corridors: the Lytle Creek wildlife corridor to the south, and the Cajon Creek wildlife corridor to the north. Due to the Project site being surrounded by development and major roadways, wildlife movement through the Project site is heavily restricted, if not eliminated entirely. Additionally, a Jurisdictional Delineation Report (**Appendix C3**) was conducted for the Project site, to determine if features on site would be considered jurisdictional. It was concluded that the Project would not have a substantial adverse effect on state or federally protected waters or wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, refer to **Section 4.2: Biological Resources** for more information.

Hydrology

The Project site is located within the Santa Ana River Watershed. The Cajon Wash is located northeast of the Project site. Stormwater flows would generally be discharged toward the Cajon Wash, the Pacific Ocean would be the ultimate receiving waters. Groundwater was not encountered during geotechnical field investigations for the Project, which were taken at various locations across the Project site and at topographically different locations; refer to the Geotechnical Investigation in **Appendix E** for information on boring locations. Borings were completed to a depth of 100 feet below grade. As the Project site consists of two hills, all existing flows drain north and south away from the high point before being concentrated into shallow flows due to other existing topographic features. The Project site consists of nine existing drainage areas. The eastern portion of the Project site drain toward Glen Helen Parkway then southerly to an existing grate inlet at the southwest corner of the Project site. The western portion of the Project site drains toward an existing concrete swale then southerly to the existing grate inlet at the southwest corner of the Project site. Refer to the Hydrology Study in **Appendix J** for more information.

Seismic Conditions

The Project site is in an area that is subject to ground motions due to earthquakes as is all of southern California; however, the Project site is not located within a known fault zone. The Project site is located between two laterals of the San Jacinto Fault, both of which are approximately 2,000 feet to the northeast and southwest of the center of the Project site.[1] The Project site is located outside of an Alquist-Priolo Earthquake fault zone.[2]

[1] United States Geological Survey. ND. *U.S. Quaternary Faults*. https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf (accessed April 2023).

[2] California Geological Survey. ND. *CGS Seismic Hazards Program: Alquist-Priolo Fault Hazard Zones*. https://gis.data.ca.gov/maps/ee92a5f9f4ee4ec5aa731d3245ed9f53/explore?location=34.203181%2C-117.409094%2C15.91 (accessed April 2023).

Flood Zone Information

According to the Federal Emergency Management Agency's (FEMA) National Flood Insurance Project's Flood Insurance Rate Maps (FIRM) (Map No. 06071C7910H, rev. August 28, 2008), the Project site lies with FEMA Flood Zone D. Land designated as Zone D are areas in which flood hazards are undetermined, but possible. While the flood hazards are undetermined, due to the relative elevation of the Project site to other areas that are included with FEMA Flood Zone A, Zone X, and Zone AE, it is generally unlikely that major flooding would occur on the Project site.[3]

Hazards and Hazardous Materials

Review of aerial imagery indicates that besides a building in the northerly portion of the Project site, the Project site has been vacant since 1938.[4] The building appeared between 1966 and 1980. Review of GeoTracker, EnviroStor, and the Solid Waste Information System (SWIS) database found no hazardous materials sites located on the Project site.[5,6,7] See **Section 7.0, Effects Found Not to be Significant** for further analysis.

Infrastructure and Utilities

Circulation

The Project site is adjacent to Glen Helen Parkway. A single driveway approach is present off of Glen Helen Parkway to the existing building at the northern portion of the Project site. The Project site is located adjacent to the I-15/Glen Helen Parkway Interchange. The intersection of Glen Helen Parkway and Clearwater Parkway is signalized.

Transit/Rail

Metrolink is a commuter rail system serving the southern California region including Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, as well as to the City of Oceanside in northern San Diego County. There are no existing Metrolink stations that would serve the Project within the general vicinity of the Project site. There are existing privately owned main rail lines that traverse the Cajon Pass to the north of the Project site and are owned and operated by BNSF and by Union Pacific. Currently, no transit services are provided at the Project site or within its vicinity.

Utilities

The Project site is currently served with electric power through electricity distribution lines that are both aboveground and buried. There is an existing aboveground/overhead 12-kilovolt (kV) distribution power line on the eastern portion of the Project site owned and operated by Southern California Edison (SCE).

[3] Federal Emergency Management Agency. August 23, 2028. *Flood Insurance Rate Map, San Bernardino County, California and Incorporated Areas Panel 7910 of 9400: Map Number 06017C7910H*. https://msc.fema.gov/portal/search?AddressQuery=glen%20helen%20park%2C%20san%20bernardino%2C%20ca#searchresultsanchor (accessed April 2023).
[4] NETROnline. 1938-2020. Historic Aerials. https://www.historicaerials.com/viewer (accessed May 2023).
[5] SWRCB. 2023. GeoTracker. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Rialto (accessed May 2023).
[6] DTSC. 2023. EnviroStor. https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=rialto%2C+ca (accessed September 2022).
[7] CalRecycle. 2023. SWIS. https://www2.calrecycle.ca.gov/SolidWaste/Site/Search (accessed May 2023).

Sanitary Sewer

Sewer service is provided by San Bernardino County Special Districts. Approximately 27.71 acres of the Project site is in the County Service Area 70 GH Glen Helen (CSA70-GH.

Water

Water services are not actively provided to a majority of the Project site, other than services provided to the existing structure on the northern portion of the Project site, approximately 2.4 acres of the total site. The Project site is located within the West Valley Water District's (WVWD) sphere of influence, which includes approximately 23.62 acres of the Project site. Additionally, water services are currently provided to the single-family residential properties to the immediate north of the Project site by WVWD.

Storm Drainage

The existing drainage pattern for the Project site is generally characterized by sheet flow. Under existing conditions, the Project site naturally drains from the peaks of the hills towards the Project boundaries. Storm water infrastructure within Glen Helen Parkway generally consists of curb and gutter providing shallow concentrated flows to the southwest toward existing discharge points. There is an existing V-shaped concrete ditch on the western portion of the Project site within the Caltrans right-of-way of I-15. Flows are directed southerly to an inlet structure located at the northeast corner of the intersection of Glen Helen Parkway and the northbound I-15 on-ramp. These flows are directed further south via underground stormwater conveyance infrastructure and daylighted approximately 400 feet south. Flows intercepted by Glen Helen Parkway on the northern and northeastern portion of the Project site are conveyed via curb and gutter where it is channelized into existing underground infrastructure.

3.6 Proposed Project

As previously discussed, the Project proposes an SPA, a PDP, and a TPM to allow for the development of approximately 202,900 SF of commercial and retail center land uses on an approximately 32-acre site. The applicant proposes a minor clarification/text amendment to the existing GHSP-DR zone to provide greater flexibility and more accurately reflect the proposed commercial development (these minor edits will be reflected in an SPA, as discussed further below). The SPA would affect all areas zoned GHSP-DR within the GHSP.

The Project also includes a PDP and TPM to address a site-specific development area within the GHSP-DR zone. The total square footage proposed as part of the PDP, as shown in the **Figure 3-4: Overall Site Plan**, is less than the maximum square footage allowed under the GHSP. The Project proposes a maximum floor area ratio (FAR) of 0.18, which is less than the maximum allowed FAR of 0.20 in the GHSP-DR zone. The proposed text amendment would support the original intent of the GHSP-DR zone, to provide low-intensity retail commercial uses that are sensitive to the physical and environmental constraints of the area.

Planned Development Permit

The PDP Project site (as represented by **Figure 3-4: Overall Site Plan**) is anticipated to be developed in one phase and would include approximately 72,000 square feet designated for hotel uses; 35,000 square

feet designated for a fitness facility; a 45,500 square foot building which includes 25,000 square feet designated for a market, a 15,000 square foot pharmacy, and 5,500 square feet of commercial shops; 5,300 square feet designated for convenience store and a gas station with 12 fueling islands and related drive-thru carwash; 5,300 square feet designated for a convenience store with gas station and 10 fueling islands; five 3,500 square foot buildings designated for drive-thru restaurants and an approximate 5,300 square foot drive-thru restaurant; two restaurants (5,300 square feet and 6,500 square feet); and 5,200 square feet designated for a Fire/Sheriff Station.

Figure 3-4: Overall Site Plan may be modified through the County's project development and environmental review process. This Overall Site Plan reflects site conditions, and planned infrastructure, and does not exceed the maximum building areas and range of uses allowed by the GHSP, as presented in **Table 3-2: Maximum Specific Plan Build-Out Summary**, below. It should be noted that a TPM would be required to subdivide the Project site to allow for individual developments.

Table 3-2: Maximum Specific Plan Build-Out Summary

Parcel	Proposed Land Use	Parcel Acreage	Maximum Building Square Footage
1	Convenience Store; Gas Station	2.2 Acres	5,300 SF
2	Drive-Thru Restaurant	1.8 Acres	5,300 SF
3	Drive-Thru Restaurant	1.5 Acres	3,500 SF
4	Drive-Thru Restaurant	1.2 Acres	3,500 SF
5	Drive-Thru Restaurant	1.2 Acres	3,500 SF
6	Drive-Thru Restaurant	1.1 Acres	3,500 SF
7	Drive-Thru Restaurant	1.1 Acres	3,500 SF
8	Gym	4.4 Acres	35,000 SF
9	Fire/Police Station	1.6 Acres	5,200 SF
10	Hotel	3.9 Acres	72,000 SF
11	Market; Retail Shops; Pharmacy	6.0 Acres	45,500 SF
12	Restaurant; Parking	1.5 Acres	5,300 SF
13	Restaurant; Parking	1.5 Acres	6,500 SF
14	Convenience Store; Gas Station	3.2 Acres	5,300 SF
	Total	**32.2 Acres**	**202,900 SF**

Notes:

1. Square footages of buildings and acreages of parcels are rounded to present a conservative estimate. Acreages may be adjusted as part of final engineering and surveying.
2. This Draft SEIR will evaluate the total maximum allowable development in the Specific Plan Amendment, which falls below the GHSP maximum allowable development. In the GHSP, for the GHSP-DR designation, probable FAR is 0.2; maximum FAR is 0.25; and square footage is 1,156,953 – 1,446,192 sf. Ft.
3. Development standards, such as setback requirements, parking, open space, minimum landscaping, infrastructure, and site design, may reduce the maximum gross square footage or density.

Site Access and Circulation

Access to the Project site would be provided at the existing signalized intersection of Glen Helen Parkway and Clearwater Parkway at the southern portion of the Project site. There would be an unsignalized 30-foot-wide driveway located on the northeastern portion of the Project site. Additionally, the proposed Fire/Sheriff Station would have driveway access directly to Glen Helen Parkway to provide emergency vehicle access from the station to public roadways. The Project would construct 30-foot-wide driveways throughout the Project site to provide circulation to the individual developments.

Grading and Utilities

Topography

The Project requires approximately 2.8 million cubic yards (CY) of grading. The Project would require 2,668,200 CY of cut and 68,550 CY of fill for a total net export of 2,599,650 CY of earth. Grading of the Project site would be done in a manner to accommodate new development in accordance with California Building Code requirements and County grading standards. The Project would flatten the hills that exist on-site to allow for level or slightly sloped foundations for developments within the Project. Retaining walls will be needed in areas of elevation differential between parcels and/or along the Project site boundary. Soil stockpiles may be used throughout the construction of the Project and would be based on the sequencing and phasing of construction. Any stockpiling that would be necessary would be identified on the grading plans prepared for grading permits. After Project construction, it is anticipated that elevations on-site would range from approximately 2,013 ft amsl to approximately 2,116 ft amsl, which includes top and toe of slopes across the Project site. However, the area that would be suitable for building construction would range from +/- 2,050 ft amsl to +/- 2,070 ft amsl. After construction, the Project site would generally slope toward the south. Refer to **Figure 3-5: Conceptual Grading Plan**.

A 40-foot-tall, terraced retaining wall is proposed on the northern boundary of the Project site consisting of four 10-foot lifts offset by 4-foot terraces. On the northwestern corner of the Project site, there would be a 5-foot buffer space from the top of the retaining wall to the Caltrans right-of-way boundary. The retaining wall would be constructed with poured-in-place concrete with keyed cantilever footings.

Electrical

As previously discussed, there are existing distribution power lines on the eastern portion of the Project site that are owned and operated by SCE. As part of Project implementation, these power lines would be relocated and undergrounded within and along the public right of way of Glen Helen Parkway. Additional electrical infrastructure would be installed to provide electricity to the Project site and individual developments within the Project site. SCE has provided the Project Applicant with a will serve letter notifying that electrical services would be provided to the Project site.

Water

The Project site is located outside of the WVWD service boundary; however, it is within WVWD's sphere of influence. Currently, domestic water services are provided to the single-family residential properties to the north of the Project site. Services would be extended and upsized as necessary to service the Project site. The Project proposes to construct and install 12 iron pipes to serve the Project site and provide connections to individual parcels. See **Figure 3-6: Conceptual Water and Sewer Plan**.

Sanitary Sewer

Sewer service would be provided by San Bernardino County Special Districts. The Project site is in CSA70-GH. All sanitary waste flows from the Project would ultimately be discharged to the Lytle Creek North Water Recycling Plant (LCNWRP). Waste flows would be gravity fed from the Project site to the LCNWRP. The flows from the Project would drain into proposed 8-inch vitrified clay pipes within the Project site to an existing 8-inch diameter pipeline in Clearwater Parkway, then into an existing 8-inch and 10-inch

diameter Master Plan Sewer Line "C," then into an existing 10-inch, 12-inch, and 15-inch diameter Master Plan Sewer Line "B," then into an existing 12-inch, 18-inch, and 24- inch diameter Master Plan Sewer Line "A," and finally into the existing Master Plan Off-Site Sewer Line "OS". The Sewer Line "OS" terminates at the existing Lytle Creek North Water Recycling Plant. This is existing sewer infrastructure and would not be constructed by the Project. See **Figure 3-6: Conceptual Water and Sewer Plan** for on-site utilities information and **Figure 3-7: Off-site Sanitary Sewer System**.

Storm Drainage

After Project development and implementation, stormwater would generally sheet flow towards the southwestern corner of the Project site. Sheet flows would be intercepted by two parallel 10-foot-wide concrete valley gutters thence conveyed southerly to an existing concrete valley gutter or to be captured by on-site storm drain. On-site storm drain infrastructure would consist of various catch basins and stormwater inlets around the southern portion of the Project site, 24-inch High Density Polyethylene underground pipe, and underground storage and infiltration basins. A total of 329,943 cubic feet (7.57 acre-feet) of stormwater storage would be provided on-site in underground storage and infiltration basins. A total of three underground chambers would be utilized, two would be located on the southern portion of the Project site with one located on the western portion of the Project site. These underground chambers would consist of various lengths of 96-inch perforated pipe in three arrays of 2, 6, and 12 pipes.

Site Utilities/Infrastructure

The Project site is served by water, power, and natural gas. The Project site would tie into existing utility lines within the existing roadways and rights-of-way adjacent to the site. The Project would be required to connect to the following utilities:

- Domestic water supply and distribution (West Valley Water District)
- Wastewater facilities (San Bernardino County Special Districts Department: Water and Sanitation Division)
- Electricity (SCE)
- Natural gas (Southern California Gas Company [SoCal Gas])
- Communication systems (SPECTRUM)
- Solid waste (Burrtec)

Landscaping

Landscaping would be utilized on the Project site to provide visual screening, aesthetic value, and to enhance and contextualize the character of the Project site during operations, consistent with the design guidelines of the GHSP. Refer to **Figure 3-8: Conceptual Landscape Plan**. The area of landscaping would total approximately 568,523 square feet, or approximately 40.6 percent of the Project site, exceeding the 20 percent landscaping requirement. Landscaping would generally consist of tree planting, shrubs and bushes planting, and other ground cover. Trees would line the internal roadways and be dispersed throughout parking lots in landscaping islands that would be doubly used as shade trees. Landscaping would consist of drought tolerant plant species and watering practices would be utilized that minimize

the waste of water used for irrigation and other landscaping needs. Individual commercial and retail building developers would be required to submit landscaping plans for review at the time of individual project entitlements. These plans would be checked by the County for compliance with the GHSP and the County Development Code.

Architecture

As the Project is speculative and individual plot developers are not necessarily identified, individual building architecture and facades are not yet known. However, the architectural characteristics of the buildings would comply with the design guidelines and development standards of the GHSP and the County Development Code. Additionally, the architecture would be modern in nature with intricate designs and various types of materials being used on each building face. Building facades would have interesting vertical and horizontal components that would break up the monotony of a building. See **Figure 3-9: Visual Renderings**.

Public Services

Fire and Police

The Project would provide a pad for a new Fire and Sheriff Station on the northeast corner of the Project site. This station would provide adequate driveway space for fire engines to navigate and safely be deployed to respond to emergency calls within the Project area. In exchange for the County transferring ownership of APN 0239-03-132 and 0239-03-104 to the Applicant, the Applicant will set aside Parcel 9 to provide a pad for this new fire and police station, refer to **Figure 3-4**. The pad will be finished with utility stubs. The building, landscaping, lighting, and related improvements would be constructed by the County.

Off-Site Improvements

Off-site improvements would be constructed as part of the Project. These improvements would generally consist of circulation improvements as identified and recommended by the traffic report (**Appendix H**) as well as some downstream stormwater drainage infrastructure improvements. Additionally, the Project would require off-site improvements associated with the extension of and connection of the Project site to sewer and water lines.

Glen Helen Specific Plan Amendment

Currently, the GHSP-DR zoning allows for residential land uses, service commercial uses, and recreation entertainment uses. The GHSP-DR designation also allows for the application of planned development residential consisting of single-family homes on large lots. Examples of allowable uses under the existing GHSP include recreational vehicle (RV) parks, campgrounds, bed and breakfast establishments, restaurants, and limited retail commercial. A full list of allowed uses, with minor use permits (MUPs) or conditional use permits (CUPs) are available within the GHSP, Page 2-77. Refer to **Figure 3-3: Existing Zoning** for a visual representation of the areas of the GHSP that are presently designated as DR.

The SPA proposed as part of the Project would expand the allowable and conditionally allowable uses while also expanding the intended uses within the GHSP-DR designation to include general service retail,

government/civic uses, and to strategically provide services and hospitality uses adjacent to the existing residential communities and to travelers along the Interstate system.

Minor Use Permits

The SPA provides an expanded definition for the allowable uses under the MUP for restaurants without drive-thru service. This expanded definition specifies that these restaurants may include outdoor seating, where previously this was not explicitly stated.

Conditional Use Permits

The SPA would allow for additional uses to be conditionally permitted in the GHSP-DR designation. Specifically relating to retail trade and personal services. The SPA would allow coffee shops/quick serve restaurants with drive-through, small and large format grocery stores and specialty food stores, and pharmacy/drug store with or without drive-through would be conditionally permitted with the approval of the SPA. These changes to the CUP would allow for more community focused retail to be available on the Project site to support nearby residential communities. Further, the SPA would allow government/civic facilities to be sited in the GHSP-DR designation, such as the Fire/Sheriff station that the Project proposes.

Planned Development Uses

The SPA would expand the definition of the types of uses that would be allowable as part of a Planned Development (PD) in addition to the single- and multi-family residential with associated commercial and recreational uses and amenities. These uses include professional services, such as: banks, financial services, real estate offices, medical and dental offices, and copy and mail centers. Additionally, retail trade/personal services, such as: appliance and hardware stores (general merchandise retail), beauty salons, nail salons, barber shops, dry cleaner, florist and other personal service uses, convenience stores w/alcoholic beverage sales, digital billboards, mini storage, car condos, and indoor/outdoor RV storage, off-site signs (outdoor displays, static or/and dynamic), freeway signs including all freeway oriented advertising, outdoor commercial uses including vehicle sales and rentals, service/gas stations, including service/gas stations with convenience stores, w/alcoholic beverage sales, and warehouse retail.

3.7 Project Objectives

The Project implements the goals and policies of the County's Countywide Plan; the GHSP serves as an extension of this Plan; and can be used as both a policy and a regulatory document. The purpose of this Project is to implement the vision laid out in the Project objectives by providing additional flexibility to the existing GHSP.

The Project would increase the County's commercial and retail capacity and further fortify the economic base of the County. The Project would also develop a portion of the County with new commercial and retail spaces. The Project would be developed to accomplish the following objectives:

- **Objective 1:** Reinforce Glen Helen as a prominent gateway and as a regional entertainment/recreation destination.

- **Objective 2:** Provide new retail and commercial development that would serve currently underserved residents of the area as well as the region in general by providing goods and services to traffic passing by on the I-15 freeway, which are currently underserved.
- **Objective 3:** Create new employment opportunities.
- **Objective 4:** Provide quality public facilities to serve new development, including a Fire and Sheriff's station to serve the region.
- **Objective 5:** Respect the historic roots of the Glen Helen area, including old Route 66 and historic Devore community, through design themes and cultural activities.
- **Objective 6:** Establish Glen Helen as an economically sound enclave of specialized businesses and commercial recreation/entertainment venues.
- **Objective 7:** Landscaping appropriate to the level of development and in excess of current landscape coverage standards and sensitive to surrounding areas.
- **Objective 8:** Provide new retail and commercial development that would be easily accessible from I-15 and I-215 by-pass traffic, providing convenient shopping opportunities to by-pass drivers and reducing overall vehicle miles traveled in the region.

3.8 Project Schedule and Construction

It is currently anticipated that construction would begin in 2024 with an anticipated opening year of 2028. The Project requires approximately 2.8 million cubic yards of grading (refer to **Figure 3-5: Conceptual Grading Plan**), of which, approximately 2.6 million cubic yards of spoils would be exported from the Project site, and is anticipated to require approximately three years to complete, starting January 2024 and ending January 2027. Truck haul trips are estimated at approximately 12 to 14 outbound trips per hour for a total export ranging from approximately 107,700 cubic yards to 123,500 cubic yards starting January 2024 and ending January 2027. Export would be hauled to a location as yet to be determined within a 20-mile radius of the Project site. Mitigation measures would be implemented to avoid or minimize impacts associated with the export of materials; see **Sections 4.1: Air Quality**, **4.2: Biological Resources**; **4.3: Cultural and Tribal Cultural Resources**; **4.4: Geology and Soils**; **4.5: Greenhouse Gas Emissions**; **4.6: Noise**, **4.7: Transportation**, and **7.0: Effects Found not to be Significant**. Site development, utility construction, and other required infrastructure improvements would begin in 2027 and continue through opening year of 2028. This would constitute approximately four years of active grading and construction.

3.9 Discretionary Actions and Approvals

The following discretionary permits and approvals are addressed in this Draft SEIR, or would be pursued as part of future site-specific development plans on the basis of this Draft SEIR:

California Environmental Quality Act – State Clearinghouse No. 2000011093

This Oasis at Glen Helen Parkway Project is considered a "Project" under CEQA. CEQA is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. To document the potential significant impacts, this Draft SEIR is being prepared for the Project and would be certified by the County prior to approval of the Project or

any other Project entitlements. Subsequent development within the Specific Plan boundaries deemed consistent with Specific Plan standards would not require further environmental review. The County is the lead agency responsible for certification of the Draft SEIR.

Specific Plan Amendment

The Project site is presently zoned as GHSP-DR. The GHSP is a regulatory document that establishes the development standards and design guidelines for the entire Specific Plan area in a manner that is consistent with the Countywide Plan and Development Code. The Specific Plan Amendment proposes relatively minor changes in allowable uses within the existing GHSP-DR zone. The minor changes include clarifying the types of commercial retail uses and clarifying which uses are permitted outright or allowable subject to a Conditional Use Permit. The proposed changes would also add residential as an allowable use, to provide flexibility to adapt to changing market conditions and to provide the County with additional residential zoning to meet Regional Housing Needs Assessment requirements. At present there are no residential uses proposed within the PDP project site, as represented by the Overall Site Plan. Any future residential uses within the GHSP-DR zone would be subject to separate County discretionary review and approval.

Planned Development Permit

The Oasis at Glen Helen Parkway would be developed in accordance with the PDP as represented by the Overall Site Plan. The PDP proposes a comprehensive land use plan, circulation plan, streetscape plan, infrastructure service plan, grading plan, maintenance plan, phasing plan, design guidelines, development regulations, and implementation measure to guide development of the approximately 32-acre Project site into a master-planned commercial/retail center that would serve adjacent neighborhoods, communities, and freeway commuters. Approval of the PDP by the County is required for development to occur on the Project site.

Tentative Parcel Map – No. 20748

Approval of the Tentative Parcel Map that outlines the proposed subdivision of the Project site into 14 parcels to allow for additional and more refined land uses within the Project area. The Tentative Parcel Map is included in **Figure 3-10: Tentative Parcel Map**. The Tentative Parcel Map proposes making the existing parcel of the Project site into 14 parcels with land uses consisting of a variety of commercial and retail uses. The existing parcels to be combined include APNs 0239-03-104, 0239-03-132, 0239-03-137, and 0239-03-150 as well as 6.6 acres of existing Caltrans owned right-of-way. APNs 0239-03-104 and 0239-03-132 are currently owned by the County, refer to **Figure 3-11: Project Parcel Map**.

San Bernardino LAFCO Annexation

WVWD Sphere of Influence Amendment and Jurisdictional Change (Annexation)

The San Bernardino County Local Agency Formation Commission (LAFCO) will consider the expansion of the sphere of influence for WVWD and a subsequent jurisdictional change (annexation) into WVWD's service area. This process is required by the Project as the Project site is currently located outside of the service area for water services provided by WVWD, however, the Project site is partially located within the sphere of influence of WVWD, approximately 23.62 acres. The Project site is located immediately

adjacent to WVWD's service area, a small portion (approximately 2.4 acres) is located within the WVWD service area. As part of this process, the sphere of influence for WVWD would be amended to include the entirety of the Project site, while also conforming to the City of Rialto's sphere of influence (described below). Approximately 8.55 acres of the Project site would be added to the WVWD sphere of influence (**Figure 3-12: West Valley Water District Boundaries**). A reorganization for annexation (expansion) of the WVWD's service area would occur to include the Project site. This reorganization would add approximately 29.77 acres of the Project site into the WVWD service area.

The Project would essentially go through a five-step annexation process:

1. Pre-Application
2. Application Filing and Processing
3. LAFCO Review and Consideration
4. Protest Proceedings
5. Final Certification

When the LAFCO executive officer is satisfied that all elements of the Cortese-Knox-Hertzberg (CKH) Act have been properly addressed, and that all conditions have been met, the executive officer will issue a certificate of completion. The annexation is not complete until it has been certified by the executive officer (CGC Section 57200). The commission may establish an "effective date" for the annexation. Alternatively, the effective date will be the date the certificate of completion is recorded by the County Recorder (CGC Section 57202). Once the annexation is recorded, there is no administrative recourse except by legal challenge.[8]

San Bernardino Valley Water District (SBVMWD) Annexation

Reorganization to include an Annexation request to the San Bernardino Valley Water District (SBVMWD) as the wholesale water provider/State Water contractor for the area that provides water to serve the Project. The entire Project would be annexed to the SBVMWD service boundary consistent with the boundaries as described above for the reorganization of the Project site into the WVWD service area.

City of Rialto Sphere of Influence Amendment

During consultation with the San Bernardino LAFCO, it was recommended to amend the sphere of influence of the City of Rialto (expansion) to include the Project site. The City of Rialto sphere of influence includes approximately 21.52 acres of the Project site – 10.65 acres to be added; see **Figure 3-13: City of Riato Sphere of Influence**. This would conform the City of Rialto's sphere of influence with the WVWD sphere of influence and would ensure consistency with the Commission's "Community-by-Community Approach" Policy in establishing spheres of influence. This amendment would reduce jurisdictional islands and ensure that parcels are covered by consistent jurisdictions.

County of San Bernardino Special Districts

County Service Area 70 – Glen Helen Annexation – Wastewater Services

Reorganization to include an Annexation request to the CSA70-GH by the County Board of Supervisors to serve the Project site with wastewater and sanitary services. CSA70-GH includes approximately 27.71

[8] California OPR. 2012. LAFCOs, General Plans, and City Annexations. http://www.sbcounty.gov/uploads/lafco/items/201205/item_11_supplemental.pdf (accessed August 2023).

acres of the Project site – 4.46 acres to be added; see **Figure 3-14: County Service Area 70 Glen Helen**. The County Special Districts provides service boundaries for areas of the County that are service by County owned and operated utilities. Approval of this annexation by the County is required for sanitary services to be provided to the Project site.

County of San Bernardino

The County of San Bernardino and the Project Applicant would enter into a combination of any of the following:

- Agreement of Purchase and Sale and/or an
- Exchange Agreement and/or a
- Disposition and Development Agreement and/or a
- Disposition Agreement and/or an
- Owner Participation Agreement

These Agreements will facilitate the acquisition of the portion of the project site that is currently owned by the County, the development of the project site and the subsequent sale or exchange of a portion of the developed site to the County.

Caltrans Encroachment Permit

Approval of a Caltrans Encroachment Permit for encroachment within State highway right of way (I-15). Per Caltrans, an encroachment permit must be obtained for all proposed activities related to the placement of encroachments within, under, or over the State highway rights of way. The Applicant will complete a Standard Encroachment Permit Application (TR-0100), with associated supporting documentation, and submit to the appropriate District Encroachment Permits Office (District 8) having jurisdictional authority over the proposed encroachment site.

3.10 Required Agency Approvals

Section 15124 (d) of the State CEQA Guidelines requires that an EIR project description include a list of permits and other approvals required to implement a proposed project, the agencies expected to use the EIR in their decision making, and related environmental review and consultation requirements. The anticipated approvals required to implement the Project are identified below in **Table 3-3: Agency Approvals for the Proposed Project**, by agency:

Table 3-3: Agency Approvals for the Proposed Project

Agency	Approval/Permit
County of San Bernardino	• Final SEIR Certification • Specific Plan Amendment Approval • Tentative Parcel Map • Planned Development Permit • Building Plans/Permits • Grading Plans/Permits • Certificates of Occupancy

	• Infrastructure Plans/Permits • Landscape Plan • Drainage Plan • Water and Sewer Plan • Site Development Plan • Water Quality Management Plan • Native Tree or Plant Removal Permit • Annexation to County Service Area 70 GH • Any of the following: – Agreement of Purchase and Sale and/or an – Exchange Agreement and/or a – Disposition and Development Agreement and/or a – Disposition Agreement and/or an – Owner Participation Agreement
West Valley Water District (WVWD)	• Approval of plans and connection to existing systems
Regional Water Quality Control Board	• National Pollutant Discharge Elimination System – General Construction Permit
San Bernardino County Flood Control District	• Approval of modifications to existing drainage features
San Bernardino County Special Districts	• Extension of wastewater services
South Coast Air Quality Management District	• Dust Control Plan, and other permits as necessary
California Department of Transportation	• Encroachment Permit
LAFCO	• WVWD Sphere of Influence Amendment and Annexation • San Bernardino Valley Municipal Water District (SBVMD) Annexation • City of Rialto Sphere of Influence Amendment

FIGURE 3-1: Regional Location Map
The Oasis at Glen Helen Parkway

Not to scale

Kimley»Horn

Legend

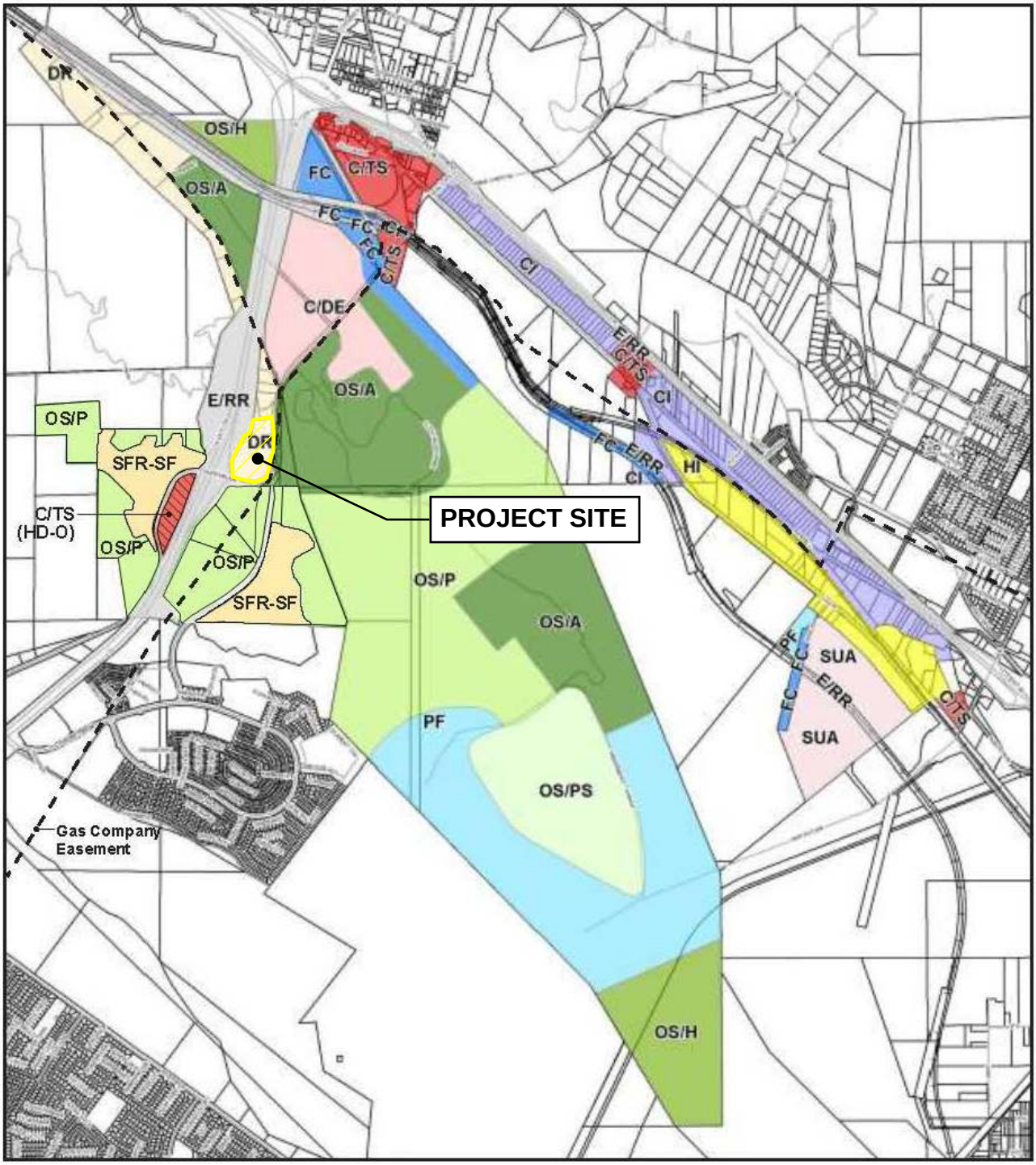
Project Site

Source: Nearmap, 2023.

FIGURE 3-2: Local Vicinity Map
The Oasis at Glen Helen Parkway

Not to scale

Kimley»Horn



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-O)
- Special Use Area
- PDP/Site Plan Boundary

Note: the proposed Specific Plan Amendment would make minor changes to allowable uses for the entire area zoned DR within the Glen Helen Specific Plan (shaded in yellow color and marked "DR" per the zoning map legend).

Source: County of San Bernardino, December 2020. Glen Helen Specific Plan, Exhibit 2-2 Land Use Plan.

FIGURE 3-3: Existing Zoning
The Oasis at Glen Helen Parkway

Not to scale

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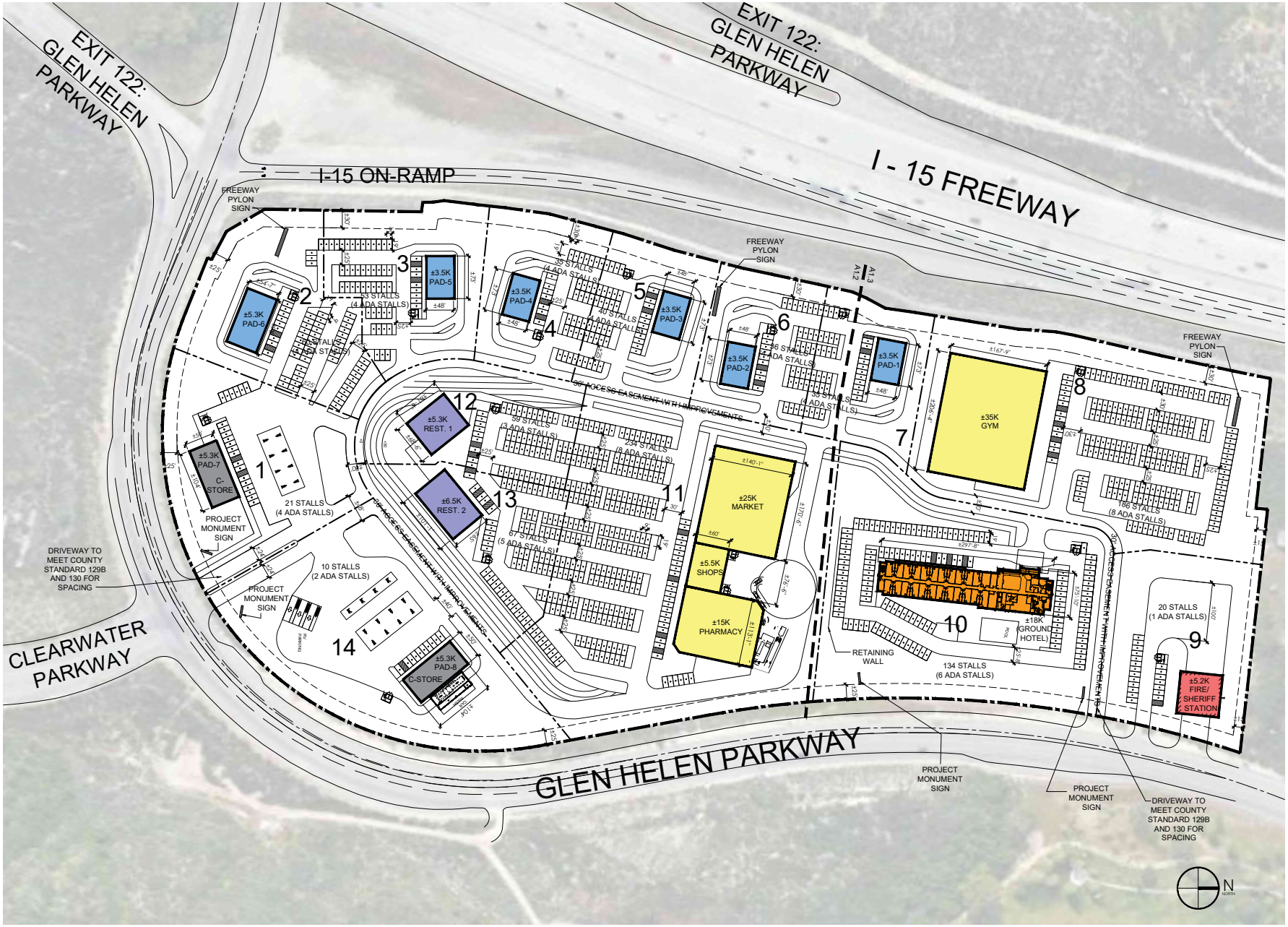

SUMMARY

SITE AREA: 1,411,779 SF (32.41 AC)

GROSS AREA (W/ FIRE STATION): +/- 202,900 SF

NET AREA (W/O FIRE STATION): +/- 197,700 SF

BUILDING F.A.R.: 14%

PARCEL 1
AREA: +/- 95,328 SF OR +/- 2.2 AC
BLDG AREA: +/- 5,300 SF
PARKING PROVIDED: 21 STALLS
PARKING RATIO: 3.9/1000

PARCEL 2
AREA: +/- 76,421 SF OR +/- 1.8 AC
BLDG AREA: +/- 5,300 SF
PARKING PROVIDED: 60 STALLS
PARKING RATIO: 11.3/1000

PARCEL 3
AREA: +/- 65,125 SF OR +/- 1.5 AC
BLDG AREA: +/- 3,500 SF
PARKING PROVIDED: 53 STALLS
PARKING RATIO: 15.1/1000

PARCEL 4
AREA: +/- 52,211 SF OR +/- 1.2 AC
BLDG AREA: +/- 3,500 SF
PARKING PROVIDED: 35 STALLS
PARKING RATIO: 10/1000

PARCEL 5
AREA: +/- 51,857 SF OR +/- 1.2 AC
BLDG AREA: +/- 3,500 SF
PARKING PROVIDED: 40 STALLS
PARKING RATIO: 11.4/1000

PARCEL 6
AREA: +/- 48,800 SF OR +/- 1.1 AC
BLDG AREA: +/- 3,500 SF
PARKING PROVIDED: 36 STALLS
PARKING RATIO: 10.3/1000

PARCEL 7
AREA: +/- 47,838 SF OR +/- 1.1 AC
BLDG AREA: +/- 3,500 SF
PARKING PROVIDED: 35 STALLS
PARKING RATIO: 10/1000

PARCEL 8
AREA: +/- 190,151 SF OR +/- 4.4 AC
BLDG AREA: +/- 35,000 SF
PARKING PROVIDED: 186 STALLS
PARKING RATIO: 5.31/1000

PARCEL 9
AREA: +/- 69,353 SF OR +/- 1.6 AC
BLDG AREA: +/- 5,200 SF
PARKING PROVIDED: 20 STALLS
PARKING RATIO: 3.86/1000

PARCEL 10
AREA: +/- 168,877 SF OR +/- 3.9 AC
BLDG AREA: +/- 72,000 SF
PARKING PROVIDED: 134 STALLS
PARKING RATIO: 1.86/1000

PARCEL 11
AREA: +/- 261,792 SF OR +/- 6.0 AC
BLDG AREA: +/- 45,500 SF
PARKING PROVIDED: 234 STALLS
PARKING RATIO: 5.14/1000

PARCEL 12
AREA: +/- 64,135 SF OR +/- 1.5 AC
BLDG AREA: +/- 5,300 SF
PARKING PROVIDED: 59 STALLS
PARKING RATIO: 11.13/1000

PARCEL 13
AREA: +/- 66,352 SF OR +/- 1.5 AC
BLDG AREA: +/- 6,500 SF
PARKING PROVIDED: 67 STALLS
PARKING RATIO: 10.3/1000

PARCEL 14
AREA: +/- 138,704 SF OR +/- 3.2 AC
BLDG AREA: +/- 5,300 SF
PARKING PROVIDED: 10 STALLS
PARKING RATIO: 1.9/1000

TOTAL PARKING: 990 SPACES (61 ADA) 40 EV SPACES 04 RV SPACES

TOTAL PARKING RATIO: 4.87 SPACES PER 1,000 SF

Source: UCR Group, DLR Group, November 11, 2023.

FIGURE 3-4: Overall Site Plan
The Oasis at Glen Helen Parkway

Not to scale

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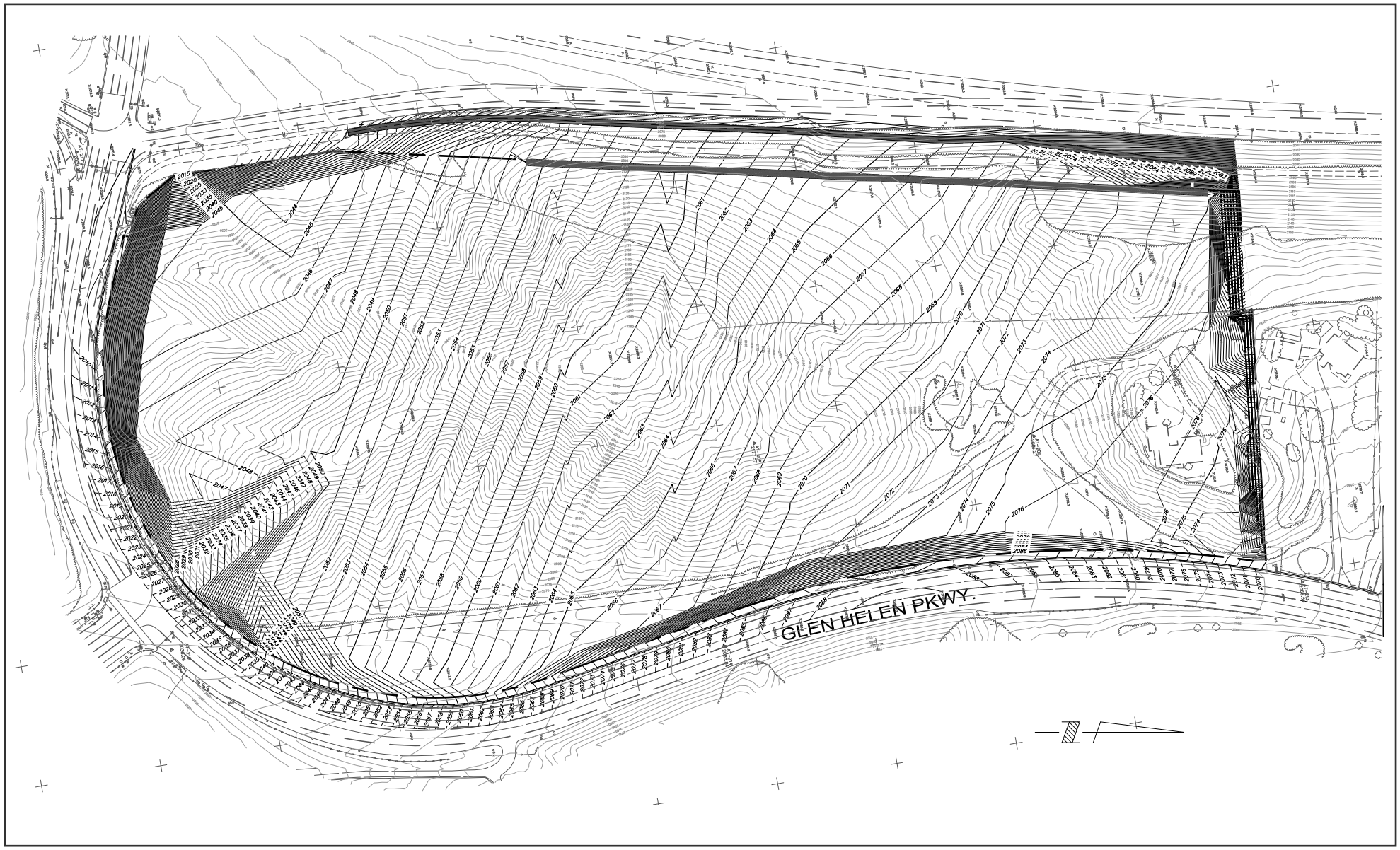
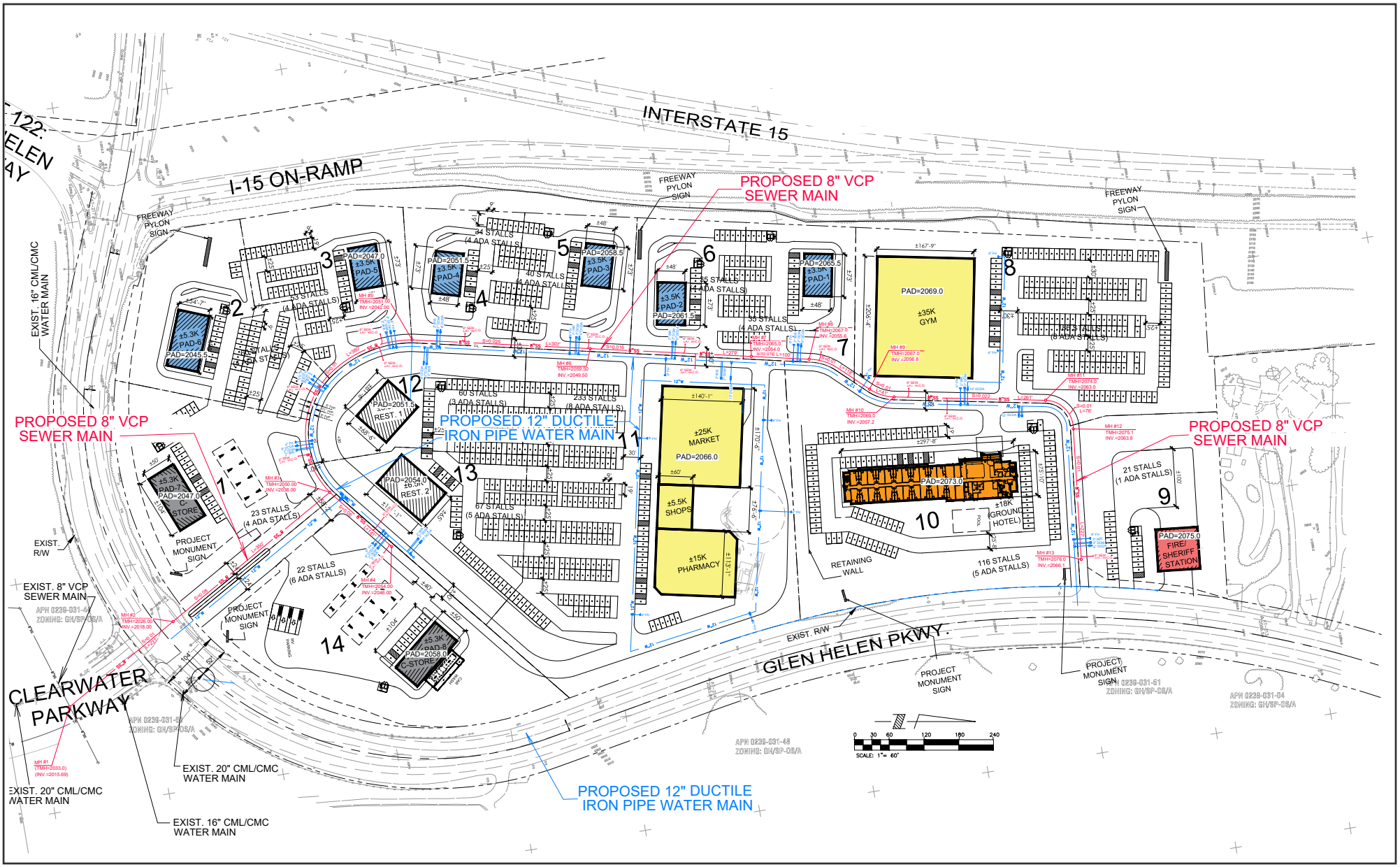


Source: Christiansen and Company, May 24, 2023.

FIGURE 3-5: Conceptual Grading Plan
The Oasis at Glen Helen Parkway

Not to scale

Kimley»Horn

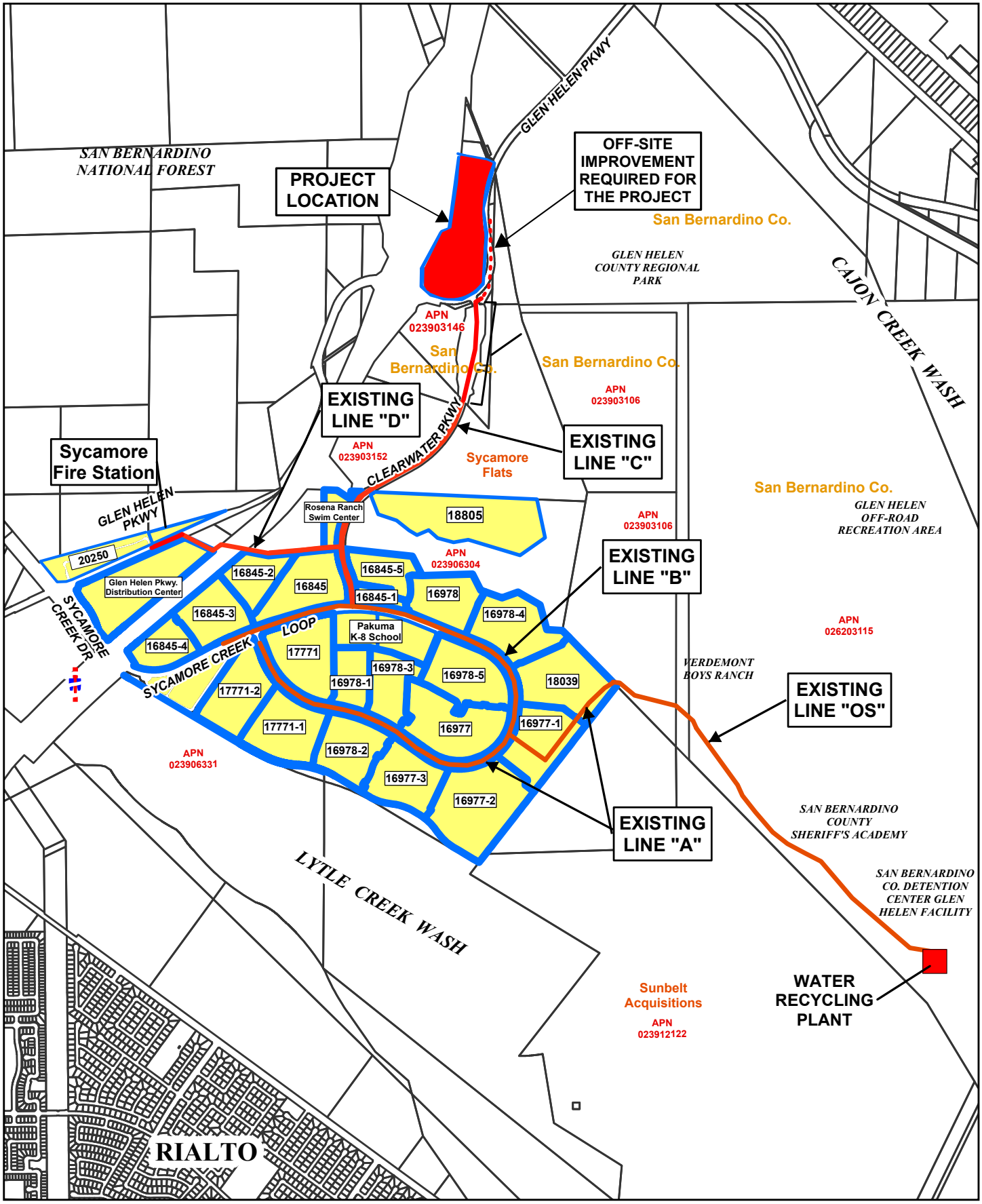


Source: Christiansen and Company, June 22, 2023

FIGURE 3-6: Conceptual Water and Sewer Plan
The Oasis at Glen Helen Parkway

Not to scale

Kimley»Horn



Source: Webb Associates, 2023.

FIGURE 3-7: Off-site Sanitary Sewer System
The Oasis at Glen Helen Parkway

Not to scale

Kimley»Horn

Source: Land Arq, Inc., 1/24/2023.

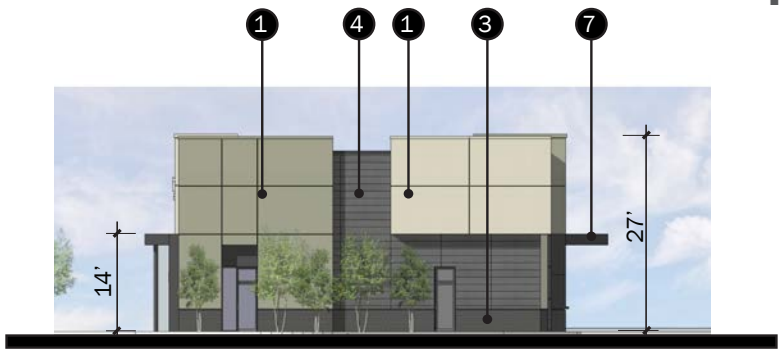
FIGURE 3-8: Conceptual Landscape Plan
The Oasis at Glen Helen Parkway

Not to scale

Kimley»Horn

PAD BUILDING

NORTH ELEVATION & PARTIAL PLAN
SCALE: 1/8" = 1'-0"

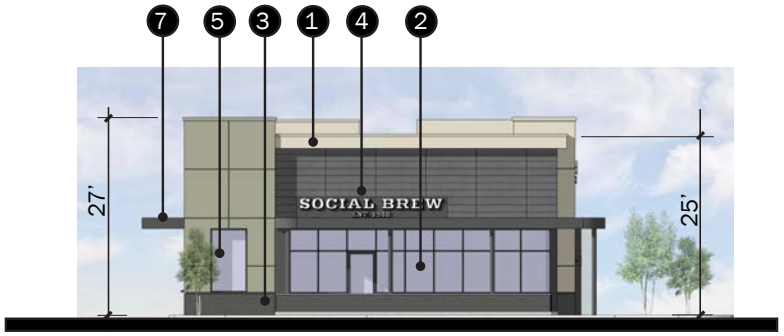


WEST ELEVATION
SCALE: 1/8" = 1'-0"

MATERIAL LEGEND

1. PLASTER
2. STOREFRONT
3. BRICK VENEER
4. FIBER CEMENT SIDING
5. GLAZING
6. METAL COPING
7. METAL CANOPY
8. GREEN SCREEN
9. TILE

SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



WEST ELEVATION
SCALE: 1/8" = 1'-0"

Source: DLR Group, February 3, 2023.

FIGURE 3-9: Visual Renderings
The Oasis at Glen Helen Parkway

Not to scale

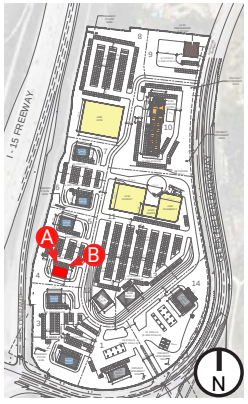
Kimley»Horn

PAD BUILDING

VIEW A

VIEW B

KEY PLAN



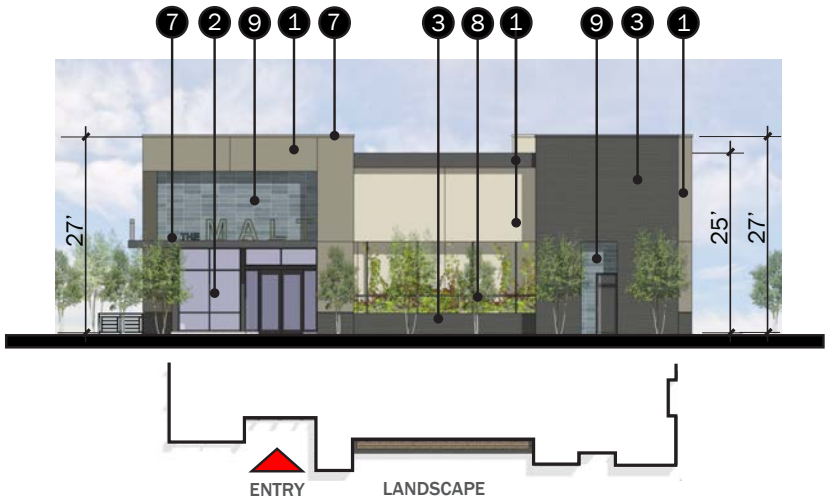
Source: DLR Group, February 3, 2023.

FIGURE 3-9: Visual Renderings
The Oasis at Glen Helen Parkway

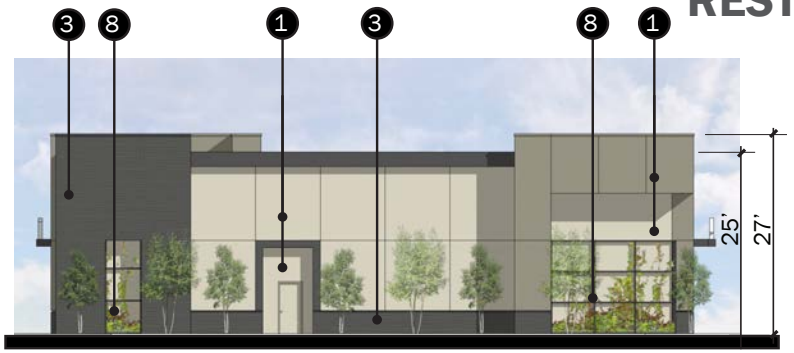
Not to scale

Kimley»Horn

RESTAURANT PAD



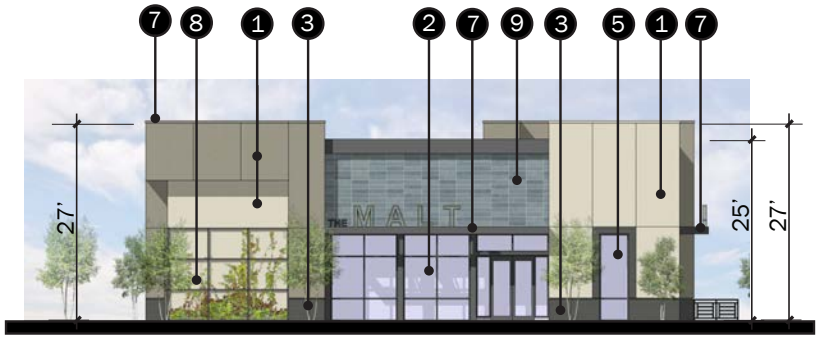
NORTH WEST ELEVATION & PARTIAL PLAN
SCALE: 1/8" = 1'-0"



SOUTH WEST ELEVATION
SCALE: 1/8" = 1'-0"

MATERIAL LEGEND

1. PLASTER
2. STOREFRONT
3. BRICK VENEER
4. FIBER CEMENT SIDING
5. GLAZING
6. METAL COPING
7. METAL CANOPY
8. GREEN SCREEN
9. TILE



SOUTH EAST ELEVATION
SCALE: 1/8" = 1'-0"

NORTH EAST ELEVATION
SCALE: 1/8" = 1'-0"

Source: DLR Group, February 3, 2023.

FIGURE 3-9: Visual Renderings
The Oasis at Glen Helen Parkway

Not to scale

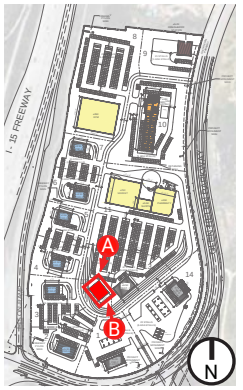
Kimley»Horn

RESTAURANT PAD

VIEW A

VIEW B

KEY PLAN



Source: DLR Group, February 3, 2023.

FIGURE 3-9: Visual Renderings
The Oasis at Glen Helen Parkway

Not to scale

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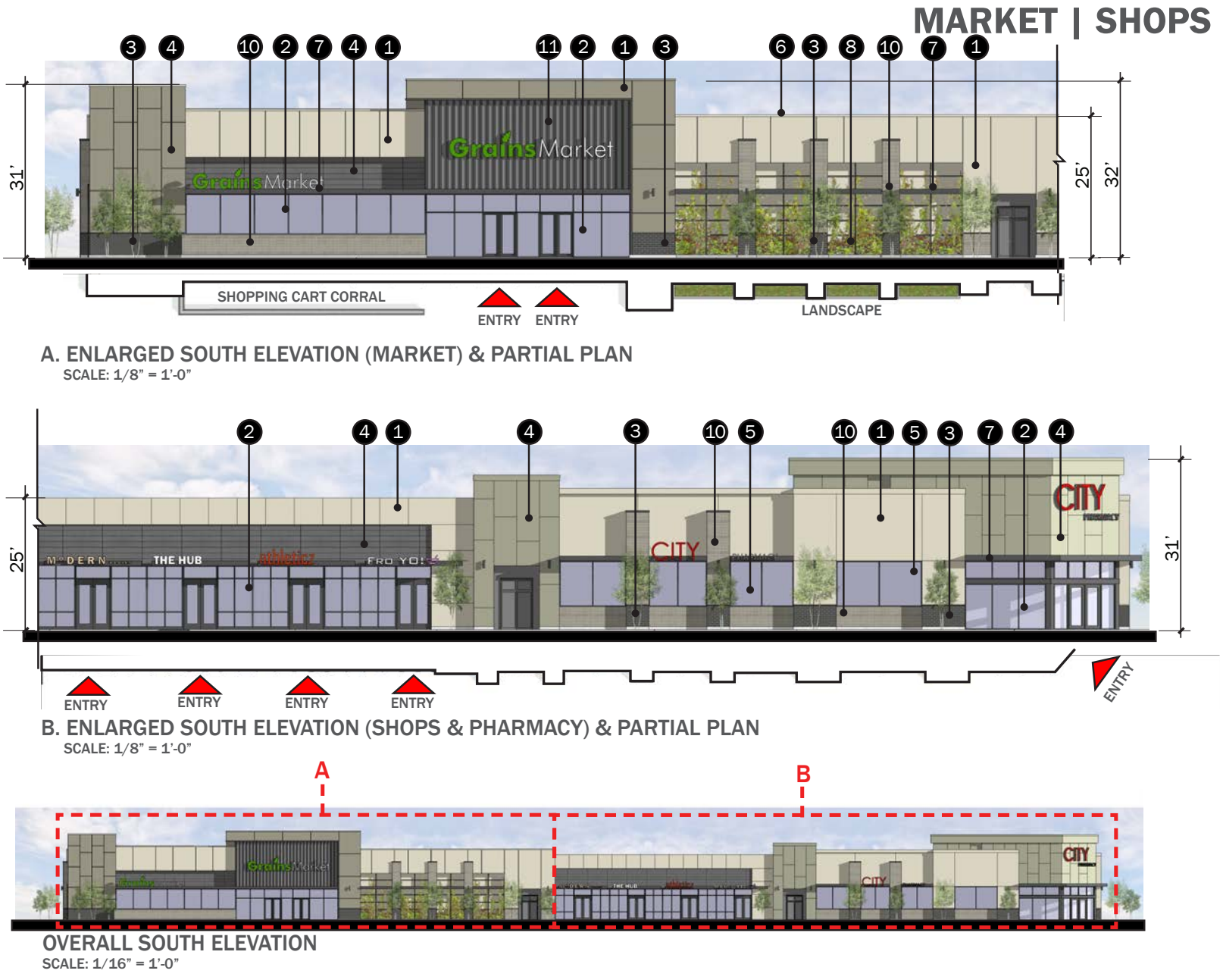


Source: DLR Group, February 3, 2023.

FIGURE 3-9: Visual Renderings
The Oasis at Glen Helen Parkway

Not to scale

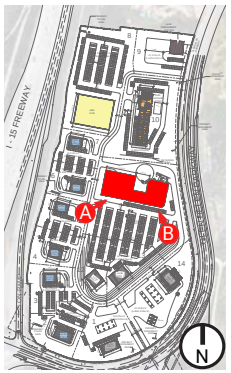
Kimley»Horn

MARKET | SHOPS | PHARMACY

VIEW A

VIEW B

KEY PLAN

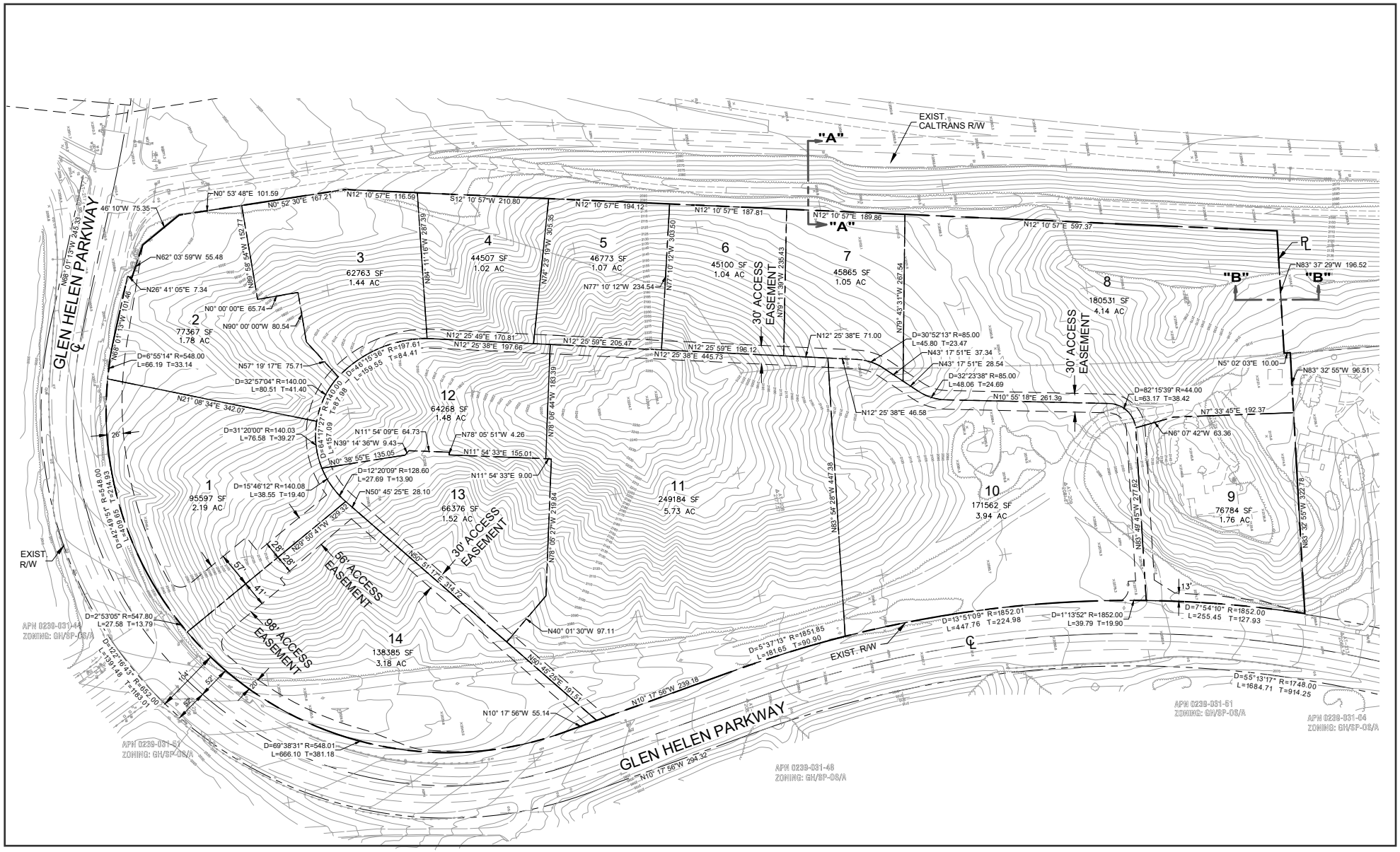


Source: DLR Group, February 3, 2023.

FIGURE 3-9: Visual Renderings
The Oasis at Glen Helen Parkway

Not to scale

Kimley»Horn

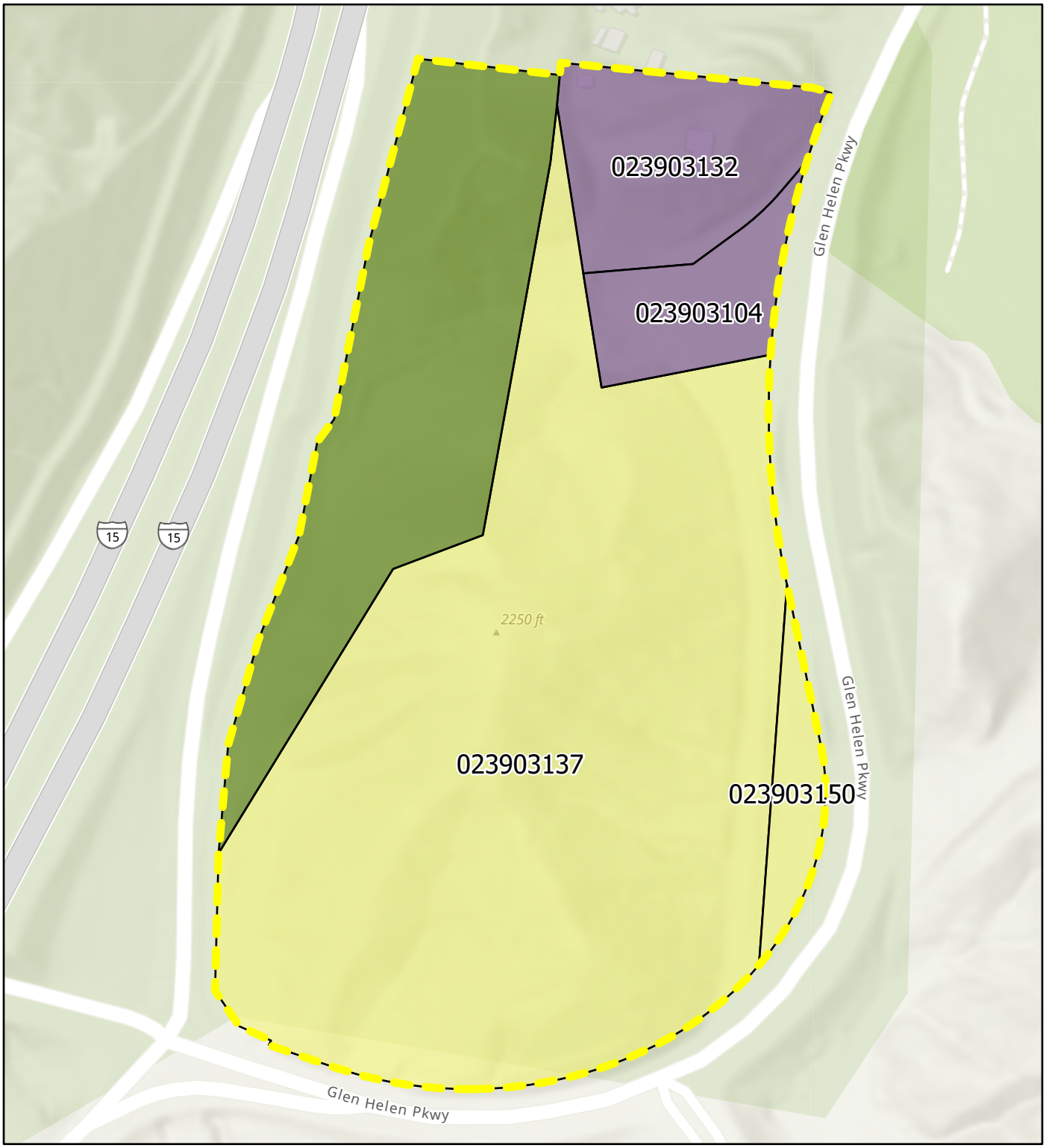


Source: Christiansen and Company, October 15, 2023.

FIGURE 3-10: Tentative Parcel Map
The Oasis at Glen Helen Parkway

Not to scale

Kimley»Horn

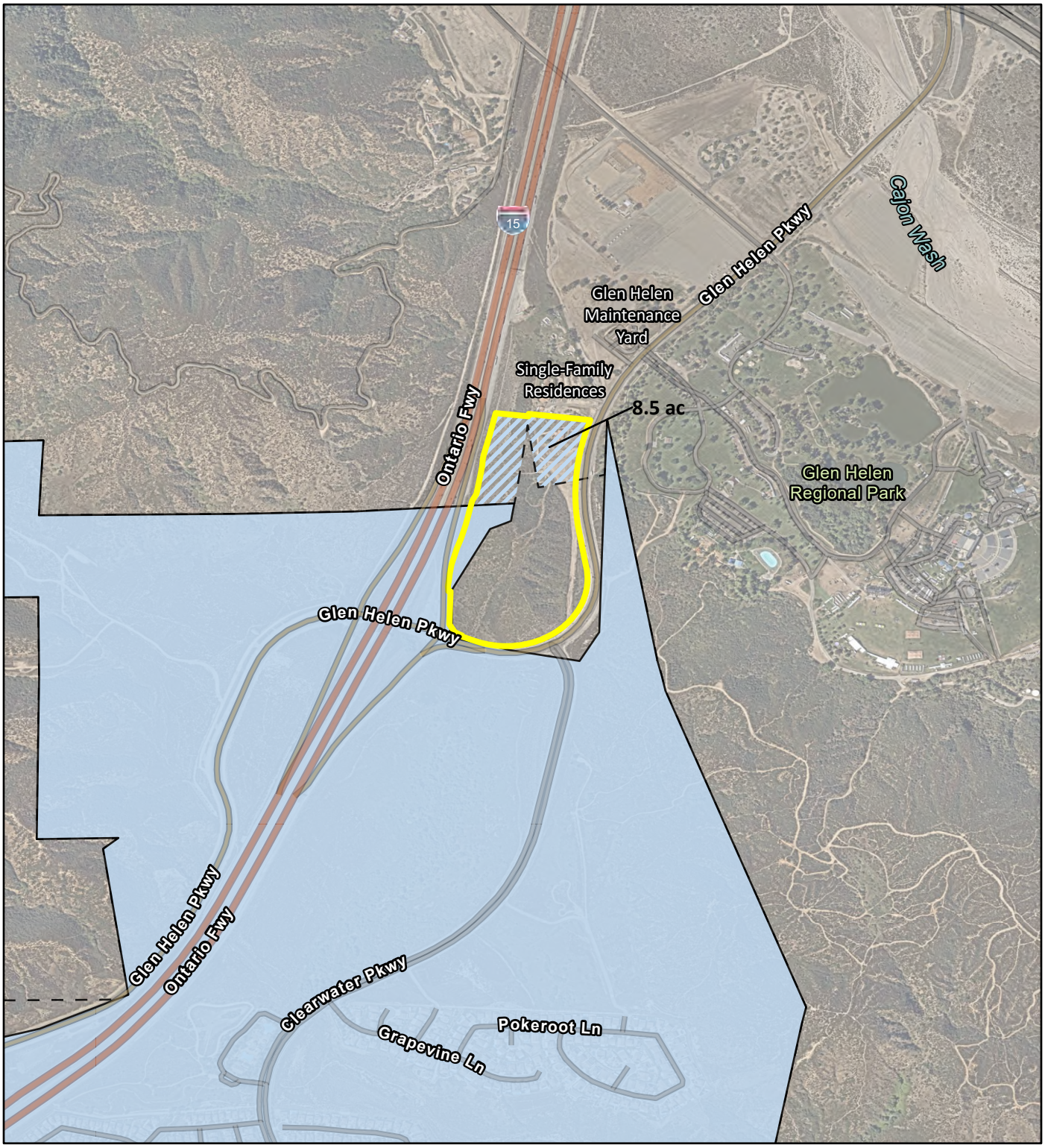


Source: County of San Bernardino, 2023.

Figure 3-11: Project Parcel Map
The Oasis at Glen Helen Parkway

Not to scale

Kimley»Horn



Legend

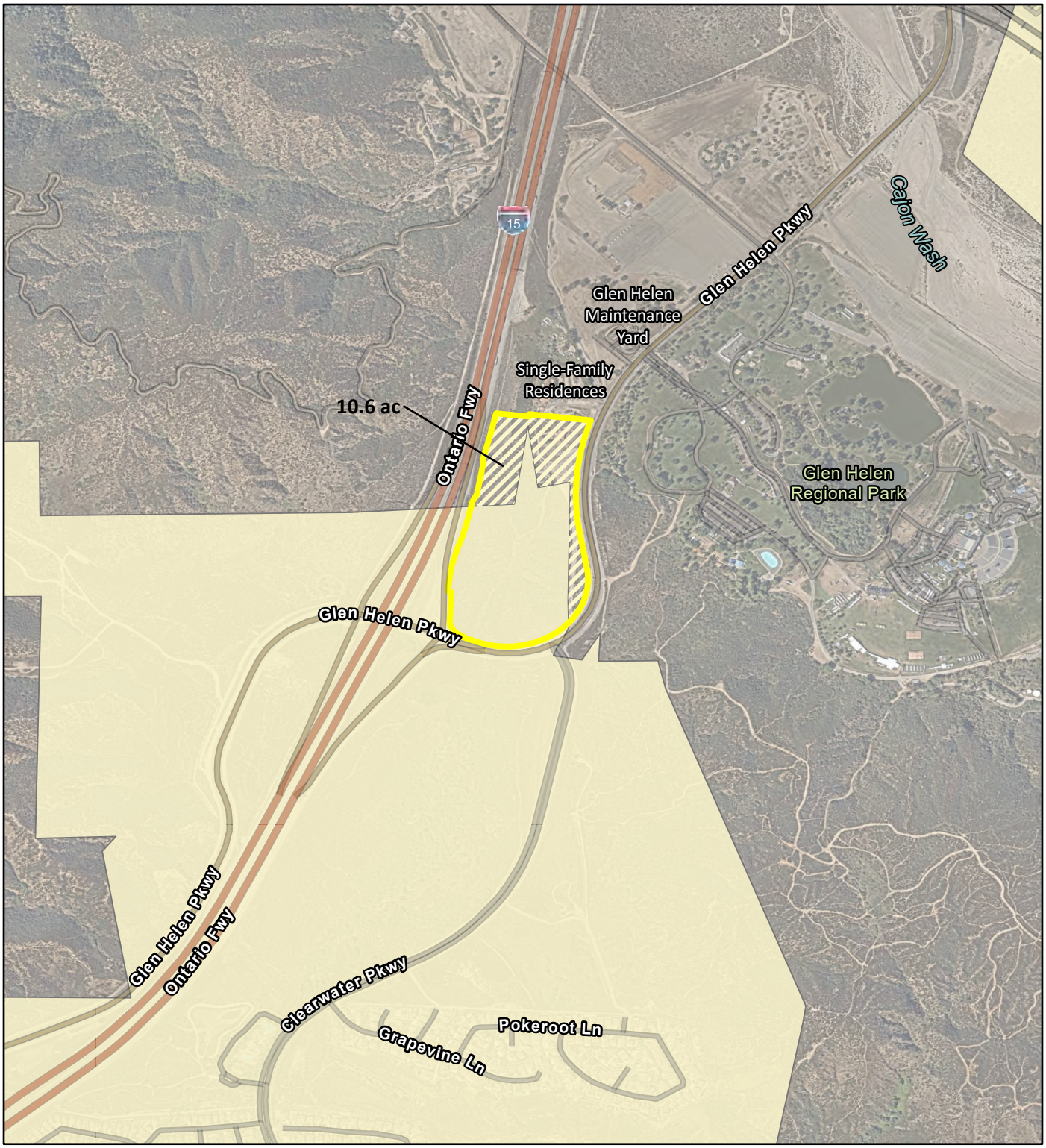
- Project Site
- West Valley Water District
- West Valley Water District Sphere
- Annexation Area (8.5 acres)

Sources: Local Agency Formation Commission, 10/14/2020 [West Valley Water District Boundaries Dataset]; Nearmap, 2023 [Aerial Imagery].

Figure 3-12: West Valley Water District Boundaries
The Oasis at Glen Helen Parkway

Not to scale

Kimley»Horn



Legend

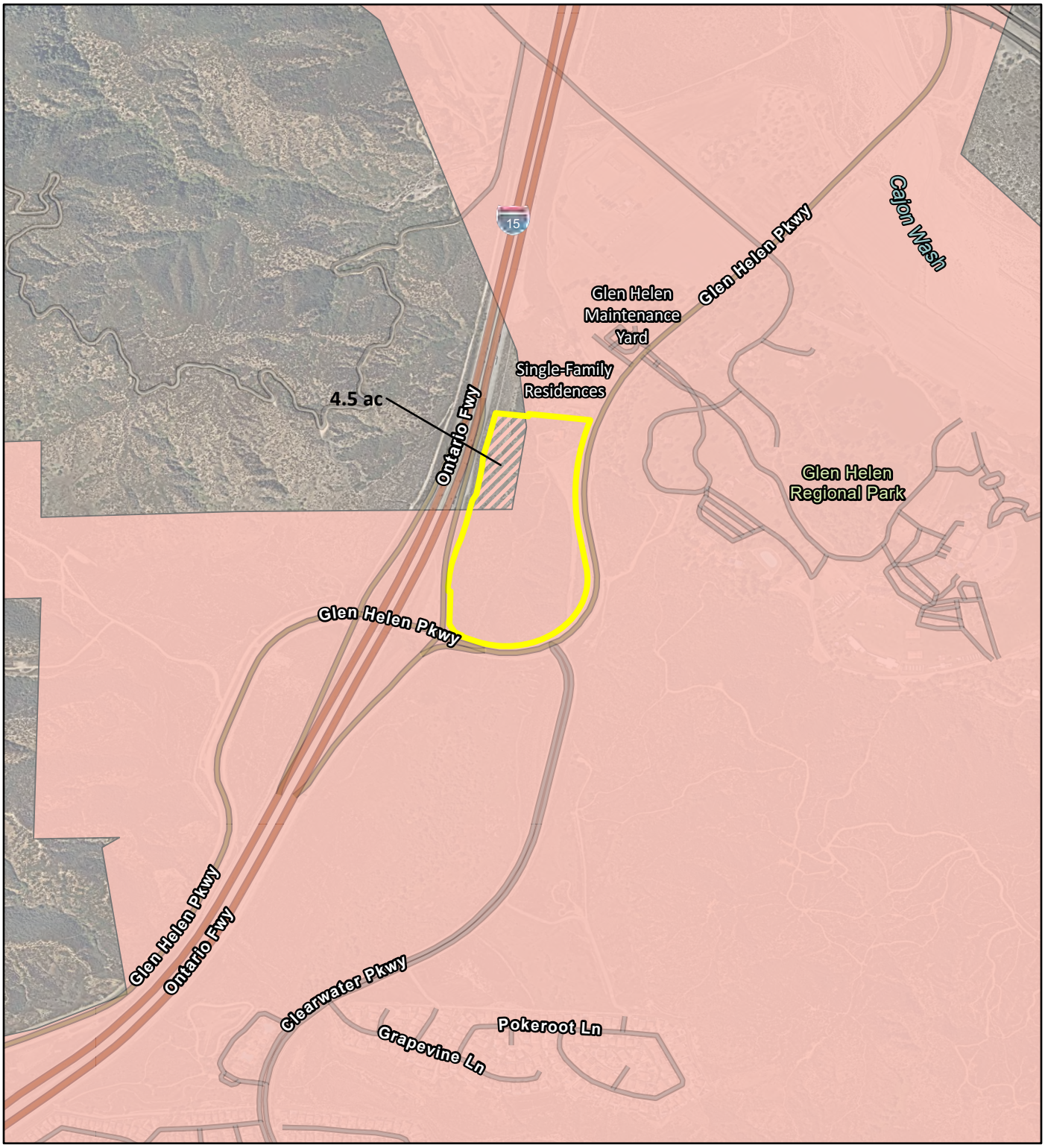
- Project Site
- City of Rialto Sphere of Influence (SOI)
- SOI Amendment Area (10.6 acres)

Sources: County of San Bernardino, 11/8/2021 [City Spheres of Influence Dataset]; Nearmap, 2023 [Aerial Imagery].

Figure 3-13: City of Rialto Sphere of Influence
The Oasis at Glen Helen Parkway

Not to scale

Kimley»Horn



Legend

- Project Site
- County Service Area 70 Glen Helen
- Annexation Area (4.5 acres)

Sources: Local Agency Formation Commission, 11/7/2023 [County Service Area Dataset]; Nearmap, 2023 [Aerial Imagery].

Figure 3-14: County Service Area 70 Glen Helen
The Oasis at Glen Helen Parkway

Not to scale

Kimley»Horn

4.0

Environmental Impact Analysis

Kimley»Horn

4.0 ENVIRONMENTAL IMPACT ANALYSIS

Organized by environmental resource category, **Section 4.0: Environmental Impact Analysis**, provides an integrated discussion of the affected environment, including regulatory and environmental settings and environmental impacts and mitigation measures, which reduce or avoid potentially significant impacts associated with implementation of the Project.

Additional analysis and other required chapters under the California Environmental Quality Act (CEQA) are provided in **Section 5.0: Other CEQA Considerations**, which discusses mandatory findings of significance and other required CEQA topics, **Section 6.0: Alternatives**, which describes and discusses the impacts associated with four alternatives to the Project, and **Section 7.0: Effects Found Not to Be Significant**.

4.0.1 Approach to Environmental Analysis

The environmental setting, impacts, and mitigation measures related to these subsequent environmental impact areas are described in **Sections 4.1** through **4.6**. **Section 4.0** is organized into the following environmental topic areas:

- Section 4.1 Air Quality
- Section 4.2 Biological Resources
- Section 4.3 Cultural and Tribal Cultural Resources
- Section 4.4 Greenhouse Gas Emissions
- Section 4.5 Noise
- Section 4.6 Transportation

Each potentially significant environmental issue area is addressed in a separate EIR Section (4.1 through 4.6) and is organized into the following subsections:

- "**Introduction**" introduces the environmental resource topic discussed in each of the resource sections.
- "**Environmental Setting**" provides an overview of the existing physical environmental conditions in the study area that could be affected by implementation of the Project (i.e., the "affected environment").
- "**Regulatory Setting**" identifies the plans, policies, laws, and regulations that are relevant to each resource area and describes permits and other approvals necessary to implement the Project. As noted above, the EIR needs to address possible conflicts between the Project and the requirements of federal, state, regional, or local agencies, including consistency with adopted land use plans, policies, or other regulations for the area. Therefore, this subsection summarizes or lists the potentially relevant policies and objectives, such as from the applicable County of San Bernardino (County) General Plan (Countywide Plan) and County Code of Ordinances.

- "**Impact Thresholds and Significance Criteria**" provides the criteria used in this document to define the level at which an impact would be considered significant in accordance with CEQA. Significance criteria used in this EIR are based on the checklist presented in Appendix G of the State CEQA Guidelines, factual or scientific information and data, and regulatory standards of federal, state, and local agencies.
- "**Impacts and Mitigation Measures**" are listed numerically and sequentially throughout each section. A bold font impact statement precedes the discussion of each impact and provides a summary of each impact and its level of significance. The discussion that follows the impact statement includes the analysis on which a conclusion is based regarding the level of impact and its effect pursuant to local, state, and federal regulations and laws. Compliance with existing regulations and laws are not identified as mitigation measures.
- "**Cumulative Impacts**" identifies potential environmental impacts of past, present, and reasonably foreseeable future projects, in combination with the Project.
- "**Significant Unavoidable Impacts**" identifies environmental impacts that would remain significant even with implementation of feasible mitigation measures.
- "**References**" relied upon to write the EIR sections are listed here.

"Mitigation Measures" are recommended where feasible to avoid, minimize, offset, or otherwise compensate for significant and potentially significant impacts of the Project, in accordance with CEQA Guidelines Section 15126.4. Each impact is analyzed in light of the GHSP EIR mitigation measures that are applicable to the Project and the 2020 Addendum mitigation measures that are applicable to the Project and where appropriate, each such impact is also mitigated by Project mitigation measures. For example, Project mitigation measures in **Section 4.1: Air Quality**, are numbered **MM AQ-1**, **MM AQ-2**, **MM AQ-3**, and so on. GHSP EIR Air Quality mitigation measures are numbered 4.6-1, 4.6-2, etc. Addendum EIR mitigation measures use similar nomenclature. Pursuant to CEQA, the EIR also provides a brief discussion of the potentially significant impacts of a given mitigation measure, if applicable.

The level of impact of the Project is determined by comparing proposed changes associated with the Project as compared to baseline conditions, in light of the thresholds of significance identified in the EIR. Under CEQA, the existing environmental setting normally represents baseline conditions against which impacts are compared to determine significance. The environmental baseline is typically set as the date of Notice of Preparation (NOP) publication, here, June 14, 2023.

Further, CEQA Guidelines Section 15125: Environmental Setting states:

a) An EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to provide an understanding of the significant effects of the proposed project and its alternatives. The purpose of this requirement is to give the public and decision-makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.

1) Generally, the lead agency should describe physical environmental conditions as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. In addition, a lead agency may also use baselines consisting of both existing conditions and projected future conditions that are supported by reliable projections based on substantial evidence in the record.

Project component-specific analyses are conducted to evaluate each potential impact on the existing environment. This assessment also specifies why impacts are found to be significant, potentially significant, or less than significant, or why there is no environmental impact.

CEQA Guidelines Section 15382 and Public Resources Code (PRC) Section 21068 define a significant effect on the environment as a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is "significant." A potentially significant effect is one that, if it were to occur, would be considered a significant impact; however, the occurrence of the impact is uncertain. PRC Section 21100(b)(3) states that mitigation measures proposed to minimize significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy, shall be included in the EIR. Subsection (d) of PRC Section 21100 adds that for the purposes of this section (PRC Section 21100), any significant effect on the environment shall be limited to substantial, or potentially substantial, adverse changes in physical conditions which exist within the area as defined in PRC Section 21060.5. Therefore, a "potentially significant" effect and "significant" effect are treated the same under CEQA in terms of procedural requirements and the need to identify feasible mitigation.

An EIR must describe feasible mitigation measures that could minimize or avoid a project's potentially significant environmental impacts. (CEQA Guidelines Section 15126.4(a)(1)). CEQA Guidelines Section 15364 and PRC Section 21061.1 state that "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors. A "less than significant" impact is one that would not result in a substantial adverse change in the physical environment (applicable significance thresholds would not be exceeded in consideration of PDFs and existing laws, ordinances, standards, or regulations).

Both direct and indirect effects of the Project are evaluated for each environmental resource area (CEQA Guidelines Section 15126.2 and PRC Section 21065.3). Direct effects are those that are caused by the Project and occur at the same time and place. Indirect effects are reasonably foreseeable consequences that may occur at a later time or at a distance that is removed from the Project area, such

as growth-inducing effects and other effects related to changes in land use patterns, population density, or growth rate, and related effects on the physical environment.

Cumulative impacts are discussed below and throughout **Section 4.0**, at the end of each individual resource section.

Mitigation measures do not need to be proposed when there is no impact, or the impact is determined to be "less than significant" prior to mitigation (CEQA Guidelines Section 15126.4(a)(3)). Where sufficient feasible mitigation is not available to reduce impacts to a less than significant level, the impacts are identified as remaining "significant and unavoidable."

4.0.2 Cumulative Impact Methodology

In addition to the Project-specific impacts, the environmental analysis within this EIR identifies the potential environmental effects associated with cumulative development in accordance with CEQA Guidelines Section 15130, which requires an EIR to analyze the cumulative impacts of the Project in conjunction with other developments that affect or could affect the Project area. Furthermore, CEQA requires that the cumulative impacts analysis must identify the level of significance of each impact and their likelihood of occurring. However, the discussion does not need to be as extensive as the discussion of the environmental impacts attributable to the Project. In accordance with CEQA Guidelines Section 15355:

> *"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

CEQA Guidelines Section 15130(a)(1) also states that a "cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." If the combined cumulative impact is not significant, CEQA Guidelines Section 15130(a)(2) requires a brief discussion indicating why the cumulative impact is not significant and why it is not discussed in further detail. CEQA Guidelines Section 15130(a)(3) requires a supporting analysis be included in the EIR if the Project's contribution results in a significant cumulative impact that is rendered less than cumulatively considerable and, therefore, is not significant. Furthermore, CEQA recognizes that the analysis of cumulative impacts need not provide as great detail as is provided for the effects attributable to the project alone, and the discussion should "be guided by the standards of practicality and reasonableness" (CEQA Guidelines Section 15130(b)). The discussion of cumulative impacts within this EIR focuses on whether the impacts of the Project are cumulatively considerable.

For purposes of this SEIR, the Project would cause a cumulatively considerable and therefore significant cumulative impact if:

- The cumulative effects of other past, current, and probable future projects without the Project are not significant and the Project's incremental impact is substantial enough, when added to the cumulative effects, to result in a significant impact.
- The cumulative effects of other past, current, and probable future projects without the Project are already significant and the Project would result in a cumulatively considerable contribution to the already significant effect. The standards used herein to determine whether the contribution is cumulatively considerable include the existing baseline environmental conditions, and whether the Project would cause a substantial increase in impacts, or otherwise exceed an established threshold of significance.

The approach and geographic scope of the cumulative impact evaluation vary depending on the environmental topic area being analyzed. The individual "Cumulative Impacts" subsections within each environmental topic present cumulative impacts analysis and mitigation measures, as applicable, for each environmental impact area. Each section of this SEIR begins with a summary of the approach and the geographic area relevant to that environmental topic area. For the environmental topic areas, the list approach is used to analyze cumulative impacts. The list of potentially relevant projects as well as methodology and relevant planning documents are discussed in each impact section's discussion of "Cumulative Impacts."

The cumulative analysis must be in sufficient detail to be useful to the decision-maker in deciding whether, or how, to alter the Project to lessen any cumulative impacts. **Table 4-1: Cumulative Projects List** provides a list of projects that were used in assessing the potential for cumulative impacts from the Project. Most of the projects included in the cumulative analysis have undergone, are undergoing, or will be required to undergo, their own independent environmental review under CEQA. Significant adverse impacts of the cumulative projects would be required to be reduced, avoided, or minimized through the application and implementation of mitigation measures applicable to those separate projects. The net effect of these mitigation measures is assumed to be a general lessening of contribution to cumulative impacts. This discussion, found at the end of each impact section, provides an analysis of overall cumulative effects of the Project taken together with other past, present, and reasonably foreseeable probable future projects.

Project Approach

There are two commonly used approaches, or methodologies, for establishing the cumulative impact setting or scenario. One approach is to use a "list of past, present, and probable future projects producing related or cumulative impacts including, if necessary, those project outside the control of the agency, …" (CEQA Guidelines Section 15130(b)(1)(A)). The other is to use a "summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect" (CEQA Guidelines Section 15130(b)(1)(B)).

This SEIR uses the list-based approach to provide a tangible understanding and context for analyzing the cumulative effects of the Project. **Table 4-1: Cumulative Projects List**, provides information pertaining to relevant projects within the County that are in the vicinity of the Project site. The Countywide Plan and

other planning documents (such as the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy Program EIR) were used as additional reference points in establishing the cumulative scenario for the analysis. Taken together, the projects identified in **Table 4-1** provide context as to the nature of potential cumulative projects, and the previous CEQA documents provide further context as to cumulative impacts considered for prior projects. The intent of the cumulative impact discussions is to provide sufficient information to inform decision-makers and the public, rather than "tiering" off of prior CEQA documents for cumulative impacts.

Geographic Scope

With respect to this SEIR analysis, cumulative effects can generally be geographically classified as localized, site-specific resource issues, regional, watershed level resource issues, and global resource issues. At the localized, site-specific resource scale, the Project's cumulative impacts have been analyzed for the following resource topics:

- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Greenhouse Gas Emissions
- Noise
- Transportation

Cumulative impact discussions are included in each environmental resource area analyses (SEIR **Sections 4.1 - 4.6**). Cumulative impacts are assessed based on the associated projects' geographic location in relation to the Project as well as any environmental effects which may aggregate into a larger combined impact. The analysis of cumulative effects considers a number of variables, including geographic (spatial) limits, time (temporal) limits, and the characteristics of the resource being evaluated. The geographic scope of each analysis is based on the topography surrounding the Project site and the natural boundaries of the resource affected, rather than jurisdictional boundaries. The geographic scope of cumulative effects will often extend beyond the scope of the direct effects, but not beyond the scope of the direct and indirect effects of the proposed project, except for greenhouse gas (GHG) emissions. The geographic extent of climate change and GHG emissions cumulative impact discussion is worldwide. This SEIR addresses the Project's potentially significant impacts, recommends Project-specific mitigation measures, and then also identifies existing or recommended measures to address potential cumulative impacts.

Types of Projects Considered

The following project summaries represent past, present, and probable future projects that could result in cumulative impacts when combined with the Project. Related projects and other possible development in the Project area determined as having the potential to interact with the Project to the extent that a significant cumulative effect may occur are outlined in **Table 4-1**.

The following **Table 4-1** presents the list and location of projects that have been identified in the County and adjacent communities:

Table 4-1: Cumulative Projects List

Project #	APN	Description	Address
PROJ-2019-00015	0349-173-26	Proposed restaurant: Tony's Diner (2,500 SF of high turnover sit-down restaurant)	18355 Cajon Court Devore, CA 92407
PROJ-2021-00148	0239-031-52	175 Single Family Dwelling Units	Near the northeast corner of Clearwater Parkway and Rosena Ranch Road. City of San Bernardino, CA 92407
PROJ-2020-00229	0348-142-19, 0348-142-18	A pallet manufacturing yard	19042 Cajon Boulevard Devore, CA 92407
PROJ-2020-00232	0261-111-08	Proposed pallet manufacturing operation on a 1.09-acre site	19346 Kendall Drive San Bernardino County, CA 92407
PROJ-2021-00001	0261-161-16, 0261-161-15	Truck terminal	19672 Kendall Drive San Bernardino County, CA 92407
PROJ-2021-00005	0348-141-01, 0348-141-02, 0348-141-03	Truck terminal with office and 2,400 SF ancillary truck repairs (not open to the general public), and to demolish three (3) existing buildings	18828 Cajon Boulevard Devore, CA 92407
PROJ-2021-00066	0262-021-13, 0262-021-09	Routh 66 Truck Parking and Cargo Terminal: truck parking and cargo terminal, and a 28,680 SF shipping terminal facility in two (2) phases	19472 Cajon Boulevard San Bernardino County, CA 92407
PROJ-2022-00019	0262-021-14	Truck trailer storage yard with 211 truck parking spaces and a 1,718 SF office building on a 10-acre parcel	19407 Cajon Boulevard San Bernardino County, CA 92407
PROJ-2022-00024	0239-311-02, 0239-311-03	Apiculture Facility comprised of two (2) 15,000 SF single story concrete tilt-up buildings for honey and bee production storage located on 10-acres within the rural living designation and land use zoning district	3112 Lytle Creek Road Fontana, CA 92335
PTUP-2020-00004	0348-132-31	Interim truck dispatching/parking on a 1.67-acre site	18720 Cajon Boulevard Devore, CA 92407
PTUP-2022-00046	0349-201-24	Freedom Acres (12.2-acre site) truck parking on Glen Helen Road. Parking includes four (4) passenger car spaces and 625 trailer spaces	Glen Helen Road, Unincorporated San Bernardino County
PTUP-2022-00017	0349-191-20	Truck parking on Glen Helen Road. Parking includes two (2) passenger car spaces and 520 trailer spaces on 14.45 acres	Glen Helen Road, Unincorporated San Bernardino County
PROJ-2022-00213	0349-182-11	Gas station with six (6) fueling position, 2,000 SF of convenience store, and 1,000 SF of quick serve rest	Located at southeast corner Glen Helen Parkway and Cajon Boulevard, San Bernardino County, CA 92407
PROJ-2021-00091	0349-169-09	Gas station with eight (8) fueling position, 3,8000 SF of convenience store, and 2,000 SF of quick serve rest	Located at northeast corner of Glen Helen Parkway and Cajon Boulevard, San Bernardino County, CA 92407

Source: David Evans and Associates Inc. April 2023. *Cumulative Development Project Descriptions and Estimated Trip Generation.* (**Appendix H**).
Source: GIS at the City of San Bernardino. Retrieved from: https://experience.arcgis.com/experience/a5ccda2981cf4698b0a1370b0f4c30e2/page/General-Information/. (accessed May 2023).

4.1
Air Quality

4.1 AIR QUALITY

4.1.1 Introduction

This section of the Administrative Draft Environmental Impact Report (EIR) discusses potential air quality impacts associated with development and implementation of The Oasis at Glen Helen Parkway Project (Project). The current conditions were observed as the baseline for the analysis and were compared to the potential effects anticipated for the Project. The ambient air quality of the local and regional area is described, along with relevant federal, state, and local air pollutant regulations. An Air Quality Assessment was completed for the Project and evaluated the potential construction and operational emissions associated with the Project and to determine the level of impact the Project would have on the environment. A comparative analysis was completed and analyzed whether the Project would result in any new or substantially more severe significant environmental impacts as compared to the conclusions discussed in the certified Final Program Environmental Impact Report (FEIR) for the Glen Helen Specific Plan (GHSP) (State Clearinghouse [SCH] #2000011093), certified November 15, 2005 (Previously Approved Project) and amended December 2020. The Air Quality Assessment for the Project is provided in **Appendix B: Air Quality Assessment**.

4.1.2 Environmental Setting

Climate and Meteorology

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The Project is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains forming the remainder of the perimeter.[1] Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific Ocean. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

[1] South Coast Air Quality Management District. 1993. *CEQA Air Quality Handbook.*

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the presence of a shallow marine layer. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind patterns across the SCAB are characterized by westerly or southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer months than during the rainy winter months. Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are the marine inversion and the radiation inversion. The height of the base of the inversion at any given time is called the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality for the SCAB in the summer and generally good air quality in the winter.

Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by state and federal laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_X), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead are primary air pollutants. Of these, CO, NO_X, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. ROG and NO_X are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O_3) is formed by a chemical reaction between ROG and NO_X in the presence of sunlight, specifically ultraviolet light. O_3 and nitrogen dioxide (NO_2) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in **Table 4.1-1: Air Contaminants and Associated Public Health Concerns**.

Table 4.1-1: Air Contaminants and Associated Public Health Concerns

Pollutant	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM_{10} and $PM_{2.5}$)	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O_3)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC)[1] and nitrogen oxides (NO_X) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO_2)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O_3. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.

[1] Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).

Source: California Air Pollution Control Officers Association (CAPCOA). ND. *Health Effects.* https://ww2.arb.ca.gov/health-effects-air-pollution (accessed August 2023).

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e., chronic, carcinogenic or cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

CARB identified diesel particulate matter (DPM) as a TAC. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. Some of these compounds include arsenic, benzene, formaldehyde, and nickel. CARB estimates that about 70 percent of the cancer risk that the average Californian faces from breathing TACs stems from diesel exhaust particles. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing levels of ambient air quality, historical trends, and projections near the Project are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the SCAB that maintains air quality monitoring stations which process ambient air quality measurements.

Pollutants of concern in the SCAB include O_3, PM_{10}, and $PM_{2.5}$. The closest air monitoring station to the Project that monitors ambient concentrations of these pollutants is the Crestline Monitoring Station (located approximately 8.2 miles to the northeast).[2] Local air quality data from 2019 to 2021 are provided in **Table 4.1-2: Ambient Air Quality Data**, which lists the monitored maximum concentrations and number of exceedances of state or federal air quality standards for each year.

[2] California Air Resources Board. 2022. *Air Monitoring Sites – Interactive Map*. Retrieved from https://ww2.arb.ca.gov/applications/air-monitoring-sites-interactive-map (accessed June 2023).

Table 4.1-2: Ambient Air Quality Data

Criteria Pollutant	2019	2020	2021
Ozone (O_3) [1]			
1-hour Maximum Concentration (ppm)	0.129	0.159	0.148
8-hour Maximum Concentration (ppm)	0.112	0.127	0.112
Number of Days Standard Exceeded			
CAAQS 1-hour (>0.09 ppm)	53	69	65
NAAQS 8-hour (>0.070 ppm)	99	118	110
Carbon Monoxide (CO) [1]			
1-hour Maximum Concentration (ppm)	1.29	1.907	1.966
Number of Days Standard Exceeded			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO_2) [2]			
1-hour Maximum Concentration (ppm)	0.0761	0.0664	0.0672
Number of Days Standard Exceeded			
NAAQS 1-hour (>0.100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM_{10}) [1]			
National 24-hour Maximum Concentration	38.6	51.8	33.4
State 24-hour Maximum Concentration	32.6	43.8	28.2
State Annual Average Concentration (CAAQS=20 µg/m^3)	15.9	19.2	16.4
Number of Days Standard Exceeded			
NAAQS 24-hour (>150 µg/m^3)	0	0	0
CAAQS 24-hour (>50 µg/m^3)	0	0	0
Particulate Matter Less Than 2.5 Microns ($PM_{2.5}$) [1]			
National 24-hour Maximum Concentration	*	*	*
State 24-hour Maximum Concentration	21.2	43.6	24.8
Number of Days Standard Exceeded			
NAAQS 24-hour (>35 µg/m^3)	*	*	*

Notes:
NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million.
µg/m^3 = micrograms per cubic meter; – = not measured; * = insufficient data
[1] Measurements taken at the Crestline Monitoring Station at 24171 Lake Drive, Crestline, California 92325 (CARB# 36181)
[2] Measurements taken at the Fontana-Arrow Highway Monitoring Station at 14360 Arrow Boulevard, Fontana, California 92335 (CARB# 36197)

Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqdselect.php).

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Land uses surrounding the Project site consist of Glen Helen Parkway to the south and east, I-15 to the west, and residential to the north. The nearest sensitive receptor is a single-family residence to the north and Glen Helen Regional Park to the east across Glen Helen Parkway. Sensitive land uses nearest to the Project are shown in **Table 4.1-3: Sensitive Receptors**.

Table 4.1-3: Sensitive Receptors

Receptor Description	Distance and Direction from the Project
Single-Family Residence	80 feet north
Glen Helen Regional Park	200 feet east
Source: Google Earth, 2023.	

4.1.3 Regulatory Setting

Federal

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the United States Environmental Protection Agency (U.S. EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including O_3, NO_2, CO, SO_2, PM_{10}, PM.5, and Pb. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan (SIP) to demonstrate how it would attain the NAAQS within the federally imposed deadlines.

The U.S. EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the U.S. EPA is required to develop a federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. Applicable NAAQS are summarized in **Table 4.1-4: State and Federal Ambient Air Quality Standards**, below.

Federal Emissions Standards for On-Road Trucks

To reduce emissions from on-road, heavy-duty diesel trucks, the U.S. EPA established a series of increasingly strict emission standards for new engines, starting in 1988. The U.S. EPA promulgated the final and cleanest standards with the 2007 Heavy-Duty Highway Rule. The PM emission standard of 0.01 gram per horsepower-hour (g/hp-hr) is required for new vehicles beginning with model year 2007. Also, the NO_X and nonmethane hydrocarbon (NMHC) standards of 0.20 g/hp-hr and 0.14 g/hp-hr, respectively, were phased in together between 2007 and 2010 on a percent of sales basis: 50 percent from 2007 to 2009 and 100 percent in 2010.

Emissions Standards for Off-road Diesel Engines

To reduce emissions from off-road diesel equipment, the U.S. EPA established a series of cleaner emission standards for new off-road diesel engines. Tier 1 standards were phased in from 1996 to 2000 (year of manufacture), depending on the engine horsepower category. Tier 2 standards were phased in from 2001 to 2006. Tier 3 standards were phased in from 2006 to 2008. Tier 4 standards, which generally require add-on emission control equipment to attain them, were phased in from 2008 to 2015.

State

California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in **Table 4.1-4**, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.

The California Clean Air Act (CCAA) requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the SIP for meeting federal clean air standards for the State of California. Like the U.S. EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a State standard, and are not used as a basis for designating areas as nonattainment. The applicable State standards are summarized in **Table 4.1-4**.

Table 4.1-4: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards[1]	Federal Standards[2]
Ozone (O_3) [2, 5, 7]	8 Hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)
	1 Hour	0.09 ppm (180 µg/m^3)	NA
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m^3)	0.100 ppm (188 µg/m^3)[11]
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)
Sulfur Dioxide (SO_2) [8]	24 Hour	0.04 ppm (105 µg/m^3)	0.14 ppm (365 µg/m^3)
	1 Hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m^3)
Particulate Matter (PM_{10}) [1, 3, 6]	24-Hour	50 µg/m^3	150 µg/m^3
	Annual Arithmetic Mean	20 µg/m^3	NA
Fine Particulate Matter ($PM_{2.5}$) [3, 4, 6, 9]	24-Hour	NA	35 µg/m^3
	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3
Sulfates (SO_{4-2})	24 Hour	25 µg/m^3	NA
Lead (Pb) [10, 11]	30-Day Average	1.5 µg/m^3	NA
	Calendar Quarter	NA	1.5 µg/m^3
	Rolling 3-Month Average	NA	0.15 µg/m^3
Hydrogen Sulfide (H_2S)	1 Hour	0.03 ppm (42 µg/m^3)	NA
Vinyl Chloride (C_2H_3Cl) [10]	24 Hour	0.01 ppm (26 µg/m^3)	NA

Notes:
ppm = parts per million; µg/m^3 = micrograms per cubic meter; mg/m^3 = milligrams per cubic meter; – = no information available.

[1] California standards for O_3, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM_{10}, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for lead and the PM_{10} annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.

Pollutant	Averaging Time	State Standards[1]	Federal Standards[2]

[2] National standards shown are the "primary standards" designed to protect public health. National standards other than for O_3, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O_3 standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour O_3 standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM_{10} standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m_3. The 24-hour $PM_{2.5}$ standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m^3.

[3] Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM_{10} is met if the 3-year average falls below the standard at every site. The annual $PM_{2.5}$ standard is met if the 3-year average of annual averages spatially averaged across officially designed clusters of sites falls below the standard. NAAQS are set by the U.S. EPA at levels determined to be protective of public health with an adequate margin of safety.

[4] On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O_3 concentration per year, averaged over three years, is equal to or less than 0.070 ppm. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O_3 level in the area.

[5] The national 1-hour O_3 standard was revoked by the U.S. EPA on June 15, 2005.

[6] In June 2002, CARB established new annual standards for $PM_{2.5}$ and PM_{10}.

[7] The 8-hour California O_3 standard was approved by the CARB on April 28, 2005, and became effective on May 17, 2006.

[8] On June 2, 2010, the U.S. EPA established a new 1-hour SO_2 standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO_2 NAAQS however must continue to be used until one year following U.S. EPA initial designations of the new 1-hour SO_2 NAAQS.

[9] In December 2012, U.S. EPA strengthened the annual $PM_{2.5}$ NAAQS from 15.0 to 12.0 µg/m^3. In December 2014, the U.S. EPA issued final area designations for the 2012 primary annual $PM_{2.5}$ NAAQS. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015.

[10] CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined.

[11] National lead standards, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.

Sources: South Coast Air Quality Management District. 2022. *Air Quality Management Plan*; California Air Resources Board. 2022. *Ambient Air Quality Standards*.

Diesel Risk Reduction Plan

The identification of DPM as a TAC in 1998 led CARB to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (DRRP) in October 2000. The DRRP's goals include an 85 percent reduction in DPM by 2020 from the 2000 baseline. CARB estimates that emissions of DPM in 2035 will be less than half those in 2010, further reducing statewide cancer risk and non-cancer health effects. The DRRP includes regulations to establish cleaner new diesel engines, cleaner in-use diesel engines (retrofits), and cleaner diesel fuel.

Truck and Bus Regulation Reducing Emissions from Existing Diesel Vehicles

On December 12, 2008, CARB approved the Truck and Bus Regulation to significantly reduce particulate matter (PM) and oxides of nitrogen (NO_X) emissions from existing diesel vehicles operating in California. The regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Heavier trucks must be retrofitted with PM filters beginning January 1, 2012, and older trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses would need to have 2010 model year engines or equivalent.

The regulation applies to most privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. Small fleets with three or fewer diesel trucks can delay compliance for heavier trucks and there are several extensions for low-mileage construction trucks, early PM filter retrofits, adding cleaner vehicles, and other situations. Privately and publicly owned school buses have different requirements.

Multiple Air Toxics Exposure Study

The SCAQMD conducted an in-depth analysis of the TACs and their resulting health risks for all of southern California. The Multiple Air Toxics Exposure Study in the SCAB (MATES V) (August 2021) shows that carcinogenic risk from air toxics in the SCAB, based on the average concentrations at the 10 monitoring sites, is approximately 40 percent lower than the monitored average in MATES IV and 84 percent lower than the average in MATES II.

MATES V is the most comprehensive dataset documenting the ambient air toxic levels and health risks associated with the SCAB emissions. Therefore, MATES V study represents the baseline health risk for a cumulative analysis. MATES V estimates the average excess cancer risk level from exposure to TACs is 424 in one million basin wide. In comparison, the MATES IV basin average risk was 897 per million. These model estimates were based on monitoring data collected at ten fixed sites within the SCAB. None of the fixed monitoring sites are near the Project site. However, MATES V has extrapolated the excess cancer risk levels throughout the SCAB by modeling the specific grids. MATES V modeling predicted an excess cancer risk of 286 in one million for the Project area. DPM is included in this cancer risk along with all other TAC sources. DPM accounts for 72.4 percent of the total risk shown in MATES V in this area.

Regional

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties. The agency's primary responsibility is ensuring that the CAAQS and NAAQS are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The SCAQMD is also the lead agency in charge of developing the AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, provides the control element for mobile sources.

The 2022 AQMP was adopted by the SCAQMD Governing Board on December 2, 2022. The purpose of the AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, and to provide an update to the SCAQMD's commitments towards meeting the federal 8-hour O_3 NAAQS. The AQMP incorporates the latest scientific and technological information and planning assumptions, including the *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) and updated emission inventory methodologies for various source categories.

The SCAQMD has published the *CEQA Air Quality Handbook* (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Localized Significance Thresholds [LST] in 2008). The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by California Environmental Quality Act (CEQA) and provides identification of suggested thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of the *CEQA Air Quality Handbook* and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on their website.

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

The State and federal attainment status designations for the SCAB are summarized in **Table 4.1-5: South Coast Air Basin Attainment Status**. The SCAB is currently designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$ CAAQS, as well as O_3 and $PM_{2.5}$ NAAQS. The SCAB is designated as attainment or unclassified for the remaining CAAQS and NAAQS.

Table 4.1-5: South Coast Air Basin Attainment Status

Pollutant	State	Federal
Ozone (O_3) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O_3) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter ($PM_{2.5}$) (24 Hour Standard)	–	Non-Attainment (Serious)
Particulate Matter ($PM_{2.5}$) (Annual Standard)	Non-Attainment	Non-Attainment (Serious)
Particulate Matter (PM_{10}) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM_{10}) (Annual Standard)	Non-Attainment	–
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO_2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO_2) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO_2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO_2) (24 Hour Standard)	Attainment	–
Lead (Pb) (30 Day Standard)	–	Unclassifiable/Attainment

Pollutant	State	Federal
Lead (Pb) (3 Month Standard)	Attainment	–
Sulfates (SO_{4-2}) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H_2S) (1 Hour Standard)	Unclassified	–
Source: South Coast Air Quality Management District. 2022. *Air Quality Management Plan*; United States Environmental Protection Agency. 2022. *Nonattainment Areas for Criteria Pollutants (Green Book)*.		

The following is a list of SCAQMD rules that are required of construction activities associated with the Project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible PM are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

  a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

  b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

  c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

  d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

  e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

Local

The Countywide Plan

The County of San Bernardino Countywide Policy Plan contains the following goal and policies that address air quality as part of the Natural Resources Element:

Goal NR-1: **Air quality that promotes health and wellness of residents in San Bernardino County through improvements in locally-generated emissions.**

Policy NR-1.1: **Land Use.** We promote compact and transit-oriented development countywide and regulate the types and locations of development in unincorporated areas to minimize vehicle miles traveled and greenhouse gas emissions.

Policy NR-1.2: **Indoor air quality.** We promote the improvement of indoor air quality through the California Building and Energy Codes and through the provision of public health programs and services.

Policy NR-1.3: **Coordination on air pollution.** We collaborate with air quality management districts and other local agencies to monitor and reduce major pollutants affecting the county at the emission source.

Policy NR-1.6: **Fugitive dust emissions.** We coordinate with air quality management districts on requirements for dust control plans, revegetation, and soil compaction to prevent fugitive dust emissions.

Policy NR-1.8: **Construction and operations.** We invest in County facilities and fleet vehicles to improve energy efficiency and reduce emissions. We encourage County contractors and other builders and developers to use low-emission construction vehicles and equipment to improve air quality and reduce emissions.

San Bernardino County Code of Ordinances

The San Bernardino County Code of Ordinances establishes the following air quality provisions relative to the Project.

Section 83.01.040 Air Quality

A. *Equipment Permit and Inspection Requirements*. Required permits shall be obtained from either the Mojave Air Pollution Management District or the SCAQMD depending on the location of the subject property and equipment for equipment that may cause air pollution. Before the equipment may be constructed, plans and specifications shall be submitted to the appropriate District for approval.

B. *Permits from Air Quality Management Districts*. Permits shall be obtained from either the Mojave Air Pollution Management District or the SCAQMD depending on the location of the subject property and equipment. If requested by the Director, uses, activities, or processes that require Air Quality Management District approval to operate shall file a copy of the permit with the Department within 30 days of its approval.

C. Diesel Exhaust Emissions Control Measures. The following emissions control measures shall apply to all discretionary land use projects approved by the County on or after January 15, 2009:

1) *On-Road Diesel Vehicles*. On-road diesel vehicles are regulated by the State of California Air Resources Board.

2) *Off-Road Diesel Vehicle/Equipment Operations*. All business establishments and contractors that use off-road diesel vehicle/equipment as part of their normal business operations shall adhere to the following measures during their operations in order to reduce diesel particulate matter emissions from diesel-fueled engines:

(A) Off-road vehicles/equipment shall not be left idling on site for periods in excess of five minutes. The idling limit does not apply to:

I. Idling when queuing;

II. Idling to verify that the vehicle is in safe operating condition;

III. Idling for testing, servicing, repairing or diagnostic purposes;

IV. Idling necessary to accomplish work for which the vehicle was designed (such as operating a crane);

V. Idling required to bring the machine system to operating temperature; and

VI. Idling necessary to ensure safe operation of the vehicle.

(B) Use reformulated ultra-low-sulfur diesel fuel in equipment and use equipment certified by the U.S. EPA or that pre-dates U.S. EPA regulations.

(C) Maintain engines in good working order to reduce emissions.

(D) Signs shall be posted requiring vehicle drivers to turn off engines when parked.

(E) Any requirements or standards subsequently adopted by the SCAQMD, the Mojave Desert Air Quality Management District, or the CARB.

(F) Provide temporary traffic control during all phases of construction.

(G) On-site electrical power connections shall be provided for electric construction tools to eliminate the need for diesel-powered electric generators, where feasible.

(H) Maintain construction equipment engines in good working order to reduce emissions. The developer shall have each contractor certify that all construction equipment is properly serviced and maintained in good operating condition.

(I) Contractors shall use ultra-low sulfur diesel fuel for stationary construction equipment as required by Air Quality Management District Rules 431.1 and 431.2 to reduce the release of undesirable emissions.

(J) Substitute electric and gasoline-powered equipment for diesel-powered equipment, where feasible.

3) *Project Design*. Distribution centers, warehouses, truck stops and other facilities with loading docks where diesel trucks may reside overnight or for periods in excess of three hours shall be designed to enable any vehicle using these facilities to utilize on-site electrical connections to power the heating and air conditioning of the cabs of such trucks, and any refrigeration unit(s) of any trailer being pulled by the trucks, instead of operating the diesel engines and diesel refrigeration units of such trucks and trailers for these purposes. This requirement shall also apply to Recreational Vehicle Parks (as defined in § 810.01.200(k) of this title) and other development projects where diesel engines may reasonably be expected to operate on other than an occasional basis.

4.1.4 Impact Thresholds and Significance Criteria

Based upon the criteria derived from State CEQA Guidelines Appendix G, a Project normally would have a significant effect on the environment and would require mitigation if it would meet any of the following criteria:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable State or federal ambient air quality standard.
- Expose sensitive receptors to substantial pollutant concentrations.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

SCAQMD Thresholds

The significance criteria established by SCAQMD may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if a project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in **Table 4.1-6: South Coast Air Quality Management District Emissions Thresholds**.

Table 4.1-6: South Coast Air Quality Management District Emissions Thresholds

Criteria Air Pollutants and Precursors	Maximum Pounds Per Day	
	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO_X)	100	55
Sulfur Oxides (SO_X)	150	150
Coarse Particulates (PM_{10})	150	150
Fine Particulates ($PM_{2.5}$)	55	55
Source: South Coast Air Quality Management District, *SCAQMD Air Quality Significance Thresholds*.		

Localized Carbon Monoxide

In addition to the daily thresholds listed above, the Project would also be subject to the CAAQS and NAAQS. These are addressed through an analysis of localized CO impacts. The significance of localized impacts depends on whether ambient CO levels near the Project site are above the CAAQS and NAAQS for CO standards (the more stringent CAAQS are 20 ppm for 1-hour and 9 ppm for 8-hour). The SCAB has been designated as attainment under the 1-hour and 8-hour CAAQS and NAAQS.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed LSTs for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent CAAQS or NAAQS. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. The Project is located within SCAQMD SRA 32. **Table 4.1-7: Localized Significance Thresholds for Construction/Operations**, shows the LSTs for a 1-acre, 2-acre, and 5-acre project in SRA 32 with sensitive receptors located at approximately 25 meters. **Table 4.1-7** shows that the LSTs increase as acreage increases. The nearest sensitive receptors are located approximately 80 feet (24 meters) north of the Project site.

Table 4.1-7: Local Significance Thresholds for Construction/Operations

Project Size	Maximum Pounds Per Day[1]			
	NO_X	CO	PM_{10}	PM2.5
1 Acre	118/118	863/863	5/2	4/1
2 Acres	170/170	1,232/1,232	6/2	5/2
5 Acres	270/270	2,193/2,193	16/4	9/2
NO_X = Nitrogen Oxides; CO = Carbon Monoxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less 1. Based on a sensitive receptor distance of 25 meters in SRA 32.				
Source: South Coast Air Quality Management District. 2008. *Localized Significance Threshold Methodology*.				

It should be noted that LSTs are screening thresholds and are therefore conservative. The construction LST acreage is determined based on the expected daily acreage disturbed. The operational LST acreage is based on the total area of the Project site. Although the Project site is greater than five acres, the 5-acre operational LSTs are conservatively used to evaluate the Project.

Methodology

The air quality impact analysis considers the Project's construction and operational impacts. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.13. CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD.

Construction

Project-related construction equipment, trucks, worker vehicles, and ground-disturbing activities would generate emissions of criteria air pollutants and precursors. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities) and applying off-road, fugitive dust, and on-road emissions factors in CalEEMod.

Construction was modeled according to the following timeline:

- Site preparation/Grading: January 1, 2024, to December 31, 2026
- Building Construction: January 1, 2027, to September 30, 2027
- Paving: June 1, 2027, to August 31, 2027
- Architectural Coating: August 1, 2027, to December 31, 2027

Operations

Project operations would result in emissions of area sources (consumer products, architectural coating, and landscape equipment), energy sources (natural gas usage), mobile sources (motor vehicles from Project generated vehicle trips), and off-road equipment. Project-generated increases in operational emissions would be predominantly associated with motor vehicle use. Emissions from each of these categories are discussed below.

- **Area Sources**. Area source emissions would be generated due to consumer products, on-site equipment, architectural coating, and landscaping. Consumer products are various solvents used in non-industrial applications, which emit VOCs during product use. These typically include cleaning supplies, kitchen aerosols, cosmetics, and toiletries.
- **Energy Sources**. Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous commercial/retail equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Energy source emissions were calculated in CalEEMod. No changes were made to the default energy usage consumption rates or emissions factors.
- **Mobile Sources**. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern. NO_X and ROG react with sunlight to form O_3, known as photochemical smog. Additionally, wind currents readily transport PM_{10} and $PM_{2.5}$. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

  Project-generated vehicle emissions are based on the trip generation within the General Plan Level of Service Conformance Analysis and Vehicle Miles Traveled (VMT) Screening Assessment prepared by David Evans and Associates (February 2023) and incorporated into CalEEMod as recommended by the SCAQMD. Project trip generation is based on the following Institute of Transportation Engineers (ITE) land use categories:

  - ITE Land Use 310: Hotel (935 average daily trips)

- ITE Land Use 492: Fitness Center (1,242 average daily trips)
- ITE Land Use 821: Shopping Plaza (2,594 average daily trips)
- ITE Land Use 881: Pharmacy/Drugstore (1,463 average daily trips)
- ITE Land Use 945: Convenience Store/Gas Station (12,244 average daily trips)
- ITE Land Use 934: Fast-Food with Drive-Through Window (9,593 average daily trips)
- ITE Land Use 932: High-Turnover (Sit-Down) Restaurant (1,023 average daily trips)

As discussed above, the SCAQMD provides significance thresholds for emissions associated with Proposed Project construction and operations. The Proposed Project's construction and operational emissions are compared to the daily criteria pollutant emissions significance thresholds in order to determine the significance of a Project's impact on regional air quality.

The localized effects from the Project's on-site emissions were evaluated in accordance with the SCAQMD's LST methodology, which uses on-site mass emissions rate look-up tables and Project-specific modeling. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS and are developed based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor.

4.1.5 Impacts and Mitigation Measures

Summary of Environmental Analysis in the Glen Helen Specific Plan EIR

The GHSP EIR analyzed air quality impacts related to the implementation and build out of the specific plan. The GHSP EIR determined that construction activities would result in emissions for NO_X, PM_{10}, and $PM_{2.5}$ that would exceed the daily and quarterly thresholds set by SCAQMD. Similarly, it was determined that operational activities, specifically vehicle emissions, would exceed the daily SCAQMD thresholds of significance for CO, ROG, and NO_X. As a result, significant and unavoidable impacts related to air quality were identified as part of the GHSP EIR.

Mitigation Measures of the Glen Helen Specific Plan EIR

The GHSP EIR (SCH# 2000011093), as amended in December 2020 (2020 GHSP EIR Addendum), included mitigation measures to reduce impacts to less than significant. These mitigation measures have been modified to reflect current conditions at the time of the GHSP Addendum. Mitigation measures listed below are relevant to the Project only and modified where appropriate to reflect the Project and current conditions.

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

- Submit building plans to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.

4.6-2 Provide dedicated turn lanes as appropriate and provide roadways improvements at heavily congested roadways.

- County Traffic Planning Section to identify heavily congested intersections and notify Building and Safety.
- Submit building plans to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.

4.6-3 Install energy efficient lighting.

- Submit building plans with Title 24 certification from a certified lighting/electrical engineer to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.

4.6-4 Landscape with native or drought-resistant species to reduce water consumption and to provide passive solar benefits.

- Submit landscaping and irrigation plans to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.

4.6-5 Employers should provide local shuttle and transit shelters, and ride matching services.

- Submit plans to County Transportation Authority to determine need and/or location for transit shelters, bus stops, etc.
- Submit commercial and industrial site building plans to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.

4.6-6 Employers should provide bicycle lanes, storage areas, and amenities, and ensure efficient parking management.

- Submit plans to County Transportation Authority to determine need and/or location for bicycle improvements.
- Submit commercial and industrial site/building plans to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.

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.

- Developers of commercial and industrial uses shall submit appropriate technology plans based on discussion or correspondence with SCAQMD personnel.

- Developers shall submit plans to County Planning to determine need and/or location for any technology improvements or systems for review and approval.
- Submit copy of approval from County Planning for commercial and industrial site building plans to Building and Safety for approval.

4.6-8 Employers should develop a trip reduction plan to comply with SCAQMD rule 2202.

- Developers of commercial and industrial uses shall submit a Trip Reduction Plan (TRP) to SCAQMD for review and approval.
- Submit TRP approved by SCAQMD to County Planning for review and approval.
- Submit TRP approved by SCAQMD and County Planning along with building plans to Building and Safety for approval.

4.6-9 Employers should provide ride matching, 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.

- Developers of commercial and industrial uses shall submit a Travel Demand Management (TDM) to SCAQMD for review and approval.
- Submit TDM approved by SCAQMD to County Planning for review and approval.
- Submit TDM approved by SCAQMD and County Planning along with building plans to Building and Safety for approval.

4.6-10 Synchronize traffic signals. The areas where this measure would be applicable are roadway intersections within the Specific Plan area.

- County Traffic Planning Section to identify heavily congested intersections and notify Building and Safety.
- Submit building plans to Building and Safety for approval demonstrating that signals can be synchronized in the future.
- Developers to submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.
- County to synchronize traffic signals as funding is available.

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.

- Developers of commercial and industrial uses shall submit an Alternative Fuel or Low Emission Vehicle Plan (AFLEVP) to SCAQMD for review and approval.
- Submit AFLEVP approved by SCAQMD to County Planning for review and approval.
- Submit AFLEVP approved by SCAQMD and County Planning along with building plans to Building and Safety for approval.

Mitigation Measures of the 2020 Addendum to the Glen Helen Specific Plan EIR

7-1 The Applicant shall water all active grading areas a minimum of three times per day (as opposed to two).

7-2 All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

7-3 The Applicant shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues shall turn their engines off when not in use to reduce vehicle emissions. Construction emissions shall be phased and scheduled to avoid emissions peaks to the extent feasible and discontinued during second-stage smog alerts.

7-4 The Applicant shall use line power instead of diesel- or gas-powered generators at all construction sites wherever line power is reasonably available.

7-5 Unless required for safety reasons, during construction, equipment operators shall limit the idling of all mobile and stationary construction equipment to no more than five minutes. The use of diesel auxiliary power systems and main engines shall also be limited to no more than five minutes when within 100 feet of homes or schools while driver is resting.

7-6 Active grading activities shall be limited to 10 acres per day or less when grading within 1,000 feet of residential receptors.

7-7 The Applicant shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the project site throughout the project construction. The Applicant shall include in construction contracts the control measures required and recommended by the SCAQMD at the time of development. These measures include the following: (1) Use Tier II (2001 or later) heavy-duty diesel-powered equipment at the project site; (2) Apply NO_X control technologies, such as fuel injection timing retard for diesel engines and air-to-air cooling, and diesel oxidation catalysts as feasible; feasibility shall be determined by using the cost-effectiveness formula developed by the Carl Moyer Program; and (3) General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions and keep all construction equipment in proper tune in accordance with manufacturer's specifications.

7-8 If stationary equipment, such as generators for ventilation fans, must be operated continuously, locate such equipment at least 100 feet from homes or schools, where possible.

~~**7-9** Applicant shall ensure that the construction contractors utilize architectural coatings that contain a VOC rating of 75 grams/liter of VOC or less.~~

(*South Coast AQMD Rule 1113 requires architectural coatings to be 50 grams/liter of VOC or less. Refer to PPP-2 below*)

7-10 The Applicant shall, to the extent feasible, promote, support, and encourage the scheduling of deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods.

7-12 During site plan review, due consideration shall be given to the provision of safe and convenient pedestrian and bicycle access to transit stops and to public transportation facilities.

7-16 Future purchasers of real property located within 500 feet of the I-15 Freeway right-of-way and within 500 feet of the main truck route and active mining areas at the Cemex USA quarry and the Vulcan Materials Company plant shall, in accordance with the disclosure requirements of the California Department of Real Estate, receive notification that residential occupants and other sensitive receptors may be exposed to excess cancer risks as a result of long-term exposure to toxic air contaminants, including diesel particulate matter, associated with diesel-powered vehicles traveling along and operating within those areas.

~~**7-17** All dwelling units within 500 feet of the I-15 Freeway right-of-way and within 500 feet of the Cemex USA quarry's and Vulcan Materials Company plant's main truck route and active mining areas shall incorporate an air filtration system designed to have a minimum efficiency reporting value (MERV) of 12 or better as indicated by the American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2.~~

(This mitigation measure is not applicable to the Project as the Project does not propose residential uses.)

~~**7-18** Excluding pedestrian and bicycle trails, sensitive public recreational uses, such as active outdoor playground, shall be prohibited within 500 feet of the I-15 Freeway right-of-way and within 500 feet of the main truck route and active mining areas at the Cemex USA and Vulcan Materials Company quarries.~~

(This mitigation measure is not applicable to the Project as the Project does not propose pedestrian and bicycle trails or public recreational uses.)

Project Design Features

The following project design features are relevant to this resource area:

- The Project site is in close proximity to local and regional access routes, reducing travel time on local streets during construction and operations and limiting the amount of vehicle miles traveled to deliver goods to the Project site, therefore, reducing emissions.
- Buildings within the Project site would be designed in conformance with the most current CBC and would use energy efficient materials/insulation limiting energy demand which would indirectly reduce emissions.
- The Project site is located centrally relative to residential communities in the region that lack retail and commercial uses and public services, such as fire and police. The inclusion of the Project in this location would reduce the vehicle miles traveled by residents in these communities for trips to retail and commercial uses which would reduce vehicle emissions.

Impact AQ-1 Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Level of Significance: Significant Unavoidable Impact

Construction and Operations

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the NAAQS. The SIP must integrate

federal, State, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the CAAQS and NAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project is located within the SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2022 AQMP, which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving CAAQS and NAAQS. The 2022 AQMP is a regional and multi-agency effort including the SCAQMD, the CARB, the SCAG, and the U.S. EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's Connect SoCal 2020-2045 RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1**: The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2**: The Project will not exceed the assumptions in the AQMP, or increments based on the years of the Project build-out phase.

According to the SCAQMD's CEQA Air Quality Handbook, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 1 refers are the CAAQS and NAAQS. As shown in **Table 4.1-8: Construction-Related Emissions**, the Project would not exceed construction emission standards with the implementation of **Mitigation Measure (MM) AQ-1**. However, operational emissions would exceed the operational standards for ROG, NO_X, and CO despite the implementation of all feasible mitigation, as shown in **Table 4.1-9**. Mitigation measures from the GHSP EIR and the 2020 EIR Addendum to the GHSP, **4.6-1** through **4.6-11, 7-1** through **7-10, 7-12,** and **7-16**, are included to reduce operation emissions to the greatest amount feasible. However, even with mitigation, operational emissions would remain above the SCAQMD thresholds. Therefore, the Project would potentially contribute to an existing air quality violation. Thus, the Project is not consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Proposed Project would not require any changes to zoning or land use and would be consistent with the land uses planned for the site. Additionally, the Project would not result in a direct increase in population as it would not accommodate

any new residents. As such, the Project would not result in substantial unplanned growth or unaccounted job growth projections used by the SCAQMD to develop the AQMP. Thus, the Proposed Project is consistent with the 2022 AQMP and the second criterion.

The GHSP EIR concluded that land uses in the GHSP were less intensive than those in the 1989 San Bernardino County General Plan. Because emissions from the General Pan were included in the AQMP and the GHSP would result in fewer emissions than the Previously Approved Project. As such, the GHSP EIR determined that the Previously Approved Project was consistent with the AQMP and would result in less than significant impacts.

As noted above (and discussed further in **Impact AQ-2**, below), the Project would result in air pollutant emissions that exceed SCAQMD's operational emission thresholds. Although mitigation would reduce emissions by the greatest feasible amount, Project emissions levels would remain significant and would contribute to the nonattainment designations in the SCAB. Therefore, the Project would be inconsistent with the AQMP, resulting in a significant and unavoidable impact despite the implementation of mitigation.

Specific Plan Amendment (SPA)

As discussed in **Section 3.0: Project Description**, changes associated with the SPA are minor, generally consisting of clarification or minor changes in allowable uses but similar in nature and intensity to those that are already permitted in the GHSP-DR zone. Therefore, the SPA changes do not represent new or substantially more severe impacts than addressed in the prior GHSP EIR.

Mitigation Measures

Mitigation Measures 4.6-1 through **4.6-11** of the GHSP EIR and **AQ-1** below (**Impact AQ-2**). Additionally, mitigation measures from the 2020 EIR Addendum to the GHSP, **7-1** through **7-10, 7-12,** and **7-16**, are included to reduce operation emissions to the greatest amount feasible.

Impact AQ-2 ***Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?***

Level of Significance: Significant Unavoidable Impact

Construction

Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area are O_3-precursor pollutants (i.e., ROG and NO_X) and PM_{10} and $PM_{2.5}$. Construction-related emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well

as weather conditions and the appropriate application of water. Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby.

The Project's grading phase is anticipated to occur over a three-year period while the construction phase, including building construction, paving, and architectural coating, is estimated to last approximately 12 months. The Project's construction emissions were calculated using the CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See **Appendix B** for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 4.1-8**.

Table 4.1-8: Construction-Related Emissions

Construction Year	Emissions (Maximum Pounds Per Day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Unmitigated Emissions[1]						
2024	10.80	**129.00**	108.00	0.34	20.6	9.21
2025	9.82	**114.00**	103.00	0.34	19.8	8.61
2026	9.19	**106.00**	100.00	0.34	19.5	8.29
2027	22.10	21.00	63.30	0.09	4.17	1.94
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**
Mitigated Emissions[2]						
2024	10.80	*42.10*	108.00	0.34	*16.7*	*5.61*
2025	9.82	*40.80*	103.00	0.34	*16.5*	*5.61*
2026	9.19	*39.60*	100.00	0.34	*16.5*	*5.61*
2027	22.10	*21.00*	63.30	0.09	*4.17*	*1.94*
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less

1. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.
2. Mitigation includes the incorporation of 2020 Glen Helen SP EIR Addendum Mitigation Measures **7-1** through **7-10** and **MM AQ-1**. **MM AQ-1** requires off-road equipment 50 horsepower or greater to meet CARB Tier 4 Final standards during construction activities.

Source: CalEEMod version 2022.1.1.13. Refer to Appendix A of the Air Quality Assessment for model outputs.

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. Plans, programs, and policies (PPP) 1 requires the implementation of Rule 402 and 403 dust control techniques to minimize PM_{10} and $PM_{2.5}$ concentrations.

The 2020 Glen Helen Specific Plan EIR Addendum included mitigation measures to reduce construction emissions. **MM 7-1** requires contractors to water active grading areas a minimum of three times per day.

MM 7-2 requires construction equipment to be properly tuned and maintained while **MM 7-3** requires construction to be operated to minimize exhaust emissions. **MM 7-4** requires contractors to use line power instead of diesel or gas-powered generators whenever line power is reasonably available. **MM 7-5** limits construction equipment operators to no more than five minutes of idling when within 100 feet of homes or schools while driver is resting. **MM 7-6** limits grading activities to 10 acres per day or less when grading within 1,000 feet of residential receptors. **MM 7-7** requires the contractor to reduce the emission of pollutants generated by heavy-duty diesel-powered equipment throughout the construction period. **MM 7-8** requires stationary equipment to be located at least 100 feet from homes or schools, when possible. **MM 7-10** requires the contractor to schedule deliveries during off-peak traffic periods.

Using the latest version of CalEEMod, the unmitigated maximum daily emissions associated with the Proposed Project would only exceed the NO_X construction emission standard. With the implementation of **MM AQ-1**, which requires all off-road equipment 50 horsepower or greater to meet CARB Tier 4 Final standards, NO_X emissions would be reduced below the SCAQMD construction standards. Therefore, the Proposed Project would generate less construction impacts than the Previously Approved Project.

Operations

Project operational emissions are those attributed to vehicle trips (mobile emissions), the use of natural gas and electricity (energy source emissions), and consumer products, architectural coatings, and landscape maintenance equipment (area source emissions). CalEEMod was used to calculate emissions based on the proposed land uses for the plan area and the number of trips generated.

The GHSP EIR determined that operational emissions from the Previously Approved Project would exceed SCAQMD operational thresholds for ROG, NO_X, CO, and PM_{10}. Although the GHSP EIR included air quality mitigation measures (refer to Mitigation Measures from GHSP EIR **4.6-1** through **4.6-11**) from the 2020 Addendum EIR) operational emissions remained above SCAQMD thresholds.

Table 4.1-9: Operational Emissions illustrates the long-term operational emissions from the Proposed Project. As shown in **Table 4.1-9**, unmitigated emissions would exceed SCAQMD's operational significance thresholds for ROG, NO_X, CO, and PM_{10}. Impacts from operational emissions would be potentially significant.

Table 4.1-9: Operational Emissions

Source	Maximum Pounds Per Day					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Unmitigated Operations						
Area Sources Emissions	9.41	0.11	13.5	<0.01	0.02	0.02
Energy Emissions	0.17	3.11	2.61	0.02	0.24	0.24
Mobile Emissions	**117**	**153.78**	**1,477**	4.13	**151**	28.9
Total Emissions	**126.58**	**157**	**1,493.11**	**4.15**	**151.26**	**29.16**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**No**
Mitigated Operations [1]						
Area Sources Emissions	8.56	0.11	13.5	<0.01	0.02	0.02
Energy Emissions	0.16	3.00	2.52	0.02	0.23	0.23

Source	Maximum Pounds Per Day					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile Emissions	**113**	**148**	**1,423**	3.98	146	27.8
Total Emissions	**121.72**	**151.11**	**1,439.02**	4.00	146.25	28.05
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded With Mitigation?	**Yes**	**Yes**	**Yes**	No	No	No

ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less
1. Mitigation includes the incorporation of **MMs 4.6-1** through **4.6-11** from the GHSP EIR.
Source: CalEEMod version 2022.1.1.13. Refer to Appendix A of the Air Quality Assessment for model outputs.

Mitigation measures from GHSP EIR **4.6-1** through **4.6-11** are required to reduce operational emissions to the maximum extent feasible. However, as shown in **Table 4.1-9**, a majority of the operational emissions are from mobile sources. Motor vehicle emissions are regulated by State and Federal standards and the Project has no control over these standards. Therefore, even with mitigation, operational emissions from the Project would exceed the SCAQMD thresholds for ROG, NO_X, and CO, which represents an unavoidable significant impact. However, with mitigation the Proposed Project would generate less construction impacts than the Previously Approved Project.

Specific Plan Amendment (SPA)

As discussed in **Section 3.0: Project Description**, changes associated with the SPA are minor, generally consisting of clarification or minor changes in allowable uses but similar in nature and intensity to those that are already permitted in the GHSP-DR zone. Therefore, the SPA changes do not represent new or substantially more severe impacts than addressed in the prior GHSP EIR.

Plans, Programs, and Policies

Existing requirements based on local, state, or federal regulations or laws are frequently required independently of CEQA review. Typical requirements include compliance with the provisions of the Building Code, CalGreen Code, local municipal code, SCAQMD Rules, etc. Because Plans, Programs, and Policies (PPP) are neither Project specific nor a result of development of the Project, they are not considered to be project design features or Mitigation Measures.

PPP-1 Prior to the issuance of grading permits, the County Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

PPP-2 Pursuant to SCAQMD Rule 1113, the Project applicant shall require by contract specifications that the interior and exterior architectural coatings (paint and primer including parking lot paint) products used would have a volatile organic compound rating of 50 grams per liter or less.

PPP-3 Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.

PPP-4 The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. The Title 24 Energy Efficiency Standards (Section 110.10) require buildings to be designed to have 15 percent of the roof area "solar ready" that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.

PPP-5 The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:

- Design buildings to be water efficient. Install water-efficient fixtures in accordance with Section 4.303 (residential) and Section 5.303 (nonresidential) of the California Green Building Standards Code Part 11.
- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 4.408.1 (residential) and Section 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 4.410 (residential) and Section 5.410 (nonresidential) of the California Green Building Standards Code Part 11.
- To facilitate future installation of electric vehicle supply equipment (EVSE), nonresidential construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.

Mitigation Measures

The GHSP EIR includes measures to reduce potential impacts associated with the implementation of Glen Helen Specific Plan. The following measures from the GHSP EIR are applicable to the Proposed Project: **4.6-1** through **4.6-4** and **4.6-6** through **4.6-11**. Additionally, mitigation measures from the 2020 EIR Addendum to the GHSP, **7-1** through **7-8**, **7-10**, and **7-12,** are applicable to the Project.

Additional Mitigation Measures

MM AQ-1 Prior to issuance of grading permits, the applicant shall prepare and submit documentation to the County of San Bernardino that demonstrate the following:

- All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the County at the time of mobilization of each applicable unit of equipment.
- All construction equipment and delivery vehicles shall be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour.

Impact AQ-3 Would the Project expose sensitive receptors to substantial pollutant concentrations?

Level of Significance: Less than Significant with Mitigation Incorporated

The GHSP EIR for the Previously Approved Project, adopted in 2005, did not specifically analyze impacts to sensitive receptors, although it states that the air quality standards that the GHSP would follow are designed to protect sensitive receptors. Since the Project has changed, this impact will be analyzed for potential new significant environmental impacts.

Localized Construction Significance Analysis

The nearest sensitive receptor is a single-family home, approximately 80 feet (24 meters) to the north of the Project site. To identify impacts to sensitive receptors, the SCAQMD recommends addressing construction LSTs. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 4.1-10: Equipment-Specific Grading Rates**, is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Northwest San Bernardino Valley (SRA 32) since this area includes the Project. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD

produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 13.5 acres in a single day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 5-acre threshold was conservatively utilized for this analysis.

Table 4.1-10: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Tractors	10	0.5	8	5
	Graders	3	0.5	8	1.5
	Dozers	2	0.5	8	1
	Scrapers	6	1	8	6
Maximum Acres Graded per Day					**13.5[1]**
[1] Grading limited to 10 acres per day when grading within 1,000 feet of residential receptors (refer to 2020 EIR Addendum mitigation measure 7-6.					
Source: CalEEMod version 2022.1.1.13. Refer to Appendix A of the Air Quality Assessment for model outputs.					

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only "on-site" emissions included in the CalEEMod outputs were considered. The nearest sensitive receptor is a single-family home located approximately 80 feet (24 meters) to the north of the Project. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at 40 meters were interpolated and utilized in this analysis. **Table 4.1-11: Localized Significance of Construction Emissions**, presents the results of localized emissions during construction. **Table 4.1-11** shows that Project emissions of these pollutants on the peak day of construction would not exceed SCAQMD thresholds at the nearest sensitive receptor. Therefore, the Project would result in a less than significant impact concerning LSTs during construction.

Table 4.1-11: Localized Significance of Construction Emissions

Construction Activity	Maximum Pounds Per Day			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Unmitigated Emissions				
Site Preparation/Grading	83.9	82.1	12.35	6.38
Building Construction, Paving, and Architectural Coating [1]	36.02	60.3	1.35	1.24
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 25 meters)	*270*	*2,193*	*16*	*9*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
NO_X = Nitrogen Oxides; CO = Carbon Monoxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less				
1. Building Construction, Paving, Architectural Coating activities can occur on the same day, therefore these emissions are added together to show a daily maximum.				
Source: CalEEMod version 2022.1.1.13 Refer to Appendix A of the Air Quality Assessment for model outputs.				

Wind Influence on Construction Related Particulate Matter

Wind patterns in the area are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. The Project site is located between two meteorological stations located at Fontana and Upland. The Fontana station is located closer to the Project site while the Upland station is located in the same SRA, indicating that conditions at the Project site and the Upland station are similar. Because the Project is located between these two stations a wind rose for both

monitoring stations are provided in Exhibit 4 of the Air Quality Assessment (**Appendix B**). As shown in these wind roses, most of the time, wind would blow from the southwest to the northeast. Winds blowing from the southwest in Fontana would range in speeds of 0.89 to 19.69 miles per hour (0.40 to 8.80 m/s) while the winds blowing from the southwest in Upland would range in speeds of 0.89 to 12.75 miles per hour (0.40 to 5.70 m/s). However, on rare occasions during strong wind events with maximum wind speeds of 24.83 miles per hour (11.10 m/s), wind would blow from the northeast to the southwest. On any given day, it would be most likely that wind would be blowing from the southwest to the northeast. The National Weather Service identifies these wind levels as "very low" to "low" and describes them as "breezy" or "windy."[3]

Based on this analysis, the majority of the time that there is a wind blowing, it would blow from the construction site toward the nearest sensitive receptors. Therefore, **MM AQ-2** is included to prevent fugitive dust generation from impacting sensitive receptors. **MM AQ-2** requires the Project Applicant to have a Dust Control Management Plan approved prior to the approval of the grading plan. Additionally, the Project would be required to comply with SCAQMD Rule 403 which would control PM_{10} emissions from the Project site during construction. Further, the Project would be required to comply with the rules of the Project-specific stormwater pollution prevention plan, which includes measures to protect receptors from construction dust. This includes watering or stabilizing with seeding of soil stockpiles and other exposed soil areas to limit fugitive dust emissions due to wind.

Localized Operational Significance Analysis

Interpolated LSTs for receptors located at 80 feet (24 meters) for SRA 32 were used in this analysis. The Project site is approximately 33 acres, the 5-acre threshold was conservatively used for evaluation of operational emissions. As noted above, the LSTs increase as site acreage increases. Therefore, the 5-acre LSTs are conservative for evaluation of a 33-acre site. The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 4.1-12: Localized Significance of Operational Emissions** assumes that five percent of the total mobile emissions would occur on site. Based on the 29,094 daily trips assumed in the traffic impact study, this analysis conservatively assumes each vehicle accessing the Proposed Project would drive a total of 2 miles while on site.

Daily on-site operational emissions are compared to the LST thresholds in **Table 4.1-12**. **Table 4.1-12** shows that the maximum daily emissions of these pollutants during Project operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, the Project would result in a less than significant impact concerning LSTs during operational activities.

[3] National Weather Service. Wind Threat Description. 2023. https://www.weather.gov/mlb/seasonal_wind_threat. Accessed July 2023

Table 4.1-12: Localized Significance of Operational Emissions

Activity	Maximum Pounds Per Day			
	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Emissions[1]	10.52	89.96	7.81	1.56
SCAQMD Localized Screening Threshold (adjusted for 5-acre at 25 meters)	*270*	*2,193*	*4*	*2*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
NO_X = Nitrogen Oxides; CO = Carbon Monoxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less				
1. Includes all on-site area source and energy emissions and 5 percent of total mobile emissions.				
Source: CalEEMod version 2022.1.1.13. Refer to Appendix A of the Air Quality Assessment for model outputs.				

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme O_3 nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based NAAQS.[4] The NAAQS establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts would occur.

NO_X and ROG are precursor emissions that form O_3 in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. Breathing ground-level O_3 can result health effects that include reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily O_3 concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that O_3 can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According the SCAQMD's 2022 AQMP, O_3, NO_X, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the SCAB continue to increase, NO_X and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_X emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2022

[4] Code of Federal Regulation (CFR) [i.e., PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)

AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour O_3 standard in 2037. In addition, since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the O_3 standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.

The SCAQMD's air quality modeling demonstrates that NO_X reductions prove to be much more effective in reducing O_3 levels and will also lead to significant improvement in $PM_{2.5}$ concentrations. NO_X-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 AQMP identifies robust NO_X reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_X emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

As previously discussed, localized effects of on-site Project emissions on nearby receptors for the Project would be less than significant (refer to **Table 4.1-11** and **Table 4.1-12**). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. However, as discussed above, neither the SCAQMD nor any other air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions. Information on health impacts related to exposure to O_3 and PM emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Setting section. Health studies are used by these agencies to set the NAAQS and CAAQS.

The NAAQS and CAAQS were developed to protect the most susceptible population groups from adverse health effects and were established in terms of parts per million or micrograms per cubic meter for the applicable emissions. As stated earlier, the mass emission thresholds were established primarily in conjunction with federal permitting "major source" thresholds. If emissions were below these "de minimis" emission rates, then the Proposed Project is presumed to conform with the NAAQS.[5] While based on the status of an air basin level of attainment of the health-based NAAQS, emissions in excess of the mass emission thresholds from one project does not mean the air basin would experience measurably

[5] U.S. Environmental Protection Agency, Frequent Questions about General Conformity. Available: https://www.epa.gov/general-conformity/frequent-questions-about-general-conformity. Accessed July 2019.

higher ground level concentrations, or more frequent occurrences of ground level concentrations in exceedance of standards, or delay timely attainment of a particular NAAQS.

Ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level O_3 concentrations in relation to the NAAQS and CAAQS, none of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single, proposed project. It should also be noted that this analysis identifies health concerns related to PM, CO, O_3, and NO_2. **Table 4.1-2** includes a list of criteria pollutants and summarizes common sources and effects. Thus, this analysis is reasonable and intended to foster informed decision making.

Diesel Particulate Matter

Exhaust from diesel engines contains a mixture of gases and solid particles. These solid particles are known as diesel particulate matter (DPM). DPM contains hundreds of different chemicals, many of which are harmful to human health. During the grading phase of construction, diesel trucks hauling soil and other material will make 176 trips to and from the site, for a total of 352 trips during each workday. Trips from the Project site, travel along Glen Helen Parkway to the I-15 interchange and merge onto I-15. Based on CalEEMod estimates, diesel trucks transporting soil and materials to the site would generate approximately 0.45 pounds per day of PM_{10} exhaust (total daily exhaust equals 4.76 pounds of PM_{10}, minus 4.31 pounds of PM_{10} generated by on-site construction equipment, leaves 0.45 pounds of PM_{10} generated off-site) which is conservatively assumed to be entirely DPM emissions. Based on CalEnviroScreen 4.0 results, the Project is located in an area that falls within the 8^{th} percentile for California in DPM emissions, meaning the Project is within the lowest range reported 0-10. As such, the project's emissions would represent a low incremental contribution to the background DPM concentrations.

The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminant emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer. The use of diesel-powered construction equipment would be episodic and would occur throughout the Project site.

Section 2485 and Section 2449 of Title 13 of the California Code of Regulations limits diesel-fueled motor vehicle idling to no more than five minutes. Section 2449 limits idling for off-road diesel-fueled fleets. Section 2485 limits idling for diesel-fueled commercial motor vehicles with gross vehicle weight ratings of greater than 10,000 pounds that are or must be licensed to operate on publicly maintained highways and streets within California. Project construction is subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five minutes which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions.

The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-

term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities.

As noted above, construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the Project site rather than in a single location because different types of construction activities (e.g., site preparation and building construction) would not occur at the same place at the same time.

Furthermore, SCAQMD's Multiple Air Toxics Exposure Study (MATES V) (August 2021) shows that carcinogenic risk from air toxics in the South Coast Air Basin, based on the average concentrations at the 10 monitoring sites, is approximately 40 percent lower than the monitored average in MATES IV (2015) and 84 percent lower than the average in MATES II (2000).[6] The results of SCAQMD's ongoing research in air toxics shows that risk levels are decreasing despite development and vehicle traffic growth. This trend is expected to continue with the implementation of the various statewide policies focused on reducing mobile source emissions. Therefore, the temporary addition of 0.45 pounds per day of DPM during the construction grading phase would result in a less than significant impact.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD *CO Hotspot Analysis*, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's *CO Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO

[6] South Coast Air Quality Management District (August 2021). *MATES V Final Report, page ES-16.* Available at http://www.aqmd.gov/docs/default-source/planning/mates-v/mates-v-final-report-9-24-21.pdf?sfvrsn=6. Accessed November 2023.

hotspots would not be experienced at any vicinity intersections resulting from 29,094 additional vehicle trips attributable to the Project. Therefore, impacts would be less than significant.

Specific Plan Amendment (SPA)

As discussed in **Section 3.0: Project Description**, changes associated with the SPA are minor, generally consisting of clarification or minor changes in allowable uses but similar in nature and intensity to those that are already permitted in the GHSP-DR zone. Therefore, the SPA changes do not represent new or substantially more severe impacts than addressed in the prior GHSP EIR.

Mitigation Measures

No mitigation measures from the GHSP EIR or the 2020 EIR Addendum to the GHSP EIR are applicable to this topical area.

Additional Mitigation Measures

MM AQ-2 The Project applicant shall submit a Dust Control Management Plan limiting the generation of fugitive dust to the County of San Bernardino. The Dust Control Management Plan shall be approved prior to the approval of the grading permit. The Dust Control Management Plan shall include, but not limited to, the following:

- Prior to Grading Permit issuance, a sign, legible at 50 feet shall be posted at the Project construction site. The sign(s) shall be reviewed and approved by the Building Official and County Planning Department, prior to posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.
- During construction, the contractor will designate a member of the construction staff as a Dust Control Coordinator. The Dust Control Coordinator will be present during all earthmoving activities and respond to local complaints about fugitive dust. When a complaint is received, the Dust Control Coordinator shall notify the County within 24-hours of the complaint, determine the cause, and implement reasonable measures to resolve the complaint as deemed acceptable by the Public Works Department.
- Soil stockpiles maintained as part of the Project will be stabilized to reduce fugitive dust. Soil stockpiles may be stabilized by wetting to form a crust or other treatment – such as covering, use of soil binders, chemical soil stabilizers, geotextiles, mulching, or hydroseeding.
- Any Project-related person operating a vehicle on a public roadway with a load of dirt, sand, gravel, or other loose material – which may be susceptible to generating dust – will cover the load or maintain two feet or more of freeboard during transportation.
- All grading and excavation activities shall cease during periods of sustained wind events. These events are defined as winds exceeding 20 mph for more than 3 minutes in any 60-minute period. A sustained wind event will be measured by

monitoring the nearest National Weather Service monitoring station or by using a kestrel wind meter or similar device. In the event that operations are shut down during high winds, watering of the area will continue to minimize fugitive dust. Construction activities will resume when wind speeds fall below the 20 mph 3-minute aggregate period in any 60-minute period.

- A speed limit of 15 mph for construction vehicles will be implemented on all unpaved roads. The contractor will post speed limit signs and discuss speed limits during tailboard meetings.

Impact AQ-4 ***Would the Project Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

Level of Significance: Less than Significant

The GHSP EIR for the Previously Approved Project, adopted in 2005, did not analyze impacts from other emissions, such as odors. However, since the Project has changed this impact will be analyzed for new significant environmental impacts.

Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

Construction equipment emissions, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities, may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, Project construction activities would not result in objectionable odors that would adversely affect a substantial number of people and impacts would be less than significant.

Operations

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, Project operations would not result in odors that would adversely affect people.

Specific Plan Amendment (SPA)

As discussed in **Section 3.0: Project Description**, changes associated with the SPA are minor, generally consisting of clarification or minor changes in allowable uses but similar in nature and intensity to those

that are already permitted in the GHSP-DR zone. Therefore, the SPA changes do not represent new or substantially more severe impacts than addressed in the prior GHSP EIR.

Mitigation Measures

No mitigation is necessary.

4.1.6 Cumulative Impacts

Cumulative Construction Impacts

The SCAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for the CAAQS and nonattainment for O_3 and $PM_{2.5}$ for the NAAQS. Appendix D of the SCAQMD *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (2003) notes that projects that result in emissions that do not exceed the project specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. The mass-based regional significance thresholds published by the SCAQMD are designed to ensure compliance with both NAAQS and CAAQS and are based on an inventory of projected emissions in the SCAB. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative air quality impact in the SCAB would not be cumulatively considerable. As shown in **Table 4.1-8** above, Project construction-related emissions with the incorporation of **MM AQ-1** would not exceed the SCAQMD significance thresholds for criteria pollutants. Therefore, the Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related projects. Compliance with SCAQMD rules and regulations would further reduce Project construction-related emissions. Therefore, Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. The Proposed Project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality.

Cumulative Operational Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in **Table 4.1-9** above, the Project operational emissions (primarily mobile source emissions) would exceed the SCAQMD threshold for ROG, NO_X, and CO despite the implementation of mitigation. As a result, operational emissions associated with the Project would result in a cumulatively considerable contribution to significant cumulative air quality impacts. Emissions of motor vehicles are controlled by State and Federal standards and the Project has no control over these standards. The application of mandatory plans, programs, and policies along with the implementation of operational mitigation measures from the GHSP EIR, **4.6-1** through **4.6-11**, would reduce some emissions, but the majority of the mobile source emissions are beyond the Project's control. Therefore, the Project would contribute to a significant cumulative operational impact, consistent with the Previously Approved Project.

4.1.7 Significant Unavoidable Impacts

The GHSP EIR found that the implementation of the GHSP would result in significant unavoidable impacts related to construction activities and their emissions of NO_X, ROGs, and PM_{10}. Additionally, the GHSP EIR found that there would be significant unavoidable impacts related to the operational vehicle emissions related to the emissions of CO, ROG, and NO_X. The GHSP EIR included mitigation measures to reduce the severity of these impacts, however, both construction and operational air pollutant emissions remained above the SCAQMD Thresholds of Significance.

The GHSP EIR Addendum (2020) found that there would be significant unavoidable impacts related to the construction emissions of CO, NO_X, PM_{10}, $PM_{2.5}$, and VOCs. Additionally, the 2020 EIR Addendum found that operational emissions of CO, PM_{10}, $PM_{2.5}$, NO_X, and VOCs would be above the SCAQMD thresholds of significance. The 2020 EIR Addendum identified mitigation measures that would reduce the impacts of these emissions; however, the implementation of mitigation measures would not reduce emissions of these pollutants below SCAQMD thresholds of significance.

The Project's operational-related emissions for ROG, NO_X, and CO would exceed SCAQMD's thresholds of significance after the implementation of all feasible and reasonable mitigation measures, consistent with the findings of the GHSP EIR. As such, no new significant and unavoidable impacts concerning air quality have been identified for this Project.

4.1.8 References

Kimley-Horn. 2023. *Air Quality Assessment*.

Michael Brandman Associates. 2005. *Glen Helen Specific Plan Final Environmental Impact Report*.

EPD Solutions, Inc. 2020. *2020 Glen Review of Prior Environmental Documentation/EIR Addendum for the 2020 Glen Helen Specific Plan Amendment*.

4.2

Biological Resources

4.2 BIOLOGICAL RESOURCES

4.2.1 Introduction

This section of the EIR identifies and evaluates potential impacts related to biological resources with the development of The Oasis at Glen Helen Parkway Project (Project). The baseline data collection provides information on baseline conditions in the Project area from a literature search, review of existing data, and site surveys. The following biological resources technical report is provided in **Appendix C**:

- ELMT Consulting, Inc. (ELMT; 2023). Habitat Assessment for the 215 Table Top, LLC Project Located in San Bernardino County, California. (**Appendix C1**)
- ELMT. (2023). Special-Status Plant Survey Report for the 215 Table Top, LLC Project Located in San Bernardino County, California. (**Appendix C2**)
- ELMT. (2023). Jurisdictional Delineation for the 215 Table Top, LLC Project Located in San Bernardino County, California. (**Appendix C3**)
- Kidd Biological, Inc. (2021). Results of 2021 Breeding-Season California Gnatcatcher Surveys 32-Acre Site. (**Appendix C4**)

The purpose of this analysis is to provide a description of existing biological resources on the Project site and to identify potentially significant impacts that could occur to sensitive biological resources from implementation of Project. As discussed in **Section 3.0: Project Description**, the Project is for the development of a commercial retail center with civic uses.

4.2.2 Environmental Setting

Existing Conditions

Site Conditions

The Project site is mostly undeveloped with an existing structure on the northern portion of the Project site. The Project site contains mostly Riversidean Sage Scrub (RSS) with some Mulefat Scrub. The Project site, while undeveloped, contains disturbed areas such as unpaved or barren soil areas that are routinely exposed to disturbances and do not comprise a plant community. No fish, amphibians, or reptiles were observed on-site during field investigations completed as part of the Habitat Assessment completed by ELMT Consulting (**Appendix C1**). Several bird species and one mammal species were observed on-site that are common and endemic to the southern California region.

The Project site is located between two wildlife corridors: the Lytle Creek wildlife corridor to the south, and the Cajon Creek wildlife corridor to the north. Due to the Project site being surrounded by development and major roadways, wildlife movement through the Project site is heavily restricted, if not eliminated entirely, refer to **Appendix C1** for more information.

Vegetation and Land Cover

The Project site is relatively undisturbed and supports natural plant communities. Two plant communities were observed on-site: Riversidean sage scrub and mulefat scrub. In addition, two land cover types that

would be classified as disturbed and developed were also observed on-site. These plant communities and land cover types are described in further detail below and shown in **Figure 4.2-1: Vegetation Communities and Land Cover Types**.

Riversidean Sage Scrub

The majority of the project site supports an RSS plant community that is dense (approximately 75-90 percent vegetation coverage) and mature and is transitioning into a chaparral plant community. The RSS plant community is found throughout the Project site on the steep hillsides. This plant community is primarily dominated by California buckwheat (*Eriogonum fasciculatum*) black sage (*Salvia mellifera*), California sagebrush (*Artemisia californica*), white sage (*Salvia apiana*), and deerweed (*Acmispon glaber*). Other common plant species observed include basketbush (*Rhus aromatica*), pine goldenbush (*Ericameria pinifolia*), prickly pear (*Opuntia sp.*), red brome (*Bromus marditensis*), ripgut brome (*Bromus diandrus*), sapphire woollystar (*Eriastrum sapphirinum*), saw tooth goldenbush (*Hazardia squarrosa*), and short podded mustard (*Hirschfeldia incana*). Chaparral plant species found on-site primarily consisted of dense, woody plant species including chamise (*Adenostoma fasciculatum*), chaparral whitethorn (*Ceanothus leucodermis*), spiny red berry (*Rhamnus crocea*), and bush monkeyflower (*Diplacus aurantiacus*), Southern California black walnut (*Juglans californica*), manzanita (*Arctostaphylos glauca*), toyon (*heteromeles arbutifolia*), and mountain mahogany (*Cercocarpus sp.*).

Mulefat Scrub

The mulefat scrub plant community is found on the southeast corner of the Project site in a topographic low spot between the hillside to the west and Glen Helen Parkway to the east. This plant community is dominated by mulefat (*Baccharis salicifolia*) with a mixed understory of sage scrub plant species. Common plant species found in the understory include California buckwheat, black sage, California sagebrush, deerweed (*Acmispon glaber*), red brome, ripgut brome, and short podded mustard.

Disturbed

Disturbed areas refer to unpaved or dirt areas that are routinely exposed to anthropogenic disturbances and typically do not comprise a plant community. Surface soils within these areas are generally devoid of vegetation or support non-native and ruderal/weedy plant species and have been heavily disturbed/compacted from anthropogenic disturbances (i.e., weed abatement activities, activities associated with surrounding infrastructure). Disturbed areas on-site generally encompass an unimproved dirt access road, and land immediately adjacent to the rural residential property on the northern boundary of the Project site.

Developed

Developed areas within the Project site generally consist of paved, impervious surfaces. Developed areas within the boundaries of the Project site include a paved road and an existing structure on the northern boundary of the Project site.

Wildlife

Plant communities provide foraging habitat, nesting/denning sites, and shelter from adverse weather or predation. This section provides a discussion of those common wildlife species that were observed or are expected to occur within the Project site. The discussion is to be used a general reference and is limited by the season, time of day, and weather conditions in which the field investigation was conducted. Wildlife detections were based on calls, songs, scat, tracks, burrows, and direct observation.

Fish

No fish or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for fish were observed on or within the vicinity of the Project site. Therefore, no fish are expected to occur and are presumed absent from the Project site.

Amphibians

No amphibians or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for amphibians were observed on or within the vicinity of the Project site. Therefore, no amphibians are expected to occur and are presumed absent from the Project site.

Reptiles

Western side-blotched lizard (*Uta stansburiana elegans*), and coastal whiptail (Aspidoscelis tigris steinegeri) were the only reptiles observed on-site. Common reptilian species that have the potential to occur on the Project site include, alligator lizard (*Elgaria multicarinata*), gopher snake (Pituophis catenifer), and southern Pacific rattlesnake (*Crotalus oreganus helleri*).

Birds

Bird species detected on-site during the field surveys include American crow (*Corvus brachyrhynchos*), Anna's hummingbird (*Calypte anna*), Bewick's wren (*Thryomanes bewickii*), California towhee (*Melozone crissalis*), lesser goldfinch (*Spinus psaltria*), Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), spotted towhee (*Pipilo maculatus*), California thrasher (*Toxostoma redivivum*), house finch (*Haemorphous mexicanus*), and orange-crowned warbler (*Vermivora celata*).

Mammals

During the field investigation the only observed mammal was a cottontail (*Sylvilagus audubonii*). Common mammalian species that have the potential to occur within the Project site include coyote (Canis latrans), California ground squirrel (*Otospermophilus beecheyi*), and raccoon (*Procyon lotor*). No bat species are expected to occur due to a lack of suitable roosting habitat (i.e., trees, crevices) on and surrounding the Project site.

Nesting Birds

No active nests or birds displaying nesting behavior were observed during the field investigation. The Project site and surrounding area provides suitable foraging and nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area.

Migratory Corridors and Linkages

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

According to the San Bernardino County General Plan Open Space Element, the Project site has not been identified as occurring within any major open space areas. The Project site is located between two wildlife corridors: the Lytle Creek wildlife corridor to the south, and the Cajon Creek wildlife corridor to the north. Additionally, the Project site is located immediately west of the Cajon Creek Policy Area.

The Project site is an island of habitat located between Interstate 15, Glen Helen Parkway, and developments to the north, which has restricted, if not eliminated, wildlife movement opportunities across the site. Interstate 15 bordering the western boundary of the Project site has eliminated wildlife movement opportunities out of the San Gabriel Mountains to the west. Further, large mammals (i.e., bobcats, mountain lions) typically do not cross large freeways, and are not expected to use the site. As a result, implementation of the Project would not disrupt or have any adverse effects on any migratory corridors or linkages in the surrounding area.

Special-status Biological Resources

The habitat assessment identified potential special status plant and animal species that have a potential to occur on the Project site. Literature review completed as part of the habitat assessment identified 19 plant and 37 wildlife species of special status that have a potential to occur. Subsequently, surveys were completed to accurately determine what plant species exist on-site, if any. The surveys identified that one special-status plant species exists on site, the Southern California black walnut. However, this plant species is neither a federally or state listed threatened or endangered species. Refer to **Impact BIO-1** below and **Appendix C2** for more information.

State and Federal Jurisdictional Areas

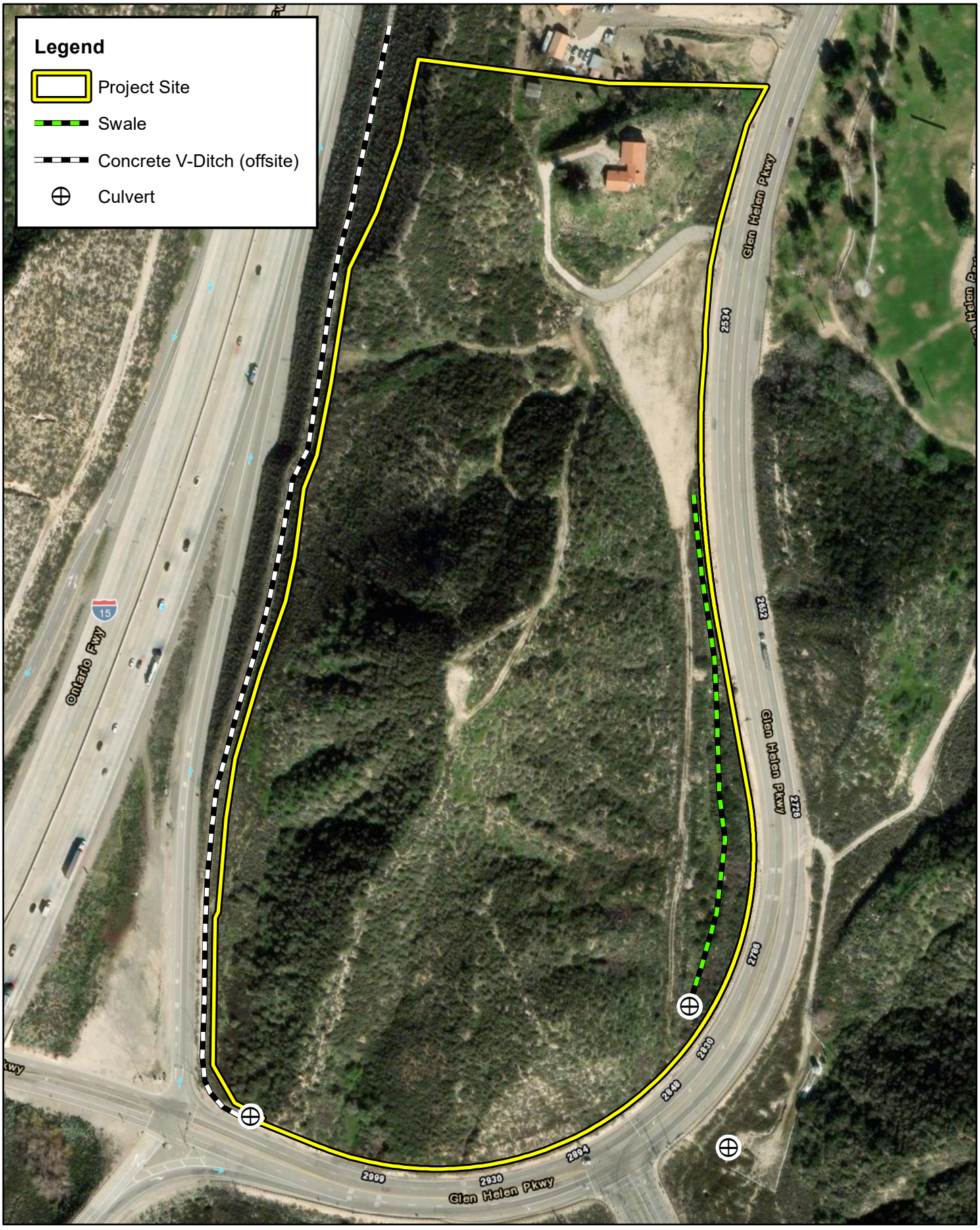
A formal delineation of state and federal jurisdictional waters was completed on November 8, 2023, and is available in **Appendix C3** of this Draft SEIR. There are several drainage features on- and off-site that are potentially jurisdictional. These features include a swale on the southeast portion of the Project site which runs parallel to Glen Helen Parkway, the hillsides located within the Project site which are determined to not be considered jurisdictional, and the concrete lined v-ditch parallel to the western boundary of the Project site (see **Figure 4.2-2: On-site Features**). The jurisdictional delineation determined that none of these features are jurisdictional to the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board, or the California Department of Fish and Wildlife. Refer to **Appendix C3** for more information.

Source: ELMT Consulting, 2023.

FIGURE 4.2-1: Vegetation Communities and Land Cover Types
The Oasis at Glen Helen Parkway

Not to scale

Kimley»Horn



Source: ELMT Consulting, 2023.

FIGURE 4.2-2: Onsite Features
The Oasis at Glen Helen Parkway

Not to scale

Kimley»Horn

4.2.3 Regulatory Setting

Federal

Endangered Species Act of 1973

Federally listed threatened and endangered species and their habitats are protected under provisions of the Federal Endangered Species Act (ESA). Section 9 of the ESA prohibits "take" of threatened or endangered species. "Take" under the ESA is defined as to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any of the specifically enumerated conduct." The presence of any federally threatened or endangered species that are in a project area generally imposes severe constraints on development, particularly if development would result in "take" of the species or its habitat. Under the regulations of the ESA, the United States Fish and Wildlife Service (USFWS) may authorize "take" when it is incidental to, but not the purpose of, an otherwise lawful act.

Critical Habitat is designated for the survival and recovery of species listed as threatened or endangered under the ESA. Critical Habitat includes those areas occupied by the species, in which are found physical and biological features that are essential to the conservation of an ESA listed species and which may require special management considerations or protection. Critical Habitat may also include unoccupied habitat if it is determined that the unoccupied habitat is essential for the conservation of the species.

Whenever federal agencies authorize, fund, or carry out actions that may adversely modify or destroy Critical Habitat, they must consult with USFWS under Section 7 of the ESA. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highway Administration or a permit from the USACE).

If USFWS determines that Critical Habitat will be adversely modified or destroyed from a proposed action, the USFWS will develop reasonable and prudent alternatives in cooperation with the federal institution to ensure the purpose of the proposed action can be achieved without loss of Critical Habitat. If the action is not likely to adversely modify or destroy Critical Habitat, USFWS will include a statement in its biological opinion concerning any incidental take that may be authorized and specify terms and conditions to ensure the agency is in compliance with the opinion.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 U.S. Government Code [USC] 703) makes it unlawful to pursue, capture, kill, possess, or attempt to do the same to any migratory bird or part, nest, or egg of any such bird listed in wildlife protection treaties between the United States, Great Britain, Mexico, Japan, and the countries of the former Soviet Union, and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs (16 USC 703; 50 Code of Federal Regulations [CFR] 10, 21).

The MBTA covers the taking of any nests or eggs of migratory birds, except as allowed by permit pursuant to 50 CFR, Part 21. Disturbances causing nest abandonment and/or loss of reproductive effort (i.e., killing

or abandonment of eggs or young) may also be considered "take." This regulation seeks to protect migratory birds and active nests.

In 1972, the MBTA was amended to include protection for migratory birds of prey (e.g., raptors). Six families of raptors occurring in North America were included in the amendment: Accipitridae (kites, hawks, and eagles); Cathartidae (New World vultures); Falconidae (falcons and caracaras); Pandionidae (ospreys); Strigidae (typical owls); and Tytonidae (barn owls). The provisions of the 1972 amendment to the MBTA protects all species and subspecies of the families listed above. The MBTA protects over 800 species including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species.

Clean Water Act

Pursuant to Section 404 of the Clean Water Act (CWA) (33 U.S. Code Section 1344), the USACE is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the U.S. (including wetlands), which include those waters listed in 33 CFR 328.3 (a) (as amended at 85 Federal Register 22250, April 21, 2020; Navigable Waters Protection Rule). The USACE, with oversight from the U.S. Environmental Protection Agency (U.S. EPA), has the principal authority to issue CWA Section 404 permits. The USACE would require a Standard Individual Permit (SIP) for more than minimal impacts to waters of the U.S. as determined by the USACE. Substantial impacts on waters of the U.S. may require an Individual Permit. Projects with minimal individual and cumulative adverse effects on the environment may meet the conditions of an existing Nationwide Permit (NWP).

A water quality certification or waiver pursuant to Section 401 of the CWA (33 U.S. Code Section 1341) is required for all Section 404 permitted actions. The RWQCB, a division of the State Water Resources Control Board (SWRCB), provides oversight of the 401-certification process in California. The RWQCB is required to provide Water Quality Certification for licenses or permits that authorize an activity that may result in a discharge from a point source into a water of the U.S. Water Quality Certification authorization "is limited to assuring that a discharge from a Federally licensed or permitted activity will comply with water quality requirements" (40 CFR 121.3).

The National Pollutant Discharge Elimination System (NPDES) is the permitting program for discharge of pollutants into surface waters of the U.S. under Section 402 of the CWA (33 U.S. Code Section 1342).

State

California Environmental Quality Act

Section 15380 of the CEQA Guidelines independently defines "endangered" and "rare" species separately from the definitions of the California Endangered Species Act (CESA). Under CEQA, "endangered" species of plants or animals are defined as those whose survival and reproduction in the wild are in immediate jeopardy, while "rare" species are defined as those who are in such low numbers that they could become endangered if their environment worsens.

California Endangered Species Act

In addition to federal laws, the state of California implements the CESA which is enforced by CDFW. The CESA program maintains a separate listing of species beyond the Federal ESA, although the provisions of each act are similar.

State-listed threatened and endangered species are protected under provisions of the CESA. Activities that may result in "take" of individuals (defined in CESA as; "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") are regulated by CDFW. Habitat degradation or modification is not included in the definition of "take" under CESA. Nonetheless, CDFW has interpreted "take" to include the destruction of nesting, denning, or foraging habitat necessary to maintain a viable breeding population of protected species.

The State of California considers an endangered species as one whose prospects of survival and reproduction are in immediate jeopardy. A threatened species is considered as one present in such small numbers throughout its range that it is likely to become an endangered species in the near future in the absence of special protection or management. A rare species is one that is considered present in such small numbers throughout its range that it may become endangered if its present environment worsens. State threatened and endangered species are fully protected against take, as defined above.

The CDFW has also produced a species of special concern list to serve as a species watch list. Species on this list are either of limited distribution or their habitats have been reduced substantially, such that a threat to their populations may be imminent. Species of special concern may receive special attention during environmental review, but they do not have formal statutory protection. At the federal level, USFWS also uses the label species of concern, as an informal term that refers to species which might be in need of concentrated conservation actions. As the Species of Concern designated by USFWS do not receive formal legal protection, the use of the term does not necessarily ensure that the species will be proposed for listing as a threatened or endangered species.

Fish and Game Code

Fish and Game Code (FGC) Sections 3503, 3503.5, 3511, and 3513 are applicable to natural resource management. For example, Section 3503 of the FGC makes it unlawful to destroy any birds' nest or any birds' eggs that are protected under the MBTA. Further, any birds in the orders Falconiformes or Strigiformes (Birds of Prey, such as hawks, eagles, and owls) are protected under Section 3503.5 of the FGC which makes it unlawful to take, possess, or destroy their nest or eggs. A consultation with CDFW may be required prior to the removal of any bird of prey nest that may occur on a project site. Section 3511 of the FGC lists fully protected bird species, where the CDFW is unable to authorize the issuance of permits or licenses to take these species. Pertinent species that are fully protected by the state include golden eagle (*Aquila chrysaetos*) and white-tailed kite (*Elanus leucurus*). Section 3513 of the FGC makes it unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Native Plant Protection Act

Sections 1900–1913 of the FGC were developed to preserve, protect, and enhance Rare and Endangered plants in the State of California. The act requires all state agencies to use their authority to carry out programs to conserve endangered and rare native plants. Provisions of the Native Plant Protection Act prohibit the taking of listed plants from the wild and require notification of the CDFW at least ten days in advance of any change in land use which would adversely impact listed plants. This allows the CDFW to salvage listed plant species that would otherwise be destroyed.

California Native Plant Society Rare and Endangered Plant Species

Vascular plants listed as rare or endangered by the CNPS, but which have no designated status under Federal ESA or CESA are defined as follows:

California Rare Plant Rank

1A- Plants Presumed Extirpated in California and either Rare or Extinct Elsewhere

1B- Plants Rare, Threatened, or Endangered in California and Elsewhere

2A- Plants Presumed Extirpated in California, But More Common Elsewhere

2B- Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere

3- Plants about Which More Information is Needed - A Review List

4- Plants of Limited Distribution - A Watch List

Threat Ranks

.1- Seriously threatened in California (over 80% of occurrences threatened/high degree and immediacy of threat)

.2- Moderately threatened in California (20-80% of occurrences threatened/moderate degree and immediacy of threat)

.3- Not very threatened in California (<20% of occurrences threatened/low degree and immediacy of threat or no current threats known).

Fish and Game Code

FGC Sections 1600 et. seq. establishes a fee-based process to ensure that projects conducted in and around lakes, rivers, or streams do not adversely impact fish and wildlife resources, or, when adverse impacts cannot be avoided, ensures that adequate mitigation and/or compensation is provided.

FGC Section 1602 requires any person, state, or local governmental agency or public utility to notify the CDFW before beginning any activity that will do one or more of the following:

1) substantially obstruct or divert the natural flow of a river, stream, or lake;
2) substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or

3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

FGC Section 1602 applies to all perennial, intermittent, and ephemeral rivers, streams, and lakes in the state. CDFW's regulatory authority extends to include riparian habitat (including wetlands) supported by a river, stream, or lake regardless of the presence or absence of hydric soils and saturated soil conditions. Generally, the CDFW takes jurisdiction to the top of bank of the stream or to the outer limit of the adjacent riparian vegetation (outer drip line), whichever is greater. Notification is generally required for any project that will take place in or in the vicinity of a river, stream, lake, or their tributaries. This includes rivers or streams that flow at least periodically or permanently through a bed or channel with banks that support fish or other aquatic life and watercourses having a surface or subsurface flow that support or have supported riparian vegetation. A Section 1602 Streambed Alteration Agreement (SAA) would be required if impacts to identified CDFW jurisdictional areas occur.

Porter Cologne Act

The Porter-Cologne Act provides for statewide coordination of water quality regulations. The SWRCB was established as the statewide authority and nine separate California Regional Water Quality Control Boards (RWQCBs) were developed to oversee water quality on a day-to-day basis.

The SWRCB is the primary agency responsible for protecting water quality in California. As discussed above, the RWQCBs regulate discharges to surface waters under the CWA. In addition, the RWQCBs are responsible for administering the Porter-Cologne Act.

Pursuant to the Porter-Cologne Act, the state is given authority to regulate waters of the state, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if Section 404 of the CWA is not required for the activity. "Waste" is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

Local

The Countywide Plan

The Countywide Plan's Natural Resources Element contains the following goal and policies that pertain the Project:

Goal NR-5 **Biological Resources. An interconnected landscape of open spaces and habitat areas that promotes biodiversity and healthy ecosystems, both for their intrinsic value and for the value placed on them by residents and visitors.**

Policy NR-5.7 Development review, entitlement, and mitigation. We comply with state and federal regulations regarding protected species of animals and vegetation through the development review, entitlement, and environmental clearance processes.

Policy NR-5.8 Invasive species. We require the use of non-invasive plant species with new development and encourage the management of existing invasive plant species that degrade ecological function.

San Bernardino County Code of Ordinances

The following provisions from the County Code of Ordinances, Title 8: Development Code help minimize biological resources impacts associated with new development projects and are relevant to the Project.

- **Chapter 88.01 (Plant Protection and Management).** This chapter provides regulatory and management guidance for plant resources in unincorporated areas as well as mixed public and private lands. It primarily addresses tree and vegetation removal in public land and private land in unincorporated areas.
- **Section 88.01.050, Native Tree or Plant Removal Permits**, discusses when a Tree or Plant Removal Permit is required, stating that a Tree or Plant Removal Permit shall be required for the removal of a regulated tree or plant as identified in this Chapter.
- **Section 88.01.060, Desert Native Plant Protection**, conserves specified desert plant species.
- **Section 88.01.070, Mountain Forest and Valley Tree Conservation**, conserves forest resources in the Mountain and Valley regions to supplement the Z'berg-Nejedly Forest Practice Act of 1973 (California Public Resources Code [PRC] § 4526 et seq.). It regulates private and commercial harvesting of trees on public and private land.
- **Section 88.01.080, Riparian Plant Conservation**, addresses the health of riparian corridors, their impact on waterways within the region, their use as habitat by various plant and wildlife species, and their stabilization of stream banks.
- **Chapter 88.02, Soil and Water Conservation**, promotes the health of soil communities to limit soil erosion potential and preserve air quality. This code primarily regulates ground-disturbing activities.

4.2.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning biological resources. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- 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;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Methodology and Assumptions

The Project site and its associated design are evaluated against the aforementioned significance criteria as the basis for determining the level of impacts related to biological resources. This analysis considers existing regulations, laws, and standards that serve to avoid or reduce potential environmental impacts. Feasible mitigation measures are recommended, when warranted, to avoid or lessen the Project's significant adverse impacts.

Approach to Analysis

This analysis of impacts on biological resources examines the Project's temporary (i.e., construction as it is limited in duration) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site, and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on the aforementioned biological resources study; review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a project would or would not result in "substantial" adverse effects on biological resources considers how the potential for development and operation of the site would affect the resources.

4.2.5 Impacts and Mitigation Measures

Summary of Environmental Analysis in the Glen Helen Specific Plan EIR

The GHSP concluded that impacts to native plant communities that occur in the Sycamore Flats, North Glen Helen, Devore, Central Glen Helen, and South Glen Helen planning areas, are considered adverse, but are not significant under CEQA guidelines. Cajon Corridor and Kendall Corridor planning areas are completely disturbed and will not be impacted by GHSP. Additionally, the GHSP stated that Riversidean Alluvial Fan Sage Scrub (RAFSS) is considered a plant community of special concern by CDFG. The North Glen Helen, Sycamore Flats, and South Glen Helen planning areas contain RAFSS habitat that supports a known population of San Bernardino kangaroo rat (*Dipodomys merriami parvus*). This plant community is considered to be highly sensitive and impacts to this habitat are considered to be potentially significant. The GHSP specifically designated several categories of open space areas to reduce the levels of disturbance to sensitive habitat areas. These open space areas have been created in order to allow park users to enjoy the natural communities within the planning area and at the same time protect suitable sensitive habitat from being developed. The GHSP also proposed a designated Open Space Management Plan be prepared, which would help in the protection and conservation of sensitive habitats within the GHSP.

Lastly, the GHSP concluded that impacts to the Santa Ana River woollystar (*Eriastrum densifolium sanctorum*), slender-horned spineflower (*Dodecahema leptoceras*), California Gnatcatcher (*Polioptila californica*), and San Bernardino kangaroo rat (*Dipodomys merriami parvus*), are potentially significant. During previous biological surveys within the GHSP area, these species were observed. The Santa Ana River woolly star (*Eriastrum densifolium sanctorum*) has been observed within the western portion of the North Glen Helen and Central Glen Helen Planning areas. Slender-horned spineflower (*Dodecahema leptoceras*) was observed in the North Glen Helen and Devore Planning areas. California gnatcatchers (*Polioptila californica*) were observed within the Central Glen Helen Planning Area and the San Bernardino kangaroo rat (*Dipodomys merriami parvus*) was observed in the South Glen Helen Planning area. Therefore, the GHSP included **MM 4.8-1** through **4.8-8** to reduce impacts to less than significant levels to threatened and endangered species.

Several drainage areas are located within the GHSP area. All drainage features that are considered USACE jurisdictional "Waters of the United States" are protected under Section 404 of the Clean Water Act. These areas are also protected under section 1600 of the CDFG code for streambed alterations. Riparian habitats within the GHSP area contain foraging and nesting habitat for a number of migratory birds. Many migratory birds typically use these areas during migration due to the abundant cover and available water sources. Riparian habitats are protected under the MBTA. The MBTA specifically protects bird species during the nesting season. The riparian habitats within the GHSP area are located within the Sycamore-Flats and Central Glen Helen sub-planning areas. A formal jurisdictional delineation was not conducted on these sub-planning areas because a final development plan has not been developed. The Sycamore Flats sub-planning area includes a proposed golf course and residential community. Development of this area is likely to impact jurisdictional waters and would be considered a significant under CEQA guidelines. The remaining drainage features within the GHSP area (two unnamed creeks, Cajon Creek, and Lytle Creek) are not likely to be directly affected. These drainages are within areas that are proposed open space areas. However, impacts to these areas could be considered significant if any portion of the drainage is altered or filled. However, with implementation of the recommended **MMs 4.8-1** through **4.8-8**, the GHSP EIR would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, nor would the GHSP have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Wildlife movement corridors are considered a special resource for wildlife movement. The GHSP area is located at the confluence of two large drainage features, Lytle Creek and Cajon Creek. Wildlife movement corridors are generally used by highly mobile wildlife species in order to travel from one geographic location to another. In many cases, movement corridors may be found along the tops of ridgelines but are most commonly found at the bottom of canyons in vegetation corridors. The GHSP area is separated from the San Bernardino and San Gabriel Mountains by I-15 and I-215. Access to these mountain ranges from the GHSP area is achieved by movement either under the Lytle Creek and Cajon Creek freeway overpasses or through a number of small culverts that run underneath I-15. North Glen Helen and Sycamore Flats sub-planning areas contain significant wildlife movement areas. The GHSP area contains several large highly mobile species such as mule deer, coyote, and bobcat. Currently, there are several different

locations in which wildlife species may enter or leave the existing GHSP area. Development within a wildlife movement corridor will prohibit species movement and could lead to reduced populations. Impacts to these wildlife movement corridors are considered significant. Road building within the GHSP area will likely have a temporary impact on wildlife movement. Installation of permanent material such as fencing, guard rails, or other safety devices that would impede wildlife movement will be redesigned to allow free movement of wildlife within existing wildlife movement corridors. With implementation of **MM 4.8-8**, the GHSP area would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites and impacts would be less than significant.

The GHSP EIR concluded that the GHSP would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The San Bernardino County Development Code, Chapter 88.01 (Plant Protection and Management) pertains to the GHSP area. A regulated tree or plant will be any of those trees or plants identified in: (1) Section 88.01.060(c) (Regulated desert native plants), (2) Section 88.01.070(b) (Regulated trees), or (3) Section 88.01.080(b) (Regulated riparian plants). No regulated trees or plants identified in Sections 88.01.060(c), 88.01.070(b), or 88.01.080(b) occur on-site. Therefore, impacts to local policies or ordinances are not expected to occur from development of the Project, and mitigation is not required.

The GHSP area and immediate vicinity contains a large portion of the remaining suitable habitat for the San Bernardino kangaroo rat (*Dipodomys merriami parvus*). The GHSP specifically designates two areas of suitable San Bernardino kangaroo rat habitat as Open Space/Preserve. Development of the adjacent off-site parcels, such as Lytle Creek Village North Development, would be considered a significant cumulative impact. The GHSP is designed to allow future growth within previously disturbed areas while limiting the amount of disturbance to natural habitats. Because some development may potentially result in the take of a sensitive species or habitat, a Section 10(a) permit may be required. However, in the event that development within the GHSP area is scheduled to occur prior to the implementation of the MSHCP, a separate 10(a) permit and HCP will be developed. Mitigation lands and habitat restoration areas will likely be covered under the MSHCP. However, prior to adoption and implementation of the MSHCP, all development that requires mitigation lands will be directly obtained by the project proponent and will be associated with the future MSHCP plans. Therefore, with implementation of **MM 4.8-1**, the GHSP would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

Mitigation Measures of the Glen Helen Specific Plan EIR

The GHSP EIR (SCH# 2000011093), as amended in December 2020 (2020 GHSP EIR Addendum), included mitigation measures to reduce impacts to less than significant. These mitigation measures have been modified to reflect current conditions at the time of the GHSP Addendums. Mitigation measures listed below are relevant to the Project only and modified where appropriate to reflect the Project and current conditions.

4.8-1 ~~**California Gnatcatcher.** Prior to any construction activity within Riversidean sage scrub (RSS), a California gnatcatcher focused survey should be conducted by a qualified biologist in order to~~

~~determine numbers of gnatcatcher pairs on site and location of activity. Additionally, a section 10A individual take permit may be required for areas that could be developed in California gnatcatcher habitat. A biologist should be present during initial grading of any RSS in order to flush out any resident gnatcatchers. A biological monitor should also be present during any clearing or other construction activities that are immediately adjacent to RSS habitat.~~ *(This mitigation measure is not applicable to the Project because a California Gnatcatcher focused survey was conducted, the results of which were negative; see **Appendix C4**.)*

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

4.8-3 ~~**Open Space.** Designate open space areas and manage open space to avoid impacts to sensitive habitat areas that may be affected by development.~~ *(This mitigation measure was for the entire GHSP project. It is not applicable to this specific site, as the Project site constraints require grading the entire site to bring the site down to adjacent road grade level).*

4.8-4 ~~**Federal and State Permit Requirements.** Prior to disturbing any Federal or State jurisdictional areas, the project proponent would be required to satisfy the following Federal and State permit requirements, which includes all mitigation measures for development of jurisdictional areas including associated riparian habitats: (1) Obtain verification from the U.S. Army Corps of Engineers certifying that the project is authorized under Section 404 of the Federal Clean Water Act (CWA); (2) Obtain certification (or waiver of certification) from the State Water Resources Control Board that the project complies with Section 401 of the CWA; and (3) Obtain Section 1600 Streambed Alteration Agreement per the State of California Fish and Game (CDFG) Code.~~ *(This mitigation measure is not applicable to the Project, as the biologist determined that the site does not contain state or federal or state jurisdictional resources).*

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

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

4.8-7 ~~**Wildlife Corridors.** Construction and development activities shall avoid native vegetation and wildlife corridors.~~ *(This mitigation measure was for the entire GHSP project. It is not applicable to this specific site, as the Project site constraints require grading the entire site to bring the site down to adjacent road grade level).*

4.8-8 ~~**Free Flow in Wildlife Corridors.** Installation of permanent material such as fencing, guard rails, or other safety devices that may impede wildlife movement shall be designed to allow for free flow of wildlife within existing wildlife movement corridors.~~ *(This mitigation measure is not applicable to this specific site, as the biologist determined that the site does not contain wildlife corridors).*

Summary of Environmental Analysis in the 2020 Addendum to the Glen Helen Specific Plan EIR

The 2020 GHSP EIR Addendum determined that the GHSP EIR **MMs 4.8-3, 4.8-4, 4.8-7, 4.8-8, 5-3, 5-5, 5-6,** and **5-8** are applicable to the 2020 GHSP EIR Addendum. There are no substantial changes from that previously analyzed within the GHSP EIR.

With implementation of **MMs 4.8-3, 4.8-4, 4.8-7, 4.8 8, 5-5, 5-6,** and **5-8** the 2020 GHSP Addendum 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. A less than significant impact would occur.

With implementation of **MMs 4.8-3, 4.8-4, 4.8-7, 4.8-8,** and **5-3** the 2020 GHSP Addendum would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, nor would the GHSP have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

With implementation of **MMs 4.8-3, 4.8-4, 4.8-7,** and **4.8-8**, the 2020 GHSP Addendum would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites and impacts would be less than significant.

With implementation of **MMs 4.8-3, 4.8-4, 4.8-7,** and **4.8-8**, the 2020 GHSP Addendum would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance and a less than significant impact would occur.

With implementation of **MMs 4.8-3, 4.8-4, 4.8-7,** and **4.8-8**, the 2020 GHSP Addendum would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

Mitigation Measures of the 2020 Addendum to the Glen Helen Specific Plan EIR

4.8-3 ~~**Open Space.** Designate open space areas and manage open space to avoid impacts to sensitive habitat areas that may be affected by development.~~ *(This mitigation measure was for the entire GHSP project. It is not applicable to this specific site, as the Project site constraints require grading the entire site to bring the site down to adjacent road grade level).*

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

~~Control Board that the project complies with Section 401 of the CWA; and (3) Obtain Section 1600 Streambed Alteration Agreement per the State of California Fish and Game (CDFG) Code.~~ *(This mitigation measure is not applicable to the Project, as the biologist determined that the site does not contain state or federal or state jurisdictional resources).*

4.8-7 ~~**Wildlife Corridors.** Construction and development activities shall avoid native vegetation and wildlife corridors.~~ *(This mitigation measure was for the entire GHSP project. It is not applicable to this specific site, as the Project site constraints require grading the entire site to bring the site down to adjacent road grade level).*

4.8-8 ~~**Free Flow in Wildlife Corridors.** Installation of permanent material such as fencing, guard rails, or other safety devices that may impede wildlife movement shall be designed to allow for free flow of wildlife within existing wildlife movement corridors.~~ *(This mitigation measure is not applicable to this specific site, as the biologist determined that the site does not contain wildlife corridors).*

5-3 ~~**Jurisdiction Jurisdictional Waters.** Prior to the issuance of any grading permits affecting State and/or federal jurisdictional waters, the Applicant shall provide the Director with documentation, as may be deemed acceptable by the Director, demonstrating the Applicant's ability and binding commitment to provide the following compensatory resources: (1) the preservation, restoration, and/or enhancement (individually or in combination) of USACE jurisdictional waters on or off the site (within the watershed) at a ratio approved by the applicable regulatory agency; and (2) preservation, restoration, and/or enhancement (individually or in combination) of CDFG jurisdictional areas on or off the site (within the watershed) at a ratio of no less than 1:1. Temporary impacts to jurisdictional waters may be mitigated through restoring affected areas to pre-project conditions, followed by hydroseeding with native plant species typical of the area.~~

~~Prior to issuance of any grading permit for work in jurisdictional waters, as applicable, the Applicant shall provide the County with evidence of the Applicant's receipt of a Section 404 permit issued by the United States Army Corps of Engineers (USACE), a Section 1600 streambed alteration agreement with California Department of Fish and Game (or other evidence of compliance with Section 1600 et seq. of the California Fish and Game Code), Section 401 water quality certification issued by the Regional Water Quality Control Board, Santa Ana Region and shall provide the Director with an agency approved habitat mitigation and monitoring plan (HMMP), prepared pursuant to USACE guidelines, if an HMMP is required by a regulatory agency.~~ *(This mitigation measure is not applicable to the Project, as the biologist determined that the site does not contain state or federal or state jurisdictional resources).*

5-5 **Nesting Birds.** To protect nesting birds regulated by the federal Migratory Bird Treaty Act, to the extent feasible, vegetation removal activities shall be scheduled between September 1 and February 14 to avoid the nesting bird season. If clearing and/or grading activities cannot be avoided during the nesting season, all suitable habitat will be thoroughly surveyed for the presence of nesting birds by a qualified biologist prior to removal. If any active nests are detected, the area will be flagged~~, along with a minimum 100-foot buffer (buffer may range between 100 and 300 feet as determined by the monitoring biologist)~~ <u>with an appropriate buffer as determined</u>

by a qualified biologist and will be avoided until the nesting cycle is complete or it is determined by the monitoring biologist that the nest has failed. A biologist will be present on the site to monitor any vegetation removal to ensure that nests not detected during the initial survey are not disturbed.

5-6 ~~**Burrowing Owl.** In order to avoid impacts to any burrowing owls that may colonize the development impact footprint prior to commencement of construction activities, a Phase III protocol survey shall be conducted within 30 days prior to commencement of any ground disturbance activities (California Burrowing Owl Consortium, 1993). This pre-construction survey would entail four separate days between two hours before sunset to one hour after or one hour before sunrise to two hours after. This survey applies during both the breeding season (February 1 through August 31) as well as the non-breeding season when wintering owls are most likely detected if present (December 1 through January 31). If burrowing owls are detected within the development impact footprint or within approximately 150 feet of the impact area, on-site passive relocation would be conducted during the non-breeding season in accordance with the established protocol (California Burrowing Owl Consortium, 1993).~~ *(This mitigation measure is not applicable to the Project because the habitat assessment conducted for the Project did not identify any burrowing owls on site or within the vicinity).*

5-8 **Invasive Plant Management Plan.** Prior to the commencement of any grubbing or grading activities, the Applicant shall submit and, when acceptable, the Director shall approve an invasive plant management plan, including, but not necessarily limited to: (1) preventive practices to avoid the transport and spread of weeds and weed seed during project development and operation; (2) a plan to control noxious weeds and weeds of local concern within designated open space areas; and (3) a strategy to educate construction personnel and homeowners in noxious weed identification and awareness. The invasive plant management plan shall incorporate weed prevention and control measures including, but not necessarily limited to: (1) use of only certified weed-free hay, straw, and other organic mulches to control erosion; (2) use of road surfacing and other earthen materials for construction that are certified weed free; and (3) use of only certified weed-free seed for the reclamation of disturbed areas.

Impact BIO-1 ***Would the Project 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?***

Level of Significance: Less than Significant with Mitigation Incorporated

Construction and Operation

As previously discussed, habitat assessments were conducted to document baseline conditions and assess the potential for special-status plant and wildlife species to occur within the Project site that could pose a constraint to implementation of the Project. A follow up survey was conducted on March 8, 2023, to verify existing site conditions previously noted in 2019. The Habitat Assessment (**Appendix C1**) report also includes the results of a special-status plant survey (**Appendix C2**) and California gnatcatcher (*Polioptila*

californica californica) focused survey (**Appendix C3**). According to the Habitat Assessment (**Appendix C1**) conducted for the Project site, the literature search identified 19 special-status plant species, 37 special-status wildlife species, and three special-status plant communities as having potential to occur within the site. Special-status plant and wildlife species were evaluated for their potential to occur within the Project site based on habitat requirements, availability and quality of suitable habitat, and known distributions.

Special-Status Plant Survey

Several special-status plant surveys have been conducted for the Project site in 2019 and 2021, and updated in 2023, by ELMT Consulting (ELMT). A focused special-status plant survey was conducted on April 16, May 22, and June 19, 2019, and April 14, May 18, and June 23, 2021, for the Project. The special-status plant surveys were conducted in accordance with the California Department of Fish and Wildlife (CFDW) Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Sensitive Natural Communities as well as the United States Fish and Wildlife Service (USFWS) Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants. Specifically, the surveys focused on the presence/absence singlewhorl burrobush (*Ambrosia monogyra*), Plummer's mariposa lily (*Calochortus plummerae*), Parry's spineflower (*Chorizanthe parryi var. parryi*), white-bracted spineflower (*Chroizanthe xanti var. leucotheca*), mesa horkela (H*orkelia cuneuta var. puberula*), San Gabriel oak (*Quercus durata var. gabrielensis*) and San Gabriel ragwort (*Senecio astephanus*).

Prior to conducting the special-status plant surveys, a literature review and records search was conducted for special-status plant species potentially occurring within five miles of the Project site. Previously recorded occurrences of special-status plant species and their proximity to the Project site were determined through a query of the Consortium of California Herbaria (CCH), CDFW California Natural Diversity Database (CNDDB) Rarefind 5 and QuickView Tool in the Biogeographic Information and Observation System (BIOS), the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California, Calflora Database, compendia of special-status species published by CDFW, and the U.S. Fish and Wildlife Service (USFWS) species listings. Ten special-status plant species have been recorded within five miles of the Project site, but none have been recorded within the boundaries of the Project site. Additionally, the Project site is not located within any federally designated Critical Habitat.

Special-Status Plant Survey Results

The literature search identified 20 special-status plant species as having the potential to occur within the Devore quadrangle. The following sections provide a detailed assessment of the plant species that were determined to have a moderate or low potential to occur within the Project site and the results from the special-status plant survey.

Singlewhorl Burrobush (Ambrosia monogyra)

Singlewhorl burrobush is a CNPS Rare Plant Rank 2B.2 plant species in the sunflower family (Asteraceae) that blooms from April to November. This species is found in sandy soils within chaparral and Sonoran desert scrub habitat, at elevations ranging from 33 to 1,640 feet. The nearest recorded occurrence of

singlewhorl burrobush is approximately 3.5 mile southeast of the Project site. This species was not observed on-site during the 2019 or 2021 special-status plant surveys.

Plummer's Mariposa Lily (Calochortus plummerae)

Plummer's mariposa lily is a CNPS Rare Plant Rank 4.2 plant species in the lily family (Liliaceae) that blooms from May to July. This species prefers openings in chaparral, foothill woodland, coastal sage scrub, valley foothill grasslands, cismontane woodland, lower montane coniferous forest and yellow pine forest. Often found on dry, rocky slopes and soils and brushy areas, at elevations ranging from 459 to 6,299 feet.

Can be very common after a fire. The nearest recorded occurrence of Plummer's mariposa lily is approximately 0.5 mile west of the Project site, west of Interstate 15 (CNDDB). This species was not observed on-site during the 2019 or 2021 special-status plant surveys.

Parry's Spineflower (Chorizanthe parryi var. parryi)

Parry's spineflower is a CNPS Rare Plant Rank 1B.1 plant species in the buckwheat family (Polygonaceae) that blooms from April to June. The species is a prostrate to spreading plant with white flowers that occurs in sandy soils from 902 to 4,003 feet above mean sea level in alluvial scrub, chaparral, and mixed grassland. Parry's spineflower is known from the flats and foothills of the San Gabriel, San Bernardino, and San Jacinto Mountains within Los Angeles, San Bernardino, and Riverside Counties of southern California. The nearest recorded occurrence of Parry's spineflower is approximately 1.16 mile southwest of the Project site within Lytle Creek (CNDDB). This species was not observed on-site during the 2019 or 2021 special-status plant surveys.

White-bracted Spineflower (Chroizanthe xanti var. leucotheca)

White-bracted spineflower is a CNPS Rare Plant Rank 1B.2 plant species in the buckwheat family (Polygonaceae) that blooms from April to June. This species is found in sandy or gravelly soils within coastal scrub, coastal scrub (alluvial fans), Mojavean desert scrub, pinyon and juniper woodland habitats at elevations ranging from 984 to 3,937 feet. The nearest recorded occurrence of white-bracted spineflower is approximately 1 mile north of the Project site within Cajon Creek (CNDDB). This species was not observed on-site during the 2019 or 2021 special-status plant surveys.

Mesa Horkela (Horkelia cuneuta var. puberula)

Mesa horkela is a CNPS Rare Plant Rank 1B.1 plant species in the rose family (Rosaceae) that blooms from February to July. This species typically occurs on dry, exposed, loose slope sin non serpentine soils in chaparral plant communities at elevations ranging from 1,475 to 3,280 feet.

The nearest recorded occurrence of mesa horkela is approximately 6.5 miles southwest of the Project site (CCH). This species was not observed on-site during the 2019 or 2021 special-status plant surveys.

San Gabriel Oak (Quercus durata var. gabrielensis)

San Gabriel Ragwort is a CNPS Rare Plant Rank 4.2 plant species in the oak and beech family (Fagaceae) that blooms from April to May. This species grows in chaparral, cismontane woodland, and coastal scrub habitat at elevations ranging from 49 to 2,625 feet. The nearest recorded occurrence of San Gabriel oak

located approximately 0.24 mile east of the Project site (Calflora). This species was not observed on-site during the 2019 or 2021 special-status plant surveys.

San Gabriel Ragwort (Senecio astephanus)

San Gabriel Ragwort is a CNPS Rare Plant Rank 4.3 plant species in the sunflower family (Asteraceae) that blooms from March to July. This species grows in chaparral, cismontane woodland, and coastal scrub habitat at elevations ranging from 49 to 2,625 feet. The nearest recorded occurrence of San Gabriel ragwort is approximately 0.42-mile northwest of the Project site (CCHa). This species was not observed on-site during the 2019 or 2021 special-status plant surveys.

Southern California Black Walnut (Juglans californica)

Southern California black walnut is a CNPS Rare Plant Rank 4.2 plant species in the walnut family (Juglandaceae) that blooms from March to June. This species grows on slopes, canons, and alluvial habitats, including woodlands, chaparral, cismontane woodland and coastal scrub at elevations ranging from 15 to 7,220 feet. Several individuals were observed on the northern portion of the Project site at the toe of the slope. This species is present on-site.

Special-Status Plant Survey Conclusion

One special-status plant species was observed on-site during the special-status plant species focused survey, Southern California black walnut. Approximately five individuals of this species were observed. No other special-status plant species were observed. The timing of the focused survey coincided with the blooming period of all special-status plant species known to occur in the vicinity. Due to the lack of observation of any other special-status plant species during the focused surveys conducted in 2019 and 2021, all other special-status plant species are presumed to be absent from the Project site.

Southern California black walnut is neither federally nor state listed as threatened or endangered. It is designated as a CNPS Rare Plant Rank 4.2 (a watch list of plants of limited distribution, that is moderately threatened in California). CNPS Rare Plant Rank 4 plant species are a watch list species of limited distribution. The presences of this species on-site, therefore, does not rise to the level of a species of concern under CEQA. As such, the presence of southern California black walnut is not expected to contribute to the long-term conservation of the value for the species, and impacts would be less than significant, and no mitigation is required.

Special-Status Wildlife

According to the California Natural Diversity Database (CNDDB), 37 special-status wildlife species have been reported as potentially occurring on the Project site. Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*) and coastal whiptail (*Aspidoscelis tigris steinegeri*) were the only special-status species observed on-site during the habitat assessment. Both of these species are not Federally or State listed as endangered or threatened, but they are listed on the CDFW Watch List and as a Species of Special Concern, respectively. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the Project site has a high potential to support Bell's sage sparrow (*Artemisiospiza belli belli*), and loggerhead shrike (*Lanius ludovicianus*); a moderate potential to support Cooper's hawk (*Accipiter cooperii*), San Diego desert woodrat (*Neotoma lepida*

intermedia), and coastal California gnatcatcher (*Polioptila californica californica*); and a low potential to support Costa's hummingbird (*Calypte costae*), coast horned lizard (*Phrynosoma blainvillii*). All remaining special-status wildlife species are presumed to be absent from the Project site.

California Gnatcatcher Breeding Season Presence/Absence Survey and Results of 2021 Breeding-Season California Gnatcatcher Survey

A California gnatcatcher breeding season presence/absence survey was conducted during the 2019 breeding season in accordance with the guidance from the USFWS California gnatcatcher survey protocol to cover breeding periods. The surveys were completed between April 2 and May 7, 2019. No California gnatcatcher were detected during the six breeding season protocol surveys.

The Project site is mapped within the northeasterly extent of the range for this species, and while the California gnatcatcher has historical range nearby the site, it is unlikely to be present due to the maturity and density of the habitat. The plant communities on-site are dense/mature and are not ideal for California gnatcatcher. Due to the marginal suitability of the habitat on-site and the proximity of the Project site to Interstate 15 (I-15), the Project site is not recommended for conservation for the California gnatcatcher and are presumed absent from the Project site.

Breeding season surveys were conducted by the USFWS permitted biologist noted above, in accordance with USFWS guidelines within all suitable habitat on the site. During survey pass 3 (May 21, 2021), the biologist found large swaths of habitat had been removed from the site. It appeared that the habitat had been removed in order to construct a road for drilling equipment to access the upper elevations of the site for soil/geotechnical testing. No California gnatcatchers were detected during breeding season surveys conducted on the site. Brown-headed cowbirds (*Molothrus ater*), considered to be nest parasites for California gnatcatchers, were not observed during the surveys. A total of six Coastal California gnatcatcher breeding season protocol surveys were completed within suitable habitat. No California gnatcatcher were observed during the protocol surveys.

Special-Status Plant Communities

According to the CNDDB, three special-status plant communities have been in the Project site: Riversidean Alluvial Fan Sage Scrub, Southern Riparian Forest, and Southern Sycamore Alder Riparian Woodland. Based on the results of the field investigation, no special-status plant communities were observed on-site.

Critical Habitat

The Project site is not located with Federally designated Critical Habitat. The nearest designated Critical Habitat is located south of the Project site, south of Glen Helen Pkwy (less than 0.02 miles) for San Bernardino kangaroo rat. Additionally, mapped Critical Habitat for arroyo toad (*Anaxyrus californicus*) is located approximately one mile northwest of the Project site. Therefore, the loss or adverse modification of Critical Habitat from site development will not occur and consultation with the United States Fish and Wildlife for impacts to Critical Habitat will not be required for implementation of the Project.

Conclusion

Based on the Project footprint and existing site conditions discussed in the Habitat Assessment, none of the special-status plant or wildlife species known to occur in the general vicinity of the site are expected to be directly or indirectly impacted with implementation of **MMs 4.8-2, 4.8 5, 4.8-6, 5-5, 5-8** and **BIO-1**. Therefore, it was determined that implementation of the Project will have "no effect" on Federally or State listed species known to occur in the general vicinity of the Project site. Additionally, the development of the Project will not impact designated Critical Habitats or regional wildlife movement corridors/linkages.

Based on literature review and field survey, and existing site conditions discussed in **Appendix C1**, implementation of the Project will have no significant impacts on Federally or State listed species known to occur in the general vicinity of the site. Additionally, the Project will have no effect on designated Critical Habitat, or regional wildlife corridors/linkage because none exists within the area. No impacts to year-round, seasonal, or special-status avian residents or special-status species are anticipated to occur from implementation of the Project (see further discussion below).

Additionally, the Project would be required to comply with all relevant County Rules and Ordinances related to plant and animal species. For example, the Project would be required to acquire a Native Tree and Plan Removal Permit pursuant to Section 88.01.050 of the County Code of Ordinances. The acquisition of these permits would ensure that plant and tree removal is conducted consistent with all applicable laws, rules, and ordinances.

Lastly, the Project would adhere to mitigation measures represented in the GHSP EIR and 2020 GHSP EIR Addendum. The Project would allow for development of approximately 202,900 square feet of commercial and retail center land uses. The Project proposes relatively minor changes in allowable uses within the existing GHSP Destination Recreation (DR) zone. There are no substantial changes from that previously analyzed within the GHSP EIR and 2020 GHSP EIR Addendum. Therefore, 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 new or a substantial increase in magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

Mitigation Measures **4.8-2, 4.8-5, 4.8-6, 5-5,** and **5-8** of the GHSP EIR and 2020 EIR Addendum identified above.

Additional Mitigation Measures

MM BIO-1 In order to protect special-status wildlife species such as the San Diego desert woodrat (*Neotoma lepida intermedia*), Coastal whiptail (*Aspidoscelis tigris steinegeri*), and Coast horned lizard (*Phrynosoma blainvillii*), a pre-construction clearance survey shall be conducted prior to any ground disturbance or vegetation removal activities that may disrupt the species. The Proposed Project biologist shall ensure that impacts

to any special-status wildlife observed during preconstruction clearance surveys are reduced or avoided such that impacts are less than significant (e.g., avoidance buffers, relocation from harm's way, etc.).

Impact BIO-2 ***Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

Impact BIO-3 ***Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Level of Significance: Less than Significant

Construction and Operation

According to the Habitat Assessment (**Appendix C1**) conducted for the Project site, aerial photography was reviewed prior to conducting a field investigation in order to locate and inspect any potential natural drainage features, ponded areas, or water bodies that may fall under the jurisdiction of the USACE, Regional Water Quality Control Board (Regional Board), or CDFW. In general, surface drainage features indicated as blue-line streams on USGS maps that are observed or expected to exhibit evidence of flow are considered potential riparian/riverine habitat and are also subject to State and Federal regulatory jurisdiction. In addition, jurisdictional waters information was reviewed through examining historical aerial photographs to gain an understanding of the impact of land-use on natural drainage patterns in the area. The USFWS National Wetland Inventory (NWI) and Environmental Protection Agency (EPA) Water Program "My Waters" data layers were also reviewed to determine whether any hydrologic features and wetland areas have been documented on or within the vicinity of the Project site.

According to the NWI data, there are no mapped blueline streams or wetlands on the Project site. However, a small ephemeral drainage feature was observed on the southeast corner of the site associated with the mulefat scrub plant community in a topographic low spot between the hillside to the west and Glen Helen Parkway to the east. Following storm events, this feature collects stormwater runoff from Glen Helen Parkway and conveys the water from north to south towards Glen Helen Parkway. The storm water then flows under Glen Helen Parkway via a culvert into Sycamore Flats south of the Project site. The ephemeral drainage feature on the southeast corner of the Project site could fall under the regulatory authority of the Corps, Regional Board, and CDFW. If the feature falls under regulatory authority, then any impacts to the feature will require the following regulatory approvals prior to development of the Project site: Corps CWA Section 404 Permit, Regional Board CWA Section 401 Water Quality Certification, and CDFW Section 1602 Streambed Alteration Agreement. Therefore, a Jurisdiction Delineation Report (**Appendix C3**) was conducted for the Project site, to determine if the ephemeral drainage feature would be considered jurisdictional.

Jurisdictional Delineation Report

ELMT surveyed the Project site on November 7, 2023, to verify existing conditions and document the extent of jurisdictional features (e.g., wetlands, streambed, and riparian vegetation) within the boundaries of the Project site.

On-site Features

Swale

The swale on the southeast portion of the Project site that parallels Glen Helen Parkway, was created when Glen Helen Parkway was improved in the late 1990's. The original alignment of Glen Helen Parkway extended along the eastern slope of the on-site hill. When Glen Helen Parkway was improved, it pushed the limits of the road to the east, creating a small area between the old road and new road. This area between the two roads is where the swale lies (topographic low spot). The swale only conveys flows from Glen Helen Parkway during storm events, acting as a roadside ditch. Around 2009 when Clearwater Parkway was created south of the project site, culverts were installed connecting the swale to the area located on the southeast corner of Clearwater Parkway and Glen Helen Parkway. This swale only receives flows from direct precipitation and flows off of Glen Helen Parkway, and is primarily vegetated with upland species; however, a small area at the southern limits of the swale supports a mulefat scrub plant community.

The mulefat scrub plant community is dominated by mulefat (*Baccharis salicifolia*) with a mixed understory of sage scrub plant species. Common plant species found in the understory include California buckwheat, black sage, California sagebrush, deerweed (*Acmispon glaber*), red brome, ripgut brome, and short podded mustard.

Hillside

The Project site predominantly features a steep hill that naturally channels water down its slopes through on-site topography. Given the steepness of the slopes, the zones facilitating water flow during storm events exhibit increased erosion and support upland vegetation. Consequently, these areas, since they are erosional, will not be considered jurisdictional.

Off-site Features

A concrete lined v-ditch was observed paralleling the western boundary of the Project site. This concrete lined v-ditch is located within Caltrans right-of-way, outside of the Project footprint. The concrete lined v-ditch was installed when the hill was graded for the installation of I-15. The v-ditch was installed to reduce erosion on the hillside when it was graded for the I-15 northbound on ramp. The v-ditch conveys water flows during storm events to a culvert just outside the southwest corner of the Project site at the intersection of the northbound onramp and Glen Helen Parkway.

United States Army Corps of Engineers

The swale on the southeast portion of the Project site was constructed wholly in the uplands and is not relatively permanent, standing, or a continuously flowing body of water and, therefore, will not qualify as waters of the United States under the regulatory authority of the Corps.

Federal Wetlands

In order to qualify as a wetland, a feature must exhibit all three wetland parameters (i.e., vegetation, soils, and hydrology) described in the Corps Arid West Regional Supplement. The swale on the southeastern portion of the site does not hold water for long enough to create anaerobic condition, ultimately forming hydric soils. Therefore, no areas on-site would meet wetland requirements. Standing water was not present on-site during the survey.

No USACE jurisdictional areas were identified within the Project site and a CWA Section 404 permit would not be required for the proposed project.

Regional Water Quality Control Board

Since the swale on the southeast portion of the Project site was artificially created in the uplands when Glen Helen Parkway was improved in the late 1990s and did not replace a blueline stream or other natural drainage course it is not expected to fall under the regulatory authority of the Regional Board.

State Wetlands

Under the State Water Resources Control Board State Wetland Definition, an area is a wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes, or the area lacks vegetation. Based on the results of the field delineation, it was determined that no areas within the Project site meet the State Wetland Definition. Therefore, no state wetland features exist within the Project site. Impacts to the swale are not expected to require a Report of Waste Discharge permit from the Regional Board since this feature was excavated wholly in the uplands and only conveys surface from the adjacent roadway.

California Department of Fish and Wildlife

Pursuant to Section 1600 et seq. of the Fish and Game Code, the CDFW regulates any activity that will divert or obstruct the natural flow or alter the bed, channel, or bank (which may include associated biological resources) of a river or stream. Impacts to the swale are not expected to require a Streambed Alteration Agreement from CDFW since this feature was excavated wholly in the uplands and only conveys surface from the adjacent roadway. Further, a CDFW Streambed Alteration Agreement will likely not be required due to the low probability that the project will result in a substantial adverse impact to existing fish or wildlife resource.

Therefore, the Jurisdictional Delineation Report (**Appendix C3**) concluded that the Project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Therefore, the Project would not result in new or a substantial increase in magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

Mitigation measures in the GHSP EIR and 2020 GHSP EIR Addendum are not applicable to this topical area for the Project.

Impact BIO-4 ***Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

Level of Significance: Less than Significant

Construction and Operations

According to the Habitat Assessment conducted for the Project site, aerial photography was reviewed prior to the site investigation to locate potential natural corridors and linkages that may support the movement of wildlife through the area. These areas identified on aerial photography were then walked during the field investigation. The Project site is an island of habitat located between I-15, Glen Helen Parkway, and developments to the north, which has restricted, if not eliminated, wildlife movement opportunities across the site. I-15 bordering the western boundary of the Project site has eliminated wildlife movement opportunities out of the San Gabriel Mountains to the west. As a result, implementation of the Project would not disrupt or have any adverse effects on any migratory corridors or linkages in the surrounding area. Additionally, none of the special-status plant or wildlife species known to occur in the general vicinity of the Project site are expected to be directly or indirectly impacted from implementation of the Project. Therefore, it was determined that implementation of the Project will not impact regional wildlife movement corridors/linkages. Therefore, the Project would not result in new or a substantial increase in magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

Mitigation measures in the GHSP EIR and 2020 GHSP EIR Addendum are not applicable to this topical area for the Project.

Impact BIO-5 ***Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Level of Significance: Less than Significant

Construction and Operations

Similar to the GHSP EIR and 2020 GHSP EIR Addendum analyses, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The San Bernardino County Development Code, Chapter 88.01 (Plant Protection and Management) pertains to the Project site. A regulated tree or plant shall be any of those trees or plants identified in: (1) Section 88.01.060(c) (Regulated desert native plants), (2) Section 88.01.070(b) (Regulated trees), or (3) Section 88.01.080(b) (Regulated riparian plants). According to the Habitat Assessment, no regulated trees or plants were identified in accordance with Sections 88.01.060(c), 88.01.070(b), or 88.01.080(b). Where applicable, native tree and plant removal shall be conducted in accordance with Section 88.01.050: Native Tree or Plan Removal Permits. Therefore, impacts to local policies or ordinances

are not expected to occur from development of the Project, and mitigation is not required. Therefore, the Project would not result in new or a substantial increase in magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

Mitigation measures in the GHSP EIR and 2020 GHSP EIR Addendum are not applicable to this topical area for the Project.

Impact BIO-6 ***Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?***

Level of Significance: Less than Significant

Construction and Operations

Refer to the analysis above. The Project site is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan. The Project would adhere to the goals and policies within the Countywide Plan and mitigation measures within the GHSP EIR and 2020 GHSP EIR Addendum. Therefore, impacts to any local, regional, or State habitat conservation plans are not expected to occur from development of the Project, and impacts would be less than significant. Therefore, the Project would not result in new or a substantial increase in magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

Mitigation measures in the GHSP EIR and 2020 GHSP EIR Addendum are not applicable to this topical area for the Project.

4.2.6 Cumulative Impacts

As discussed above, all potential Project impacts to biological resources would be less than significant or less than significant with the incorporation of mitigation measures in consideration of compliance with existing laws, ordinances, regulations and standards, and implementation of proposed mitigation measures. As with the Project, all cumulative development in the area would undergo environmental and design review on a project-by-project basis pursuant to CEQA, in order to evaluate potential impacts to biological resources and avoid or reduce any impacts. There are special-status animal species with moderate or high potential to occur on the Project site. However, implementation of mitigation would avoid potential impacts species that have any potential to occur on the Project site.

As discussed above, Project-level impacts to biological resources would be less than significant. Standard regulatory requirements and procedures are required of other present and reasonably foreseeable future projects. As a result, the proposed Project taken in sum with past, present, and reasonably foreseeable projects would not result in cumulatively considerable impacts on biological resources.

4.2.7 Significant Unavoidable Impacts

The GHPS EIR found that the development of the entire GHSP area would result in significant unavoidable impacts related to the loss of State of Federally listed threatened or endangered species, impact sensitive habitat, and impede the movement of any resident or migratory wildlife. All other effects on biological resources of the GHSP are less than significant.

The GHSP EIR Addendum (2020) found that no new significant adverse impacts are identified or anticipated, and no new mitigation measures are required as a result of the proposed GHSP Amendment.

No new significant and unavoidable impacts concerning biological resources have been identified for this Project.

4.2.8 References

County of San Bernardino. 2020. The Countywide Plan, Natural Resources Element. http://countywideplan.com/policy-plan/beta/nr/.

ELMT Consulting, Inc. (ELMT; 2023). Habitat Assessment for the 215 Table Top, LLC Project Located in San Bernardino County, California.

ELMT. (2023). Special-Status Plant Survey Report for the 215 Table Top, LLC Project Located in San Bernardino County, California.

ELMT. (2023). Jurisdictional Delineation for the 215 Table Top, LLC Project Located in San Bernardino County, California.

Kidd Biological, Inc. (2021). Results of 2021 Breeding-Season California Gnatcatcher Surveys 32-Acre Site.

4.3

Cultural and Tribal Cultural Resources

4.3 CULTURAL AND TRIBAL CULTURAL RESOURCES

4.3.1 Introduction

This section of the Draft Subsequent Environmental Impact Report (EIR) identifies and analyzes the environmental and regulatory settings for cultural resources and tribal cultural resources (TCRs), as they relate to archaeological remains, historic buildings, traditional customs, tangible artifacts, historical documents, and public records, and assesses whether The Oasis at Glen Helen Parkway Project (Project) would cause any potentially significant impacts to cultural resources and TCRs. Cultural resources can also include traditional cultural properties and places, including ceremonial and gathering areas, landmarks, and ethnographic locations. Cultural resources also relate to archaeological remains, historic buildings, traditional customs, tangible artifacts, historical documents, and public records, which make a particular site or property unique or significant. Tribal resources refer to either a site, feature, place, or 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.

Historically, the term "cultural resources" encompassed archaeological, historical, paleontological, and tribal cultural resources, including both physical and intangible remains, or traces left by historic or prehistoric peoples. However, with the recent changes to the CEQA Appendix G, paleontological resources are now included in the Geology and Soils analysis (see **Section 4.4**). A comparative analysis was completed and analyzed whether the Project would result in any new or substantially more severe significant environmental impacts as compared to the conclusions discussed in the certified Final Program Environmental Impact Report (FEIR) for the Glen Helen Specific Plan (GHSP) (State Clearinghouse [SCH] #2000011093), approved July 25, 2005. Additionally, this analysis is based primarily on the following cultural resources study:

- BCR Consulting LLC. October 2023. Cultural Resource Assessment. The Oasis at Glen Helen Parkway Project San Bernardino County, California. (**Appendix D**)

The cultural evaluations were conducted in compliance with California Public Resources Code (PRC) Section 5024.1 to identify prehistoric archaeological and historical resources in the Project site and evaluate potential impacts that could result from implementation of the Project. In accordance with PRC Section 21082.3 and California Government Code (CGC) Section 6254(r), due to the confidential nature of the location of cultural resources, this section does not include maps or location data.

4.3.2 Environmental Setting

Existing Conditions

The approximately 32-acre Project site (Assessor's Parcel Numbers [APNs] 0239-031-04, 0239-031-32, 0239-031-37, and 0239-031-50) is located east of Interstate 15 (I-15), west of Glen Helen Parkway and the Glen Helen Regional Park, north of I-15 Exit 122, and south of three existing single-family residences and the Glen Helen Park Maintenance Yard. Refer to **Figure 3-2: Local Vicinity Map**. The City of Rialto is located to the south and southwest and the City of San Bernardino is located to the northeast, east, and south. The Project site is generally surrounded by vacant land and roadway infrastructure to the west, south, and east, three single family homes to the far north, and the Glen Helen Regional Park to the east. Open space

areas are located across I-15 to the west, and across Glen Helen Parkway to the south and east. Further south, a residential community is located along Clearwater Parkway (approximately one-half mile to the south).

Cultural Setting

Prehistoric Context

The local prehistoric cultural setting has been organized into many chronological frameworks, although there is no definitive sequence for the region. The difficulties in establishing cultural chronologies for western San Bernardino County are a function of its enormous size and the small amount of archaeological excavations conducted there. Moreover, throughout prehistory many groups have occupied the area and their territories often overlap spatially and chronologically resulting in mixed artifact deposits. Due to dry climate and capricious geological processes, these artifacts rarely become integrated in-situ. Lacking a milieu hospitable to the preservation of cultural midden, local chronologies have relied upon temporally diagnostic artifacts, such as projectile points, or upon the presence/absence of other temporal indicators, such as groundstone. Such methods are instructive, but can be limited by prehistoric occupants' concurrent use of different artifact styles, or by artifact re-use or re-sharpening, as well as researchers' mistaken diagnosis, and other factors.

Historical Context

Historic-era California is generally divided into three periods: the Spanish or Mission Period (1769 to 1821), the Mexican or Rancho Period (1821 to 1848), and the American Period (1848 to present).

Spanish Period. The first European to pass through the area is thought to be a Spaniard called Father Francisco Garces. Having become familiar with the area, Garces acted as a guide to Juan Bautista de Anza, who had been commissioned to lead a group across the desert from a Spanish outpost in Arizona to set up quarters at the Mission San Gabriel in 1771 near what today is Pasadena. Garces was followed by Alta California Governor Pedro Fages, who briefly explored the region in 1772. Searching for San Diego Presidio deserters, Fages had traveled through Riverside to San Bernardino, crossed over the mountains into the Mojave Desert, and then journeyed westward to the San Joaquin Valley.

Mexican Period. In 1821, Mexico overthrew Spanish rule, and the missions began to decline. By 1833, the Mexican government passed the Secularization Act, and the missions, reorganized as parish churches, lost their vast land holdings, and released their neophytes.

American Period. The American Period, 1848–Present, began with the Treaty of Guadalupe Hidalgo. In 1850, California was accepted into the Union of the United States primarily due to the population increase created by the Gold Rush of 1849. The cattle industry reached its greatest prosperity during the first years of the American Period. Mexican Period land grants had created large pastoral estates in California, and demand for beef during the Gold Rush led to a cattle boom that lasted from 1849–1855. However, beginning about 1855, the demand for beef began to decline due to imports of sheep from New Mexico and cattle from the Mississippi and Missouri Valleys. When the beef market collapsed, many California ranchers lost their ranchos through foreclosure. A series of disastrous floods in 1861–1862, followed by a

significant drought further diminished the economic impact of local ranching. This decline combined with ubiquitous agricultural and real estate developments of the late 19th century, set the stage for diversified economic pursuits that have continued to proliferate to this day.

California Highways/Travel Through the Cajon Pass. The Old Mohave Trail to the east of the Project site was one of the earliest routes into southern California via the Cajon Pass. Prehistoric people used the trail to move between the Mojave Desert and the San Bernardino Valley, making it an integral part of the trade route connecting the coastal Chumash and Gabrielino to the Colorado River area. The Old Spanish Trail, which connected New Mexico to Southern California and was first traveled by Father Francisco Garcés in 1776, followed the path of much of the Old Mohave Trail during the Spanish Period. Steadily basic improvements to the trail were made by those passing through. Graded roadways with toll booths were overseen by Mormon settlers from Utah, who arrived in San Bernardino from the Mojave Desert through the Cajon Pass in the late 1800s. After its annexation as an American state, California was in need of infrastructure that allowed mobility into and throughout the state. Between the 1850s and 1880s, growing public demand for roads pressured the state government to begin granting private interests and individual counties contracts to build toll roads and bridges. As a result, the amount and construction quality of roads varied greatly from locality to locality. After a nationwide movement for road improvement through much of the early 1890s, the California state legislature passed Senate Bill 805, effectively creating the Bureau of Highways. The bureau was charged with managing county data for local roads, examining the geography and topography of the state, assessing water supplies and road-building material, and preparing standard plans for bridges, culverts, and other road features to be used by counties in their own projects.

The National Old Trails Road, the immediate predecessor to Route 66, was organized in 1912 and routed six interstate wagon trails beginning in the eastern United States. In California, the route would pass through San Bernardino County's Mojave Desert (east of the Project site) and terminate at Santa Monica. In 1916, the United States Congress passed the Bankhead Act, which created a federal aid program that provided funding for improvements to roads used for rural mail delivery, of which California received $151,000. Congress then passed the Federal Aid Highway Act of 1921 (enacted in 1925) in an effort to create a national, numbered highway program and road development system supplemented by federal funding. U.S. Route 66, as it was designated under the new federal numbering system, was charted along the Old National Trails route and was intended to connect the main streets of rural and urban communities to create a 2,448-mile national thoroughfare where small towns had no prior access to one. Beginning in 1928, the California State Automobile Association and the Automobile Club of Southern California began erecting highway signage that indicated the road's number and directional destination.

In 1926 the establishment of the Federal Highway System (or U.S. Highway System) and the Federal Bureau of Public Roads (now the Federal Highway Administration [FHWA]) created the United States Numbered Highway format, including U.S. Route 395, also known as U.S. Highway 395. Originally providing a relatively short route between Spokane and the Canadian Border, by 1935 U.S. Route 395 was extended south via Oregon and California's Owens Valley all the way to San Diego (California Highways and Public Works [CHPW] 1952; United States Department of Agriculture [USDA] 1938). The extension included some new construction that served to connect existing routes, effectively uniting California's first

contiguous inter-state thoroughfare. The 395 utilized Route 66 to cross the Cajon Pass connecting its Mojave Desert and San Bernardino Valley segments.

The coming of World War II demonstrated the utility of having an interstate highway connecting the distant reaches of the country. By the early 1940s, the War Department determined the western United States as an ideal region for military bases and facilities due to its isolation and dry weather. Many of California's roads provided guidance for the placement of these bases and an added means of reaching them. While automobile production slowed due to wartime rations, trucking filled the vacuum of transportation demands. The Defense Highway Act of 1941 gave the priority of highway construction to projects for defense and wartime manufacturing. Approximately $1 million was approved for California road work, with construction being limited to plant access roads and defense highways (National Park Service 1995). By 1943, surveys and funding appropriation were underway for the continued development of roads and highway infrastructure needed in anticipation of the postwar population boom. In 1944, further Congressional legislation authorized the creation of an interstate highway system, with California initially being allocated 1,938 of the 40,000 miles proposed for the system. Among those approved by 1947 were Interstate 5 (running from the Mexican border into Oregon), Interstates 8 and 10 (running from San Diego and Los Angeles, respectively, into Arizona), and Interstates 15, 40, and 80 (running from San Bernardino, Barstow, and San Francisco into Nevada). Interstate 15, which is adjacent to the west side of the project site, was mainly constructed in the 1960's and 1970's. Many of the state routes and federal roads, including segments of Route 66, would be superseded in subsequent decades by the proliferation of larger, more expedient interstates.

Ethnography

The Project site is situated at an ethnographic nexus peripherally occupied by the Gabrielino and Serrano. Each group consisted of semi-nomadic, hunter-gatherers who spoke a variation of the Takic language subfamily. Individual ethnographic summaries are provided below.

Gabrielino. The Gabrielino most likely first encountered Europeans when Spanish explorers reached California's southern coast during the 15th and 16th centuries. The first documented encounter, however, occurred in 1769 when Gaspar de Portola's expedition crossed Gabrielino territory. The Gabrielino name has been attributed by association with the Spanish mission of San Gabriel, and refers to a subset of people sharing speech and customs with other Cupan speakers (such as the Juaneño/Luiseño/Ajachemem) from the greater Takic branch of the Uto-Aztecan language family. Gabrielino villages occupied the watersheds of various rivers (locally including the Santa Ana) and intermittent streams. Chiefs were usually descended through the male line and often administered several villages. Gabrielino society was somewhat stratified and is thought to have contained three hierarchically ordered social classes which dictated ownership rights and social status and obligations. Plants utilized for food were heavily relied upon and included acorn-producing oaks, as well as seed-producing grasses and sage. Animal protein was commonly derived from rabbits and deer in inland regions, while coastal populations supplemented their diets with fish, shellfish, and marine mammals.

Serrano. The generic term "Serrano" is applied to four groups, each with distinct territories: the Kitanemuk, Tataviam, Vanyume, and Serrano. Only one group, in the San Bernardino Mountains and

West-Central Mojave Desert, ethnically claims the term Serrano. It is indicated that the Vanyume, an obscure Takic population, was found along the Mojave River at the time of Spanish contact. The Kitanemuk lived to the north and west, while the Tataviam lived to the west. All may have used the western San Bernardino County area seasonally. Serrano villages consisted of small collections of willow-framed domed structures situated near reliable water sources. A lineage leader administered laws and ceremonies from a large ceremonial house centrally located in most villages. Local Serrano relied heavily on acorns and piñon nuts for subsistence, although roots, bulbs, shoots, and seeds supplemented these. When available, game animals commonly included deer, mountain sheep, antelope, rabbits, small rodents, and various birds –particularly quail.

Cultural Resource Assessment

A Cultural Resources Assessment (**Appendix D** of this Draft Subsequent EIR) was prepared for the Project site. The Cultural Resource Assessment includes a cultural resources records search to review any studies conducted and the resulting cultural resources recorded within a one half-mile radius of the Project site; additional research through various local and regional resources; systematic pedestrian survey of the entire Project site; California Register of Historical Resources (CRHR) eligibility evaluation for any cultural resources discovered; development of recommendations and mitigation measures for cultural resources documented within the Project site boundaries following CEQA; completion of DPR 523 forms for any cultural resources identified; vertebrate paleontology resources report through Professional Paleontologists of the Western Science Center in Hemet, California.

Research

Records Search. An archaeological records search was conducted on February 2, 2022. This included a review of all recorded historic and prehistoric cultural resources, as well as a review of known cultural resources, and survey and excavation reports generated from projects located within one half-mile of the project site. In addition, a review was conducted of the National Register of Historic Places (NRHP), the CRHR, and documents and inventories from the California Office of Historic Preservation including the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Built Environment Resources Directory (BERD).

Additional Research. BCR Consulting performed additional research through the San Bernardino County Assessor's Office, General Land Office records of the Bureau of Land Management, and various internet resources.

Field Survey

An intensive-level cultural resources field survey of the Project site was conducted on June 14, 2022. The survey was conducted by walking parallel transects spaced approximately 15 meters apart within 100 percent of the accessible Area of Potential Effect (APE). Digital photographs were taken at various points within the Project site. These included overviews as well as detail photographs of all cultural resources.

Cultural resources were recorded per the California OHP Instructions for Recording Historical Resources in the field using:

- Detailed note taking for entry on DPR 523 Forms (see Appendix B of **Appendix D**)
- Hand-held Garmin Global Positioning systems for mapping purposes
- Digital photography of all cultural resources (see Appendix C/D of **Appendix D**).

Results of the Cultural Resource Assessment are discussed below under Section 4.3.4.

4.3.3 Regulatory Setting

Federal

National Historic Preservation Act of 1966

Enacted in 1966 and amended in 2000, the National Historic Preservation Act (NHPA) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the federal, state, and local levels. The NHPA authorized the expansion and maintenance of the Natural Register of Historic Places (NRHP), established the position of State Historic Preservation Officer (SHPO), provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assisted Native American tribes to preserve their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).

Natural Register of Historic Places

The NRHP was established by the NHPA of 1966, as "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation's historic resources and to indicate what properties should be considered for protection from destruction or impairment" (Code of Federal Regulations [CFR] 36 Section 60.2). The NRHP recognizes both historical-period and prehistoric archaeological properties that are significant at the national, state, and local levels.

To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must meet one or more of the following four established criteria:

1. Are associated with events that have made a significant contribution to the broad patterns of our history;
2. Are associated with the lives of persons significant in our past;
3. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
4. Have yielded, or may be likely to yield, information important in prehistory or history.

Unless the property possesses exceptional significance, it must be at least 50 years old to be eligible for listing in the NRHP. In addition to meeting the criteria of significance, a property must have integrity.

Integrity is defined as "the ability of a property to convey its significance." The NRHP recognizes seven qualities that, in various combinations, define integrity: location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.

Section 106 of the National Historic Protection Act

It is unlikely that the Project would be subject to the federal permitting processes under "Section 106 review," as no federal action or approval is anticipated. Under § 106 of the NHPA, federal agencies are required to consider the effects of their actions on places that are listed in, or eligible for listing in, the NRHP.

National Register Bulletin 38

The National Park Service (NPS) has prepared guidelines to assist in the documentation of Traditional Cultural Properties (TCPs) by public entities. While it is federal guidance, it serves as the best and most recognized guidance for identifying TCPs. National Register Bulletin (NRB) 38 is intended to aid in determining whether properties have traditional cultural significance and if they are eligible for inclusion in the NRHP. It is also intended to assist federal agencies, SHPO, Certified Local Governments, tribes, and other historic preservation practitioners who need to evaluate such properties when considering their eligibility for the NRHP as part of the review process prescribed by the ACHP.

Archaeological Resources Protection Act

The purpose of the Archaeological Resources Protection Act of 1979 (ARPA) (16 U.S. Code [USC] Section 470aa et. seq.) is to ensure preservation and protection of archaeological resources on public and Native American lands. ARPA places primary emphasis on a Federal permitting process in order to control the disturbance and investigation of archaeological sites on these lands. In addition, ARPA's protective provisions are enforced by civil penalties for violation of the Act.

Under this regulation, the term "archaeological resources" includes but is not limited to pottery, basketry, bottles, weapons, weapon projectiles, tools, structures or portions of structures, pit houses, rock paintings, rock carvings, intaglios, graves, human skeletal materials, or any portion or piece of any of the foregoing items. Non-fossilized and fossilized paleontological specimens, or any portion or piece thereof, shall not be considered archaeological resources, under the regulations under this paragraph, unless found in an archaeological context. No item shall be treated as an archaeological resource under regulations under this paragraph unless such item is at least 100 years of age.

ARPA mandates consultation procedures before initiation of archaeological research on Native American lands or involving Native American archaeological resources. 16 USC Section 470cc(c) requires Native American tribes be notified of possible harm to, or destruction of, sites having religious or cultural significance to that group. The federal land manager must notify affected tribes before issuing the permit for archaeological work. 16 USC Section 470cc(g)(2) specifies that permits to excavate or remove archaeological resources from Indian lands require consent of the Native American or Native American

tribe owning or having jurisdiction over such lands. The permit, it is also stipulated, must include such terms and conditions as may be requested by the affected Native Americans.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA) is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

State

California Public Resources Code

Archaeological and historical sites are protected under a wide variety of state policies and regulations in the California PRC. In addition, cultural resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.

PRC Sections 5020 to 5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission (SHRC). The commission oversees the administration of the California Register of Historical Resources (CRHR) and is responsible for designating State Historical Landmarks and Historical Points of Interest.

PRC Sections 5079 to 5079.65 define the functions and duties of the Office of Historic Preservation (OHP), which administers federal- and state-mandated historic preservation programs in California as well as the California Heritage Fund.

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the NAHC; require that descendants be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

Senate Bill 18

Senate Bill (SB) 18, effective September 2004, requires a local government to notify and consult with California Native American tribes when the local government is considering adoption or amendment of a general plan or a specific plan. SB 18 provides California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning, for the purpose of protecting or mitigating impacts to cultural places. Prior to adoption or amendment of a general plan or a specific plan, a local government must refer the proposed action to those tribes that are on the Native American Heritage Commission (NAHC) contact list and have traditional lands located within the city's or county's jurisdiction. The referral must allow a 45-day comment period pursuant to Government Code Section 65352(b).

SB 18 (Chapter 905 of the 2004 statutes) says, in pertinent parts:

Section 1(b): In recognition of California Native American tribal sovereignty and the unique relationship between California local governments and California tribal governments, it is the intent of the Legislature, in enacting this act, to accomplish all of the following:

1. *Recognize that California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places are essential elements in tribal cultural traditions, heritages, and identities.*
2. *Establish meaningful consultations between California Native American tribal governments and California local governments at the earliest possible point in the local government land use planning process so that these places can be identified and considered.*
3. *Establish government-to-government consultations regarding potential means to preserve those places, determine the level of necessary confidentiality of their specific location, and develop proper treatment and management plans.*
4. *Ensure that local and tribal governments have information available early in the land use planning process to avoid potential conflicts over the preservation of California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places.*
5. *Enable California Native American tribes to manage and act as caretakers of California Native prehistoric, archaeological, cultural, spiritual, and ceremonial places.*
6. *Encourage local governments to consider preservation of California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places in their land use planning processes by placing them in open space.*
7. *Encourage local governments to consider the cultural aspects of California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places early in land use planning processes."*

And:

Section 65352.3 of the Government Code is as follows:

a) *Prior to the adoption or any amendment of a city or county's general plan, proposed on or after March 1, 2005, the city or county shall conduct consultations with California Native American tribes that are on the contact list maintained by the Native American Heritage Commission (NAHC) for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.995 of the PRC that are located within the city or county's jurisdiction. (2) From the date on which a California Native American tribe is contacted by a city or county pursuant to this subdivision, the tribe has 90 days in which to request a consultation, unless a shorter timeframe has been agreed to by that tribe.*

b) *Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Section 65040.2, the city or county shall protect the confidentiality of information concerning the specific identity, location, character, and use of those places, features, and objects."*

Assembly Bill 52

The Native American Historic Resource Protection Act (Assembly Bill [AB] 52) took effect July 1, 2015, and incorporates tribal consultation and analysis of impacts to TCRs into the CEQA process. It requires TCRs to be analyzed like any other CEQA topic and establishes a consultation process for lead agencies and California tribes. Projects that require a Notice of Preparation of an EIR or Notice of Intent to adopt a ND or MND are subject to AB 52. A significant impact on a TCR is considered a significant environmental impact, requiring feasible mitigation measures.

TCRs must have certain characteristics:

1. Sites, features, places, cultural landscapes (must be geographically defined), sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources. (PRC Section 21074(a)(1))
2. The lead agency, supported by substantial evidence, chooses to treat the resource as a TCR. (PRC Section 21074(a)(2))

The first category requires that the TCR qualify as a historical resource according to PRC Section 5024.1. The second category gives the lead agency discretion to qualify that resource—under the conditions that it supports its determination with substantial evidence and considers the resource's significance to a California tribe. The following is a brief outline of the process (PRC Section 21080.3.1–3.3).

1. A California Native American tribe asks agencies in the geographic area with which it is traditionally and culturally affiliated to be notified about projects. Tribes must ask in writing.
2. Within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it.
3. A tribe must respond within 30 days of receiving the notification if it wishes to engage in consultation.
4. The lead agency must initiate consultation within 30 days of receiving the request from the tribe.
5. Consultation concludes when both parties have agreed on measures to mitigate or avoid a significant effect to a TCR, or a party, after a reasonable effort in good faith, decides that mutual agreement cannot be reached.
6. Regardless of the outcome of consultation, the CEQA document must disclose significant impacts on TCRs and discuss feasible alternatives or mitigation that avoid or lessen the impact.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change." (PRC Section 5024.1). Certain properties, including those listed in or formally determined eligible

for listing in the NRHP and California Historical Landmarks (CHL) numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest (PHI) program, identified as significant in historical resources surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the SHRC determines that it meets any of the following criteria, which are modeled on NRHP criteria:

- Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Criterion 2: It is associated with the lives of persons important in our past.
- Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.
- Criterion 4: It has yielded, or may be likely to yield, information important in history or prehistory.

Under PRC Section 5024.1 and 14 California Code of Regulations [CCR] Section 4852(c), a cultural resource must retain integrity to be considered eligible for the CRHR. Specifically, it must retain sufficient character or appearance to be recognizable as a historical resource and convey reasons of significance. Integrity is evaluated with regard to retention of such factors as location, design, setting, materials, workmanship, feeling, and association.

Typically, a prehistoric archaeological site in California is eligible for listing in the CRHR based on its potential to yield information important in prehistory or history (Criterion 4). Important information includes chronological markers such as projectile point styles or obsidian artifacts that can be subjected to dating methods or undisturbed deposits that retain their stratigraphic integrity. Sites such as these have the ability to address research questions.

California Points of Historical Interest

California PHI are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. PHI designated after December 1997 and recommended by the SHRC are also listed in the CRHR. No historic resource may be designated as both a landmark and a point. If a point is later granted status as a landmark, the point designation is retired. In practice, the point designation program is most often used in localities that do not have a locally enacted cultural heritage or preservation ordinance.

To be eligible for designation as a PHI, a resource must meet at least one of the following criteria: (1) it is the first, last, only, or most significant of its type within the local geographic region (city or county); (2) it is associated with an individual or group having a profound influence on the history of the local area; or (3) it is a prototype of, or an outstanding example of, a period, style, architectural movement, or construction or is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

California Environmental Quality Act

California public agencies must consider the effects of their actions on both "historical resources" and "unique archaeological resources." Pursuant to Public Resources Code (PRC) Section 21084.1, a "project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment." PRC Section 21083.2 additionally requires agencies to determine whether proposed projects would have effects on "unique archaeological resources."

"Historical resource" is a term with a defined statutory meaning. Under California Code of Regulations (CCR), Title 14, Chapter 3 (CEQA Guidelines, Section 15064.5(a)) "historical resource" includes the following:

- A resource listed in or determined to be eligible by the State Historical Resources Commission (SHRC), for listing in the California Register of Historical Resource (CRHR), (PRC Section 5024.1 and Title 14 CCR, Section 4850 et seq.).
- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC, or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (PRC Section 5024.1 and Title 14 CCR Section 4852) including the following:
    - Criterion 1 - Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
    - Criterion 2 - Is associated with the lives of persons important in our past;
    - Criterion 3 - Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
    - Criterion 4 - Has yielded, or may be likely to yield, information important in prehistory or history.
- The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

CEQA addresses significant impacts to historical resources. "A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a

significant effect on the environment. Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired." (State CEQA Guidelines Section 15064.5(b)(1)).

CEQA also requires agencies to consider whether projects will affect "unique archaeological resources." PRC Section 21083.2, subdivision (g), states that "'unique archaeological resources' means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized, important prehistoric or historic event or person."

Health and Safety Code, Sections 7050.5 and 7052

State Health and Safety Code (HSC), Section 7050.5, declares that, in the event of the discovery of human remains outside of a dedicated cemetery, all ground disturbance must cease, and the county coroner must be notified. HSC Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

More precisely, if human remains are encountered, HSC Section 7050.5 states that:

a. "Every person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor, except as provided in Section 5097.99 of the [PRC]. The provisions of this subdivision shall not apply to any person carrying out an agreement developed pursuant to subdivision (l) of Section 5097.94 of the [PRC] or to any person authorized to implement § 5097.98 of the [PRC].

b. In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the [CGC], that the remains are not subject to the provisions of Section 27491 of the [CGC] or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the [PRC]. The coroner shall make his or her determination within two

working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains.

c. If the coroner determines that the remains are not subject to his or her authority 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, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission."

California Public Records Act

Sections 6254(r) and 6254.10 of the California Public Records Act (CGC Section 6250 et seq.) were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects…maintained by, …, the Native American Heritage Commission…." Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the SHRC, the State Lands Commission, the NAHC, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency."

California Penal Code, Section 622.5

California Penal Code Section 622.5, provides misdemeanor penalties for injuring or destroying objects of historic or archaeological interest located on public or private lands but specifically excludes the landowner.

California Native American Graves Protection and Repatriation Act: Health & Safety Code, Sections 8010 et seq.

Enacted in 2001, the California Native American Graves Protection and Repatriation Act (California Repatriation Act), requires all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The California Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate Native American tribe(s).

Local

County of San Bernardino General Plan

The San Bernardino County Countywide Plan was adopted in October 2020. The Cultural Resources Element establishes direction on notification, coordination, and partnerships to preserve and conserve cultural resources. It provides guidance on how new development can avoid or minimize impacts on cultural resources, and it provides direction on increasing public awareness and education efforts about cultural resources. The following Cultural Resources Element goals and policies are applicable to the Project:

Goal CR-1 **Tribal Cultural Resources. Tribal cultural resources that are preserved and celebrated out of respect for Native American beliefs and traditions.**

Policy CR-1.1 **Tribal notification and coordination**. We notify and coordinate with tribal representatives in accordance with state and federal laws to strengthen our working relationship with area tribes, avoid inadvertent discoveries of Native American archaeological sites and burials, assist with the treatment and disposition of inadvertent discoveries, and explore options of avoidance of cultural resources early in the planning process.

Policy CR-1.3 **Mitigation and avoidance**. We consult with local tribes to establish appropriate project-specific mitigation measures and resource-specific treatment of potential cultural resources. We require project applicants to design projects to avoid known tribal cultural resources, whenever possible. If avoidance is not possible, we require appropriate mitigation to minimize project impacts on tribal cultural resources.

Policy CR-1.4 **Resource monitoring**. We encourage active participation by local tribes as monitors in surveys, testing, excavation, and grading phases of development projects with potential impacts on tribal resources.

Goal CR-2 **Historic and Paleontological Prehistoric Resources**. **Historic resources (buildings, structures, or archaeological resources) and paleontological resources that are protected and preserved for their cultural importance to local communities as well as their research and educational potential.**

Policy CR-2.3 **Paleontological and archaeological resources**. We strive to protect paleontological and archaeological resources from loss or destruction by requiring that new development include appropriate mitigation to preserve the quality and integrity of these resources. We require new development to avoid paleontological and archeological resources whenever possible. If avoidance is not possible, we require the salvage and preservation of paleontological and archeological resources.

4.3.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning cultural resources and TCRs. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5; or
- Disturb any human remains, including those interred outside of dedicated cemeteries.
- 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:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code 5020.1(k), or
- 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. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Methodology and Assumptions

The Project site and its associated design are evaluated against the aforementioned significance criteria as the basis for determining the level of impacts related to cultural resources and TCRs. This analysis considers existing regulations, laws, and standards that serve to avoid or reduce potential environmental impacts. Feasible mitigation measures are recommended, when warranted, to avoid or lessen the Project's significant adverse impacts.

Approach to Analysis

This analysis of impacts on cultural resources and TCRs examines the Project's temporary (i.e., construction as it is limited in duration) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site, and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on the aforementioned resource study; review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a project would or would not result in "substantial" adverse effects on biological resources considers how the potential for development and operation of the site would affect the resources.

4.3.5 Impacts and Mitigation Measures

Summary of Environmental Analysis in the Glen Helen Specific Plan EIR

The GHSP EIR identified potentially significant impacts related to cultural resources as the GHSP area is highly sensitive for historic and archaeological sites. Six sites have been recorded within the boundaries of the GHSP area. The majority of the GHSP area has not been surveyed for archeological resources. Exceptions include Sycamore Flats, portions of Glen Helen Regional Park in the North Glen Helen sub-planning area, and small portions of the South Glen Helen and Kendall Corridor planning areas. Although much of the GHSP area is previously disturbed, the potential exists for yet unrecorded archaeological resources to be disturbed or destroyed by future development. This potential is highest in areas where significant land use changes are encouraged by the GHSP, including but not limited to the Commercial/Destination Entertainment (C/DE) and Destination Recreation (DR) areas in the North Glen

Helen sub-planning area, Commercial/Traveler Services (C/TS) in the Devore and Sycamore Flats areas, and Golf Course Community in Sycamore Flats. Therefore, the GHSP EIR included mitigation measures (4.9-1 through 4.9-5) to reduce impacts on cultural resources to less than significant. Additionally, the GHSP EIR did not include analysis of TCRs and no mitigation is provided.

Therefore, the GHSP EIR and 2020 Addendum included Mitigation Measures 4.9-1 through 4.9-4 to reduce these impacts to below a level of significance. In addition, GHSP EIR Mitigation Measure 4.9-4, was carried forward from the 2020 GHSP EIR Addendum.

Mitigation Measures of the Glen Helen Specific Plan EIR

The GHSP EIR (SCH# 2000011093), as amended in December 2020 (2020 GHSP EIR Addendum), included mitigation measures to reduce impacts to less than significant. These mitigation measures have been modified to reflect current conditions at the time of the GHSP Addendums. Mitigation measures listed below are relevant to the Project only and modified where appropriate to reflect the Project and current conditions.

4.9-1 ~~**Archeological Monitoring During Earth Moving.** Archaeological monitoring shall be required for any development or earth moving operations in both the Sycamore Flat area (vicinity of the Klein/Ellena Brothers Ranch complex) and the westerly boundary of the North Glen Helen planning area at the base of the foothills (vicinity of former Glen Helen Ditch).~~ *(This mitigation measure is not applicable to the Project because the Project is within the North Glen Helen Planning Area).*

4.9-2 ~~**Historic Significance of Structures Over 50 Years Old.** Prior to the demolition of buildings and structures within the boundaries of the Specific Plan area that are 50 years or greater in age. The historic significance (or lack thereof) of each building and/or structure should be established pursuant to Federal (National Register of Historic Places) and the State (California Register of Historical Resources) criteria.~~ *(This mitigation measure does not apply as there will be no demolition of buildings or structures conducted as part of the Project.)*

4.9-3 ~~**Archeological Monitoring During Earth Moving.** Archeological monitoring shall be required for any development or earth moving operations in the Sycamore Grove area of the Glen Helen Regional Park.~~ *(This mitigation measure is not applicable to the Project because the Project is within the North Glen Helen Planning Area).*

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

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

~~than ten (10) years will be reconducted.~~ *(This mitigation measure is not applicable to the Project because the Project site has been surveyed for cultural resources prior to development).*

Mitigation Measures of the 2020 Addendum to the Glen Helen Specific Plan EIR

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.

Impact CUL-1 ***Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?***

Level of Significance: Less Than Significant

GHSP EIR

The GHSP EIR concluded that the GHSP area is highly sensitive for historic archaeological sites. Six sites have been recorded within the boundaries of the GHSP area. The Historic U.S. Route 66 (SBR-2910H), a National Old Trails Highway, SBR-6793H is the Atchison Topeka & Santa Fe (AT&F) railway alignment, and PSBR-4H, the Sawpit Canyon Road alignment, will not be impacted by the GHSP area. However, the GHSP EIR concluded that potentially significant impacts would occur to the following:

- P1072-37H is the Glen Helen Ditch, which may have been aligned along the westerly boundary of the North Glen Helen sub-planning area, at the base of the foothills. No evidence of this feature has been identified within the sub-planning area. However, specific projects along the western boundary of the North Glen Helen sub-planning area may adversely impact yet unidentified features of the Glen Helen ditch.
- The Klein/Ellena Brothers Ranch Complex is a pre-1940's extant ranch site in Sycamore Flats east of I-I5. Buildings on the site were demolished in 1983. Although the demolition was thorough and nearly all of the rubble was trucked away, there is the potential to uncover buried historic artifacts during future earthwork and development in this area. The vicinity of the former ranch site is designated Golf Course Community (GCC) by the specific plan, and a possible future road extension has been identified through Sycamore Flats connecting the Lytle Creek North development to Glen Helen Parkway.

The Sycamore Flats, Central Glen Helen and South Glen Helen sub-planning areas are essentially devoid of buildings or structures that are 50 years or greater in age. However, no systematic inventory of potential historic structures or buildings has occurred within the North Glen Helen, Devore, Cajon Corridor or Kendall Corridor sub-planning areas where land use changes are encouraged by the GHSP. The historic significance (or lack thereof) should be established for buildings and structures that may be affected by future projects within these planning areas. Thus, the GHSP EIR included mitigation measures (MM 4.9 2) to reduce these impacts to a less than significant level.

2020 GHSP EIR Addendum

The 2020 GHSP EIR Addendum determined that the GHSP EIR MM 4.9-4 is applicable to the 2020 GHSP EIR Addendum. There are no substantial changes from that previously analyzed within the GHSP EIR.

Therefore, with implementation of MM 4.9-4, the 2020 GHSP Addendum would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15067.5.

Proposed Project

A Cultural Resources Assessment (**Appendix D**) was conducted for the Project site to identify any potential cultural resources the Project may impact.

During the field survey, one historic-period road segment known as the Cajon Connection, and as the Devore Cutoff and Devore Road, was identified within the Project site. Section 106 of the NHPA and CEQA call for the evaluation and recordation of historic-period and prehistoric archaeological and architectural resources. The criteria for determining the significance of impacts to cultural resources are based on Section 106 of the NHPA (36 C.F.R. § 60.4) and on Section 15064.5 of the CEQA Guidelines and Guidelines for the Nomination of Properties to the California Register. Properties eligible for listing in the National Register or California Register and subject to review are those meeting the criteria for listing in the National Register or California Register, or designation under a local ordinance.

Significance Criteria

National Register Eligibility Criteria

Eligibility for the National Register rests on two factors: significance and integrity. In order to be eligible for inclusion in the National Register, a property must meet one or more of the significance criteria listed below (36 C.F.R. § 60.4) and retain integrity:

A. Association with "events that have made a significant contribution to the broad patterns of our history."

B. Association with "the lives of persons significant in our past."

C. Resources "that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction."

D. Resources "that have yielded, or may be likely to yield, information important to history or prehistory."

In addition to being significant under one or more of these criteria, National Register eligibility (as well as California Register eligibility, as described below) requires that a resource retain sufficient integrity to convey its significance. Integrity is evaluated through consideration of characteristics that existed during a resource's period of significance. Integrity is evaluated with regard to the retention of seven elements:

- Location—The place where the resource was constructed
- Design—The combination of elements that create the form, plans, space, structure, and style of the resource
- Setting—The physical environment of the resource, including the landscape and spatial relationship of the buildings

- Materials—The physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the resource
- Workmanship—The physical evidence of the crafts of a particular culture or people during any given period of history
- Feeling—The resource's expression of the aesthetic or historic sense of a particular period of time
- Association—The direct link between an important historic event or person and a resource

California Register Eligibility Criteria

The California Register criteria are based on National Register criteria. For a property to be eligible for inclusion on the California Register, one or more of the following criteria must be met:

1. It is associated with the events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the U.S.;
2. It is associated with the lives of persons important to local, California, or U.S. history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of a master, possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

According to the Cultural Resources Assessment, BCR Consulting has completed substantial research regarding the Project site, and this resource is not associated with any important events. While the road did provide an alternate route through the hills to communities to the west of San Bernardino, significant development of these areas did not occur until much later, and are more closely associated with U.S. Route 66, U.S. Route 395, the Old National Trails route, and the railroad. The Project site is therefore not eligible for the National Register under Criterion A and is not eligible for the California Register under Criterion 1. Although early settlers were in the area, research has failed to show that any persons important to our past, or that persons of significant regional or national stature are connected with it. The site is therefore not eligible for the National Register under Criterion B and is not eligible for the California Register under Criterion 2. This resource comprises the remnants of an abandoned or realigned modern road and is not indicative of the distinctive characteristics of a type, period, region, or method of construction, and does not represent the work of a master, possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. The Project site is therefore not eligible for the National Register under Criterion C and is not eligible for the California Register under Criterion 3. Research and fieldwork indicate a low likelihood for the road segment to yield information important to the history or prehistory of the region. The Project site is therefore not eligible

for the National Register under Criterion D and is not eligible for the California Register under Criterion 4. This resource has also been subject to severe disturbances. Such disturbances include seasonal flooding, demolition (asphalt removed purposefully during construction of modern realignment), realignment, vegetation growth, grading, and paving for alternate uses. As such, the integrity has been significantly diminished. Because of the resource's lack of ability to meet any California Register criteria and diminished integrity, BCR Consulting recommends that it is not eligible for the National Register and is therefore not a potential historic property under Section 106 of the NHPA, and that it is not eligible for the California Register, and as such is not a potential historical resource under CEQA. Therefore, the Project site would not result in an adverse effect to any historic properties under Section 106 of the NHPA and would not results in an adverse effect to any historical resources under CEQA. No further cultural resource work or monitoring is recommended. Therefore, the Project would not result in new or a substantial increase in magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

No mitigation is necessary.

Impact CUL-2 ***Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?***

Level of Significance: Less Than Significant with Mitigation Incorporated

GHSP EIR

A significant impact would occur if grading and construction activities result in a substantial adverse change in the significance of a unique archaeological resource as defined in Public Resource Code (PRC) Section 21083.2 or State CEQA Guideline Section 15064.5, if (1) a resource listed in or determined to be eligible by the SHRC, for listing in the CRHR (PRC Section 5024.1 and Title 14 CCR, Section 4850 et seq.) is adversely affected; and (2) if grading and construction activities would result in a substantial adverse change in the significance of an archaeological resource determined to be "historic" or "unique." As defined in PRC Section 21083.2, a "unique" archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

According to CEQA, if a resource is neither unique nor historic, the effects of a project on that resource will not be considered significant effects on the environment (CEQA Guidelines Section 15064(C)(4)).

The GHSP EIR concluded that the GHSP area is highly sensitive for historic archaeological sites. Six sites have been recorded within the boundaries of the GHSP area. The majority of the GHSP area has not been surveyed for archeological resources. Exceptions include Sycamore Flats, portions of Glen Helen Regional

Park in the North Glen Helen sub-planning area, and small portions of the South Glen Helen and Kendall Corridor planning areas. Although much of the GHSP area is previously disturbed, the potential exists for yet unrecorded archaeological resources to be disturbed or destroyed by future development. This potential is highest in areas where significant land use changes are encouraged by the GHSP, including but not limited to the Commercial/Destination Entertainment (C/DE) and Destination Recreation (DR) areas in the North Glen Helen sub-planning area, Commercial/Traveler Services (C/TS) in the Devore and Sycamore Flats areas, and Golf Course Community in Sycamore Flats. Therefore, the GHSP EIR included mitigation measures (4.9-1 through 4.9-5) to reduce impacts on archaeological resources to less than significant.

2020 GHSP EIR Addendum

The 2020 GHSP EIR Addendum determined that the GHSP EIR MM 4.9-4 is applicable to the 2020 GHSP EIR Addendum. Therefore, with implementation of MM 4.9-4, the 2020 GHSP Addendum would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

Proposed Project

A Cultural Resources Assessment was conducted for the Project site to identify any potential cultural resources the Project may impact. An archaeological records search was conducted by BCR Consulting on February 2, 2022. This included a review of all recorded historic and prehistoric cultural resources, as well as a review of known cultural resources, and survey and excavation reports generated from projects located within one half-mile of the Project site. In addition, a review was conducted of the National Register, the California Register, and documents and inventories from the California Office of Historic Preservation including the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Built Environment Resources Directory (BERD). Data from the South-Central Coastal Information System revealed that 23 cultural resource studies have taken place resulting in two cultural resources recorded within a one half-mile radius of the area. No studies have taken place within the Project site, and no resources have been identified within its boundaries. Apart from the Cajon Connection and as the Devore Cutoff and Devore Road segment discussed above, no other cultural resources (including prehistoric or historic archaeological or historic architectural resources) were identified during the field survey. Although no archaeological resources were identified during the field survey, the potential exists for yet unrecorded archaeological resources to be disturbed or destroyed by future development. Therefore, the Project would adhere to the **MM 4.9-4** listed within the GHSP EIR. Additionally, in the event that a potentially significant archaeological resource is encountered during Project-related ground-disturbing activities, **MMs CUL-1** and **-2** would apply to further minimize potential impacts to archaeological resources. Therefore, with implementation of **MMs CUL-1** and **-2**, impacts regarding a substantial adverse change of an archaeological resource would be less than significant. Thus, the Project would not result in new or a substantial increase in magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

Mitigation Measures of the Glen Helen Specific Plan EIR and 2020 GHSP EIR Addendum

MM 4.9-4 **Encountering Archeological Resources.** If archeological resources are encountered within the Specific Plan area during construction, work within 50 feet ~~in the vicinity~~ of the find shall be suspended or diverted. The project proponent/applicant shall retain ~~a qualified~~ an archeologist that meets Secretary of Interior (SOI) professional qualifications in archaeology to perform an assessment of the resource.

Additional Mitigation Measures

MM CUL-1 **Native American Monitoring**

Morongo Band of Mission Indians

The project applicant shall retain a Native American Monitor from or approved by the Morongo Band of Mission Indians (MBMI. The monitor shall be retained prior to the commencement of any "ground disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. Monitoring shall occur during all initial phases of "ground disturbing activity" within the first ten feet below the ground surface. A monitoring agreement shall be created between the project applicant and MBMI, if required by MBMI, and a copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

A Cultural Resources Management Plan (CRMP) shall be created by an archaeologist that meets Secretary of Interior (SOI) professional qualifications in archaeology that outlines monitoring requirements for the project. A pre-construction meeting with all on-site personnel and the monitor will occur to discuss the requirements outlined in the project mitigation and the CRMP. The CRMP will be followed by all on-site personnel and monitors throughout the duration of project implementation.

All monitors will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

Monitoring shall conclude when all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project within the first ten feet below ground surface are complete. Project implementation will not be stalled or delayed for any planned ground-disturbing activities for which the any Tribe is unable to provide a monitor.

Gabrieleño Band of Mission Indians-Kizh Nation

The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

MM CUL-2 Inadvertent Discovery of Archaeological Resources

Morongo Band of Mission Indians and Yuhaaviatam of San Manuel Nation

If archaeological resources are encountered within the Project site during project construction, work within 50 ft of the find shall be suspended or diverted. The project proponent/applicant shall retain an archaeologist that meets Secretary of Interior

(SOI) professional qualifications in archaeology to perform an assessment of the resource. Depending on the nature of any such find, evaluation may include determination of site boundaries and assessment of site integrity and significance. Standards for site evaluation shall adhere to appropriate State and Federal requirements (including PRC Section 21083). The Yuhaaviatam of San Manuel Nation Cultural Resources Department and the Morongo Band of Mission Indians shall be contacted of any pre-contact cultural resources discovered during project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Evaluation may include, if necessary, site mapping and/or limited subsurface testing using standard archaeological methods. If after evaluation a resource is judged to be of significance pursuant to California Environmental Quality Act criteria (Section 15064.5), a mitigation plan shall be prepared in accordance with appropriate guidelines and in coordination with the aforementioned tribes, and submitted to the San Bernardino County Land Use Services Department Planning Division. Mitigation could include avoidance, site capping, data recovery, a combination of these, or other measures as the situation dictates. Consultation with a representative of a recognized local Native American group shall be reflected in the formulation of any mitigation plan. Preferences for treatment are as follows:

1. Full avoidance/preservation in place
2. If not feasible, all items shall be reburied in an area away from any future impacts and reside in a permanent conservation easement or Deed Restriction.
3. If agreed upon by all consulting Tribes, language noted below about transfer of materials to the Gabrieleño Band of Mission Indians-Kizh Nation shall be followed
4. If all other options are proven to be infeasible, then materials will be curated in a facility that can meet standards and requirements outlined in the Office of Historic Preservation 1993 curation guidelines within the County.

Any and all archaeological documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to the consulting Tribes, who shall be consulted throughout the life of the project.

Gabrieleño Band of Mission Indians-Kizh Nation

Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

Impact CUL-3 Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Level of Significance: Less Than Significant with Mitigation Incorporated

GHSP EIR

Previously undiscovered human remains could be encountered during construction activities. If human remains are found during excavation, excavation would be halted in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains will remain undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with the established regulatory framework (i.e., Health and Safety Code (HSC) Sections 7050.5-7055 and PRC Sections 5097.98 and 5097.99), the GHSP EIR found that GHSP impacts concerning potential to disturb human remains, would be reduced to a less than significant.

2020 GHSP EIR Addendum

Refer to the analysis above. There are no substantial changes from that previously analyzed within the GHSP EIR. Therefore, if human remains are found during excavation, excavation would be halted in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains will remain undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with the established regulatory framework (i.e., HSC Sections 7050.5-7055 and PRC Sections 5097.98 and 5097.99), GHSP impacts concerning potential to disturb human remains, would be reduced to a less than significant.

Proposed Project

As discussed within the Cultural Resources Assessment, if human remains are encountered during the undertaking, those remains would require proper treatment in accordance with applicable laws, including HSC Sections 7050.5-7055 and PRC Sections 5097.98 and 5097.99. HSC Sections 7050.5-7055 describe the general provisions for treatment of human remains. Specifically, HSC Section 7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during excavation of a site. HSC Section 7050.5 also requires that all activities cease immediately, and a qualified archaeologist and Native American monitor be contacted immediately. As required by State law, the procedures set forth in PRC Section 5087.98 would be implemented, including evaluation by the County Coroner and notification of the Native American Heritage Commission (NAHC). The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the, NAHC, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. Following compliance with the established regulatory framework (i.e., HSC Sections 7050.5-7055 and PRC Sections 5097.98 and 5097.99) and the application of MM CUL-3, the Project's impacts concerning potential to disturb human remains, would be reduced to a less than significant. Therefore, the Project would not result in new or a substantial increase in magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

MM CUL-3 **Inadvertent Discovery of Human Remains and Associated Funerary Materials**

Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resources Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial good shall be kept confidential to prevent further disturbance.

Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt within the vicinity (i.e., 100 ft) and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC), who will then designate a Most Likely Descendent (MLD) for the remains. The MLD shall inspect the discovery within 48 hours of notification or within another time frame agreed upon between the landowner and MLD. The preferred manner of treatment for discovered human remains and/or burial goods is avoidance/preservation in place. Should this not be feasible, the landowner and MLD will identify a suitable location for reburial or, if an agreement is not reached, the remains will be reburied with appropriate dignity on site as close to the original discovery location as possible. Any discovery and location of human remains/burial goods shall be kept confidential, per the exemption of such information from disclosure as a result of the California Public Records Arc (California Government Code § 6254[r]).

Impact CUL-4 ***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 or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code 5020.1(k), or***
- ***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. In applying the criteria set***

forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Level of Significance: Less Than Significant with Mitigation Incorporated

GHSP EIR

The GHSP EIR did not include analysis of tribal cultural resources and no applicable mitigation is provided.

2020 GHSP EIR Addendum

The 2020 GHSP EIR Addendum did not include analysis of tribal cultural resources and no applicable mitigation is provided

Proposed Project

The Project consists of a Specific Plan Amendment and a Planned Development Permit to allow for development of approximately 202,900 square feet of commercial and retail center land uses on an approximately 32-acre site. A minor clarification/text amendment is proposed to the existing Destination Recreation (DR) zone areas of the GHSP to provide greater flexibility and more accurately reflect the proposed commercial development. The proposed modification of the DR zoning to allow low-intensity retail commercial uses that are sensitive to the physical and environmental constraints of the area would result in disturbance to native soils in the same locations as previously analyzed; and therefore, would not result in new or increased impacts to tribal cultural resources (TCRs).

TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that is either eligible or listed in the California Register of Historical Resources or local register of historical resources, or determined by the lead agency to be significant to a California Native American tribe pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1 (PRC Section 21074). Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to TCRs, and reduce the potential for delay in the environmental review process. The intent of consultation is to provide an opportunity for interested, affiliated Native American tribes to collaborate with the City during the project approval process to identify and protect TCRs.

According to the Cultural Resources Assessment (**Appendix D**) conducted by BCR Consulting for the Project, a Sacred Lands File (SLF) search was conducted through the Native American Heritage Commission (NAHC) to determine if any sacred lands or traditional cultural properties on file with the NAHC were within or near the Project site. Findings were positive during the SLF search with the NAHC. The NAHC also provided a list of tribal entities affiliated with the Project. BCR Consulting sent tribal scoping notifications via email, June 2022, to each listed entity to elicit concerns with potential development of the Project. The Quechan Tribe and Gabrielino Tongva Tribe responded, providing no additional comments. The Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) responded, stating that the Project is located within one mile of a known Serrano cultural resource, sources of fresh water, and near the Serrano village site of Papiambit. The area is of great concern to the Yuhaaviatam of San Manuel Nation and the department is interested to consult.

The County contacted the NAHC to obtain a contact list of tribes with traditional lands or cultural places located in the area of the Project site. The County sent AB 52 and SB 18 notification to representatives of the following tribes on July 11, 2023:

- Agua Caliente Band of Cahuilla Indians
- Augustine Band of Cahuilla Mission Indians
- Cabazon Band of Mission Indians
- Cahuilla Band of Indians
- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino /Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Los Coyotes Band of Cahuilla and Cupeño Indians
- Morongo Band of Mission Indians
- Quechan Tribe of the Fort Yuma Reservation
- Ramona Band of Cahuilla
- San Manuel Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians
- Serrano Nation of Mission Indians
- Soboba Band of Luiseno Indians
- Torres-Martinez Desert Cahuilla Indians
- Twenty-Nine Palms Band of Mission Indians

On June 21, 2023, Luz Salazar, Agua Caliente Band of Cahuilla Indians, contacted the County via email, to inform them that the Project is not located within the Tribe's Traditional Use Area and therefore, they defer to other tribes within the area. On July 11, 2023, Andrew Salas, Gabrieleno Band of Mission Indians – Kizh Nation, contacted the County via email to inform them that they agree with the Project and request consultation for all future projects within this location. On July 13 and July 24, 2023, Jamie Nord, Yuhaaviatam of San Manuel Nation, contacted the County via email, requesting review of Project documents and the Project cultural and geotechnical reports. On August 2, 2023, Laura Chatterton, Morongo Band of Mission Indians, contacted the County via email, stating that the Project is located within the ancestral territory and Traditional Use Area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians. Therefore, the Tribe requests further consultation and recommends tribal participation (a.k.a. tribal monitors) during all ground disturbing activities.

In addition, consultation with the Gabrieleno Band of Mission Indians - Kizh Nation is underway, for which a meeting occurred on February 14, 2023. As of this date, no significant cultural resources have been

identified. The Project would provide for cultural resource monitoring as requested by the tribes (see **MMs 4.9-4** and **CUL-1** through **-3** above).

Furthermore, there is a potential for unknown buried archaeological resources that qualify as tribal cultural resources to be encountered during the Project-related ground-disturbing activities. In the event that a potentially significant tribal cultural resource is encountered during Project-related ground-disturbing activities, mitigation measures identified within the GHSP EIR and 2020 GHSP EIR Addendum area would apply to minimize potential impacts to tribal cultural resources. All such finds would be required to be treated in accordance with all CEQA requirements and all other applicable laws and regulations. With implementation of these measures, impacts to tribal cultural resources would be less than significant. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

See **MMs 4.9-4** and **CUL-1** through **-3**.

4.3.6 Cumulative Impacts

For purposes of cumulative cultural and tribal cultural impacts analysis, cumulative impacts are considered in connection with the anticipated future development projects. Future cumulative development projects could encounter or impact cultural and tribal cultural resources. The analysis is focused on the Project's potential for resulting in site-specific impact that could contribute to a cumulative loss. Impacts are site-specific and not generally subject to cumulative impacts unless multiple projects impact a common resource, or an affected resource extends off-site across the locations of multiple projects, such as a historic townsite or district. With this consideration, the cumulative analysis for cultural resources considers whether the Project, in combination with the past, present, and reasonably foreseeable projects, could cumulatively affect any common cultural resources. Projects located in an archaeologically sensitive area are required to conduct archaeological monitoring during construction, which would reduce cumulative impacts to a less-than-significant level. In addition, **MM 4.9-4** and **MMs CUL-1** through **-3** would apply to the Project, ensuring that its contribution to cumulative impacts would not be considerable.

As discussed above, while no archaeological and tribal cultural resources are expected on the Project site, the potential exists for undiscovered archaeological and tribal cultural resources to be adversely impacted during Project construction. With implementation of **MM 4.9-4** and **MMs CUL-1** through **-3**, Project construction would not cause a substantial adverse change in the significance of historical, archaeological, and tribal cultural resources; a less than significant impact would occur.

Implementation of future projects in the Project vicinity could involve actions that could damage historical, archaeological, and tribal cultural resources specific to those Project sites. However, all projects would be subject to CEQA review, including studies of historical and archaeological resources that are present or could be present on-site, and TCR consultation pursuant to AB 52. Where significant or potentially significant impacts are identified, implementation of all feasible mitigation would be required to reduce potentially significant impacts. As with the Project, all cumulative development in the area

would undergo environmental and design review on a project-by-project basis pursuant to CEQA, in order to evaluate potential impacts to cultural and tribal cultural resources and avoid or reduce any impacts.

Project-level impacts to human remains would be less than significant. Standard regulatory requirements and procedures will also apply to other present and reasonably foreseeable future projects, and cumulative impacts would be less than significant.

4.3.7 Significant Unavoidable Impacts

No significant and unavoidable impacts concerning cultural resources and TCRs have been identified.

4.3.8 References

BCR Consulting LLC. October 2023. Cultural Resource Assessment. The Oasis at Glen Helen Parkway Project San Bernardino County, California.

County of San Bernardino. 2020. The Countywide Plan, Cultural Resources Element. https://countywideplan.com/policy-plan/cultural-resources/#:~:text=The%20Cultural%20Resources%20Element%3A&text=Establishes%20direction%20on%20notification%2C%20coordination,preserve%20and%20conserve%20cultural%20resources.

4.4

Geology and Soils

4.4 GEOLOGY AND SOILS

4.4.1 Introduction

This section of the Draft Subsequent Environmental Impact Report (EIR) discusses potential geotechnical and paleontological impacts associated with development and implementation of The Oasis at Glen Helen Parkway Project (Project). A comparative analysis was completed and analyzed whether the Project would result in any new or substantially more severe significant environmental impacts as compared to the conclusions discussed in the certified Final Program Environmental Impact Report (FEIR) for the Glen Helen Specific Plan (GHSP) (State Clearinghouse [SCH] #2000011093), approved July 25, 2005. Additionally, this analysis is based primarily on the following geotechnical and cultural resources studies:

- *Geotechnical Investigation and Rock Evaluation Glen Helen Parkway and I-15 Freeway San Bernardino County, California*. Group Delta, August 2021. (**Appendix E1**)
- *Geotechnical Information Report Northeast of Glen Helen Parkway and I-15 Intersection San Bernardino County, California.* Group Delta, November 2023. (**Appendix E2**)
- *Geotechnical Information Report – Addendum No. 1 Response to San Bernardino County Comments Northeast of Glen Helen Parkway and I-15 Intersection San Bernardino County, California.* Group Delta, November 2023. (**Appendix E3**)
- *Geotechnical Information Report – Addendum No. 2 Response to San Bernardino County Mitigation Measures Northeast of Glen Helen Parkway and I-15 Intersection San Bernardino County, California,* November 2023. (**Appendix E4**)
- *Cultural Resources Assessment Glen Helen 33-Acre Property San Bernardino County, California*. BCR Consulting LLC, July 17, 2022. (**Appendix D**)

4.4.2 Environmental Setting

Existing Conditions

The approximately 32-acre Project site (Assessor's Parcel Numbers [APNs] 0239-031-04, 0239-031-32, 0239-031-37, and 0239-031-50) is located east of Interstate 15 (I-15), west of Glen Helen Parkway and the Glen Helen Regional Park, north of I-15 Exit 122, and south of three existing single-family residences and the Glen Helen Park Maintenance Yard. Refer to **Figure 3-2: Local Vicinity Map**. The City of Rialto is located to the south and southwest and the City of San Bernardino is located to the northeast, east, and south. The Project site is generally surrounded by vacant land and roadway infrastructure to the west, south, and east, three single family homes to the far north, and the Glen Helen Regional Park to the east. Open space areas are located across I-15 to the west, and across Glen Helen Parkway to the south and east. Further south, a residential community is located along Clearwater Parkway (approximately one-half mile to the south).

Geologic Conditions

As discussed above, the Geotechnical Investigation and Rock Evaluation was conducted by Group Delta, which established baseline geologic conditions for the Project. Boring, shear wave velocity testing and percolation testing techniques identified artificial fill soils and alluvium at the Project site.

Regional Geologic Setting

California is tectonically active. The San Andreas fault system is located northeast of the Project site, a significant boundary in the area between the North American and the Pacific Plates. The Project site lies within the Pacific Plate. The interaction of the two zones has resulted in the formation of faults, mountain building (e.g., San Gabriel Mountains), basin development (e.g., San Gabriel basin), earthquake activity, and regional uplift and subsidence. California is geologically separated into 11 geomorphic provinces or regions. These provinces are naturally defined geologic regions with unique landscape or landform. The Project site is located within the Transverse Ranges of Southern California, characterized by east-west rending structures. Intense north-south compression has caused mountain uplift over the last 10 million years. The Project site is located at the foothills of the San Gabriel Mountain range. The San Gabriel Mountains expose igneous and metamorphic assemblages from pre-Cambrian to Mesozoic time, as well as Tertiary volcanics. Major drainage systems from the San Gabriel and San Bernardino Mountain ranges lies to the northeast and southwest of the Project site. For the past several million years, uplift in the mountains has facilitated stream and debris flows to transport sand, gravel, cobbles, and boulders into the San Bernardino Valley.

Local Geologic Setting

The geologic map of the Devore 7.5-minute Quadrangle shows that the Project site is underlain by Oligocene age granodiorite of Telegraph Peak. In general, it is described as a biotite-granodiorite, mostly massive with a medium to coarse-grained anhedral to subhedral texture. The granodiorite is highly fractured in most places and deeply weathered along hill tops.

The northwest corner of the Project site is mapped as Miocene age gabbro, which is a small pluton consisting of aphanitic to fine-grain olivine diabase near margins, grading to a coarse-grained olivine gabbro near its center. The gabbro intrudes the Oligocene granodiorite of Telegraph peak described above and is cut by thin dikes of white granophyre, an igneous rock made-up primarily of quartz and alkali feldspar. The white granophyre was observed in one outcrop towards the base of the hill but was not observed in the borings.

Earthquake Faults

The Project site is located within the seismically active area of southern California and there is a high potential for the Project site to experience strong ground shaking from local and regional faults. The intensity of ground shaking is highly dependent upon the distance of the Project site to the earthquake source, the magnitude of the earthquake, and the underlying soil conditions. A fault that is considered to be seismically active is one that has ruptured in the last approximate 11,700 years (Holocene). The location of the Project site with respect to the Alquist-Priolo Fault Zone (Alquist-Priolo fault zone) is presented in **Figure 4.4-1: Geological Hazards**. The closest significant fault to the Project site is the San Jacinto fault zone, with fault traces mapped 0.2 miles southwest and 0.3 miles northeast of the Project site. The San Andreas fault zone is located approximately 2 miles northeast of the Project site.

Additionally, the Project site is not within an Alquist-Priolo fault zone; refer to **Figure 4.4-1**. Although the proposed Project in not within an Alquist-Priolo fault zone, the Project site is located close to several active

faults where historic seismic activities have been observed in the past. The Project site's proximity to faults would increase risks attributed to ground surface rupture. Additionally, the Project site is in an area designated by the County as having a moderate to high landslide susceptibility; refer to **Figure 4.4-2: Landslide and Liquefaction Hazards**. The existing slopes are generally sloped at 1.4H:1V (horizontal to vertical) to 2H:1V site and heavily vegetated. The hilly terrain is planned to be graded down to a relatively flat pad for the future development.

Liquefaction and Dynamic Settlement

Liquefaction involves the sudden loss in strength of a saturated, cohesionless soil (sand and non-plastic silts) caused by the build-up of pore water pressure during cyclic loading, such as that produced by an earthquake. This increase in pore water pressure can temporarily transform the soil into a fluid mass, resulting in sand boils, settlement and lateral ground deformations. Typically, liquefaction occurs in areas where there are loose to medium dense sands and silts, and where the depth to groundwater is less than 50 feet from the ground surface.

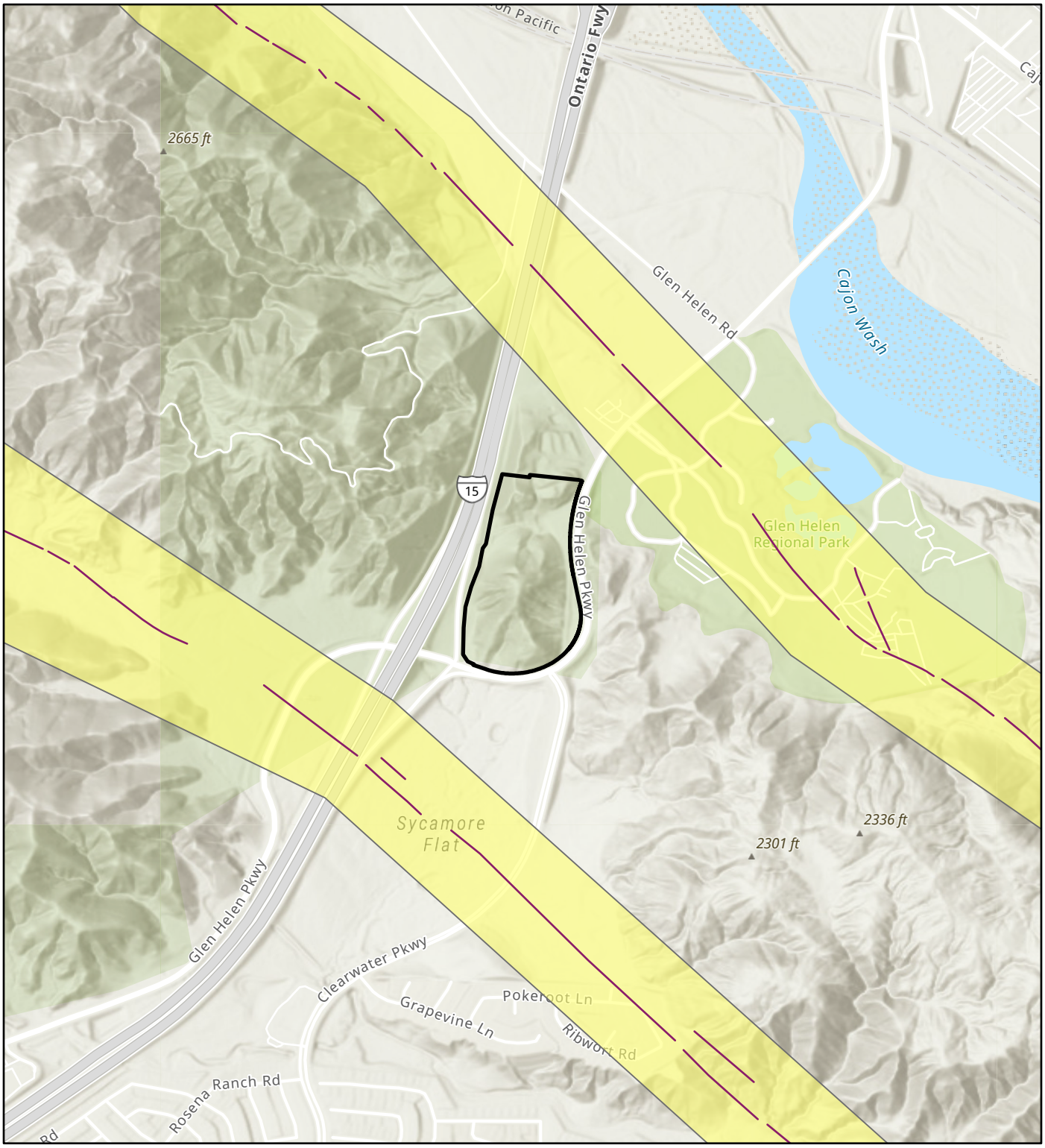
Groundwater was not encountered within the site-specific explorations performed by Group Delta or Inland Foundation Engineering performed within the hilly terrain. Based on the Geotechnical Information Report, groundwater is anticipated to be deeper than 100 feet at the site and could be locally perched on intact bedrock.

Based on the Countywide Plan Hazard Policy Map HZ-2 Liquefaction and Landslides, the Project site is not in an area designated by the County as susceptible to liquefaction; refer to **Figure 4.4-2**.[1] Owing to the absence of shallow groundwater and the presence of dense soils at the Project site, the potential for liquefaction is low.

Landslides

The Project site is at the foothills of the San Gabriel Mountains and is comprised of hilly topography. The County has zoned most of the Project site as moderate to high generalized landslide susceptibility.[2] No existing landslides are mapped on this plan as illustrated on **Figure 4.4-2** and is based on the generalized understanding that the Project site may have surficial colluvium or alluvium that is susceptible to shallow landslides. The existing slopes are generally sloped at 1.4H:1V (horizontal to vertical) to 2H:1V site and heavily vegetated. The borings performed near the top of the hills identified minor soils overlying weathered bedrock.

[1] San Bernardino County. 2019. Countywide Plan. Policy Map HZ-2 Liquefaction and Hazards. https://www.arcgis.com/apps/webappviewer/index.html?id=5864a434814c4e53adc74101b34b1905.
[2] Ibid.



Legend

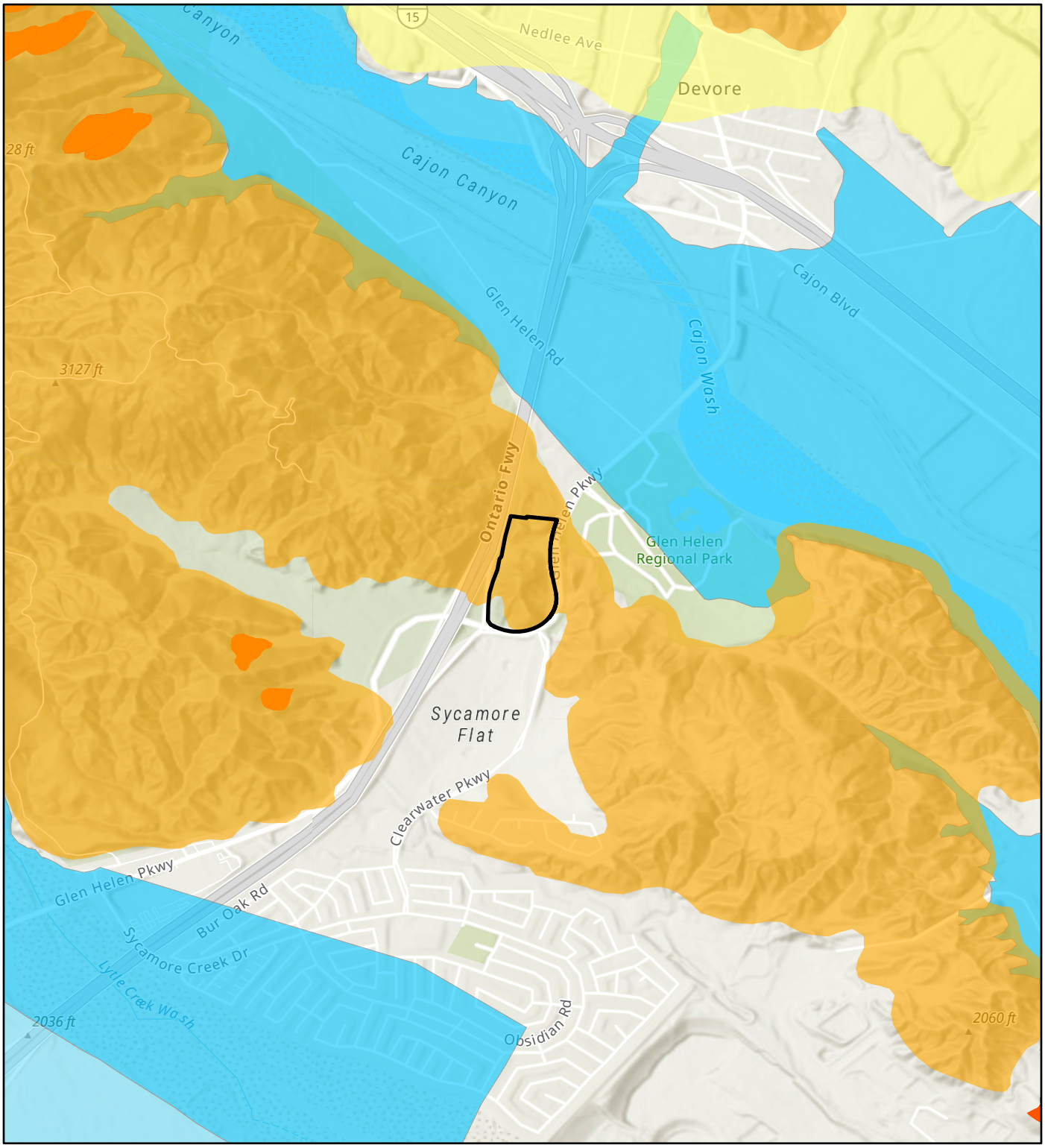
- Project Site
- Quaternary Faults
- Alquist Priolo Fault Zones

Sources: USGS, December 2020 [Quaternary Faults Dataset]; California Department of Conservation, 2017 [Alquist Priolo Fault Zones Dataset]; ESRI, 2023 [Basemap].

FIGURE 4.4-1: Geological Hazards
The Oasis at Glen Helen Parkway

Not to scale

Kimley»Horn



Legend

- Project Site
- High Liquefaction Susceptibility
- Medium Liquefaction Susceptibility
- Low to Moderate Landslide Susceptibility
- Moderate to High Landslide Susceptibility
- Mapped, Existing Landslide

Source: County of San Bernardino, 2020.

FIGURE 4.4-2: Landslide and Liquefaction Hazards
The Oasis at Glen Helen Parkway

Not to scale

Kimley»Horn

4.4.3 Regulatory Setting

Federal

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) established the National Earthquake Hazards Reduction Program (Program) which is coordinated through the Federal Emergency Management Agency (FEMA), the United States Geological Survey (USGS), the National Science Foundation, and the National Institute of Standards and Technology. The purpose of the Congress in this Act is to reduce the risks of life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards reduction program.

The objectives of the program involve (1) the education of the public, including state and local officials, as to earthquake phenomena, the identification of locations and structures which are especially susceptible to earthquake damage, ways to reduce the adverse consequences of an earthquake, and related matters; (2) the development of technologically and economically feasible design and construction methods and procedures to make new and existing structures in areas of seismic risk earthquake resistant, giving priority to the development of such methods and procedures for power generating plants, dams, hospitals, schools, public utilities and other lifelines, public safety structures, high occupancy buildings, and other structures which are especially needed in time of disaster; (3) the implementation, to the greatest extent practicable, in all areas of high or moderate seismic risk, of a system (including personnel, technology, and procedures) for predicting damaging earthquakes and for identifying, evaluating, and accurately characterizing seismic hazards; (4) the development, publication, and promotion, in conjunction with state and local officials and professional organizations, of model building codes and other means to encourage consideration of information about seismic risk in making decisions about land-use policy and construction activity; (5) development, in areas of seismic risk, of improved understanding of, and capability with respect to, earthquake-related issues, including methods of mitigating the risks from earthquakes, planning to prevent such risks, disseminating warnings of earthquakes, organizing emergency services, and planning for reconstruction and redevelopment after an earthquake; (6) the development of ways to increase the use of existing scientific and engineering knowledge to mitigate earthquake hazards; and (7) the development of ways to assure the availability of affordable earthquake insurance.

Soil and Water Resources Conservation Act

The purpose of the Soil and Water Resources Conservation Act of 1977 is to protect or restore soil functions on a permanent sustainable basis. Protection and restoration activities include prevention of harmful soil changes, rehabilitation of the soil of contaminated sites and of water contaminated by such sites, and precautions against negative soil impacts. Disruptions of natural soil functions should be avoided, as far as practicable. In addition, the Federal Water Pollution Control Act (also referred to as the Clean Water Act [CWA]) requirements, through the National Pollution Discharge Elimination System (NPDES) permitting process, provide guidance for protection of geologic and soil resources.

Paleontological Resources Preservation Act

The Paleontological Resources Preservation Act (PRPA) is part of the Omnibus Public Land Management Act of 2009 (Public Law 111-011 Subtitle D). The PRPA directs the Secretary of the Interior or the Secretary of Agriculture to manage and protect paleontological resources on federal land, and develop plans for inventorying, monitoring, and deriving the scientific and educational use of such resources. It prohibits the removal of paleontological resources from federal land without a permit issued under the PRPA, establishes penalties for violation of the PRPA, and establishes a program to increase public awareness about such resources. As of May 18, 2015, the U.S. Department of Agriculture has implemented a new rule that "provides for the preservation, management, and protection of paleontological resources on National Forest System (NFS) lands and ensures that these resources are available for current and future generations to enjoy as part of America's national heritage. The rule addresses the management, collection, and curation of paleontological resources from NFS lands including management using scientific principles and expertise, collecting of resources with and without a permit, curation in an approved repository, maintaining confidentiality of specific locality data, and authorizing penalties for illegal collecting, sale, damaging, or otherwise altering or defacing paleontological resources".

State

California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires that public agencies and private interests identify the potential environmental consequences of their Projects on any object or site of significance to the scientific annals of California (Division I, California Public Resources Code [PRC] Section 5020.1 [b]). Appendix G in Section 15023 provides an Environmental Checklist of questions (PRC Section 15023, Appendix G, Section VII, Part f) that includes the following: "Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?".

CEQA does not define "a unique paleontological resource or site." However, the Society of Vertebrate Paleontology (SVP) has provided guidance specifically designed to support state and Federal environmental review. The SVP broadly defines significant paleontological resources as follows:

> *"Fossils and fossiliferous deposits consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 radiocarbon years)."*

Significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, unusual, rare, diagnostically important, or are common but have the potential to provide valuable scientific information for evaluating evolutionary patterns and processes, or which could improve our understanding of paleochronology, paleoecology, paleophylogeography, or depositional histories. New or unique specimens can provide new insights into evolutionary history; however, additional specimens of even well-represented lineages can be equally important for studying evolutionary pattern and process, evolutionary rates, and paleophylogeography. Even unidentifiable material can provide useful data for

dating geologic units if radiometric dating is possible. As such, common fossils (especially vertebrates) may be scientifically important, and therefore considered significant.

California Public Resources Code

Section 5097.5 of the PRC states:

> *"No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor."*

As used in this PRC section, "public lands" means lands owned by, or under the jurisdiction of, the state or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, public agencies are required to comply with PRC Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others.

2022 California Building Standards Code

The 2022 California Building Standards Code (CBSC) is part of the official compilation and publication of the California Code of Regulations (CCR), Title 24. The California Building Code (CBC) is part two of thirteen parts and applies to all applications for building permits. The purpose of the CBSC is to establish the minimum requirements to safeguard the public health, safety and general welfare through structural strength, means of egress facilities, stability, access to persons with disabilities, sanitation, adequate lighting and ventilation and energy conservation; safety to life and property from fire and other hazards attributed to the built environment; and to provide safety to firefighters and emergency responders during emergency operations.

Given the regional susceptibility to seismic events, CBC's seismic standards are heavily regarded by local agencies. CBC Chapter 16 addresses structural design requirements governing seismically resistant construction (CBC Section 1604), including (but not limited to) factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design (CBC Sections 1613.5 through 1613.7). CBC Chapter 18 includes (but is not limited to) the requirements for foundation and soil investigations (CBC Section 1803); excavation, grading, and fill (CBC Section 1804); allowable load-bearing values of soils (CBC Section 1806); and the design of footings, foundations, and slope clearances (CBC Sections 1808 and 1809), retaining walls (CBC Section 1807), and pier, pile, driven, and cast-in-place foundation support systems (CBC Section 1810). CBC Chapter 33 includes, but is not limited to, requirements for safeguards at worksites to ensure stable excavations and cut or fill slopes (CBC Section 3304). Project construction and operations are subject to occupational safety standards as specified in California OSHA regulations (Title 8 of CCR) and Chapter 33 of the CBC.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (PRC Sections 2621-2624, Division 2 Chapter 7.5) was passed in 1972 following the destructive 1971 San Fernando earthquake (magnitude 6.6), which damaged numerous structures due to extensive surface fault ruptures. The purpose of the act is to provide policies and criteria to assist cities, counties, and state agencies in the exercise of their responsibility to prohibit the location of developments and structures for human occupancy across the trace of active faults. Further, it is the intent of this chapter to provide the citizens of the state with increased safety and to minimize the loss of life during and immediately following earthquakes by facilitating seismic retrofitting to strengthen buildings, including historical buildings, against ground shaking.

Seismic Hazards Mapping Act of 1990

The Seismic Hazards Mapping Act (SHMA) of 1990 (PRC, Chapter 7.8, Sections 2690 - 2699.6) was passed by the legislature following the 1989 Loma Prieta earthquake. The SHMA directs the Department of Conservation, CGS, to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the SHMA is to reduce threats to public safety and to minimize the loss of life and property by identifying and mitigating seismic hazards.

The SHMA also requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps) which are distributed to all affected cities, counties, and state agencies for their use in planning and controlling construction and development. Local agencies can be more restrictive than state law requires.

State Earthquake Protection Law

The state earthquake protection law (California Health and Safety Code [HSC] Section 19100 et seq.) requires projects to be designed to resist stresses produced by heavy wind and earthquakes. Specific minimum seismic safety and structural design requirements are set forth in Chapter 16 of the CBC which identifies seismic factors that must be considered in structural design. Since the Project site is not located in an Alquist–Priolo Earthquake Fault Zone, no special provisions would be required for Project development related to fault rupture.

Requirements for Geotechnical Investigations

Requirements for geotechnical investigations are included in CBC Appendix J, Grading, Section J104; additional requirements for subdivisions requiring tentative and final maps and for other specified types of structures are in the California HSC Sections 17953 to 17955 and in CBC Section 1803. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate site geology, slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness. CBC Section J105 sets forth requirements for inspection and observation during and after grading.

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act (California Civil Code Section 1103 et seq.), which became effective June 1, 1998, requires sellers (and their real estate agents) to disclose to prospective buyers when real estate property being sold is in an earthquake fault zone, seismic hazard zone, flood hazard zone, dam inundation area, or special fire hazard area. Disclosure can be achieved in one of two ways: 1) the Natural Hazards Disclosure Statement; or 2) the Local Option Real Estate Disclosure Statement as provided in Section 1102.6 of the California Civil Code. When houses built before 1960 are sold, the seller must also give the buyer an earthquake hazards disclosure report and a copy of "The Homeowner's Guide to Earthquake Safety" to inform the buyer of potential hazards and ways to address them. However, it is important to note that the Natural Hazards Disclosure Act does not invalidate a property sale based on a failure to comply with the above requirements. Therefore, prospective homebuyers should ensure that real estate disclosure requirements are adhered to during the purchase process.

Storm Water Pollution Prevention Plans

Pursuant to the CWA, in 2012, the State Water Resources Control Board (SWRCB) issued a statewide general NPDES Permit for stormwater discharges from construction sites (NPDES No. CAS000002). Under this Statewide General Construction Activity permit, discharges of stormwater from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for stormwater discharges or be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the State Water Resources Control Board (SWRCB) and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each Project Applicant (Master Developer and/or Site Developer, as applicable) under the General Construction Activity Permit must ensure that a SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list best management practices (BMPs) implemented on the construction site to protect stormwater runoff and must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state's 303(d) list of impaired waters.

General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities

A SWPPP prepared in compliance with a NPDES permit under the authority of the local Regional Water Quality Control Board (RWQCB) and SWRCB describes the Project area, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of post construction sediment and erosion control measures and maintenance responsibilities, and non-stormwater management controls. Dischargers are also required to inspect construction sites before and after storms to identify stormwater discharge from construction activity, and to identify and implement controls where necessary.

Municipal Separate Storm Sewer System Permit

In 2010, the Santa Ana RWQCB issued a municipal separate storm sewer system (MS4) permit and waste discharge requirements (R8-2010-0033 and NPDES No. CAS 618033) to the San Bernardino County Permittees. Under this Permit, the County is required to enforce and comply with storm water discharge

requirements pursuant to the Clean Water Act, the Porter-Cologne Water Quality Control Act, applicable state, and federal regulations (including policies of the SWRCB), the Santa Ana River Basin Water Quality Control Plan (Basin Plan), and the California Toxics Rule Implementation Plan.

The MS4 Permittees and Principal Permittee (San Bernardino County Flood Control District) are required to develop several items that generally reduce pollutants in urban runoff to the maximum extent practicable (MEP). This includes "Local Implementation Plans" describing the enforceable elements of an agency's urban runoff compliance program, as well as a "Watershed Action Plan" and "Hydromodification Management Plan" to address impacts from urbanization. Likewise, a "Drainage Area Management Plan" is periodically updated by the principal permittee to document MS4 permit compliance programs and to provide guidance to co-permittees for Local Implementation Plans. In addition, the "Consolidated Monitoring Program" defines the monitoring locations and methods to evaluate best management practices (BMP) effectiveness. Lastly, the MS4 permit requires a "Water Quality Management Plan" (WQMP) for most new development and certain redevelopment projects. Like the construction SWPPP, the WQMP identifies how site design elements, source control methods and treatment control BMPs in the post-construction phase would minimize pollutant loads to the municipal storm drain in the long-term.

Eligible projects submitted to the County are required to provide a project-specific WQMP prior to the first discretionary project approval or permit. Project Applicants (Master Developer and/or Site Developer, as applicable) may submit a preliminary project-specific WQMP for discretionary project approval (land use permit); however, a final version would be submitted for review and approval prior to the issuance of any grading or building permits.

Local

County of San Bernardino General Plan

The San Bernardino County Countywide Plan was adopted in October 2020. The Hazard Element establishes identifies potential natural and human-generated hazards and provides direction to address risks to residents, businesses, workers, and visitors. The Cultural Resources Element establishes direction on notification, coordination, and partnerships to preserve and conserve cultural resources. It provides guidance on how new development can avoid or minimize impacts on cultural resources, and it provides direction on increasing public awareness and education efforts about cultural resources. The following Hazard Element and Cultural Resources Element goals and policies are applicable to the Project:

Goal HZ-1 **Natural Environmental Hazards. Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by natural environmental hazards and adaptation to potential changes in climate.**

Policy HZ-1.9 **Hazard areas maintained as open space.** We minimize risk associated with flood, geologic, and fire hazard zones or areas by encouraging such areas to be preserved and maintained as open space.

Goal CR-2 **Historic and Paleontological Prehistoric Resources**. **Historic resources (buildings, structures, or archaeological resources) and paleontological resources that are protected and preserved for their cultural importance to local communities as well as their research and educational potential.**

Policy CR-2.3 **Paleontological and archaeological resources**. We strive to protect paleontological and archaeological resources from loss or destruction by requiring that new development include appropriate mitigation to preserve the quality and integrity of these resources. We require new development to avoid paleontological and archeological resources whenever possible. If avoidance is not possible, we require the salvage and preservation of paleontological and archeological resources.

4.4.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning geology and soils. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
    - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to California Geological Survey Special Publication 42.
    - Strong seismic ground shaking.
    - Seismic-related ground failure, including liquefaction.
    - Landslides.
- Result in substantial soil erosion or the loss of topsoil;
- 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;
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the Project's level of significance concerning impacts to geological, soil, and paleontological resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations,

and standards) that avoid or reduce the potentially significant environmental impact. Where potentially significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures (MM) are recommended to avoid or reduce the Project's potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on geological, soil, and paleontological resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts and (2) permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on the Geotechnical Investigation and Rock Evaluation and Geotechnical Information Report prepared by Group Delta; review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on geological and soil resources considers the available policies and regulations established by state and regional agencies and the Project's degree of deviation from these policies.

4.4.5 Impacts and Mitigation Measures

Impact GEO-1 ***Would the Project 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? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

Level of Significance: Less Than Significant with Mitigation Incorporated

GHSP EIR

According to the GHSP EIR, the Glen Helen and Verdemont Ranch faults are included within Alquist-Priolo fault zones. The San Jacinto, Glen Helen, and Verdemont Ranch faults traverse the northeast and southwest portions of the GHSP area. Additionally, the San Andreas Fault is approximately ¾ of a mile northeast of the GHSP area, therefore, it is considered a geologically sensitive area, and development may be subject to geologic constraints. Due to the proximity of these faults to the GHSP area, near-field effects

from strong ground motion associated with a large earthquake may occur. Therefore, the impacts associated with the surface rupture of a known fault may be potentially significant.

Earthquakes could also result in secondary effects including liquefaction and landslides.

The term liquefaction describes a phenomenon in which saturated, cohesionless soils temporarily lose shear strength (liquefy) due to increased pore water pressures induced by strong, cyclic ground motions during an earthquake. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. Structures founded on or above potentially liquefiable soils may experience bearing capacity failures due to the temporary loss of foundation support, vertical settlements, and undergo lateral spreading. The cohesionless soils most susceptible to liquefaction are loose, saturated sands, and some silt. According to the GHSP EIR, the GHSP area is considered to have high potential for liquefaction. Therefore, the impacts associated with the liquefaction may be potentially significant.

Landslides and other forms of mass wasting, including mud flows, debris flows, soil slips, and rock falls occur as soil or rock moves down slope under the influence of gravity. Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. The susceptibility of a geologic unit to landslides is dependent upon various factors, primarily: 1) the presence and orientation of weak structures, such as fractures, faults, and joints; 2) the height and steepness of the pertinent natural or cut slope; 3) the presence and quantity of groundwater; and 4) the occurrence of strong seismic shaking. According to the GHSP EIR, evidence of both large, deep-seated and shallow landsliding was observed. Steep natural slopes coincident with Cajon Wash and Sycamore Creek may experience slope failures in the future due to continued erosion. 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. Impacts associated with landsliding may be potentially significant.

Therefore, the GHSP EIR implemented **MMs 4.1-1** through **10** related to ground shaking from earthquakes and other geological hazards to reduce impacts to less than significant.

2020 GHSP EIR Addendum

The 2020 GHSP EIR Addendum determined that no new or increased impacts would occur related to geology and soils with implementation of the mitigation measures included in the GHSP EIR. Thus, 2020 GHSP EIR Addendum included **MMs 4.1-1** through **10** to reduce potential impacts related to ground shaking from earthquakes and other geological hazards to a less than significant level.

Proposed Project

Earthquake Fault Rupture

The Project site is located within the seismically active area of southern California and there is a high potential for the Project site to experience strong ground shaking from local and regional faults. These hazards and their potential impact can be mitigated with proper seismic design to have less than significant impacts. According to the Geotechnical Investigation and Rock Evaluation prepared for the

Project, the Project site is located on the southeastern end of the Lower Lytle Creek Ridge, which is a northwest-southeast trending ridgeline situated between the San Gabriel Mountains to the west and the San Bernardino Mountains to the east. This ridge is flanked on the northeast by Cajon Canyon and the Glen Helen Fault and on the southwest by Sycamore Canyon and the San Jacinto Fault. However, compared to the GHSP EIR, the Project site is not within an Alquist-Priolo (fault zone; see **Figure 4.4-1: Geological Hazards**. The Project site is located between two laterals of the San Jacinto Fault, both of which are approximately 2,000 feet to the northeast and southwest of the center of the Project site. The Project site is outside of an Alquist-Priolo fault zone. Other nearby major fault sources include the Glen Helen, the Verdemont Ranch faults, and the South San Andreas fault zone. The Project site's distance from the nearest fault line would increase risks attributed to ground surface rupture. Further, as part of the Geotechnical Information (**Appendix E2**), literature reviews of Fault Studies within the immediate vicinity of the Project site and an historical aerial imagery analysis were completed (**Appendices E3** and **E4**). While the Project site is not located within an Alquist-Priolo fault zone, it is located between Alquist-Priolo fault zones. The Fault Studies completed within the vicinity inferred geologic activity and that faults would exist between these Alquist-Priolo fault zones, which includes the Project site. In order to determine whether or not faults, active or otherwise, exist on the Project site further investigation would be required, including trenching and further design-level geotechnical investigations; see **MM GEO-2**. The impacts associated with the surface rupture of a known fault would be potentially significant. Therefore, with implementation of the **MM 4.1-3** included in the GHSP EIR and 2020 GHSP EIR Addendum, and the additional **MM GEO-1** and **MM GEO-2**, Project impacts on fault rupture would be reduced to less than significant levels the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and the 2020 GHSP EIR Addendum.

Seismic Ground Shaking

According to the Geotechnical Information Report (**Appendix E2**), the Project site is located within the seismically active area of southern California and there is a high potential for the Project site to experience strong ground shaking from local and regional faults. These hazards and their potential impact can be mitigated with proper seismic design to have less than significant impacts. The intensity of ground shaking is highly dependent upon the distance of the Project site to the earthquake source, the magnitude of the earthquake, and the underlying soil conditions. A fault that is considered to be seismically active is one that has ruptured in the last approximate 11,700 years (Holocene). The closest significant fault to the Project site is the San Jacinto fault zone, with fault traces mapped 0.2 miles southwest and 0.3 miles northeast of the Project site. The San Andreas fault zone is located approximately 2 miles northeast of the Project site. Construction in this area shall be designed with accepted engineering practices and in compliance with current building codes that accommodates strong seismic ground motion. Compliance with the design parameters pursuant to the latest California Building Code (CBC) and incorporation of **MM 4.1-3**, **MM GEO-1**, and **MM GEO-2** would ensure that proper building design is provided to reduce any risk of structure failure during a strong seismic ground shaking event. Structures for human occupancy must be designed to meet or exceed the CBC standards for earthquake resistance. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground motion with a specified probability at the site. Therefore, the Project would not cause or exacerbate adverse effects related to seismic shaking and future development of habitable structures within the Project site would be conducted in accordance with the latest CBC seismic

standards. Additionally, the Project would incorporate **MM 4.1-3** included in the GHSP EIR and 2020 GHSP EIR Addendum, and **MM GEO-1** and **MM GEO-2**, and to ensure that the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and the 2020 GHSP EIR Addendum.

Liquefaction

As stated previously, the primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. Structures founded on or above potentially liquefiable soils may experience bearing capacity failures due to the temporary loss of foundation support, vertical settlements, and undergo lateral spreading. The cohesionless soils most susceptible to liquefaction are loose, saturated sands, and some silt. Liquefaction susceptibility was not analyzed as part of the Geotechnical Investigation and Rock Evaluation. However, according to the Geotechnical Investigation and Rock Evaluation (**Appendix E1**) and Geotechnical Information Report (**Appendix E2**) prepared for the Project, the subsurface material at the Project site generally consisted of completely weathered to highly weathered bedrock material with some residual soils to a depth of 95 feet below ground surface overlying slightly weathered bedrock at depth. Bedrock units are considered to have a negligible liquefaction hazard. Additionally, the Project site is not located within any mapped liquefaction or Alquist-Priolo fault zone. Proposed structures are generally to be located on the cut hill pad and underlain by bedrock that are not prone to liquefaction. Portions planned on existing soils are not anticipated to be prone to liquefaction due to depth of groundwater and density of soils. According to **Figure 4.4-2: Landslide and Liquefaction Hazards**, the Project is not identified within an area for having high or medium liquefaction susceptibility. However, the Geotechnical Information Report (**Appendix E2**) states that further investigation is needed to evaluate thickness of sandy soils and presence of any groundwater near the boundaries of the Project site. Therefore, **MM GEO-3** and **MM GEO-4** are required to reduce impacts from presence of groundwater at the Project site and ensure that no new or increased impacts would occur related to liquefaction. Thus, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and the 2020 GHSP EIR Addendum.

Landslides

As stated previously, landslides and other forms of mass wasting, including mud flows, debris flows, soil slips, and rock falls occur as soil or rock moves down slope under the influence of gravity. The susceptibility of a geologic unit to landslides is dependent upon various factors, primarily: 1) the presence and orientation of weak structures, such as fractures, faults, and joints; 2) the height and steepness of the pertinent natural or cut slope; 3) the presence and quantity of groundwater; and 4) the occurrence of strong seismic shaking. Topographic features for the Project site include two prominent hills (refer to **Figure 3-7** for existing topography). Steep natural slopes and terrain may experience slope failures in the future due to continued erosion. Additionally, the Project site is in an area designated by the County as having a moderate to high landslide susceptibility; refer to **Figure 4.4-2: Landslide and Liquefaction Hazards**. The existing slopes are generally sloped at 1.4H:1V (horizontal to vertical) to 2H:1V site and heavily vegetated. The hilly terrain is planned to be graded down to a relatively flat pad for the future development. This removal of slopes within the Project site would mitigate the potential for landslides, it

should be noted that slopes would exist in the proposed conditions of the Project site, however, these slopes would be less than 30 feet in height, and none would be steeper than 2H:1V. Thus, a slope stability analysis would not be required. Additionally, the Project would implement GHSP EIR **MM 4.1-10** and **MM GEO-5**, to further reduce potential for slope instability. Therefore, no new or increased impacts would occur related to landslides. Thus, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and the 2020 GHSP EIR Addendum.

In addition to the mitigation measures of the GHSP EIR and the 2020 Addendum to the GHSP EIR, the County of San Bernardino has required **MM GEO-1** through **MM GEO-5**, which the Project would be required to implement.

Mitigation Measures

Mitigation measures in the Glen Helen Specific Plan EIR and the 2020 GHSP EIR Addendum are applicable to this topical area.

Mitigation Measures of the Glen Helen Specific Plan EIR

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~~ *(This mitigation measure was superseded and revised by Mitigation Measure 4.1-1 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

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).~~ *(This mitigation measure was superseded and revised by Mitigation Measure 4.1-2 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

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.~~ *(This mitigation measure is not applicable to the Project site because the Project would adhere to the current California Building Code required by State law).*

4.1-5 ~~Utility lines and setbacks shall not be placed within the construction setback area of a hazardous fault except for crossing, which can be perpendicular to the fault trace or as recommended by the project geologist and approved by a reviewing authority.~~ (*This mitigation measure was superseded and revised by Mitigation Measure 4.1-5 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

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 effects of landslides. A detailed geologic report identifying these measures shall be required prior to the issuance of building permits and; (6) all proposed facilities located within a liquefaction and landslide hazard area shall be constructed in a manner to minimize or eliminate subsidence damage.~~ *(This mitigation measure was superseded and revised by Mitigation Measure 4.1-6 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

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~~. *(This mitigation measure is not applicable to the Project site as it is not identified within a zone for high liquefaction potential).*

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.~~ *(This mitigation measure was superseded and revised by Mitigation Measure 4.1-8 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

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.~~ *(This mitigation measure was superseded and revised by Mitigation Measure 4.1-9 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

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.~~ *(This mitigation measure was superseded and revised by Mitigation Measure 4.1-10 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

Mitigation Measures of the 2020 Addendum to the Glen Helen Specific Plan EIR

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, as documented in the 3rd Party Fault Hazard Report Approval, Lilburn Corporation, October 29, 2014, and the Response to "3rd Party Fault Hazard Report Review," Lytle Creek North Planned Dev., Tentative Tract Map No. 18805, Sycamore Canyon and Sycamore Flat, San Bernardino County, GeoSoils, Inc., September 30, 2014.~~ (*This mitigation measure is not applicable to the Project because the Project is within the North Glen Helen Planning Area)*.

4.1-2 ~~A 150-foot setback shall be maintained for an inferred fault area, as documented in the 3rd Party Fault Hazard Report Approval, Lilburn Corporation, October 29, 2014, and the Response to "3rd Party Fault Hazard Report Review," Lytle Creek North Planned Dev., Tentative Tract Map No. 18805, Sycamore Canyon and Sycamore Flat, San Bernardino County, GeoSoils, Inc., September 30, 2014. Critical or high occupancy structures and facilities shall not be located in Special Studies Zones unless there is no feasible alternative, as determined by County staff review, in which case these facilities shall maintain a 150-foot setback from an identified fault (20 feet if the fault is inferred). Where site-specific earthquake fault zone mapping has been prepared, the site specific mapping shall be used in lieu of earlier Special Studies Zones/Earthquake Fault Zones mapping prepared by the California Geological Survey~~. (*This mitigation measure is not applicable to the Project because the Project is within the North Glen Helen Planning Area)*.

4.1-5 ~~Utility lines and setbacks shall not be placed within the construction setback area of a hazardous fault except for crossing, which can be perpendicular to the fault trace or as recommended by the project geologist and approved by a reviewing authority~~. *(This mitigation measure is not applicable to the Project as there are no faults within the site).*

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 effects of landslides. A detailed geologic report identifying these measures shall be required prior to the issuance of building permits and; (6) all proposed facilities located within a liquefaction and landslide hazard area shall be constructed in a manner to minimize~~

~~or eliminate subsidence damage.~~ (*This mitigation measure is not applicable to the Project because the removal of slopes within the Project site would mitigate the potential for landslides).*

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.~~ *(This mitigation measure is not applicable to the Project because the removal of slopes within the Project site would mitigate the potential for landslides).*

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.~~ *(This mitigation measure is not applicable to the Project because the removal of slopes within the Project site would mitigate the potential for landslides).*

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.

3-1 ~~All development activities conducted on the Project site shall be consistent with the following:~~

~~(1) The recommendations contained in the following studies: "EIR Level Geotechnical Review, Lytle Creek Ranch Land Use Plan, City of Rialto, San Bernardino County, California" (GeoSoils, Inc., May 22, 2008), "Updated Geological and Geotechnical EIR Level Review of Documents Pertaining to the Lytle Creek Ranch Land Use Plan, City of Rialto, County of San Bernardino, California" (Pacific Soils Engineering, Inc., September 3, 2008), "Preliminary Geotechnical Investigation, Tentative Tract Map No. 18805, Lytle Creek Neighborhood 1, Sycamore Flat Area, San Bernardino County, CA" (GeoSoils, Inc., December 17, 2012), and "Response to 3rd Party Fault Hazard Report Review, Lytle Creek North Planned Dev., Tentative Tract Map No. 18805, Sycamore Canyon and Sycamore Flat, San Bernardino County" (GeoSoils, Inc., September 30, 2014) including but not limited to measures such as those listed below, provided the recommendations meet the conditions specified in Subsection (3) of this Mitigation Measure.~~

- ~~Use of engineered foundation design and/or ground-improvement techniques in areas subject to liquefaction-induced settlement;~~
- ~~Use of subdrains in canyon areas or within fill lots underlain by bedrock;~~
- ~~Use of buttress or stabilization fills with appropriate factors of safety (including placing compacted non-structural fill against existing slopes subject to erosion/failure);~~
- ~~Engineering design incorporating post-tension/structural slabs, mat, or deep foundations; or~~

~~(2) Alternative recommendations based on the findings of a site-specific, design-level geologic and geotechnical investigation(s) and approved by the Land Use Services Department, including but not limited to the use of proven methods generally accepted by registered engineers to reduce the risk of seismic hazards to a less than significant level, provided such recommendations meet the conditions specified in Subsection (3) of this Mitigation Measure.~~

~~(3) All recommendations shall comply with or exceed applicable provisions and standards set forth in or established by:~~

~~(a) California Geological Survey's "Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication No. 117" (Special Publication 117);~~

~~(b) The version of the California Building Code (CBC), as adopted and amended by the County of San Bernardino, in effect at the time of approval of the investigation(s) by the Land Use Services Department;~~

~~(c) Relevant State and County laws, ordinances and Code requirements; and~~

~~(d) Current standards of practice designed to minimize potential geologic and geotechnical impacts.~~ *(This mitigation measure is not applicable to the Project because the Project is within the North Glen Helen Planning Area. The Lytle Creek Ranch Specific Plan (LCRSP) is within the GHSP Sycamore Flats sub-area.)*

3-2 ~~Prior to the approval of a tentative "B" level subdivision map for residential or commercial development proposed as part of the Project (excluding any "A" level subdivision map for financing purposes only), the Project Applicant shall:~~

~~(1) Submit to the County of San Bernardino Land Use Services Department a site-specific, design-level geotechnical and geologic investigation(s) prepared for the Project by a registered geotechnical engineer. The investigation(s) shall comply with all applicable State and County Code requirements and:~~

~~(a) Document the feasibility of each proposed structure and its associated use based on an evaluation of the relevant geotechnical, geologic, and seismic conditions present at each structure's location using accepted methodologies. Included in this documentation shall be verification of soil conditions (including identification of organic and oversized materials) and a specific evaluation of collapsible and expansive soils;~~

~~(b) Determine structural design requirements prescribed by the version of the CBC, as adopted and amended by the County of San Bernardino, in effect at the time of approval of the investigation(s) by the Land Use Services Department, to ensure the structural integrity of all proposed development; and~~

~~(c) In addition to the recommendations included in Subsections (1) and (2) of Mitigation Measure 3-1, include site-specific conditions, recommendations and/or measures designed to minimize risks associated with surface rupture,~~

~~ground shaking, soil stability (including collapsible and expansive soils), liquefaction and other seismic hazards, provided such conditions, recommendations and/or measures meet the conditions set forth in subsection (3) of Mitigation Measure 3-1. Such measures shall specify liquefaction measures such as deep foundations extending below the liquefiable layers, soil cover sufficiently thick over liquefaction soil to bridge liquefaction zones, dynamic compaction, compaction grouting, and jet grouting. In accordance with Special Publication No. 117, other measures may include edge containment structures (e.g., berms, retaining structures, and compacted soil zones), removal or treatment of liquefiable soils, reinforced shallow foundations, and other structural design techniques that can withstand predicted displacements.~~

~~(2) Unless otherwise modified, all conditions, recommendations and/or mitigation measures contained within the geotechnical and geologic investigation(s), including the imposition of specified setback requirements for proposed development activities within Alquist-Priolo Earthquake Fault Zones, shall become conditions of approval for the requested development. Where site-specific earthquake fault zone mapping has been prepared, the site-specific mapping shall be used in lieu of earlier Special Studies Zones/Earthquake Fault Zones mapping prepared by the California Geological Survey. Site-specific earthquake fault zone mapping is documented in the 3rd Party Fault Hazard Report Approval, Lilburn Corporation, October 29, 2014, and the Response to "3rd Party Fault Hazard Report Review," Lytle Creek North Planned Dev., Tentative Tract Map No. 18805, Sycamore Canyon and Sycamore Flat, San Bernardino County, GeoSoils, Inc., September 30, 2014.~~

~~(3) The project structural engineer shall: review the geotechnical and geologic investigation(s); provide any additional conditions, recommendations and/or mitigation measures necessary to meet CBC requirements; incorporate all conditions, recommendations and/or mitigation measures from the investigation(s) in the structural design plans; and ensure that all structural plans for the project meet the requirements of the version of the CBC, as adopted and amended by the County of San Bernardino, in effect at the time of approval of the investigation(s) by the Land Use Services Department. This requirement may be deferred to prior to building permit issuance if specific building plans are not prepared prior to approval of a tentative "B" level subdivision map.~~

~~(4) The Land Use Services Department shall: review the geotechnical and geologic investigation(s); approve the final report; and require compliance with all conditions, recommendations and/or mitigation measures set forth in the investigation(s) in the plans submitted for grading, foundation, structural, infrastructure and all other relevant construction permits.~~

~~The Land Use Services Department shall: review all project plans for grading, foundation, structural, infrastructure and all other relevant construction permits to ensure compliance with the applicable geotechnical and geologic investigation(s) and~~

~~other applicable Code requirements.~~ *(This mitigation measure is not applicable to the Project because the Project does not include a tentative "B" level subdivision map).*

3-3 ~~In recognition of the potential lateral forces exerted by predicted seismic activities, habitable structures that may be located on the project site and which are located within the defined Alquist-Priolo Fault-Rupture Hazard Zones shall not be over two stories in height. Habitable structures of greater height within defined Alquist-Priolo Fault-Rupture Hazard Zones may only be permitted following the submittal of a subsequent site-specific, design-level geologic and geotechnical investigation(s) and its approval by the Land Use Services Department and, at a minimum, the imposition of both the recommendations contained therein and such additional conditions as may be imposed by the Land Use Services Department, including but not limited to the use of proven methods generally accepted by registered engineers to reduce the risk of seismic hazards to a less than significant level, provided such recommendations meet the conditions specified in Mitigation Measure 3-1, Subsection (3). Site-specific earthquake fault zone mapping is documented in the 3rd Party Fault Hazard Report Approval, Lilburn Corporation, October 29, 2014, and the Response to "3rd Party Fault Hazard Report Review," Lytle Creek North Planned Dev., Tentative Tract Map No. 18805, Sycamore Canyon and Sycamore Flat, San Bernardino County, GeoSoils, Inc., September 30, 2014.~~ *(This mitigation measure is not applicable to the Project because the Project is within the North Glen Helen Planning Area).*

3-4 ~~At a minimum, pending the development of seismic hazard zone maps encompassing the project site by the State Geologist under the Seismic Hazard Mapping Act (Sections 2690-2698.6, Public Resources Code), or other site-specific earthquake fault zone mapping by qualified professionals, prospective purchasers of real property within the LCRSP shall be provided a copy of San Bernardino County General Plan – Hazard Overlay Map or similar information disclosing the potential presence of seismic hazards, including liquefaction susceptibility and earthquake-induced landslide susceptibility. This condition does not replace, negate, or otherwise alter any existing obligations between sellers, their agencies, and prospective purchases as may be established by the California Department of Real Estate or under State law. Site-specific earthquake fault zone mapping is documented in the 3rd Party Fault Hazard Report Approval, Lilburn Corporation, October 29, 2014, and the Response to "3rd Party Fault Hazard Report Review," Lytle Creek North Planned Dev., Tentative Tract Map No. 18805, Sycamore Canyon and Sycamore Flat, San Bernardino County, GeoSoils, Inc., September 30, 2014.~~ *(This mitigation measure is not applicable to the Project because the Project is within the North Glen Helen Planning Area).*

Additional Mitigation Measure

MM GEO-1 Based on Figure 2 of the Geotechnical Information report prepared by Group Delta dated 11/3/23, the current Project Site includes APNs 0239-031-37, 0239-031-04, 0239-031-32, 0239-031-50, and a portion of Caltrans Interstate right-of-way easement. Figures and site plans will identify the proposed subdivided parcels within the project area, and pursuant to San Bernardino County Development Code 87.06.030 (e) (1) (A), "each proposed parcel shall be determined by the review

authority to be 'buildable' because it contains at least one building site that can accommodate a structure in compliance with all applicable provisions of this Development Code." Prior to issuance of any grading and/or construction permit, each proposed parcel of this Project shall be shown to contain buildable space in relation to geologic and geotechnical hazards.

MM GEO-2 Reports of previous investigation in the area of the Project site were provided by County staff to Group Delta Consultants and depict the presence of north and northeast trending fault activity between the two branches of the San Jacinto Alquist-Priolo Fault Zones that constrains the Project site. Group Delta's report (Appendices E2 through E4 of the Draft SEIR) identifies multiple north and northeast trending lineaments within, adjacent to, and trending towards, the Project site from a historical aerial image review. Group Delta concludes that the aerial photo review is inconclusive; therefore, additional investigations are needed to determine the buildability of the proposed subdivided parcels per County Development Code 87.06.030 (e) (1) (A).

Prior to issuance of any grading and/or construction permit, additional investigation shall be completed by the applicant and approved by the County Geologist.

The County does not require a grading permit to conduct geologic/geotechnical investigations. Prior to commencing the required fault investigation, the project geotechnical consultant shall engage in consultation with the County Geologist to discuss:

- What investigation methods are to be used and when those methods will be conducted.
- How to handle possible complications that can arise from investigation results.

The project geotechnical consultant shall notify the County Geologist at least 48 hours in advance of the availability of field exposures for review. The fault study shall be submitted to the County Geologist for review and approval prior to issuance of any grading and/or construction permit.

If Holocene-active faults, age-undetermined faults, or fault-related ground deformation is found on-site, structural setbacks shall be established in accordance with the Alquist-Priolo Earthquake Fault Zoning Act Subsection 3603 "Specific Criteria," which states:

- No structure for human occupancy, identified as a project under Section 2621.6 of the Act, shall be permitted to be placed across the trace of an active fault. Furthermore, as the area within fifty (50) feet of such active faults shall be presumed to be underlain by active branches of that fault unless proven otherwise by an appropriate geologic investigation and report prepared as specified in Section 3603(d) of this subchapter, no such structures shall be permitted in this area.

AND Special Publication 42 (CGS, Rev. 2018) Section 5.6 "Contents of Fault Investigation Reports," which states:

- The setback distance generally will depend on the quality of data, type and complexity of fault(s), and extent and severity of fault-related ground deformation encountered at the site. Lead agency regulations may dictate minimum distances.

AND San Bernardino County Development Code Section 82.15.040, which states:

- A structure used for human occupancy shall be located 50 feet or farther from any active earthquake fault traces. Lesser setbacks may be applicable in certain situations as determined by an appropriate geologic investigation and approved by the County Geologist or other engineering geologist designated by the Building Official.
- A structure used for critical facilities shall be located 150 feet or farther from any active earthquake fault trace by General Plan. Critical facilities shall include dams, reservoirs, fuel storage facilities, power plants, nuclear reactors, police and fire stations, schools, hospitals, rest homes, nursing homes, and emergency communication facilities.
- Utility lines and streets shall not be placed within the construction setback area of a hazardous fault except for crossing which can be made perpendicular to the fault trace or as recommended by the project geologist and approved by the County Geologist or individual designated by the Building Official.

MM GEO-3 Group Delta's Geotechnical Information Report (Appendix E2 of the Draft SEIR) concluded that to evaluate the presence of groundwater at the project site, further investigation is needed. Prior to issuance of any grading and/or construction permit, further evaluation of potential groundwater impacts is required. If groundwater impacts are identified in the preliminary geotechnical investigation, prior to the issuance of any grading and/or construction permit, the Project Applicant/developer shall commit to implement all recommendations contained in the preliminary geotechnical investigation or any subsequent studies prepared by the project geotechnical consultant to reduce any direct and indirect impacts from the presence of groundwater, including, but not limited to shallow groundwater, seeps, springs, liquefaction/lateral spreading, hydro-collapse, sinkholes, etc. to reduce the impacts to the level of "less than significant" as determined by the County geologist. The preliminary geotechnical investigation and any subsequent studies shall be reviewed and approved by the County geologist.

MM GEO-4 The southern portion of the Project site has been mapped in the Rasmussen 2000 report as a potential lateral spreading zone. Prior to the issuance of any grading and/or construction permit, the project geotechnical consultant shall complete an evaluation of the liquefaction/lateral spreading potential for the project, in accordance with the guidelines provided in Special Publication 117(a) (CGS, 2008).

If liquefaction and/or lateral spreading impacts are identified in the preliminary geotechnical investigation, the project geotechnical consultant shall commit to implement all recommendations contained in the preliminary geotechnical investigation or any subsequent studies prepared by the project geotechnical consultant to reduce direct and indirect impacts from liquefaction and/or lateral spreading to reduce the impacts to the level of "less than significant" as determined by the County geologist. The preliminary geotechnical investigation and any subsequent studies shall be reviewed and approved by the County geologist.

MM GEO-5 Group Delta's Geotechnical Information Report (Appendix E2 of the Draft SEIR) concluded that the Project site is susceptible to landslides and that this hazard will be mitigated through the eventual removal of soils prone to land sliding. A preliminary temporary slope stability evaluation performed by Group Delta indicated that a 25-foot high temporary 1.5:1 (horizontal to vertical) slope with an assumed unit weight, phi angle and cohesion value can achieve a factor of safety of at least 1.3. Extensive rough grading (the removal of plus or minus 2,000,000 cubic yards of material) is being proposed to complete construction of the project, and the timeline for completion is not well defined. The grading contractor shall be responsible for excavation safety during rough grading and all excavations shall comply with the requirements of the current California and Federal Occupational Safety and Health Administration (CAL OSHA) and 29 CFR-Part 1926, Subpart C, as applicable. Without limiting the generality of the foregoing, final graded slopes shall be no steeper than 2:1 (horizontal to vertical) and shall not exceed 30 feet, unless supported by a slope stability analysis. Site specific recommendations for proposed slopes, along with preliminary foundation design recommendations shall be required prior to any grading and/or construction permit issuance.

Impact GEO-2 ***Would the Project result in substantial soil erosion or the loss of topsoil?***

Impact GEO-3 ***Would the Project 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?***

Impact GEO-4 ***Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

Level of Significance: Less Than Significant with Mitigation Incorporated

GHSP EIR

As discussed under Impact 4.4-1, above, the GHSP EIR identified potentially significant impacts related to ground shaking from earthquakes, landslides, and liquefaction.

Evidence of both large, deep-seated and shallow landsliding was observed during previous investigations in the GHSP area and on aerial photographs reviewed. Steep natural slopes coincident with Cajon Wash and Sycamore Creek may experience slope failures in the future due to continued erosion. 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. Therefore, the GHSP EIR concluded that a less than significant impact would occur for potential for soil erosion with incorporation of **MM 4.1-6**.

The GHSP EIR did not analyze potential for lateral spreading, however, the Liquefaction Zone Map within the GHSP EIR identifies area of potential later spread zone. Where liquefaction has potential to occur, there is also potential for lateral spreading. Therefore, **MMs 4.1-6**, **-8** through **-10**, would be incorporated to reduce impacts to less than significant.

The major cause of ground subsidence is the excessive withdrawal of groundwater. According to the GHSP EIR, static ground water levels in the vicinity of the GHSP area have risen as much as 160 feet between 1987 and 1995 according to the California Department of Water Resources and the Western Municipal Water District. No evidence for significant static ground-water level declines in the GHSP area were observed in the depth to ground water data. Subsidence is not considered to be a potential hazard in the Central GHSP area and northwest portions of the South GHSP subareas that are underlain by dense; granitic, metamorphic rock. Additionally, subsidence is not considered to be a potential hazard in the remaining sub-areas unless static-ground water levels are allowed to decline significantly (greater than approximately 100 feet) in the future. Therefore, the GHSP EIR concluded that implementation of the GHSP would not increase the already low risk of subsidence, and hazards associated with potential subsidence are considered to be less than significant. Therefore, the GHSP EIR concluded that a less than significant impact would occur for potential of subsidence. Lastly, the GHSP EIR did not analyze potential for expansive soils. However, the GHSP EIR included **MMs 4.1-6**, **-8** through **-10** to reduce geologic impacts to below a level of significance across the whole of the GHSP area.

2020 GHSP EIR Addendum

The 2020 GHSP EIR Addendum determined that no new or increased impacts would occur related to geology and soils with implementation of the mitigation measures included in the GHSP EIR, which are listed previously. Thus, 2020 GHSP EIR Addendum included these measures to reduce potential impacts to a less than significant level.

Proposed Project

Soil Erosion

Due to the short-and long-term effects of the construction and occupancy of the Project, ensuring that soil erosion is being controlled is essential to the operation of the Project and the overall region. The Project would result in soil erosion from the construction due to the leveling of the hills on the site that would affect the soil and landform of the site, making the location more susceptible to soil erosion.

The Project would utilize different methods to help mitigate the soil erosion that might occur from the construction and operation of the Project site. The Project would use different methods of soil erosion best management practices (BMPs) such as: the use of catch basins to serve as inline treatment devices; storm inlets covered with filter fabrics, filter socks, or etc. to trap sediments and allow water to flow; storm inlets removed to help with soil erosion control; ensuring that the storm line is connected to the

sanitary sewer; and maintaining good housekeeping policies during the construction and ongoing maintenance of the site. The potential hazard for erosion of soils would be less than significant with implementation of BMPs. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and the 2020 GHSP EIR Addendum.

Liquefaction and Lateral Spreading

As discussed in Impact 4.4-1, liquefaction and landslides are not considered to be a design concern for the Project with incorporation of **MMs GEO-3** through **-5**, and potential for lateral spreading would be low to negligible since the Project's would remove potential steep slopes with incorporation of **MM GEO-4**. The Project would implement GHSP EIR **MM 4.1-10**, to further reduce potential for slope instability. Additionally, the Project site is planned to be graded down to remove the majority of the mantle soils that could be prone to collapse or expansion. Following grading and prior to final development of the site, collapse and expansion potential would be less than significant. Additionally, the Project would implement **MM GEO-3** and **-4** that would require further technical evaluation of potential groundwater impacts including liquefaction and lateral spreading and require the applicant/developer to implement all recommendations contained in the geotechnical reports or any subsequent geotechnical studies. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and the 2020 GHSP EIR Addendum.

Subsidence

The major cause of ground subsidence is the excessive withdrawal of groundwater. Based on the conditions encountered in the borings conducted for the Geotechnical Investigation and Rock Evaluation (**Appendix E1**), groundwater was not observed within 100 feet of the ground surface, and groundwater is likely well over 100-feet below ground surface at the Project site. Local perched groundwater was not encountered during drilling operations and could be present in areas of highly weathered material over slightly weathered to fresh bedrock. The Project does not propose or require groundwater wells within the area and therefore the risk of ground subsidence as result of excessive groundwater withdrawal is low. Additionally, based on anticipated groundwater depths, it is not expected that groundwater would affect excavations for the foundations and utilities and subsidence is unlikely due to the distance to groundwater. However, **MM GEO-3** would be incorporated to further evaluate potential groundwater impacts and require the implementation of all geotechnical recommendations contained in the preliminary geotechnical reports and any subsequent studies. Furthermore, all structures would comply with CBC requirements to mitigate the possibility of subsidence Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and the 2020 GHSP EIR Addendum.

Expansive Soil

Expansive soils are soils that expand and contract depending on their moisture level. This change can occur seasonally as water levels and precipitation changes throughout the year. These soils normally occur within the first five feet below the surface. Expansive soils can lead to structural damage as their compositions and volume changes dramatically. According to the Geotechnical Information Report (**Appendix E2**), the near-surface soils encountered consist of low-plastic to non-plastic silty sand with

periodic clayey sand. The presence of clays may indicate a potential for expansive soils. However, these soils can be utilized for future grading and earthwork upon Project implementation. Identified within the Geotechnical Investigation and Rock Evaluation (**Appendix E1**), the on-site soils represent a desirable fill material that can be utilized for several purposes during Project construction. These types of select backfill are required to be a very low expansive material with an expansion index of 20 or less and have a Sand Equivalent of not less than 20. Based on visual classifications and limited laboratory testing done for the subsurface materials on the Project site, the soils meet the criteria for a very low expansive material with an expansion index of 20 or less and have a Sand Equivalent of not less than 20. One sample did identify a Sand Equivalent of 19, but combined with the other material on-site would achieve a target goal of at least 20. An added benefit to the site is the presence of bedrock at depth that can be processed to desired aggregate diameters and mixed with the non-expansive completely weathered surface material to meet several constructions needs and gradation specifications. As such, the Geotechnical Investigation and Rock Evaluation (**Appendix E1**) does not anticipate expansive soils to adversely impact the design, construction, or operation of the Project. Therefore, the Project site would not be impacted by significant soil expansion and a less than significant impact would occur. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and the 2020 GHSP EIR Addendum. The proposed modification of the DR zoning to allow low-intensity retail commercial uses would result in the same type of long-term land uses in the same location that was analyzed in the GHSP EIR and 2020 GHSP EIR Addendum. The short-term support facilities associated with construction and infrastructure development are also located within the same areas that were previously analyzed. No expansion of urban land uses is proposed into areas where geological conditions have not previously been assessed and mitigated. There are no substantial changes from that previously analyzed. The mitigation measures adopted for the GHSP EIR and 2020 GHSP EIR Addendum would be required to be implemented for the Project, which would reduce potential geologic impacts to a less than significant level. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

Mitigation measures in the Glen Helen Specific Plan EIR and the 2020 GHSP EIR Addendum are applicable to this topical area.

See **MM 4.1-10** and **GEO-3** through **-5**.

Impact GEO-5 ***Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?***

Level of Significance: Less Than Significant

GHSP EIR

As discussed within the GHSP EIR, there are no accessible public sewer facilities within the GHSP area. Wastewater generated by the North Glen Helen planning area is disposed of by means of septic tank leach field systems. Glen Helen Regional Park has a small private wastewater collection and treatment facility. The San Bernardino County Sheriff's facilities also have a small treatment facility. There is an existing City

of San Bernardino sewer main in Cajon Boulevard that has recently been installed to serve the approved Calmat Specific Plan, adjacent to the Cajon Wash. Existing developments on private lots within the GHSP area have their own private septic systems.

The wastewater plan will be in compliance with the GHSP. No septic tanks or other alternative wastewater disposal systems are proposed within the GHSP, and implementation of **MM 4.1-9** would reduce impacts to less than significant. Water and wastewater systems and their development are further discussed below.

2020 GHSP EIR Addendum

The 2020 GHSP EIR Addendum determined that no new or increased impacts would occur related to geology and soils with implementation of the mitigation measures included in the GHSP EIR, which are listed previously. Thus, 2020 GHSP EIR Addendum included **MM 4.1-9** to reduce potential impacts to a less than significant level.

Proposed Project

As discussed in Impact 4.4-1, the subsurface material at the Project site represents desirable fill material that can be utilized for several purposes during construction. Select fill is often needed for construction projects in the area to be utilized as backfill below structural foundations and behind retaining walls. Furthermore, no septic tanks or other alternative wastewater disposal systems are proposed for the Project, as the Project would be served by the West Valley Water District; refer to **Section 7.12: Utilities and Service Systems**. The Project site would connect to existing sewer lines in Clearwater Parkway. Therefore, the Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

No mitigation is required.

Impact GEO-6 Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Level of Significance: Less Than Significant

GHSP EIR

The GHSP EIR did not include analysis of paleontological resources and no mitigation is provided.

2020 GHSP EIR Addendum

The 2020 GHSP Addendum would result in the same number of residential units in the same location that was previously analyzed in the GHSP EIR. There are no changes, and no expansion of urban land uses beyond the previously analyzed area is proposed. Therefore, the 2020 GHSP Addendum would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature beyond those previously analyzed.

Proposed Project

According to the Cultural Resources Assessment (**Appendix D**) conducted for the Project site, the geologic units underlying the Project are considered to be of low paleontological sensitivity and no localities have been identified within a one-mile radius. Therefore, the Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The geologic units underlying this Project are mapped entirely as Cretaceous quartz diorite and Oligocene granodiorite plutonic rocks, with portions of Holocene alluvial gravel in the surrounding area. Quartz diorite and granodiorite plutonic rocks are considered to be of low paleontological sensitivity. Although Holocene alluvial units are considered to be of high preservation value, material found in these geologic units are unlikely to be fossil material due to the relatively modern associated dates of the deposits. Additionally, the Project would not require any substantial depth of disturbance in the surrounding area. Therefore, impacts to paleontological resources would be less than significant, and no mitigation measure are required. Therefore, there would be a less than significant impact.

Mitigation Measures

No mitigation is necessary.

4.4.6 Cumulative Impacts

As discussed above, the southern California region is prone to seismic activity with a range of geologic and soil conditions which vary widely due to differences in landforms and proximity to fault zones. Therefore, while geotechnical and soil impacts may be associated with cumulative development, the very nature of the impacts is generally site-specific and typically little, if any, cumulative relationship exists between the development of a project and development within a larger cumulative area. Like the Project, future development projects would be required to comply with applicable state and regional building regulations, including the most recent CBC. Site-specific geologic hazards would be addressed in each project's geotechnical investigation. In addition, the County may also require even more rigorous standards depending on an individual project site's condition. Further, future developments would be required to comply with environmental analysis and review. Therefore, no significant cumulative impact would occur.

Additionally, other projects in the area would involve ground disturbance and could damage paleontological resources that could be buried in those project sites. As with the Project, other projects would require site specific paleontological analysis that could lead to mitigation requiring monitoring and recovery, identification, and curation of any resources discovered.

In this case, buildout of the Project would not alter geologic events or soil features/characteristics (such as ground shaking, seismic intensity, or soil expansion). In addition, the Project would not be expected to significantly alter any paleontological resource with the implementation of mitigation measures listed above. Therefore, the Project would not expose people to greater seismic hazards nor significantly impact any paleontological resources, while other project developments located near seismic faults would differ in impacts.

Current building codes and regulations apply to all present and reasonably foreseeable future projects. Further, the Project's compliance with the current CBC, County building code requirements, and General Plan policies would ensure that potential geology and soil impacts are reduced to a level that is less than significant. Cumulative impacts to paleontological resources would be less than significant, and the Project's contribution would not be cumulatively considerable. Where significant or potentially significant impacts are identified, implementation of all feasible mitigation would be required to reduce potentially significant impacts. As with the Project, all cumulative development in the area would undergo environmental and design review on a project-by-project basis pursuant to CEQA, in order to evaluate potential impacts to cultural and tribal cultural resources and avoid or reduce any impacts.

Project-level impacts to human remains would be less than significant. Standard regulatory requirements and procedures will also apply to other present and reasonably foreseeable future projects, and cumulative impacts would be less than significant.

4.4.7 Significant Unavoidable Impacts

No significant and unavoidable impacts have been identified.

4.4.8 References

Geotechnical Information Report – Addendum No. 1 Response to San Bernardino County Comments Northeast of Glen Helen Parkway and I-15 Intersection San Bernardino County, California. Group Delta, November 2023.

Geotechnical Information Report – Addendum No. 2 Response to San Bernardino County Mitigation Measures Northeast of Glen Helen Parkway and I-15 Intersection San Bernardino County, California, November 2023.

Geotechnical Information Report Northeast of Glen Helen Parkway and I-15 Intersection San Bernardino County, California. Group Delta, November 2023.

Geotechnical Investigation and Rock Evaluation Glen Helen Parkway and Interstate 15 Freeway San Bernardino County, California. Group Delta, August 2021.

Glen Helen Specific Plan. 2020. https://www.sbcounty.gov/uploads/LUS/SpecificPlans/GHSP_2020Revision.pdf

Michael Brandman Associates. 2000. Glen Helen Specific Plan Draft Environmental Impact Report.

San Bernardino County. 2019. Countywide Plan. Policy Map HZ-2 Liquefaction and Hazards. https://www.arcgis.com/apps/webappviewer/index.html?id=5864a434814c4e53adc74101b34b1905.

4.5

Greenhouse Gas Emissions

Kimley»Horn

4.5 GREENHOUSE GAS EMISSIONS

4.5.1 Introduction

This report documents the results of a Greenhouse Gas (GHG) Emissions Assessment completed for The Oasis at Glen Helen Parkway ("Project"). The purpose of this GHG Emissions Assessment is to evaluate the potential construction and operational emissions associated with the Project and determine the level of impact the Project would have on the environment. This comparative analysis has been undertaken to analyze whether the Project would result in any new or substantially more severe significant environmental impacts as compared to the conclusions discussed in the certified Final Program Environmental Impact Report (FEIR) for the Glen Helen Specific Plan (State Clearinghouse # 2000011093), approved July 25, 2005 (Previously Approved Project).

4.5.2 Environmental Setting

Greenhouse Gases and Climate Change

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The atmospheric impact of GHG is based on the global warming potential (GWP) of that gas. GWP is a measure of the heat trapping ability of one unit of a gas over 100 years relative to one unit of carbon dioxide (CO_2). The GWP of CO_2 is one while the GWP of N_2O for example is 273. This number is calculated by the Intergovernmental Panel on Climate Change (IPCC), based on the intensity of infrared absorption by each GHG and how long emissions remain in the atmosphere.[1]

The primary GHGs contributing to the greenhouse effect are CO_2, methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

[1] U.S. EPA, *Understanding Global Warming Potentials*. 2023. https://www.epa.gov/ghgemissions/understanding-global-warming-potentials

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere.[2] **Table 4.5-1: Description of Greenhouse Gases** describes the primary GHGs attributed to global climate change, including their physical properties.

Table 4.5-1: Description of Greenhouse Gases

Greenhouse Gas	Description
Carbon Dioxide (CO_2)	CO_2 is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO_2 is variable because it is readily exchanged in the atmosphere. CO_2 is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
Nitrous Oxide (N_2O)	N_2O is largely attributable to agricultural practices and soil management. Primary human-related sources of N_2O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N_2O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years. The Global Warming Potential of N_2O is 298.
Methane (CH_4)	CH_4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH_4 include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH_4 is about 12 years and the Global Warming Potential is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase out of CFCs and HCFCs gains momentum. The 100-year Global Warming Potential of HFCs range from 124 for HFC-152 to 14,800 for HFC-23.

[2] Intergovernmental Panel on Climate Change, Carbon and Other Biogeochemical Cycles. In: Climate Change 2013: The Physical Science Basis, Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change, 2013. https://www.ipcc.ch/site/assets/uploads/2018/02/WG1AR5_all_final.pdf.

Greenhouse Gas	Description
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Global Warming Potentials range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. Global Warming Potentials for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF_6)	SF_6 is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The Global Warming Potential of SF_6 is 23,900.
Hydrochlorofluorocarbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF_3)	NF_3 was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacture for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.
Source: Compiled from U.S. EPA, Overview of Greenhouse Gases, April 11, 2018 (https://www.epa.gov/ghgemissions/overview-greenhouse-gases); U.S. EPA, Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016, 2018; Intergovernmental Panel on Climate Change, Climate Change 2007: The Physical Science Basis, 2007; National Research Council, Advancing the Science of Climate Change, 2010; U.S. EPA, Methane and Nitrous Oxide Emission from Natural Sources, April 2010.	

4.5.3 Regulatory Setting

Federal

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel

economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency's (U.S. EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in Massachusetts v. EPA (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the U.S. EPA's assessment of the scientific evidence that form the basis for the U.S. EPA's regulatory actions.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, Executive Order 13432 was issued in 2007 directing the U.S. EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the U.S. EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the U.S. EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baseline.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.[3]

On September 27, 2019, the U.S. EPA and the NHTSA published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 (Sept. 27, 2019.)[4] The SAFE Rule (Part One) revoked California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the U.S. EPA and NHTSA finalized rulemaking for SAFE Part Two sets CO_2 emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021-2026. The current U.S. EPA administration has repealed SAFE Rule Part One, effective January 28, 2022, and is reconsidering Part Two.

In December 2021, the U.S. EPA finalized federal GHG emissions standards for passenger cars and light trucks for Model Years 2023 through 2026. These standards are the strongest vehicle emissions standards ever established for the light-duty vehicle sector and are based on sound science and grounded in a rigorous assessment of current and future technologies. The updated standards will result in avoiding more than 3 billion tons of GHG emissions through 2050.[5]

State

Refer to **Appendix F** for a full list of State regulations related to GHG Emissions.

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO_2 equivalents (CO_2e) in the world and produced 369 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) in 2020.[6] The transportation sector is the State's largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions.

[3] U.S. EPA and NHTSA, *Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles – Phase 2,* 2016. Available at: https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf. Accessed: October 2022.

[4] U.S. EPA and NHTSA, Federal Register, Vol. 84, No. 188, *The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program*, September 27, 2019. Available at: https://www.govinfo.gov/content/pkg/FR-2019-09-27/pdf/2019-20672.pdf. Accessed: October 2022.

[5] U.S. EPA, *Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026,* 2021. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions. Accessed: October 2022.

[6] California Air Resources Board, *Current California GHG Emissions Inventory Data, 2000-2020 GHG inventory (2022 Edition)*, https://ww2.arb.ca.gov/ghg-inventory-data, accessed December 2022.

Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the legislation's major provisions.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verifying statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

California Air Resource Board Scoping Plan

CARB adopted the Scoping Plan to achieve AB 32 goals. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual"). The Scoping Plan evaluates opportunities for sector-specific reductions, integrates early actions and additional GHG reduction measures by both CARB and the State's Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program. Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key Scoping Plan elements include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions (adopted in 2011).
- Establishing targets for transportation related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).
- Creating targeted fees, including a public goods charge on water use, fees on gasses with high global warming potential, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.
- The California Sustainable Freight Action Plan was developed in 2016 and provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California's freight transport system is essential to supporting the State's economic development in coming decades while reducing pollution.

- CARB's Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years. The mobile Source Strategy includes increasing ZEV buses and trucks.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 $MMTCO_2e$ to 545 $MMTCO_2e$. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. By 2016, California had reduced GHG emissions below 1990 levels, achieving AB 32's 2020 goal four years ahead of schedule.

In 2016, the Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017, CARB adopted a second update to the Scoping Plan.[7] The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support other Federal actions.

Adopted December 15, 2022, CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high global warming potential (GWP); providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita

[7] California Air Resources Board, *California's 2017 Climate Change Scoping Plan,* November 2017.

threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines Section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place.

Included in the 2022 Scoping Plan is a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use Projects.[8] CARB specifically states that Appendix D does not address other land uses (e.g., industrial).[9] However, CARB plans to explore new approaches for other land use types in the future.[10]

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet AB 32's GHG reduction goals. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases)

Signed into law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

[8] California Air Resources Board, *2022 Scoping Plan for Achieving Carbon Neutrality*, *Appendix D: Local Actions*, Page 21, November 2022.
[9] California Air Resources Board, *2022 Scoping Plan for Achieving Carbon Neutrality*, *Appendix D: Local Actions*, Page 4, November 2022.
[10] California Air Resources Board, *2022 Scoping Plan for Achieving Carbon Neutrality*, *Appendix D: Local Actions*, Page 21, November 2022.

AB 1279 (The California Climate Crisis Act)

AB 1279 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies.

SB 905 (Capturing and Removing Carbon Pollution)

Signed on September 16, 2022, SB 905 establishes regulatory framework and policies that involve carbon removal, carbon capture, utilization, and sequestration. It also prohibits the injecting of concentrated carbon dioxide fluid into a Class II injection well for the purpose of enhanced oil recovery.

Executive Orders Related to GHG Emissions

Refer to **Appendix F** for a list of executive orders related to GHG Emissions.

California Regulations and Building Codes. California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations. The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards. California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The CEC adopted the 2022 Energy Code on August 11, 2021, which was subsequently approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Title 24 standards will result in less energy use, thereby reducing air pollutant emissions associated with energy consumption across California. For example, the 2022 Title 24 standards require efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial

buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. Updates to the 2019 CALGreen Code took effect on January 1, 2023 (2022 CALGreen). The 2022 CALGreen standards has improved upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

CARB Advanced Clean Truck Regulation. CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission "last-mile" delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- Zero-Emission Truck Sales: Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.
- Company and Fleet Reporting: Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Regional

South Coast Air Quality Management District Thresholds

The South Coast Air Quality Management District (SCAQMD) formed a GHG California Environmental Quality Act (CEQA) Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. This working group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. The Working Group has proposed a tiered approach to evaluating GHG emissions for development projects where SCAQMD is not the lead agency, wherein projects are evaluated sequentially through a series of "tiers" to determine whether the project is likely to result in a potentially significant impact due to GHG emissions.

With the tiered approach, a project is compared against the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. The SCAQMD has adopted a threshold of 10,000 $MTCO_2e$ per year for industrial projects and a 3,000 $MTCO_2e$ threshold was proposed for non-industrial projects but has not been adopted. During Working Group Meeting #7 it was explained that this threshold was derived using a 90 percent capture rate of a large sampling of industrial facilities. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution. The Working Group indicated that the 10,000 $MTCO_2e$ per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.). The SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three decision tree options. Under the Tier 4 first option, SCAQMD initially outlined that a project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. However, the Working Group did not provide a recommendation for this approach. The Working Group folded the Tier 4 second option into the third option. Under the Tier 4 third option, a project would be excluded if it was below an efficiency-based threshold of 4.8 $MTCO_2e$ per service population per year. Tier 5 would exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

Tier 3 Screening Thresholds

When the tiered approach is applied to a proposed project, and the project is found not to comply with Tier 1 or Tier 2, the project's emissions are compared against a screening threshold, as described above, for Tier 3. The screening threshold formally adopted by SCAQMD is an "interim" screening threshold for stationary source industrial projects where the SCAQMD is the lead agency under CEQA. The threshold was termed "interim" because, at the time, SCAQMD anticipated that CARB would be adopting a statewide significance threshold that would inform and provide guidance to SCAQMD in its adoption of a final threshold. However, no statewide threshold was ever adopted, and the interim threshold remains in effect.

For projects for which SCAQMD is not a lead agency, no screening thresholds have been formally adopted. However, the SCAQMD Working Group has recommended a threshold of 10,000 $MTCO_2e$/year for industrial projects and 3,000 $MTCO_2e$/year for residential and commercial projects. SCAQMD determined that these thresholds would "capture" 90 percent of GHG emissions from these sectors, "capture" meaning that 90 percent of total emissions from all new projects would be subject to some type of CEQA analysis (i.e., found potentially significant).[11]

[11] SCAQMD, "Staff Report: Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans," December 5, 2008, Attachment E: "Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold," October 2008, p. 3-2.

Southern California Association of Governments

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy [2020 RTP/SCS]). The RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

Local

County of San Bernardino Regional Greenhouse Gas Reduction Plan Update

San Bernardino County first adopted the Greenhouse Gas Reduction Plan in September 2011 and an update to the Greenhouse Gas Reduction Plan was adopted in September 2021. The Greenhouse Gas Reduction Plan provides an inventory of GHG emissions within unincorporated areas of the County and establishes GHG emissions reduction targets for unincorporated areas of the County that would comply with the mandate of SB 32 (i.e., 40 percent below 2020 levels by the year 2030).

The Greenhouse Gas Reduction Plan also provides guidance on the methodology to be used to analyze the GHG emissions of proposed development projects within unincorporated areas of San Bernardino County, establishes the criteria to be used to determine the significance of the GHG emissions during the CEQA review process, and establishes a list of standard conditions of approval that would be applied to all development projects to reduce County-wide GHG emissions. Related to CEQA review, the Greenhouse Gas Reduction Plan establishes a two-step process for development projects. 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 SB 32. 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.

San Bernardino Countywide Plan (General Plan)

The Countywide Plan sets forth goals and policies related to GHG emissions. The Natural Resources Element contains goals and policies that work to promote health and wellness of residents in San

Bernardino County through improvements in locally generated emissions. The following policies are applicable to the Project:

Goal NR-1 **Air Quality. Air quality that promotes health and wellness of residents in San Bernardino County through improvements in locally-generated emissions.**

Policy NR-1.7 **Greenhouse gas reduction targets.** We strive to meet the 2040 and 2050 greenhouse gas emission reduction targets in accordance with state law.

Policy NR-1.9 **Building design and upgrades.** We use the CALGreen Code to meet energy efficiency standards for new buildings and encourage the upgrading of existing buildings to incorporate design elements, building materials, and fixtures that improve environmental sustainability and reduce emissions.

County of San Bernardino Development Code

The San Bernardino County Development Code implements the goals and policies of the General Plan by regulating land uses within the unincorporated areas of the County. The development Code contains the following standards for greenhouse gas emissions that would apply to the Project:

Section 84.30.030 GHG Performance Standards.

All new residential, commercial, industrial, and institutional development shall comply with the development standards provided in Appendix F to the GHG Emissions Reduction Plan.

Section 85.03.040 Environmental Review

(c) Greenhouse Gas (GHG) Emissions Review. All land use applications that are subject to CEQA review shall have the potential impacts of the project's GHG emissions evaluated pursuant to the procedures entitled Review of GHG Emissions, Land Use Service Department Standard Policy/Procedures Manual, Section 9 (Environmental Review Guidelines).

Section 83.07.020 San Bernardino County Light Trespass Ordinance

(h) Promote lighting practices and systems which conserve energy, decrease dependence on fossil fuels and limit greenhouse gas emissions consistent with the California Global Warming Solutions Act and other applicable state and federal laws.

4.5.4 Impact Thresholds and Significance Criteria

Based upon the criteria derived from State CEQA Guidelines Appendix G, a project normally would have a significant effect on the environment if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The State CEQA Guidelines specifically allow lead agencies to determine thresholds of

significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions.[12]

GHG Thresholds

A qualified Climate Action Plan (CAP) meets the requirements in CEQA Guidelines Section 15183.5(b) so that future development projects requiring environmental review under State law can streamline GHG impact analyses by demonstrating consistency with the CAP. San Bernardino County and it's 25 Partnership Cities developed its qualified CAP, the Greenhouse Gas Reduction Plan. The San Bernardino County Greenhouse Gas Reduction Plan included a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 $MTCO_2e$/yr is used to determine if additional analysis is required. Projects that exceed the 3,000 $MTCO_2e$/yr are required to either achieve a minimum 100 points per the Screening Tables or a 31 percent reduction over 2007 emissions levels. Consistent with CEQA guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

To show the Project does not conflict with applicable plans to reduce GHG emissions, the Project must demonstrate consistency with CARB's 2022 Scoping Plan, SCAG's RTP/SCS, and the San Bernardino County Regional Greenhouse Gas Reduction Plan. Consistency with these plans will demonstrate that the Project will have a less than significant impact on GHG emissions.

Methodology

Global climate change is, by definition, a cumulative impact of GHG emissions. Therefore, there is no project-level analysis. The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities which almost doubled between 1970 and 2010 from approximately 27 gigatonnes (Gt) of CO_2/year to nearly 49 $GtCO_2$/year.[13] As such, the geographic extent of climate change and GHG emissions cumulative impact discussion is worldwide.

Construction

The Project's construction and operational emissions were calculated using the California Emissions Estimator Model version 2022 (CalEEMod). Details of the modeling assumptions and emission factors are provided in **Appendix F: Greenhouse Gas Emissions** of this Draft EIR. For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The Project's construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles.

[12] 14 California Code of Regulations, Section 15064.4a

[13] Intergovernmental Panel on Climate Change, *Climate Change 2014 Mitigation of Climate Change Working Group III Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2014.

Project's construction is anticipated to occur over a duration of approximately four years, beginning in 2024.

Operations

The Project's operational GHG emissions would be generated by vehicular traffic, off-road equipment, area sources (e.g., landscaping maintenance, consumer products), electrical generation, natural gas consumption, water supply and wastewater treatment, solid waste, air conditioning, and refrigeration. These emissions categories are discussed below.

- **Area Sources**. Area source emissions occur from hearths, architectural coatings, landscaping equipment, and consumer products. The Project involves commercial uses and would not include hearths. Landscaping and consumer products (i.e., personal care products, home, lawn, and garden products, disinfectants, sanitizers, polishes, cosmetics, and floor finishes) would be part of the emissions from area sources. Additionally, the primary emissions from architectural coatings are volatile organic compounds, which are relatively insignificant as direct GHG emissions. Area source emissions for the Project are calculated in CalEEMod based on consumer product use, architectural coatings, and landscape maintenance equipment.
- **Energy Consumption**. Energy consumption consists of emissions from project consumption of electricity and natural gas. Primary uses of electricity and natural gas by the Project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Energy emissions are calculated based on consumption rates and emissions factors in CalEEMod.
- **Solid Waste**. Solid waste releases GHG emissions in the form of methane when these materials decompose. Solid waste emissions are calculated based on generation rates and emissions factors in CalEEMod.
- **Water and Wastewater**. Project GHG emissions would be generated from energy consumption associated with water and wastewater conveyance and treatment. No changes were made to the default water usage consumption rates or emissions factors.
- **Refrigerants**. Project refrigerants includes fugitive GHG emissions associated with building air conditioning and refrigeration equipment. Different types of refrigeration equipment are used by different types of land uses. For example, an office may use various types of air conditioning equipment, while a supermarket may use both air conditioning equipment and refrigeration equipment. CalEEMod automatically generates a default air conditioning and refrigeration equipment inventory for each project land use subtype based on industry data from the U.S. EPA.[14]
- **Mobile Sources**. Project-generated vehicle emissions are conservatively based on trip generation rates for Project land uses and are incorporated into CalEEMod as recommended by the SCAQMD. The following Project trip generation utilized in this report is based on the following Institute of Transportation Engineers (ITE) land use categories:
    - ITE Land Use 310: Hotel (935 average daily trips)

[14] U.S. Environmental Protection Agency, *Accounting Tool to Support Federal Reporting of Hydrofluorocarbon Emissions: Supporting Documentation,* October 2016.

- ITE Land Use 492: Fitness Center (1,242 average daily trips)
- ITE Land Use 821: Shopping Plaza (2,594 average daily trips)
- ITE Land Use 881: Pharmacy/Drugstore (1,463 average daily trips)
- ITE Land Use 945: Convenience Store/Gas Station (12,244 average daily trips)
- ITE Land Use 934: Fast-Food with Drive-Through Window (9,593 average daily trips)
- ITE Land Use 932: High-Turnover (Sit-Down) Restaurant (1,023 average daily trips)

The Project would generate 29,094 daily trips, or 10,619,310 trips per year. Customer and employee trip lengths use CalEEMod default lengths for projects located in San Bernardino County. Based on these estimates the Project is anticipated to generate 187,304,426 VMT per year.

4.5.5 Impacts and Mitigation Measures

Summary of Environmental Analysis in the Glen Helen Specific Plan EIR

The GHSP EIR analyzed air quality impacts related to the implementation and build out of the specific plan. The GHSP EIR determined that construction activities would result in emissions for NO_X, PM_{10}, and $PM_{2.5}$ that would exceed the daily and quarterly thresholds set by SCAQMD. Similarly, it was determined that operational activities, specifically vehicle emissions, would exceed the daily SCAQMD thresholds of significant for CO, ROG, and NO_X. As a result, significant unavoidable impacts related to air quality were identified as part of the GHSP EIR. Greenhouse gas emissions were not evaluated as a separate topic in the GHSP EIR.

Mitigation Measures of the Glen Helen Specific Plan EIR

The GHSP EIR (SCH# 2000011093), as amended in December 2020 (2020 GHSP EIR Addendum), included mitigation measures to reduce air quality impacts to less than significant. These mitigation measures have been modified to reflect current conditions at the time of the GHSP Addendum. Mitigation measures listed below are relevant to the Project only and modified where appropriate to reflect the Project and current conditions.

4.6-1 Provide adequate ingress and egress at all entrances to public facilities to minimize vehicle idling at curbside.

- Submit building plans to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.

4.6-2 Provide dedicated turn lanes as appropriate and provide roadway improvements at heavily congested roadways.

- County Traffic Planning Section to identify heavily congested intersections and notify Building and Safety.
- Submit building plans to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.

- Submit copy of approved plans to Planning Division for review and approval.

4.6-3 Install energy efficient lighting.

- Submit building plans with Title 24 certification from a certified lighting/electrical engineer to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.

4.6- 4 Landscape with native or drought-resistant species to reduce water consumption and to provide passive solar benefits.

- Submit landscaping and irrigation plans to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.

4.6-5 Employers should provide local shuttle and transit shelters, and ride matching services.

- Submit plans to County Transportation Authority to determine need and/or location for transit shelters, bus stops, etc.
- Submit commercial and industrial site building plans to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.

4.6-6 Employers should provide bicycle lanes, storage areas, and amenities, and ensure efficient parking management.

- Submit plans to County Transportation Authority to determine need and/or location for bicycle improvements.
- Submit commercial and industrial site/building plans to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.

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

- Developers of commercial and industrial uses shall submit appropriate technology plans based on discussion or correspondence with SCAQMD personnel.
- Developers shall submit plans to County Planning to determine need and/or location for any technology improvements or systems for review and approval.
- Submit copy of approval from County Planning for commercial and industrial site building plans to Building and Safety for approval.

4.6-8 Employers should develop a trip reduction plan to comply with SCAQMD Rule 2202

- Developers of commercial and industrial uses shall submit a Trip Reduction Plan (TRP) to SCAQMD for review and approval.

- Submit TRP approved by SCAQMD to County Planning for review and approval.
- Submit TRP approved by SCAQMD and County Planning along with building plans to Building and Safety for approval.

4.6-9 Employers should provide ride matching, guaranteed ride home, or carpool or vanpool to employees as a part of the TDM program and to comply with the AQMP Transportation Improvements TCM-01 measure.

- Developers of commercial and industrial uses shall submit a Travel Demand Management (TDM) to SCAQMD for review and approval.
- Submit TDM approved by SCAQMD to County Planning for review and approval.
- Submit TDM approved by SCAQMD and County Planning along with building plans to Building and Safety for approval.

4.6-10 Synchronize traffic signals. The areas where this measure would be applicable are roadway intersections within the specific plan area.

- County Traffic Planning Section to identify heavily congested intersections and notify Building and Safety.
- Submit building plans to Building and Safety for approval demonstrating that signals can be synchronized in the future.
- Developers to submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.
- County to synchronize traffic signals as funding is available.

4.6-11 Encourage the use of alternative fuel or low emission vehicles to comply with the AQMP On-Road Mobile M2 measure, and Off-Road Mobile Sources M9 and M 10 measures.

- Developers of commercial and industrial uses shall submit an Alternative Fuel or Low Emission Vehicle Plan (AFLEVP) to SCAQMD for review and approval.
- Submit AFLEVP approved by SCAQMD to County Planning for review and approval.
- Submit AFLEVP approved by SCAQMD and County Planning along with building plans to Building and Safety for approval.

Project Design Features

The following project design features are relevant to this resource area:

- The Project site is in close proximity to local and regional access routes, reducing travel time on local streets during construction and operations and limiting the amount of vehicle miles traveled to deliver goods to the Project site, therefore, reducing emissions.
- Buildings within the Project site would be designed in conformance with the most current CBC and would use energy efficient materials/insulation limiting energy demand which would indirectly reduce emissions.
- The Project site is located centrally relative to residential communities in the region that lack retail and commercial uses and public services, such as fire and police. The inclusion of the Project in

this location would reduce the vehicle miles traveled by residents in these communities for trips to retail and commercial uses which would reduce vehicle emissions.

Impact GHG-1 Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?

Level of Significance: Less than Significant with Mitigation Incorporated

Short-Term Construction Greenhouse Gas Emissions

Project construction activities would generate direct CO_2, N_2O, and CH_4 emissions from construction equipment, transport of materials, and construction workers commuting to and from the Project site. Total GHG emissions generated during all construction phases were combined and are presented in **Table 4.5-2: Construction-Related Greenhouse Gas Emissions.**

Table 4.5-2: Construction-Related Greenhouse Gas Emissions

Category	$MTCO_2e$
2024 Construction	6,485
2025 Construction	6,403
2026 Construction	6,331
2027 Construction	853
Total Construction	20,072
30-Year Amortized	669

Source: CalEEMod version 2022.1.1.13. Refer to Appendix A of the GHG Assessment for model outputs.

As indicated in **Table 4.5-2**, the Project would result in the generation of approximately 20,072 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period, then added to the operational emissions.[15] The amortized Project construction emissions would be 669 $MTCO_2e$ per year. Once construction is complete, construction related GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions would occur over the Project's lifetime. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

The Project's operational GHG emissions are provided in **Table 4.5-3: Project Greenhouse Gas Emissions**. As shown in **Table 4.5-3**, the Project would generate approximately 70,123 $MTCO_2e$ annually from both

[15] The amortization period is 30 years per the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

construction and operations without including mitigation. With mitigation, the Project would generate approximately 67,279 $MTCO_2e$ annually from both construction and operations.

Table 4.5-3: Project Greenhouse Gas Emissions

Emissions Source	$MTCO_2e$ per Year	
	Unmitigated	Mitigated
Construction Amortized Over 30 Years	669	669
Area Source	6	6
Energy	1,578	1,422
Mobile	67,519	65,033
Waste	245	49
Water and Wastewater	48	42
Refrigerants	58	58
Total	70,123	67,279
County of San Bernardino Screening Threshold	*3,000*	*3,000*
Exceeds Threshold?	**Yes**	**Yes**

Source: CalEEMod version 2022.1.1.13. Refer to Appendix A of the GHG Assessment for model outputs.

The County of San Bernardino employs a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 $MTCO_2e$ per year is used to determine if additional analysis is required. Projects that exceed the 3,000 $MTCO_2e$ per year screening threshold will be required to achieve a minimum 100 points per the Screening Tables or a 31 percent reduction over 2007 emissions levels. Consistent with CEQA guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

As shown in **Table 4.5-3**, after implementing mitigation measures from the Previously Approved Project FEIR, **4.6-1** through **4.6-11** and **MM AQ-1** the Project would result in approximately 67,279 $MTCO_2e$ per year; the Project would exceed the screening threshold of 3,000 $MTCO_2e$/yr. This would be considered a potentially significant impact. Therefore, **MM GHG-1**, requiring the Project Applicant to commit to 100 points of GHG emission reduction measures is necessary to reduce GHG emissions to a less than significant level. GHG impacts would be reduced to a less than significant level with implementation of **MM GHG-1**.

In conclusion, GHG emissions after the incorporation of mitigation measures from the GHSP Final EIR, **4.6-1** through **4.6-11** and **MM AQ-1** exceed the screening threshold of 3,000 $MTCO_2e$. Therefore, **MM GHG-1** requires the Project to achieve a minimum of 100 points of GHG reduction measures listed in the Screening Tables. Following the implementation of **MM GHG-1** the Project's impact on GHG emissions would be reduced to less than significant levels.

Specific Plan Amendment (SPA)

As discussed in **Section 3.0: Project Description**, changes associated with the SPA are minor, generally consisting of clarification or minor changes in allowable uses but similar in nature and intensity to those that are already permitted in the Destination Recreation zone. Therefore, the SPA changes do not represent new or substantially more severe impacts than addressed in the prior GHSP EIR.

Mitigation Measures

Mitigation Measures of the Glen Helen Specific Plan EIR

The Final EIR includes measures to reduce potential impacts associated with the implementation of Glen Helen Specific Plan. The following measures from the Final EIR are applicable to the Project:

MM 4.6-1 Provide adequate ingress and egress at all entrances to public facilities to minimize vehicle idling at curbside.

- Submit building plans to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.

MM 4.6-2 Provide dedicated turn lanes as appropriate and provide roadway improvements at heavily congested roadways.

- County Traffic Planning Section to identify heavily congested intersections and notify Building and Safety.
- Submit building plans to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.

MM 4.6-3 Install energy efficient lighting.

- Submit building plans with Title 24 certification from a certified lighting/electrical engineer to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.

MM 4.6-4 Landscape with native or drought-resistant species to reduce water consumption and to provide passive solar benefits.

- Submit landscaping and irrigation plans to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.

MM 4.6-5 Employers should provide local shuttle and transit shelters, and ride matching services.

- Submit plans to County Transportation Authority to determine need and/or location for transit shelters, bus stops, etc.
- Submit commercial and industrial site building plans to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.

MM 4.6-6 Employers should provide bicycle lanes, storage areas, and amenities, and ensure efficient parking management.

- Submit plans to County Transportation Authority to determine need and/or location for bicycle improvements.
- Submit commercial and industrial site/building plans to Building and Safety for approval.
- Submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.

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

- Developers of commercial and industrial uses shall submit appropriate technology plans based on discussion or correspondence with SCAQMD personnel.
- Developers shall submit plans to County Planning to determine need and/or location for any technology improvements or systems for review and approval.
- Submit copy of approval from County Planning for commercial and industrial site building plans to Building and Safety for approval.

MM 4.6-8 Employers should develop a trip reduction plan to comply with SCAQMD Rule 2202

- Developers of commercial and industrial uses shall submit a Trip Reduction Plan (TRP) to SCAQMD for review and approval.
- Submit TRP approved by SCAQMD to County Planning for review and approval.
- Submit TRP approved by SCAQMD and County Planning along with building plans to Building and Safety for approval.

MM 4.6-9 Employers should provide ride matching, guaranteed ride home, or carpool or vanpool to employees as a part of the TDM program and to comply with the AQMP Transportation Improvements TCM-01 measure.

- Developers of commercial and industrial uses shall submit a Travel Demand Management (TDM) to SCAQMD for review and approval.
- Submit TDM approved by SCAQMD to County Planning for review and approval.
- Submit TDM approved by SCAQMD and County Planning along with building plans to Building and Safety for approval.

MM 4.6-10 Synchronize traffic signals. The areas where this measure would be applicable are roadway intersections within the specific plan area.

- County Traffic Planning Section to identify heavily congested intersections and notify Building and Safety.

- Submit building plans to Building and Safety for approval demonstrating that signals can be synchronized in the future.
- Developers to submit copy of approval by Building and Safety to Planning Division.
- Submit copy of approved plans to Planning Division for review and approval.
- County to synchronize traffic signals as funding is available.

MM 4.6-11 Encourage the use of alternative fuel or low emission vehicles to comply with the AQMP On-Road Mobile M2 measure, and Off-Road Mobile Sources M9 and M 10 measures.

- Developers of commercial and industrial uses shall submit an Alternative Fuel or Low Emission Vehicle Plan (AFLEVP) to SCAQMD for review and approval.
- Submit AFLEVP approved by SCAQMD to County Planning for review and approval.
- Submit AFLEVP approved by SCAQMD and County Planning along with building plans to Building and Safety for approval.

Additional Mitigation Measures:

MM AQ-1 Prior to issuance of grading permits, the applicant shall prepare and submit documentation to the County of San Bernardino that demonstrate the following:

- All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the County at the time of mobilization of each applicable unit of equipment.
- Construction equipment shall be properly maintained according to manufacturer specifications.
- All construction equipment and delivery vehicles shall be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour.

MM GHG-1 The Project's final plans and designs shall include all Screening Table Measures selected to achieve a minimum of 100 points.

The Project shall implement Screening Table Measures located in Appendix A of the San Bernardino Greenhouse Gas Reduction Plan Update, providing for a minimum of 100 points per the County Screening Tables. The Screening Tables assign points for each feature incorporated into the Project. The point values correspond to the minimum emissions reduction expected from each feature. The menu of features allows maximum flexibility and options for how development projects can implement the GHG reduction measures. An example of how the Project could achieve a minimum of 100 Screening Table Points is provided in **Table 4.5-4, GHG Performance Standards for Commercial**

Development. By achieving the 100-point minimum, the Project would be consistent with the GHG Development Review Process' requirement to achieve at least 100 points and thus the Project is considered to have a less than significant individual and cumulatively considerable impact on GHG emissions.

Table 4.5-4: GHG Performance Standards for Commercial Development

Feature	Description	Points
Insulation	Enhanced Insulation (Rigid wall insulation R-13, roof/attic R-38)	9
Windows	Enhanced Window Insulation (0.32 or less U-factor, 0.25 or less SHGC)	5
Heating/ Cooling Distribution System	Enhanced Duct Insulation (R-8)	6
Space Heating/ Cooling Equipment	High Efficiency HVAC (SEER 15/80% AFUE or 8.5 HSPF)	5
Water Heaters	High Efficiency Water Heater (0.72 Energy Factor)	10
Daylighting	All rooms withing building have daylight (through use of windows, solar tubes, skylights, etc.)	1
Artificial Lighting	Very High Efficiency Lights (100% of in-unit fixtures are high efficiency)	8
Appliances	Energy Star Commercial Refrigerator (new) Energy Star Commercial Dishwasher (new)	4
Water Efficient Landscaping	Only California Native landscape that requires no or only supplemental irrigation	5
Water Efficient Irrigation Systems	Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use)	3
Toilets	Water Efficient Toilets (1.5 gpm) Waterless (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	6
Faucets	Water Efficient Faucets (1.28 gpm)	2
Commercial Dishwater	Water Efficient Dishwasher (20% water savings)	2
Recycled Water	Graywater (purple pipe) irrigation system on site	5
Parking	Provide reserved preferential parking spaces for car-share, carpool, and ultra-low, or zero emission vehicles	1
Worker and Customer Based Electric Vehicles Chargers	Level 2, 240-volt AC Fast Chargers (5 points per charger)	25[1]
Recycling	Provide commercial recycling program that fulfills an onsite goal of 80% diversion of solid waster	5
Total Points Earned		102

[1] Assumes 5 charges

Source: County of San Bernardino, Greenhouse Gas Reduction Plan Update, Appendix A Screening Tables, Table 2, page 28

Impact GHG-2 Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Level of Significance: Less than Significant with Mitigation Incorporated

The FEIR for the Previously Approved Project, adopted in 2005, was not required to analyze impacts from GHG emissions. However, since the Project has changed this impact will be analyzed for new significant environmental impacts.

Regional Transportation Plan/Sustainable Communities Strategy Consistency

The 2020 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project's consistency with the RTP/SCS goals is analyzed in detail in **Table 4.5-5, Regional Transportation Plan/Sustainable Communities Strategy Consistency**.

Table 4.5-5: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals	Compliance
GOAL 1: Encourage regional economic prosperity and global competitiveness.	Consistent: The Project is located on a vacant site and development of the site would contribute to regional economic prosperity.
GOAL 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent: Although the Project is not transportation improvement project, the Project is located near the I-15 / Glen Helen Parkway interchange.
GOAL 3: Enhance the preservation, security, and resilience of the regional transportation system.	N/A: This is not a transportation improvement project, therefore this goal is applicable.
GOAL 4: Increase person and goods movement and travel choices within the transportation system.	N/A: This is not a transportation improvement project, therefore this goal is applicable.
GOAL 5: Reduce greenhouse gas emissions and improve air quality.	Consistent: The Project is located near existing truck routes and freeways, which would help reduce GHG/air quality emissions.
GOAL 6: Support healthy and equitable communities	Consistent: Although the Project exceeds regional thresholds for criteria pollutants, the Project does not exceed localized

SCAG Goals	Compliance
	thresholds. Based on the Friant Ranch decision, projects that do not exceed the SCAQMD's LSTs would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and result in no criteria pollutant health impacts.
GOAL 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	N/A: This is not a project-specific policy and is therefore not applicable.
GOAL 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	N/A: This is not a project-specific policy and is therefore not applicable.
GOAL 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	The Project involves development of a commercial center and a hotel but does not include housing. Therefore, this goal is not applicable.
GOAL 10: Promote conservation of natural and agricultural lands and restoration of habitats.	N/A: This Project is located on vacant land that is not suitable for agricultural or habitat restoration uses. Therefore, this goal is not applicable.
Source: Southern California Association of Governments, Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy, 2020	

The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in **Table 4.5-5**, the Project would be consistent with the stated goals of the RTP/SCS. Therefore, the Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

Greenhouse Gas Reduction Plan and Development Review Process

The Project final plans and designs would conform to provisions of the Greenhouse Gas Reduction Plan and GHG Development Review Process through implementation of the Screening Table Measures. The Project shall implement Screening Table Measures providing for a minimum 100 points per the County Screening Tables. An example of how the Project will achieve a minimum of 100 Screening Table Points is provided in **Table 4.5-4**. By achieving the 100-point minimum, the Project would be consistent with the GHG Development Review Process' requirement to achieve at least 100 points and thus demonstrates consistency with the Greenhouse Gas Reduction Plan. Therefore, the Project is considered to have a less than significant individual and cumulatively considerable impact on GHG emissions.

California Air Resource Board Scoping Plan Consistency

Adopted December 15, 2022, CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and

public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines Section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission (ZE) transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place. Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include:

- Implementing SB 100 (achieve 100 percent clean electricity by 2045);
- Achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and
- Implementing the Advanced Clean Fleets regulation to deploy zero-emission vehicle (ZEV) buses and trucks.
- Implementing VMT reduction initiatives to achieve a 30 percent VMT reduction below 2019 levels by 2045.

The Scoping Plan notes that efforts to support VMT reduction include coordination across state agencies on affordable housing measures. Fostering more compact, transportation-efficient development in infill areas and increasing transportation choices with the goal of reducing VMT not only reduces demand for transportation fuel but also requires less energy for buildings and helps to conserve natural and working lands that sequester carbon. The multiple and often interwoven actions that reduce VMT both reduce emissions from the transportation sector and support reductions needed in other sectors.

Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

As indicated above, GHG reductions are also achieved as a result of State of California energy and water efficiency requirements for new commercial/retail developments. These efficiency improvements correspond to reductions in secondary GHG emissions. For example, in 2021, approximately 38 percent of the total electricity net generation in California was derived from natural gas combustion. Therefore, energy saving measures, such as Title 24, reduces GHG emissions from the power generation facilities by reducing load demand.

As discussed previously, the County of San Bernardino has adopted a CEQA-qualified CAP and, as required by **MM GHG-1**, the Project must achieve a minimum of 100 Screening Tables Points, ensuring consistency with the San Bernardino CAP. As noted in Scoping Plan Appendix D, consistency with a qualified CAP ensures consistency with the Scoping Plan, therefore the Project is consistent with 2022 Scoping Plan.

The Project would be required to comply with applicable regulatory requirements promulgated through the 2022 Scoping Plan and would not conflict with any applicable actions. As such, the Project would be consistent with the 2022 Scoping Plan.

Specific Plan Amendment (SPA)

As discussed in **Section 3.0: Project Description**, changes associated with the SPA are minor, generally consisting of clarification or minor changes in allowable uses but similar in nature and intensity to those that are already permitted in the Destination Recreation zone. Therefore, the SPA changes do not represent new or substantially more severe impacts than addressed in the prior GHSP EIR.

Mitigation Measures

Refer to **MM GHG-1**.

4.5.6 Cumulative Impacts

Cumulative Setting

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have much longer atmospheric lifetimes of one year to several thousand years that allow them to be dispersed around the globe.

Cumulative Impacts

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. As discussed above, the Project-related GHG emissions would exceed the County's 3,000 $MTCO_2e$ review standard. As such, the Project is required to achieve a minimum 100 points per the County's GHG Emissions Reduction Plan Screening Tables. According to the County's GHG Emissions Reduction Plan Update, any project that achieves at least 100 points of GHG performance standards listed in the 2021 Greenhouse Gas Emissions Development Review Process Screening Tables would be consistent with the County's GHG Emissions Reduction Plan to reduce emissions to 40 percent below 1990 levels by 2030. After implementing mitigation measures from the GHSP FEIR, **4.6-1** through **4.6-11** and **MM AQ-1,** the Project would result in approximately 67,279 $MTCO_2e$ per year; the Project would exceed the screening threshold of 3,000 $MTCO_2e$/yr. This would be considered a potentially significant impact. Therefore, **MM GHG-1**, requiring the Project Applicant to commit to 100 points of GHG emission reduction measures is necessary to reduce GHG emissions to a less than significant level. As such, the Project does not conflict with applicable plans

to reduce GHG emissions, the Project would be consistent with CARB's 2022 Scoping Plan, SCAG's RTP/SCS, and the San Bernardino County Regional Greenhouse Gas Reduction Plan. Consistency with these plans will demonstrate that the

Project will have a less than significant impact on GHG emissions and meeting this reduction would be consistent with the State's long-term goal to achieve statewide carbon neutrality (zero net emissions) by 2045, and therefore, would result in a less than significant impact related to GHG emissions.

As discussed above, each development within the Project would be required to earn a minimum 100 points on the County's GHG Screening Tables. Therefore, **MM GHG-1**, requiring the Project Applicant to commit to 100 points of GHG emission reduction measures is necessary to reduce GHG emissions to a less than significant level. As such, the Project would be consistent with the State's long-term goal to achieve statewide carbon neutrality by 2045. The Screening Table point system was devised to ensure Project compliance with the reduction measures in the GHG Reduction Plan such that GHG emissions from new development, when considered together with those existing development, will allow the County to meet future GHG emissions targets. Such projects are consistent with the GHG Reduction Plan and therefore will be determined to have a less than significant individual and cumulative impact for GHG emissions.

4.5.7 Significant Unavoidable Impacts

The GHPS EIR found significant impacts related to air pollutant emissions during construction (NOx, PM_{10}, and ROG) and operations (CO, ROG, and NOx). The GHSP EIR included Mitigation Measures 4.6-1 through 4.6-11 to reduce the severity of these impacts. However, both construction- and operational pollutant emissions were determined to be significant and unavoidable despite the implementation of mitigation.

The GHSP EIR Addendum (2020) found that there would be no significant impact related to GHG emissions. Subsequent to the certification of the GHSP EIR, the County adopted a document titled "Greenhouse Gas Emissions, Development Review Processes, County of San Bernardino, California, Updated March 2015." This document has a menu of performance standards that is applicable to the residential development in the GHSP area. The implementation of these performance standards would further reduce the impact of GHG emissions from the GHSP area.

No new significant and unavoidable impacts concerning GHG emissions have been identified for this Project.

4.5.8 References

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4.6

Noise

4.6 NOISE

4.6.1 Introduction

This section of the Draft Subsequent Environmental Impact Report (EIR) for The Oasis at Glen Helen Parkway Project (Project) discusses the fundamentals of sound; examines federal, State, and local noise guidelines, policies, and standards; reviews noise levels at existing noise-sensitive receptor locations; and evaluates potential noise and vibration impacts associated with the Project; and provides mitigation to reduce noise impacts at sensitive receptor locations. This evaluation uses procedures and methodologies as specified by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and evaluates the potential for the proposed Project to result in noise and vibration impacts at nearby sensitive receptors. **Appendix G** of this Draft Subsequent EIR provides supplementary, Project-specific background information, construction noise calculation worksheets, and Project-generated traffic noise modeling results. The analysis in this section is based in part on the following technical report(s):

- Rincon Consultants, Inc. *Oasis at Glen Helen Parkway Project, Noise and Vibration Study*. June 2023. (**Appendix G**)

4.6.2 Environmental Setting

Overview of Sound Measurement

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment.

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz and less sensitive to frequencies around and below 100 Hertz. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dBA; dividing the energy in half would result in a 3 dBA decrease.

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible; and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud.

Sound changes in both level and frequency spectrum as it travels from the source to the receptor. The most obvious change is the decrease in level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line, the path the sound will travel, site conditions, and obstructions). Noise levels from a point source typically

attenuate, or drop off, at a rate of 6 dBA per doubling of distance (e.g., construction, industrial machinery, ventilation units). Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance. The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result from simply the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, and man-made features such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5 dBA reduction in source noise levels at the receptor. Structures can substantially reduce exposure to interior noise as well. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

The impact of noise is not a function of loudness alone. The time of day when noise occurs, and the duration of the noise are also important factors of Project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time.

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. It is also measured using CNEL, which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by L_{dn} and CNEL usually differ by about 1 dBA. The relationship between the peak-hour L_{eq} value and the L_{dn}/CNEL depends on the distribution of traffic during the day, evening, and night.

Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz.

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by

frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source. Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV), which is normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring construction activities because it is related to the stresses that are experienced by buildings.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. In San Bernardino County, noise sensitive land uses include residential uses, schools, hospitals, nursing homes, religious institutions, libraries, and similar uses (County of San Bernardino 2023). The nearest noise sensitive receptors to the project site are the single-family homes adjacent to the project site to the north and Glen Helen Regional Park to the east across Glen Helen Parkway.

Vibration-sensitive receptors, which are similar to noise-sensitive receptors, include residences and institutional uses, such as schools, churches, hospitals and museums. Vibration-sensitive receptors also include buildings where vibrations may interfere with vibration-sensitive equipment that is affected by vibration levels that may be well below those associated with human annoyance (e.g., recording studies or medical facilities with sensitive equipment). The nearest vibration sensitive receptors to the project site are the single-family homes adjacent to the project site to the north; see **Figure 4.6-1: Noise Measurement Locations**.

Project Noise Setting

The most common source of noise in the project site vicinity is vehicular traffic from Glen Helen Parkway and Interstate 15 (I-15). To characterize ambient sound levels at and near the project site, four 15-minute sound level measurements were conducted on Tuesday, November 29, 2022. Short-Term Noise Measurement 1 (ST-1) was taken at the northeastern edge of the project site to capture noise levels from Glen Helen Regional Park. ST-2 was taken at the eastern edge of the project site to capture noise levels from Glen Helen Parkway. ST-3 was conducted south of the project site to capture noise levels from Clearwater Parkway. Finally, ST-4 was conducted along the southwestern boundary of the project site to capture noise levels from the I-15. One long-term 24-hour noise level measurement was conducted from September 28 through September 29, 2023. Long-Term Noise Measurement (LT-1) was conducted at the northern boundary of the Project site, approximately 240 from Glen Helen Parkway. **Table 4.6-1: Project Site Vicinity Sound Level Monitoring Results – Short Term** and **Table 4.6-2: Project Site Vicinity Noise Monitoring Results – Long Term** summarize the results of the noise measurements and **Table 4.6-1: Project Site Vicinity Sound Level Monitoring Results – Short Term,** shows the recorded traffic volumes; see **Appendix G** for further details. Noise measurement locations are shown in **Figure 4.6-1: Noise Measurement Locations**.

Table 4.6-1: Project Site Vicinity Sound Level Monitoring Results – Short Term

Measurement Location	Sample Times	Approximate Distance to Primary Noise Sources	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)
ST-1	9:35 – 9:50 a.m.	1,200 feet from I-15	53.0	47.4	63.4
ST-2	11:05 – 11:20 a.m.	100 feet from centerline of Glen Helen Parkway	52.5	38.3	65.1
ST-3	10:07 – 10:22 a.m.	50 feet from centerline of Clearwater Parkway	66.4	48.0	81.4
ST-4	10:31 – 10:46 a.m.	240 feet from centerline of Glen Helen Parkway	70.0	55.3	95.2

L_{eq} = average noise level equivalent; dBA = A-weighted decibel; L_{min} = minimum instantaneous noise level; L_{max} = maximum instantaneous noise level
Detailed sound level measurement data are included in **Appendix G.**
Source: Table 2 of **Appendix G.**

Table 4.6-2: Project Site Vicinity Noise Monitoring Results – Long Term

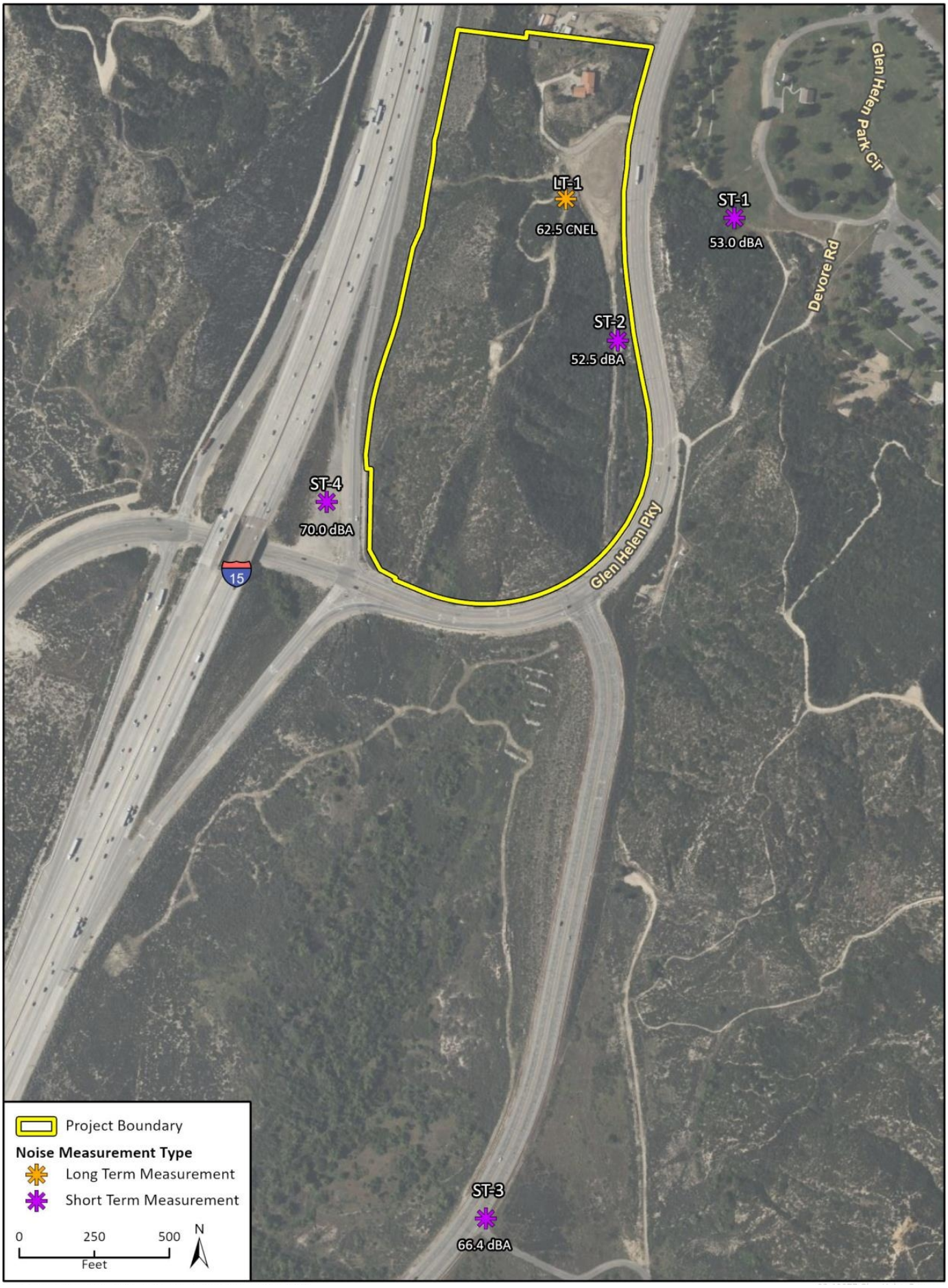
Sample Time	dBA L_{eq}	Sample Time	dBA L_{eq}
24-hour Measurement – Northern Boundary of Project Site, 240 Feet from Glen Helen Parkway – November 29-30, 2022			
11:34 a.m.	42.9	11:43 p.m.	53.0
12:43 p.m.	43.8	12:43 a.m.	62.1
1:43 p.m.	43.9	1:43 a.m.	48.5
2:43 p.m.	43.7	2:43 a.m.	47.1
3:43 p.m.	51.8	3:43 a.m.	50.9
4:43 p.m.	58.9	4:43 a.m.	59.1
5:43 p.m.	50.2	5:43 a.m.	57.6
6:43 p.m.	52.2	6:43 a.m.	55.6
7:43 p.m.	53.1	7:43 a.m.	46.3
8:43 p.m.	52.1	8:43 a.m.	50.1
9:43 p.m.	49.9	9:43 a.m.	55.2
10:43 p.m.	57.4	10:43 a.m.	51.8
24-hour Noise Level (CNEL)			63

L_{eq} = average noise level equivalent; dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level
Detailed sound level measurement data are included in **Appendix G**.
Source: Table 3 of **Appendix G.**

Table 4.6-3: Sound Level Monitoring Traffic Counts

Measurement	Roadway	Traffic	Autos	Medium Trucks	Heavy Trucks
ST-2	Glen Helen Parkway	15-minute count	35	0	8
		One-hour Equivalent	140	0	32
Percent			**81%**	**0%**	**19%**
ST-3	Clearwater Parkway	15-minute count	43	2	1
		One-hour Equivalent	172	8	4
Percent			**94%**	**4%**	**2%**

Detailed sound level measurement data are included in **Appendix G.**
Source: Table 4 of **Appendix G**.



Source: Appendix G, Figure 3 Noise Measurement Locations

FIGURE 4.6-1: Noise Measurement Locations
The Oasis at Glen Helen Parkway

Not to scale

Kimley»Horn

4.6.3 Regulatory Setting

Federal

Federal Transit Administration Noise and Vibration Guidance

The FTA has published the Transit Noise and Vibration Impact Assessment Manual (FTA Transit Noise and Vibration Manual) to provide guidance on procedures for assessing impacts at different stages of transit project development. The report covers both construction and operational noise impacts and describes a range of measures for controlling excessive noise and vibration. In general, the primary concern regarding vibration relates to potential damage from construction. The guidance document establishes criteria for evaluating the potential for damage for various structural categories from vibration. For residential uses, the daytime noise threshold is 80 dBA L_{eq}.

State

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable" noise levels for various land use types. Single-family homes are "normally acceptable" in exterior noise environments up to 60 CNEL and "conditionally acceptable" up to 70 CNEL. Multiple-family residential uses are "normally acceptable" up to 65 CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries, and churches are "normally acceptable" up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

Title 24 – Building Code

The state's noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential buildings, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Local

County of San Bernardino General Plan

The San Bernardino County Countywide Plan was adopted in October 2020. The Hazards Element aims to protect life, property, and commerce from impacts associated with natural hazards, human-generated hazards, and increased risk due to climate change. The following policies are applicable to the Project:

Goal HZ-2: Human-Generated Hazards

Policy HZ-2.8: Proximity to noise generating uses. We limit or restrict new noise sensitive land uses in proximity to existing conforming noise generating uses and planned industrial areas.

Policy HZ-2.9: Control sound at the source. We prioritize noise mitigation measures that control sound at the source before buffers, soundwalls, and other perimeter measures.

County of San Bernardino Municipal Code

The County implements and enforces noise control through the San Bernardino County Municipal Code (SBCMC). The County's Noise Ordinance is included in SBCMC Chapter 83.01.080, Noise. The following sections of the SBCMC are relevant to the analysis:

Section 83.01.080(B), *Noise Impacted Areas*, identifies noise-sensitive land uses as residential uses, schools, hospitals, nursing homes, religious institutions, libraries, and similar uses.

Section 83.01.080(C)(1), *Noise Standards*, provides noise standards for stationary noise sources as shown in as shown in **Table 4.6-4: Noise Standards for Stationary Noise Sources**.

Table 4.6-4: Noise Standards for Stationary Noise Sources

Affected Land Uses (Receiving Noise)	7:00 a.m. – 10:00 p.m. L_{eq}	10:00 p.m. – 7:00 a.m. L_{eq}
Residential	55 dBA	45 dBA
Professional Services	55 dBA	55 dBA
Other Commercial	60 dBA	60 dBA
Industrial	70 dBA	70 dBA

L_{eq} = (Equivalent Energy Level). The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period, typically one, eight or 24 hours. dBA = (A-weighted Sound Pressure Level). The sound pressure level, in decibels, as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear.
Source: San Bernardino County Municipal Code Section 83.01.080(C)(1).
Source: Table 5 of **Appendix G.**

Section 83.01.080(C)(2), *Noise Limit Categories*, provides noise limit categories. No person shall operate or cause to be operated a source of sound at a location or allow the creation of noise on property owned, leased, occupied, or otherwise controlled by the person, which causes the noise level, when measured on another property, either incorporated or unincorporated, to exceed any one of the following:

a) The noise standard for the receiving land use as specified in Section 83.01.080(B), above, for a cumulative period of more than 30 minutes in any hour.

b) The noise standard plus five dB(A) for a cumulative period of more than 15 minutes in any hour.

c) The noise standard plus ten dB(A) for a cumulative period of more than five minutes in any hour.

d) The noise standard plus 15 dB(A) for a cumulative period of more than one minute in any hour.

e) The noise standard plus 20 dB(A) for any period of time.

Section 83.01.080(D), *Noise Standards for Adjacent Mobile Noise Sources*, provides noise standards for adjacent mobile noise sources as shown in **Table 4.6-5: Noise Standards for Adjacent Mobile Noise**

Sources. Noise from mobile sources that affects adjacent properties adversely shall be mitigated for any new development to a level that shall not exceed the standards described in **Table 4.6-5**.

Table 4.6-5: Noise Standards for Adjacent Mobile Noise Sources

Land Use		L_{dn} (or CNEL) dBA	
Categories	**Uses**	**Interior**	**Exterior**
Residential	Single and multi-family, duplex, mobile homes	45	60
Open Space	Park	N/A	65

CNEL = (Community Noise Equivalent Level). The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m. dBA = (A-weighted Sound Pressure Level). The sound pressure level, in decibels, as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear. Source: San Bernardino County Municipal Code Section 83.01.080(D).
Source: Table 6 of **Appendix G**.

Section 83.01.080(G), *Exempt Noise*, identifies noise sources that are exempt from the noise standards discussed above. Temporary construction, maintenance, repair, or demolition activities that occur between the hours of 7:00 a.m. and 7:00 p.m., except on Sundays and Federal holidays, are exempt from the noise standards.

Section 83.01.090(A), *Vibration Standard*, states that no ground vibration shall be allowed that can be felt without the aid of instruments at or beyond the lot line, nor shall any vibration be allowed which produces a particle velocity greater than or equal to two-tenths inches per second measured at or beyond the lot line.

4.6.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning noise. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Generate 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;
- Generate excessive ground-borne vibration or ground-borne noise levels; or
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.

Methodology

Construction Noise

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise sensitive receivers near the Project site. RCNM provides reference noise levels for standard

construction equipment, with an attenuation rate of 6 dBA per doubling of distance for stationary equipment.

Variation in power imposes additional complexity in characterizing the noise source level from construction equipment. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the L_{eq} of the operation. Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some will have higher continuous noise levels than others, and some have high-impact noise levels.

Construction activity would result in temporary noise in the Project site vicinity, exposing surrounding nearby receivers to increased noise levels. Construction noise would typically be higher during the heavier periods of initial construction (i.e., site preparation and grading) and would be lower during the later construction phases (i.e., building construction and paving). Typical heavy construction equipment during Project grading could include dozers, loaders, graders, and dump trucks. It is assumed that diesel engines would power all construction equipment. Construction equipment would not all operate at the same time or location. In addition, construction equipment would not be in constant use during the 8-hour operating day.

Construction activities would be located as close as 100 feet to the closest sensitive receptors but would typically be located at an average distance further away due to the nature of construction. Construction equipment is typically dispersed in various areas of the site, with only a limited amount of equipment operating near a given location at a particular time. The FTA 2018 Transit Noise and Vibration Impact Assessment document recommends this approach on page 177, stating that for the distance variable in its construction noise calculation "assumes that all equipment operates at the center of the Project." Therefore, it is common industry standard practice to analyze average construction noise from the center of the site because this is the approximate center of where noise is being generated, as equipment moves around the site throughout the workday. In accordance with FTA recommendations, construction noise from site preparation/grading was analyzed from the center of the site, as construction equipment for this phase would be moving throughout the site. Construction noise from building construction, paving, and architectural coating was analyzed based upon the closest proposed parking area or building to the sensitive receptors, as buildings and parking areas are proposed at different locations throughout the Project site. The closest sensitive receptors to the Project site are the single-family residences to the north and Glen Helen Regional Park to the east across Glen Helen Parkway.

Temporary construction activities that occur between the hours of 7:00 a.m. and 7:00 p.m., except on Sundays and Federal holidays, would be exempt from noise standards pursuant to the County's Municipal Code Section 83.01.080. Construction noise is typically loudest during activities that involve excavation and moving soil, such as site preparation and grading. Noise levels from each phase of construction were modeled in RCNM based on the equipment list provided by the project applicant. Construction traffic noise impacts are evaluated based on the relative increase in project construction traffic volume compared with existing traffic volumes on affected roadways.

Groundborne Vibration

The Project does not include any substantial vibration sources associated with operation. Thus, construction activities have the greatest potential to generate ground-borne vibration affecting nearby receptors, especially during grading and excavation and paving of the Project site. **Table 4.6-6: Project Construction Vibration Levels** shows vibration levels of anticipated grading and excavation equipment used during construction. The greatest vibratory source during construction in the Project vicinity would be a vibratory roller.

Table 4.6-6: Project Construction Vibration Levels

Equipment	PPV at 25 Feet (in/sec)
Vibratory Roller	0.210
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003
Source: Table 6 of **Appendix G**.	

Vibration limits used in this analysis to determine a potential impact to local land uses from construction activities, such as, vibratory compaction or excavation, are based on information contained in the FTA Transit Noise and Vibration Impact Assessment Manual. Groundborne vibration levels that could induce potential architectural damage to buildings are identified in Table 10 of **Appendix G**. Based on FTA recommendations, limiting vibration levels to below 0.2 in/sec PPV at non-engineered timber and masonry buildings (which would apply to the nearby residential structures) would prevent architectural damage. This is also consistent with the County's Municipal Code Section 83.01.090(A).

Operational Noise Sources

Based on information provided by the Project applicant, the hotels and gas stations, including the car wash, would operate 24 hours a day and all other uses, including the drive-thrus, would operate from 7:00 a.m. to 11:00 p.m. Therefore, operational stationary source noise could occur from all uses during the nighttime period of 10:00 p.m. to 7:00 a.m. Noise from drive-thru speaker is assumed to generate a noise level of 65 dBA at a distance of 4 feet based on typical speaker box systems such as a 3M Model XT-1 (see **Appendix G**). Noise-generating mechanical equipment would also include HVAC equipment at the proposed buildings. This analysis conservatively assumes the equipment would operate continuously for a full hour during the daytime and nighttime. HVAC equipment was assumed to generate noise levels of 70 dBA L_{eq} at a distance of 3 feet based on a sound power level of 78 dBA for typical HVAC equipment such as a Goodman GPHH33641-PRS4110 (see **Appendix G**). To determine the noise level at the nearby residential receptors, the distance between source and receiver property line is measured and principles of sound attenuation applied. To provide a reasonable worst-case analysis, noise sources from the four closest project commercial uses (i.e., the fire station, the hotel, the gym, and the Pad-1 drive-thru) to sensitive receptors were modeled as operating simultaneously. This represents a reasonable worst-case analysis due to the logarithmic nature of decibel addition since adding more sources at further distances would be expected to have a negligible contribution to the overall project noise level at nearby receptors. Since the proposed car wash is located over 1,000 feet from the nearest residence, it would have a negligible contribution to project operational noise impacts to sensitive receptors.

On-site Operational Noise

The County has adopted noise standards in the Municipal Code regulating operational stationary noise sources in the County. The Project would result in a significant impact if noise from Project HVAC equipment and drive-thru noise (primary Project stationary operational noise source) exceeds the Municipal Code standards shown in **Table 4.6-4: Noise Standards for Stationary Noise Sources**.

Land Use Compatibility

As a result of the Supreme Court decision regarding the assessment of the environment's impacts on projects (California Building Industry Association (CBIA) v. Bay Area Air Quality Management District (BAAQMD), 62 Cal. 4th 369 (No. S 213478) issued December 17, 2015), it is generally no longer the purview of the CEQA process to evaluate the impact of existing environmental conditions on any given project. As a result, while the noise from existing sources (e.g., adjacent roadways) is taken into account as part of the baseline condition, the direct effects of exterior noise from nearby noise sources relative to land use compatibility of a proposed project is typically no longer a required topic for impact evaluation under CEQA. Generally, no determination of significance is required except for certain school projects, projects affected by airport noise, and projects that would exacerbate existing conditions (i.e., projects that would have a significant operational impact).

4.6.5 Impacts and Mitigation Measures

Summary of Environmental Analysis in the Glen Helen Specific Plan EIR

The GHSP EIR identified potentially significant impacts related to construction noise, noise-producing uses being located near noise-sensitive receptors, and industrial uses exceeding County noise standards. Therefore, the GHSP EIR and 2020 Addendum included Mitigation Measures 4.5-1 through 4.5-4 and 8-1 through 8-5 to reduce these impacts to below a level of significance. In addition, GHSP EIR Mitigation Measures 4.5-1 through 4.5-4, 4.5-7, and 8-1 through 8-5 were carried forward from the 2020 GHSP EIR Addendum.

Mitigation Measures of the Glen Helen Specific Plan EIR

The GHSP EIR (SCH# 2000011093), as amended in December 2020 (2020 GHSP EIR Addendum), included mitigation measures to reduce impacts to less than significant. These mitigation measures have been modified to reflect current conditions at the time of the GHSP Addendums. Mitigation measures listed below are relevant to the Project only and modified where appropriate to reflect the Project and current conditions.

4.5-1 *(This mitigation measure was superseded and revised by Mitigation Measure 4.5-1 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

4.5-2 *(This mitigation measure was superseded and revised by Mitigation Measure 4.5-2 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

4.5-3 *(This mitigation measure was superseded and revised by Mitigation Measure 4.5-3 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

4.5-4 *(This mitigation measure was superseded and revised by Mitigation Measure 4.5-4 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

~~**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 application noted acoustic analysis is to be received and approved by the County Environmental Health Services Department.~~ *(This mitigation measure is not applicable to the Project because a noise study has been conducted for the Project site).*

~~**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.~~ *(This mitigation measure is not applicable to the Project because Project traffic noise increases would be below the significance threshold of 5 dBA CNEL. While certain segments along Glen Helen Parkway would have a cumulative increase of more than 5 dBA CNEL, the Project's contribution to the cumulative increase would be less than 1.0 dBA CNEL along these roadway segments and would, therefore, be less than significant).*

~~**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.~~ (*This mitigation measure is not applicable because Project traffic noise increases would be below the significance threshold of 5 dBA CNEL. While certain segments along Glen Helen Parkway would have a cumulative increase of more than 5 dBA CNEL, the Project's contribution to the cumulative increase would be less than 1.0 dBA CNEL along these roadway segments and would, therefore, be less than significant. Therefore, mitigation would not be required for residences adjacent to the site.*)

Mitigation Measures of the 2020 Addendum to the Glen Helen Specific Plan EIR

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. except Sundays and Federal holidays." Construction, which will be subject to distance requirements outlined in Table 4.5-7 of the 2020 GHSP EIR Addendum, 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.

~~**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.~~

(This mitigation measure is not applicable to the Project as the Project would not include industrial facilities.)

~~**8-1** Noise barrier shall be constructed along any residential lots and school sites adjacent to the I-15 Freeway, Lytle Creek Road, Glen Helen Parkway, Sierra Avenue, and Riverside Avenue. Depending on the final lot grade elevations relative to the roadway elevations, noise barrier height of ranging between 5-8 feet would reduce the traffic noise to 65 dBA CNEL at outdoor noise sensitive uses, including residential backyards and courtyards and school playgrounds. A higher noise barrier will likely be required to mitigate I-15 Freeway noise. Overall height of noise barrier can be achieved by solid walls, earthen berms or combination of walls and earthen berms. Final noise barrier height shall be assessed when the final site and grading plans are completed. Prior to the issuance of grading permits for development projects located along I-15 Freeway, Lytle Creek Road, Glen Helen Parkway, Sierra Avenue, and Riverside Avenue, an acoustical analysis shall be prepared by a qualified acoustical consultant and submitted to, and when deemed acceptable, accepted by the County of San Bernardino Land Use Services Department. The report shall determine the need for any noise barriers or other mitigation strategies and, if required, identify noise barrier heights, locations, and configurations capable of achieving compliance with applicable County standards.~~

(This mitigation measure is not applicable to the Project as the Project would not construct any residential lots and school sites adjacent to the I-15 Freeway, Lytle Creek Road, Glen Helen Parkway, Sierra Avenue, and Riverside Avenue.)

~~**8-2** The interior noise environment of residential structures (habitable rooms) and school classrooms shall not exceed 45 dBA CNEL. Prior to the issuance of building permits for those uses, an acoustical analysis shall be prepared by a qualified consultant and submitted to, and when deemed acceptable, accepted by the County of San Bernardino Land Use Services Department for all new residential and school developments where exterior areas are projected to be 65 dBA CNEL or higher at the project's build-out, documenting that an acceptable interior noise level of 45 dB Ldn (or CNEL) or below will be achieved with the windows and doors closed and identifying any design or development measures that would be required to achieve that standard.~~

(This mitigation measure is not applicable to the Project as the Project would not construct any residential structures (habitable rooms) or school classrooms.)

~~**8-4** To the extent feasible, schools and parks shall be designed to: (1) locate and orient vehicle access points, including pick-up and dropoff areas, away from noise sensitive uses; (2) locate loading and shipping facilities away from adjacent noise sensitive uses; (3) minimize the use of outdoor speakers and amplifiers oriented toward adjacent sensitive receptors; and (4)~~

~~incorporate fences, walls, landscaping, and other noise buffers and barriers between the proposed use and other abutting noise sensitive uses.~~

(This mitigation measure is not applicable to the Project as the Project would not construct any schools or parks.)

~~**8-5** Since the upper levels of residential units located adjacent to I-15 Freeway could be exposed to noise levels in excess of City standard, design plans for residential projects adjacent to the I-15 Freeway shall either exclude balconies facing the I-15 Freeway or incorporate noise barriers in the design of those balconies, such as transparent plexiglass, which would reduce freeway noise at those balconies to 65 dBA CNEL.~~

(This mitigation measure is not applicable to the Project as the Project would not construct any residential units.)

Project Design Features

- The Project would include the use of modern construction equipment and techniques.
- The Project would include the use of modern building materials and techniques, including glass view fences; screening/insulation of noise-generating or vibrating equipment; and screening/buffering between commercial and residential development using plant material and masonry walls.

Impact NOI-1 ***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?***

Level of Significance: Less Than Significant with Mitigation Incorporated

Construction

On-Site Construction Noise

As described under **Section 4.6.4** above, over the course of a typical construction day, construction equipment would be located as close as 100 feet to the nearest sensitive receptors but would typically be located at an average distance further away due to the nature of construction where equipment is mobile throughout the site during the day. **Table 4.6-7: Estimated Noise Levels by Construction Phase** identifies the expected noise levels at the closest sensitive receptors from the center of the specific phase based on the conservatively assumed combined use of all construction equipment during each phase of construction.

Table 4.6-7: Estimated Noise Levels by Construction Phase

Construction Phase	L_{eq} dBA	
	Residences to the North	Glen Helen Park to the East
Distance in Feet	880	950
Site Preparation/Grading	63	63
Distance in Feet	400	890
Building Construction	66	59
Architectural Coating	58	51
Distance in Feet	425	730
Paving	66	61

Source: Table 11 of **Appendix G.**

In accordance with **Mitigation Measure (MM) 4.5-1** and **4.5-2**, Project construction activities would occur between the hours of 7:00 a.m. and 7:00 p.m., pursuant to the County's Municipal Code. As shown in **Table 4.6-7**, construction noise could be as high as approximately 66 dBA L_{eq} during building construction and paving at the residences north of the Project site. Therefore, Project construction activity would not exceed the significance threshold of 80 dBA L_{eq} and construction noise impacts would be less than significant. Nevertheless, **Mitigation Measure 4.5-3** from the GHSP EIR requires that construction projects adjacent to noise-sensitive land use submit a noise mitigation plan to reduce construction noise. **MM NOI-1** is recommended to reduce Project construction noise and would fulfill the requirements listed within **MM 4.5-3**. Therefore, with implementation of **MM 4.5-3** and **MM NOI-1**, impacts would be less than significant. Project construction noise would not be substantially more severe than addressed in the GHSP EIR.

Off-Site Construction Noise

Off-site construction noise would be generated by hauling trucks transporting debris from the project site. Construction of the project would generate approximately up to 352 one-way inbound and outbound haul trips per day over the duration of three years. Inbound and outbound haul trucks would travel on designated haul routes via I-15 and I-215, would not pass sensitive receptors, and would occur during daytime hours. Therefore, the noise generated by 352 daily haul trips generated by construction of the project would be negligible in comparison to the existing traffic noise on I-15 and I-215, and off-site construction noise impacts would be less than significant and off-site construction noise would not be substantially more severe than addressed in the GHSP EIR; see **Appendix G** and **Section 4.7: Transportation**, for further details.

Operation

On-Site Stationary Sources

The Project would introduce sources of operational noise to the site, including mechanical equipment (i.e., HVAC units, drive-thru speakers, and car wash equipment). Assumptions for these sources are discussed in **Section 4.6.4**, above. Noise levels from the combination of on-site Project sources are calculated at the nearest residential use to the north. As shown in **Table 4.6-8: Project Stationary Operational Noise Levels**, the combined noise level is estimated to be up to 37 L_{eq}, which would not exceed the residential nighttime threshold of 45 dBA L_{eq}. In addition, the Project would include a fire station, as required by the County, and, at times, emergency sirens would be audible at nearby sensitive receptors. Most emergency vehicle sirens are rated around 124 dB at 10 feet from the siren.[1] The nearest sensitive receptor to the proposed Fire Station driveway is 425 feet away from where the initial siren would sound. Based on standard geometric spreading of noise, at 425 feet, the siren noise would be 91.4 dB and would last approximately 10 seconds. However, noise from emergency equipment, vehicles, and devices is exempt from the noise standards of the County's municipal code per Section 83.01.080(G), *Exempt Noise*, and tends to be for very brief periods of time. Therefore, occasional emergency siren noise would be considered less than significant. Operational stationary source noise impacts would not be substantially more severe than addressed in the GHSP EIR.

[1] Fire Apparatus & Emergency Equipment. 2023. https://www.fireapparatusmagazine.com/about-us/. (accessed June 2023).

Table 4.6-8: Project Stationary Operational Noise Levels

Noise Source	Quantity	Noise Level at the Source (dBA)	Noise Level at Single-Family Residence to the North (dBA)
Distance from HVAC (feet)	-	**3**	**150**
Fire Station - HVAC	1	70	36
Distance from HVAC (feet)	-	**3**	**355**
Hotel - HVAC	1	70	29
Distance from HVAC (feet)	-	**3**	**420**
Gym - HVAC	1	70	27
Distance from HVAC (feet)		**3**	**685**
Pad 1 - HVAC	1	70	23
Distance from Drive-thru (feet)		**4**	**685**
Pad 1 – Drive Thru	1	65	20
Combined Noise Level	-	-	**37**

Notes: dBA = A-weighted sound-pressure level.
Shielding effects from buildings, terrain or other barriers are conservatively not factored into the attenuation calculations for the purposes of this analysis.
Source: Table 12 of ***Appendix G***.

Off-Site Traffic Noise

Traffic noise resulting from the operation of the proposed project would primarily affect Glen Helen Parkway, Clearwater Parkway, and I-15. Project traffic noise increases were estimated using the following formula: 10xLOG(future traffic volume/existing traffic volume) with average daily traffic (ADT) data provided by David Evans and Associates, Inc. (David Evans and Associates, Inc. 2023). Existing traffic volume estimates along the roadway study segments along with project ADT are shown in **Table 4.6-9: Existing and Background Plus Project Roadway ADT Volumes**.

Table 4.6-9: Existing and Background Plus Project Roadway ADT Volumes

Roadway	Existing ADT	Background Plus Project ADT
Glen Helen Parkway - West of I-15 Southbound Ramps	1,870	3,290
Glen Helen Parkway - Between I-15 Southbound and Northbound Ramps	5,340	10,060
Glen Helen Parkway - Between I-15 Northbound Ramps and Clearwater Parkway	8,590	18,930
Glen Helen Parkway - Between Clearwater Parkway and Project Driveway B	5,150	6,630
Glen Helen Parkway - Between Project Driveway B and Glen Helen Road	5,150	7,980
Glen Helen Parkway - Between Glen Helen Road and Cajon Boulevard	5,190	14,490
Glen Helen Parkway - Between Cajon Boulevard and I-215 Southbound Ramps	5,860	17,490
Glen Helen Parkway - Between I-215 Southbound and Northbound Ramps	4,470	10,890
Glen Helen Parkway - North of I-215 Northbound Ramps	2,460	3,460

ADT = average daily traffic
Source: Table 8 of ***Appendix G***.

The Project would generate new vehicle trips that would increase noise levels on nearby roadways. The Project would not make substantial alterations to roadway alignments or substantially change the vehicle classifications mix on local roadways. Therefore, the primary factor affecting off-site noise levels would be increased traffic volumes.

Specific Plan Amendment (SPA)

As discussed in **Section 3.0: Project Description**, changes associated with the SPA are minor, generally consisting of clarification or minor changes in allowable uses but similar in nature and intensity to those that are already permitted in the Destination Recreation zone. Therefore, the SPA changes do not represent new or substantially more severe impacts than addressed in the prior GHSP EIR.

Mitigation Measures of the 2020 Addendum to the Glen Helen Specific Plan EIR

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. except Sundays and Federal holidays." Construction, which will be subject to distance requirements outlined in Table 4.5-7 of the 2020 GHSP EIR Addendum, 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.

Additional Mitigation Measures

MM NOI-1 Construction Noise Reduction Measures

The Project applicant shall implement the following construction noise reduction measures:

- At least 10 days prior to the start of construction activities, a sign shall be posted at each construction site entrance, or other conspicuous location, that includes a 24-hour telephone number for project information, and a procedure where a construction manager will respond to and investigate noise complaints and take corrective action, if necessary, in a timely manner. The sign shall have a minimum dimension of 48 inches wide by 24 inches high with a one-inch minimum font height and shall also include contact information for Community Development Department staff. The sign shall be placed five feet above ground level.
- At least 21 days prior to the start of construction activities, all off-site businesses and residents within 500 feet of the Project site shall be notified of the planned construction activities. The notification shall include a brief description of the Project, the activities that would occur, the hours when construction would occur, and the construction period's overall duration. The notification shall

include the telephone numbers of the County's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint.

- If a construction noise complaint(s) is registered, and if County code enforcement is not available to make noise measurements, the contractor shall retain a County approved noise consultant to conduct noise measurements at the properties that registered the complaint. The noise measurements shall be conducted for a minimum of one hour. The consultant shall prepare a letter report for code enforcement summarizing the measurements, calculation data used in determining impacts, and potential measures to reduce noise levels to the maximum extent feasible
- Staging and delivery areas shall be located as far as feasible from existing residences.
- Material hauling and deliveries shall be coordinated by the construction contractor to reduce the potential of trucks waiting to unload for protracted periods of time.
- To the extent feasible, hydraulic equipment shall be used instead of pneumatic impact tools, and electric powered equipment shall be used instead of diesel-powered equipment.
- For smaller equipment (such as air compressors and small pumps), line powered (electric) equipment shall be used to the extent feasible.
- Stationary noise sources (e.g., generators and air compressors) shall be located as far from sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds, or insulation barriers, as necessary.
- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes. The construction manager shall be responsible for enforcing this.

Impact NOI-2 Generation of excessive groundborne vibration or groundborne noise levels?

Level of Significance: Less Than Significant

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted to construct the Project. Based on FTA recommendations, limiting vibration levels to below 0.2 in/sec PPV at residential structures would prevent architectural damage regardless of building construction type. The greatest anticipated source of vibration during Project construction activities would be from a vibratory roller, which may be used within 125 feet of residential structures to the north. A roller would create approximately 0.019 in/sec PPV at a distance of 125 feet. This would be lower than the 0.2 in/sec PPV threshold. Therefore, temporary vibration impacts associated with the roller (and other potential equipment) would be less than significant.

The Project does not include substantial vibration sources associated with operation. Therefore, operational vibration impacts would be less than significant.

Specific Plan Amendment (SPA)

As discussed in **Section 3.0: Project Description**, changes associated with the SPA are minor, generally consisting of clarification or minor changes in allowable uses but similar in nature and intensity to those that are already permitted in the Destination Recreation zone. Therefore, the SPA changes do not represent new or substantially more severe impacts than addressed in the prior GHSP EIR.

Mitigation Measures

No mitigation is required.

Impact NOI-3 ***For or a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

Level of Significance: No Impact

The Project site is not located within an airport land use plan or within two miles of a public or private airport. The closest airport is the San Bernardino International Airport, which is approximately 12 miles southeast of the Project site. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels related to airstrip/airport operation. No impact would occur.

Specific Plan Amendment (SPA)

As discussed in **Section 3.0: Project Description**, changes associated with the SPA are minor, generally consisting of clarification or minor changes in allowable uses but similar in nature and intensity to those that are already permitted in the Destination Recreation zone. Therefore, the SPA changes do not represent new or substantially more severe impacts than addressed in the prior GHSP EIR.

Mitigation Measures

No mitigation is required.

4.6.6 Cumulative Impacts

According to the Countywide Plan, cumulative noise impacts resulted in a cumulatively considerable impact. The Countywide Plan addresses cumulative impacts with regard to operational and construction noise as well as groundborne noise and vibration. Construction activities may occur simultaneously and in close proximity to noise-sensitive receptors, resulting in significant impacts. Since details of individual development projects in the Countywide Plan area are currently unknown, it cannot be determined whether Mitigation Measure N-1 listed within the Countywide Plan EIR, would reduce potentially significant impacts to less than significant. The Countywide Plan would therefore contribute to cumulatively considerable construction-related noise, and the cumulative impact would be significant and unavoidable. Additionally, to specifically estimate the Countywide Plan's contribution to traffic noise,

existing noise levels were compared to those projected with completion of the Countywide Plan. The Countywide Plan's contribution to increases in ambient noise levels results in a significant impact.

Countywide Plan Mitigation Measure N-1

N-1 Prior to issuance of demolition, grading and/or building permits on sites adjacent to sensitive receptors, a note shall be provided on construction plans indicating that during grading, demolition, and construction, the project applicant shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:

- During the entire permitted activity, equipment and trucks used for the project shall utilize the best available noise control techniques (e.g., improved mufflers, intake silencers, ducts, engine enclosures, and acoustical attenuation), wherever feasible.
- Require impact tools (e.g., jackhammers and hoe rams) that are hydraulically or electrically powered whenever feasible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools. Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.
- Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.
- Prior to the start of construction activities, a sign shall be posted at the job site, clearly visible to the public, that includes permitted construction days and hours, as well as contact information for the County Building Inspection Supervisor and contractor's authorized representative. If the authorized contractor's representative receives a noise or vibration complaint, he/she shall investigate, take appropriate corrective action, and report the action to the County.
- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.
- During the entire active construction period, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall be responsible for adjusting alarms based on the background noise level, or to utilize human spotters when feasible and in compliance with all safety requirements and laws.
- Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the County noise standards and when the anticipated construction duration is greater than is typical (e.g., two years or greater).

As identified within the GHSP EIR, the cumulative projects within the GHSP area are located sufficiently far such that construction or other stationary sources of on-site noise would not be additive. However, the traffic from the cumulative projects, as well as ambient growth, would be forced onto the same roadways and would be additive with project-generated mobile noise sources. A cumulative traffic-generated noise analysis was thus prepared for the GHSP EIR, to examine this potential impact. The GHSP EIR traffic-generated noise analysis examines the noise associated with year 2020 "without and with Project" traffic volumes with respect to the existing traffic volumes. For the purposes of the analysis, an impact is considered as being cumulatively significant if the cumulative total increase meets the criterion

for significance (i.e., an increase of 5 dBA) and the Project adds measurably (i.e., 1 dBA) to this cumulative total (see Table 4.5-11 of the GHSP EIR).

Cumulative and Cumulative with Project traffic volumes were obtained from David Evans and Associates, Inc. and are shown in **Table 4.6-10: Cumulative and Cumulative With Project Roadway ADT Volumes**.

Table 4.6-10: Cumulative and Cumulative With Project Roadway ADT Volumes

Roadway	Cumulative ADT	Cumulative Plus Project ADT
Glen Helen Parkway - West of I-15 Southbound Ramps	2,420	3,430
Glen Helen Parkway - Between I-15 Southbound and Northbound Ramps	8,280	11,580
Glen Helen Parkway - Between I-15 Northbound Ramps and Clearwater Parkway	13,420	20,970
Glen Helen Parkway - Between Clearwater Parkway and Project Driveway B	9,500	10,170
Glen Helen Parkway - Between Project Driveway B and Glen Helen Road	9,240	11,250
Glen Helen Parkway - Between Glen Helen Road and Cajon Boulevard	15,640	17,650
Glen Helen Parkway - Between Cajon Boulevard and I-215 Southbound Ramps	17,860	19,200
Glen Helen Parkway - Between I-215 Southbound and Northbound Ramps	11,650	12,670
Glen Helen Parkway - North of I-215 Northbound Ramps	3,910	4,580

ADT = average daily traffic
Source: Table 9 of ***Appendix G***.

Table 4.6-11: Summary of Project and Cumulative Traffic Noise Increases, summarizes the estimated Project and cumulative traffic noise increases based on ADT traffic volume provided by David Evans and Associates, Inc. For the Project to generate a cumulative noise impact it would need to meet two requirements: (1) result in a cumulative noise increase of 5 dBA CNEL or greater and (2) the Project's contribution to the cumulative increase needs to be 1 dBA CNEL or greater. While the segments along Glen Helen Parkway between Glen Helen Road and Cajon Boulevard, and Cajon Boulevard and I-215 southbound ramps would have a cumulative increase of more than 5 dBA CNEL, the Project's contribution to the cumulative increase does not exceed 1 dBA CNEL. In addition, the two Glen Helen Parkway roadway segments where the Project's cumulative contribution does exceed 1 dBA CNEL, west of the I-15 southbound ramps and between the I-15 northbound ramps and Clearwater Parkway, the cumulative increase does not exceed the 5 dBA CNEL threshold. These roadway segments do not meet both requirements for a cumulative impact and therefore would result in a less than significant impact. Operational traffic noise impacts would not be substantially more severe than addressed in the GHSP EIR.

Table 4.6-11: Summary of Project and Cumulative Traffic Noise Increases

Roadway	Roadway Segment Volumes (ADT)				dBA (CNEL)		
	Existing	Background + Project	Cumulative	Cumulative + Project	Project Noise Increase	Cumulative Increase	Project Cumulative Contribution
Glen Helen Parkway - West of I-15 Southbound Ramps	1,870	3,290	2,420	3,430	2.5	2.6	1.5
Glen Helen Parkway - Between I-15 Northbound Ramps and Clearwater Parkway	8,590	18,930	13,420	20,970	3.4	3.9	1.9
Glen Helen Parkway - Between Clearwater Parkway and Project Driveway B	5,150	6,630	9,500	10,170	1.1	3.0	0.3
Glen Helen Parkway - Between Project Driveway B and Glen Helen Road	5,150	7,980	9,240	11,250	1.9	3.4	0.9
Glen Helen Parkway - Between Glen Helen Road and Cajon Boulevard	5,190	14,490	15,640	17,650	4.5	5.3	0.5
Glen Helen Parkway - Between Cajon Boulevard and I-215 Southbound Ramps	5,860	17,490	17,860	19,200	4.7	5.2	0.3
Glen Helen Parkway - North of I-215 Northbound Ramps	2,460	3,460	3,910	4,580	1.5	2.7	0.7

ADT = Average Daily Traffic
CNEL = Community Noise Equivalent Level
Source: Table 13 of ***Appendix G.***

4.6.7 Significant Unavoidable Impacts

The GHSP EIR found that with the implementation of mitigation measures, project related noise impacts will be reduced to a level that is less than significant. No significant and unavoidable impacts were identified.

The GHSP EIR Addendum (2020) found that no new significant adverse impacts are identified or anticipated, and no new mitigation measures are required as a result of the proposed GHSP Amendment.

No new significant and unavoidable impacts concerning noise have been identified for this Project.

4.6.8 References

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4.7

Transportation

4.7 TRANSPORTATION

4.7.1 Introduction

The purpose of this section is to describe the potential transportation impacts that may result from construction and operation of The Oasis at Glen Helen Parkway (Project). The following discussion addresses the existing transportation conditions in the Project area, identifies applicable regulations, evaluates the Project's consistency with applicable goals and policies, identifies and analyzes potential environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project. The information and analysis herein rely on the following investigations and collectively document the traffic and circulation conditions of the Project site found in **Appendix H** of this Subsequent EIR:

- David Evans and Associates Inc. (2023). *General Plan Level of Service Conformance Analysis and Vehicle Miles Traveled (VMT) Screening Assessment*.

Scope of the Transportation Evaluation and CEQA Requirements

In 2018, the California state legislature, in approving Senate Bill (SB) 743, directed the Office of Planning and Research (OPR) to develop guidelines for assessing transportation impacts based on vehicle miles traveled, or VMT. In response to SB 743, CEQA and its implementing guidelines (CEQA Guidelines) were significantly amended regarding the methods by which lead agencies are to evaluate a project's transportation impacts. As described in CEQA Guidelines Section 15064.3(a):

> *Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact.*

As of July 1, 2020, all lead agencies, including the County, were required to implement the new SB 743 CEQA mandates and to analyze a project's transportation impacts using VMT. The "level of service" or "LOS" methodology can no longer be used under CEQA. In fact, a December 2019 Court of Appeal decision (Citizens for Positive Growth & Preservation v. City of Sacramento (2019) 43 Cal.App.5th 609), ruled that automobile delay (as measured solely by roadway capacity or traffic congestion using the traditional LOS methodology) cannot constitute a significant environmental impact under CEQA. Moreover, this decision applied to an EIR that was certified in 2015. With this decision, the courts were clear: congestion-based LOS analysis is no longer the recognized standard of review (except for informational and disclosure purposes), and lead agencies need to now adopt new thresholds and evaluate changes in VMT as caused by a project. Over the past year, lead agencies preparing CEQA documents have been in a transitional period as they begin to implement the new VMT analysis requirements.

The reason for these changes, in short, is to acknowledge that traditional operational or engineering solutions to traffic congestion that focus on accommodating the automobile – such as roadway widening – lead to unintended consequences. Inefficient land use, more VMT, exacerbated air pollutant and

greenhouse gas (GHG) emissions and secondary effects of constructing roadway projects are part of the rationale behind SB 743. The State has therefore taken a bold step to pivot away from automobile-centered land planning, and to promote planning decisions and other trip reduction measures intended to reduce reliance on individual automobile trips in the course of daily living.

Understanding how the local roadway network functions from an engineering standpoint is still critical to local land use agencies to monitor traffic flow, identify safety issues, establish fees and manage congestion. However, for the purposes of evaluating environmental impacts under CEQA, the new regulations have removed congestion from the range of required subjects analyzed within CEQA documents. Similarly, and for different reasons, parking requirements were removed from the CEQA Guidelines several years ago.

Although this section of the SEIR contains a VMT analysis and has been prepared based on these new requirements, additional information regarding the Project's trip generation and predicted trip distribution on the roadway network is provided as well. However, this analysis is provided for informational purposes only, as additional delay – to an intersection or roadway segment – can no longer be considered a significant impact under CEQA.

4.7.2 Environmental Setting

Existing Transportation System

Existing Roadway System

The Project site is mostly undeveloped with an existing abandoned structure on the northern portion of the Project site. There are no access point available along Glen Helen Parkway other than a small driveway to access the existing abandoned structure on the northern portion of the Project site. The Project fronts Glen Helen Parkway on the eastern and southern boundaries of the Project site. The following roadways provide regional and local access to the Project site:

Interstate 15 (I-15) is a major Interstate Highway in the western United States, running through southern California. I-15 begins near the Mexican border in San Diego County and stretches north to Canada, passing through many western U.S. states. I-15 is a significant trucking corridor and served as a key long-haul route for North American commerce. Near the Project site, I-15 is eight lanes wide (four in each direction) and its nearest interchange to the Project site is the I-15 / Glen Helen Parkway interchange.

Interstate 215 (I-215) is a north–south auxiliary Interstate Highway in the San Bernardino–Riverside urban area. I-215 also serves as a bypass auxiliary route of I-15, running from the City of Murrieta to the northern portion of the City of San Bernardino. I-215 junctions with I-15 about 1.5 miles north of the Project site. This freeway provides regional access to the Project site via the I-215 / Devore Road interchange.

Glen Helen Parkway is a county road classified as a major highway on the San Bernardino County General Plan Circulation map. Glen Helen Parkway begins at Lytle Creek Road south of the Project site and meanders through the foothills forming the base of the adjacent mountain range and ends at its intersection with Cajon Boulevard. From there it continues as Devore Road. Glen Helen Parkway is a four-

lane divided roadway (with a center lane for turning at intersections) and has a posted speed limit of 45 miles per hour (mph). This road would provide direct access to the Project site via two driveways.

Clearwater Parkway is a county road classified as a major highway in the Countywide Plan. It connects the Rosena Ranch residential community to Glen Helen Parkway at an intersection that the Project proposes to use as its primary access driveway. Clearwater Parkway is a four-lane divided roadway with a raised landscaped median with breaks for striped left turn lanes at intersections and a posted speed limit of 35 mph.

Devore Road is a county road classified as a secondary highway. It extends from the Glen Helen Parkway / Cajon Boulevard intersection crossing I-215 (with interchange ramps north and south) northward into the hillside residential community of Devore. Devore Road is a two-lane divided roadway with a center turn lane. This width is restricted by the three-lane cross section of the Devore Road overcrossing of I-215. However, the west side of the overcrossing has been widened enough for an additional southbound lane, but the widened portion is incomplete, and a barrier has been installed about 14-feet from the bridge's west parapet.

Existing Transit and Rail Service

Omnitrans provides public transit services within the County of San Bernardino. There are no existing or planned public transit routes or stops adjacent to the Project site. The closest Omnitrans Transit System routes are Route 2 along Kendall Drive in the Verdemont Neighborhood and Route 22 in the northern portion of the City of Rialto. As the Project develops, the Transit System may assess the potential demand for these facilities in the area and may establish new or extended routes in the area. Although there is no planned OmniTrans service to the Project site.

Metrolink is a commuter rail system serving the southern California region including Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, as well as an existing route to the City of Oceanside in San Diego County. There are no existing Metrolink rail lines or stops adjacent to the Project site. The nearest Metrolink station is located approximately 7.65 miles to the southwest in the City of Fontana. As noted in **Section 3.0: Project Description**, there are existing privately owned main rail lines that traverse the Cajon Pass to the north of the Project site. These private main rail lines are owned and operated by Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF). These private rail lines owned and operated by UPRR and BNSF are utilized for freight and cargo, and not passenger service.

Existing Pedestrian and Bicycle Facilities

There are no existing pedestrian or bicycle facilities adjacent to the Project site. According to the Countywide Plan for the County of San Bernardino, there are no bicycle facilities planned adjacent to the Project site, however there is a planned route north of the Project site along Historic Route 66.

4.7.3 Regulatory Setting

Federal

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 prohibits discrimination toward people with disabilities and guarantees that they have equal opportunities as the rest of society to become employed, purchase goods and services, and participate in government programs and services. The ADA includes requirements pertaining to transportation infrastructure. The Department of Justice's revised regulations for Titles II and III of the ADA, known as the 2010 ADA Standards for Accessible Designs, set minimum requirements for newly designed and constructed or altered state and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities. These standards apply to accessible walking routes, curb ramps, and other facilities.

Manual on Uniform Traffic Control Devices

The Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) is contained in the Code of Federal Regulations (CFR, Title 23, Part 655, Subpart F). The FHWA requires that the most recent MUTCD be adopted by individual states as their legal state standard for traffic-control devices within two years of any update. The MUTCD identifies the standards that should be used to install and maintain traffic-control devices on all public streets, highways, bikeways, and private roads that are open to public traffic. The County of San Bernardino (County) uses the California MUTCD (CA-MUTCD) for determining the necessary traffic-control devices (e.g., signs, barricades, gates, warning signs, object markers, guide signs, pavement and curb markings, traffic-control signs, pedestrian control signs, in-roadway lights, and flagger control) on public streets, highways, bikeways, and school areas in the County, including temporary traffic-control devices in and near construction work areas.

Surface Transportation Assistance Act Routes (Federal Designation)

The Surface Transportation Assistance Act (STAA) of 1982 allows large trucks, referred to as STAA trucks that comply with maximum length and width requirements, to operate on routes that are part of the National Network. The National Network includes the Interstate Highway System and other designated highways that were a part of the Federal-Aid Primary System on June 1, 1991; states are encouraged, however, to allow access for STAA trucks on all highways.

State

California Transportation Development Act

The Mills-Alquist-Deddeh Act (Senate Bill [SB] 325) (also known as the Transportation Development Act [TDA]) was enacted in 1971 to improve public transportation services and encourage regional transportation coordination. This law provides funding to be allocated to transit- and non-transit-related purposes that comply with regional transportation plans. The TDA provides two funding sources: 1) the Local Transportation Fund, which is derived from a ¼ cent of the general sales tax collected statewide, and 2) the State Transit Assistance fund, which is derived from the statewide sales tax on diesel fuel.

California Department of Transportation

The California Department of Transportation (Caltrans) oversees the state's highway system. Caltrans is the public agency responsible for designing, building, operating, and maintaining the state's highway system, which consists of freeways, highways, expressways, toll roads, and the area between the roadways and property lines. Caltrans is also responsible for permitting and regulating the use of state roadways. Caltrans' construction practices require temporary traffic control planning during activities that interfere with the normal function of a roadway.

Sustainable Communities Strategies: Senate Bill 375 – Climate Protection Act of 2008

SB 375 focuses on coordinating land use and transportation planning to reduce greenhouse gas (GHG) emissions to help California meet its GHG reduction goals established in Assembly Bill (AB) 32. SB 375 also includes provisions for streamlined California Environmental Quality Act (CEQA) review for some infill projects, such as Transit-Oriented Developments (TODs). SB 375 requires that Regional Transportation Plans (RTP) developed by Metropolitan Planning Organizations (MPOs) incorporate a "sustainable communities strategy" (SCS) that would achieve GHG emission reduction targets set by the California Air Resources Board (CARB). The Southern California Association of Governments (SCAG) is the MPO for the County and five other counties (Imperial, Los Angeles, Orange, Riverside, and Ventura counties). SCAG's Federal Transportation Improvement Program (FTIP) is a listing of multi-modal transportation projects proposed over a six-year period for the SCAG region. The FTIP projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, active transportation, signal synchronization, intersection improvements, freeway ramps, etc. The FTIP is prepared to implement projects and programs listed in the RTP/SCS and is developed in compliance with state and federal requirements. The San Bernardino County Transportation Commission has the responsibility under state law of proposing their county program, using current RTP/SCS policies, programs, and projects as a guide, from among submittals by cities and local agencies. The locally prioritized lists of projects are forwarded to SCAG for review. From their lists, SCAG develops the FTIP based on consistency with the current RTP/SCS, inter-county connectivity, financial constraint, and conformity determination.

California Complete Streets Act of 2008

The California Complete Streets Act requires that the circulation elements of local general plans accommodate a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways in manners that are suitable to applicable rural, suburban, or urban contexts. Users are defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and riders of public transportation.

Senate Bill 743 – Update to the CEQA Guidelines for Transportation Impacts

In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of SB 743 modifications. The changes to the Guidelines were approved by the Office of Administrative Law and are now in effect. The updated guidelines shift traffic analysis from delay and operations to vehicle miles traveled (VMT) when evaluating transportation impacts under CEQA. This change in methodology is a result of SB 743, which was signed into law in September 2013. SB 743 created a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743

required the Governor's Office of Planning and Research (OPR) to amend the CEQA guidelines to provide a mandatory alternative to level of service (LOS) for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.

Measurements of transportation impacts may include VMT, VMT per capita, automobile trip generation rates, or automobile trips generated. According to SB 743, projects should aim to reduce VMT and mitigate potential VMT impacts through the implementation of transportation demand management (TDM) strategies. By July 1, 2020, all CEQA lead agencies must analyze a project's transportation impacts using VMT. Specific to SB 743, Section 15064.3(c) states, "The provisions of the section shall apply prospectively as described in Section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide." In order to implement these new CEQA guidelines, each lead agency needed to identify their preferred VMT metric; VMT methodology; VMT impact significance threshold; and VMT mitigation scenarios. However, Section 15007(d) also states, "Public agencies shall have complied with new requirements in amendments to the Guidelines beginning with the earlier of the following dates: (1) The effective date of the agency's (County's) procedures amended to conform to the new Guideline amendments; or (2) The 120th day after the effective date of the Guideline amendments giving the County a grace period of 120 days following the July 1st date for the County to implement the new VMT CEQA guidelines."

In developing the new CEQA guidelines, the OPR prepared a Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory). The final version of the Technical Advisory is dated December 2018 and provides guidance for local jurisdictions in developing methodologies and thresholds for evaluating VMT.

The County has adopted VMT thresholds of significance for determining the significance of transportation impacts consistent with County of San Bernardino Transportation Impact Study Guidelines (updated July 2019). Although the County still requires LOS analysis, in addition to a VMT assessment and in connection with the Countywide General Plan, LOS is no longer a metric for evaluating transportation impacts under CEQA, except for roadway capacity projects. (PRC Section 21099(b)(2); CEQA Guidelines Section 15064.3(b)(2)).

California Manual on Uniform Traffic Control Devices

On November 2014, Caltrans replaced the Caltrans Traffic Manual with the 2014 CA-MUTCD. Part 6 of the 2014 CA-MUTCD covers temporary traffic controls. The CA-MUTCD covers every aspect of temporary traffic control on state and county highways including taper, diversions and detours, hand signaling controls, barricades, lighting devices, and sign placements.

California Department of Transportation State Transportation Improvement Program

The Caltrans State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System that is funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of

odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Plan and regional agencies prepare Regional Transportation Improvement Plans. Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years).

California Transportation Commission

The CTC administers the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. The CTC's programming includes the STIP, a multiyear capital improvement program of transportation projects on and off the state highway system, funded with revenues from the State Highway Account and other funding sources. Caltrans manages the operation of state highways.

Regional

Regional Transportation Plan/Sustainable Communities Strategy

As the MPO for the region's six counties and 191 cities, the Regional Council of SCAG is mandated by law to develop a long-term regional transportation and sustainability plan every four years. On September 3, 2020, SCAG's Regional Council approved and fully adopted Connect SoCal (2020–2045 RTP/SCS). Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal identifies goals that fall into four categories: economy, mobility, environment, and healthy/complete communities.[1]

Local

The Countywide Plan

The following goals and policies from The Countywide Plan's Transportation and Mobility Element are relevant to the Project:

Goal TM-1 **Roadway capacity. Unincorporated areas served by roads with the capacity that is adequate for residents, businesses, tourists, and emergency services.**

Policy TM-1.1 **Roadway level of service (LOS).** We require our roadways to be built to achieve the following minimum level of service standards during peak commute periods (typically 7:00-9:00 AM and 4:00-6:00 PM on a weekday):

- LOS D in the Valley Region
- LOS D in the Mountain Region
- LOS C in the North and East Desert Regions

[1] Southern California Association of Governments. 2020. *The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*. https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020 (accessed May 2023).

Policy TM-1.4 **Unpaved roads.** The County does not accept new unpaved roads into the County Maintained Road System, and we require all-weather treatment for all new unpaved roads.

Policy TM-1.6 **Paved roads.** For any new development for which paved roads are required, we require the developer to construct the roads and we require the establishment of a special funding and financing mechanism to pay for roadway operation, maintenance, and set-aside reserves.

Policy TM-1.7 **Fair share contributions.** We require new development to pay its fair share contribution toward off-site transportation improvements.

Goal TM-2 **Road design standards. Roads designed and built to standards in the unincorporated areas that reflect the rural, suburban, and urban context as well as the regional (valley, mountain, and desert) context.**

Policy TM-2.2 **Roadway improvements.** We require roadway improvements that reinforce the character of the area, such as curbs and gutters, sidewalks, landscaping, street lighting, and pedestrian and bicycle facilities. We require fewer improvements in rural areas and more improvements in urbanized areas, consistent with the Development Code. Additional standards may be required in municipal spheres of influence.

Policy TM-2.3 **Concurrent improvements.** We require new development to mitigate project transportation impacts no later than prior to occupancy of the development to ensure transportation improvements are delivered concurrent with future development.

Policy TM-2.6 **Access control.** We promote shared/central access points for direct access to roads in unincorporated areas to minimize vehicle conflict points and improve safety, especially access points for commercial uses on adjacent properties.

Goal TM-3 **Vehicle miles traveled. A pattern of development and transportation system that minimizes vehicle miles traveled.**

Policy TM-3.1 **VMT reduction.** We promote new development that will reduce household and employment VMT relative to existing conditions.

Policy TM-3.2 **Trip reduction strategies.** We support the implementation of transportation demand management techniques, mixed use strategies, and the placement of development in proximity to job and activity centers to reduce the number and length of vehicular trips.

Goal TM-4 **Complete streets, transit, and active transportation. On- and off-street improvements that provide functional alternatives to private car usage and promote active transportation in mobility focus areas**

Policy TM-4.10 **Shared parking.** We support the use of shared parking facilities that provide safe and convenient pedestrian connectivity between adjacent uses.

Policy TM-4.11 **Parking areas.** We require publicly accessible parking areas to ensure that pedestrians and bicyclists can safely access the site and onsite businesses from the public right-of-way.

San Bernardino Countywide Transportation Plan

The San Bernardino County Transportation Authority (SBCTA), formerly known as the San Bernardino Associated Governments (SANBAG), developed the County's Countywide Transportation Plan (CTP), which was released in September 2015. The plan has a horizon year of 2040 and serves as the County's input into the SCAG's RTP/SCS. The purpose of the CTP is to lay out a strategy for long-term investment in and management of the County's transportation system. Key issues addressed by the CTP include transportation funding, congestion relief, economic competitiveness, system preservation and operations, transit system interconnectivity, air quality, sustainability, and GHG emission reductions. The CTP analyzes a Year 2040 baseline scenario with traditional revenue sources and an aggressive scenario that assumes added revenue sources defined in SCAG's RTP/SCS. The CTP has developed a set of strategies to address issues such as air quality, goods movement, sustainability, and active transportation.

San Bernardino County Non-Motorized Transportation Plan

SANBAG developed the San Bernardino County Non-Motorized Transportation Plan in March 2011, with the most recent update in June 2018. The goal of the plan is to develop an integrated plan and identify sources of funds to implement that plan to promote increased bicycle and pedestrian access, increased travel by cycling and walking, routine accommodation in transportation and land use planning, and improved bicycle and pedestrian safety. The plan lays out design guidelines, bikeway and pedestrian system recommendations, implementation strategies and priorities, and funding opportunities. It points out that local jurisdictions are ultimately responsible for implementing projects included in the plan. SBCTA serves in an advisory role, including identifying projects on the regional network, providing advisory support for project development, supporting local education and safety efforts, encouraging the incorporation of nonmotorized facilities into general and specific plans, working to identify grant opportunities, etc.

San Bernardino County Congestion Management Plan

The SBCTA is San Bernardino's Congestion Management Agency (CMA). SBCTA prepares, monitors, and periodically updates the County Congestion Management Program (CMP) to meet federal Congestion Management Process requirement and the County's Measure I Program. The San Bernardino County CMP defines a network of state highways and arterials; LOS standards and related procedures; the process for mitigation of impacts of new development on the transportations system; and technical justification for the approach.

Measure I Strategic Plan

Measure I authorizes a half-cent sales tax in the County until March 2040 for use exclusively on transportation improvement and traffic management programs. County voters first approved the measure in 1989 and in 2004 overwhelmingly approved the extension through 2040. Measure I includes language mandating development to pay its fair share for transportation improvements in the County. The Measure I Strategic Plan is the official guide for the allocation and administration of the combination of local transportation sales tax, state and federal transportation revenues, and private fair-share contributions to regional transportation facilities to fund the Measure I 2010–2040 transportation programs. The Strategic Plan identifies funding categories and allocations and planned transportation

improvement projects in the County for freeways, major and local arterials, bus and rail transit, and traffic management systems. The County has adopted a development impact fee (DIF) program that is consistent with Measure I requirements.

4.7.4 Impact Thresholds and Significance Criteria

Appendix G of the State CEQA Guidelines contains the Environmental Checklist Form, which includes questions related to transportation. The issues presented in the Environmental Checklist Form have been utilized as Thresholds of Significance in this section. Accordingly, a project may create a significant environmental impact if one or more of the following occurs:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
- Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria, as the basis for determining the level of impacts related to transportation. In addition, this analysis considers existing regulations, laws and standards that serve to avoid or reduce potential environmental impacts. Where potentially significant impacts remain, feasible mitigation measures are recommended to avoid or lessen the Project's potentially significant adverse impacts. It is important to note that due to SB 743, LOS is no longer a basis for the determination of significance of transportation impacts under CEQA, as such, any discussion in this Subsequent EIR regarding LOS are provided for information purposes only.

CEQA Guidelines Section 15064.3(b), Determining the Significance of Transportation Impacts, provides the following guidance on how VMT from various types of projects can be evaluated:

b) Criteria for Analyzing Transportation Impacts.

1. **Land Use Projects.** VMT exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease VMT in the project area compared to existing conditions should be considered to have a less than significant transportation impact.
2. **Transportation Projects.** Transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have

already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in Section 15152.

3. **Qualitative Analysis.** If existing models or methods are not available to estimate the VMT for the particular project being considered, a lead agency may analyze a Project's VMT qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

4. **Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's VMT and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate VMT and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

The screening analysis for VMT for the Project was completed in April 2023 by David Evans and Associates Inc. and is included as **Appendix H** of this EIR. The analysis below utilizes the VMT significance criteria to determine the Project's potential impacts related to VMT and if mitigation is needed to reduce impacts to less than significant levels, refer to **Section 4.7.2** above. As a reminder, due to SB 743, LOS is no longer used as a basis for the determination of significance of transportation impacts under CEQA, nevertheless, an LOS analysis was completed and is available for informational purposes only in **Appendix H**.

4.7.5 Impacts and Mitigation Measures

Summary of Environmental Analysis in the Glen Helen Specific Plan EIR

At the time of the certification of the GHSP EIR, SB 743 was not in force. As such, LOS was used as the basis for determination of significance of transportation impacts. At the time of the 2005 GHSP EIR, VMT was used as a tool to determine air quality impacts and emissions from transportation uses. The 2000 GHSP EIR identified that the specific plan would generate 98,335 daily trips for a total of 1,087,755 vehicle miles per day and utilized a VMT value from the then current SCAQMD Handbook that set the average trip length at 13.6 miles per trip. At the time VMT was not used for the consideration of transportation impacts and as such, no conclusion of transportation impacts were drawn from this information. While not relevant under CEQA, LOS impacts are relevant to the County's goals and policies in the Countywide Plan as identified in the Transportation and Mobility Element. The GHSP EIR determined that the implementation of the GHSP would have a net decrease in the number of trips compared to the then assumed land uses for the Specific Plan area. Generally, all roadway sections, except I-15, which would operate at a higher (better) LOS than what was assumed in the General Plan, at the time. I-15 would maintain its operation of LOS F and as such, was determined to be a significant impact. To mitigate impacts related to this significant impact to I-15, the GHSP EIR identified four mitigation measures that would be implemented, detailed below. After application of mitigation, I-15 would continue to operate at LOF F and was considered a significant unavoidable impact. Again, as previously mentioned, due to SB 743, LOS is no longer used as a basis of determination for the significance of transportation impacts under CEQA.

Below are mitigation measures of the original GHSP EIR and mitigation measures that were added or amended in the 2020 Addendum to the GHSP EIR. Mitigation measures not applicable to the Project have been formatted with strikethrough (~~example~~). The determination of applicability is provided after each removed mitigation measure and are italicized and provided in parenthetical notes. The remaining mitigation measures are applicable to the Project and consist of **MM 6-1**, **MM 6-2**, and **MM 6-3** as provided in the 2020 Addendum to the GHSP EIR.

Mitigation Measures of the Glen Helen Specific Plan EIR

The GHSP EIR (SCH# 2000011093), as amended in December 2020 (2020 GHSP EIR Addendum), included mitigation measures to reduce impacts to less than significant. These mitigation measures have been modified to reflect current conditions at the time of the GHSP Addendums. Mitigation measures listed below are relevant to the Project only and modified where appropriate to reflect the Project and current conditions.

~~**4.4-1** The existing Glen Helen Parkway alignment between Lytle Creek and Cajon Boulevard should be improved if the proposed Bennett Road crossing is not implemented. The recommended improvements include the following:~~

- ~~Improved crossing at Cajon Wash~~
- ~~Grade separation over railroad tracks~~
- ~~Widening of Glen Helen Parkway to 4 (four) lanes~~

~~The specific timing and financing mechanism for such improvements shall be determined by the County in conjunction with future projects and development applicants.~~

(This mitigation measure is not applicable to the Project as Glen Helen Parkway is 4 [four] lanes in its existing state and does not front the Cajon Wash or railroad tracks.)

~~**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 design, timing and financing mechanism shall be determined by the County in conjunction with future projects and development applications.~~

(This mitigation measure is not applicable to the Project as the Project would not impact the Sycamore Flats area such that services would need to be extended.)

4.4-3 Specific projects and development applications within the Glen Helen Specific Plan area shall include traffic studies that focus on impacts to the local circulation system, access requirements and the effects of pass-by traffic on local intersections, as that traffic exits and enters the freeways. The mechanisms for mitigating the impacts of such projects on local circulation shall be identified in such studies, along with responsibility for their implementation.

4.4-4 *(This mitigation measure was superseded and revised by the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below.)*

Mitigation Measures of the 2020 Addendum to the Glen Helen Specific Plan EIR

~~**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.~~

(This mitigation measure is not applicable to the Project as the Project is designated as Destination Recreation [DR] and not C/TS or C/DE.)

6-1 As a condition to the issuance of final grading permits, the Applicant shall be responsible for the repair of any damage to roads resulting from the delivery of heavy equipment and building materials and the import and export of soil and other materials to and from the project site. Any resulting roadway repairs shall be to the satisfaction of the City, if within the City, or the County, if located in an unincorporated County area.

6-2 Traffic Control Plan. If required by the County of San Bernardino Land Use Services Department, prior to the issuance of the final grading plan for new major development projects, defined herein as 50 or more new dwelling units and/or 50,000 or greater square feet of new non-residential use, the Applicant shall submit and, when deemed acceptable, the Land Use Services Department shall approve a traffic control plan (TCP), consistent with Caltrans' "Manual of Traffic Controls for Construction and Maintenance Work Zones," or such alternative as may be deemed acceptable by the Land Use Services Department, describing the Applicant's efforts to maintain vehicular and non-vehicular access throughout the construction period. If temporary access restrictions are proposed or deemed to be required by the Applicant, the plan shall delineate the period and likely frequency of such restrictions and describe emergency access and safety measures that will be implemented during those closures and/or restrictions.

6-3 Construction Traffic Safety Plan. If required by the County of San Bernardino Land Use Services Department, prior to the issuance of the final grading permit for new major development projects, the Applicant shall submit and, when deemed acceptable, the County shall approve a construction traffic mitigation plan (CTMP). The CTMP shall identify the travel and haul routes through residential neighborhoods, if any, to be used by construction vehicles; the points of ingress and egress of construction vehicles; temporary street or lane closures, temporary signage, and temporary striping; the location of materials and equipment staging areas; maintenance plans to remove spilled debris from neighborhood road surfaces; and the hours during which large construction equipment may be brought onto and off the project site. The CTMP shall provide for the scheduling of construction and maintenance-related traffic so that it does not unduly create any safety hazards to children, to pedestrians, and to other parties.

Project Design Features

The following project design features are relevant to this resource area:

- The Project site is in close proximity to local and regional access routes, reducing the travel time on local streets during construction and operations.

- The Looped roadway system within the Project site connects all internal land use areas and provides connections to external roadway network.
- The Project is a retail and commercial development providing employment, recreation, and grocery opportunities to local communities and to the Glen Helen Specific Plan, reducing vehicle miles traveled for residents in the vicinity.

Impact TRANS-1: Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Level of Significance: Less than Significant with Mitigation Incorporated

Construction and Operation

The Project would be consistent with SB 375 by complying with SCAG's Connect SoCal and SBCTA's CMP. The Project's consistency with SCAG's 2020-2045 RTP/SCS goals is discussed in **Table 4.7-2: Consistency with the SCAG 2020-2045 RTP/SCS** below. The Project would also be consistent with SCBTA's CMP goals which include, but not limited to, adhering to the CMP by maintaining and enhancing the performance of Project area's roadway segments and intersections by implementing the recommendations identified in the analysis in **Appendix H** and by providing for adequate funding of mitigations through payment of development impact fees. These recommended improvements are detailed briefly below.

The Project would comply with the Complete Streets Act of 2008 by being consistent with the Countywide Plan. The Complete Streets Act of 2008 requires General Plans to accommodate a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways in manners that are suitable to applicable rural, suburban, or urban contexts. Specifically, the Project would construct internal roadways which would have connections with public roadways within the County. These connections and improvements to the public roadways would be designed and constructed in conformance with relevant goals and policies in the Countywide Plan's Transportation and Mobility Element that pertain to the Project's internal circulation network. For example, the Project would be consistent with the Countywide Plan Policy TM-2.2, which requires roadway improvements that reinforce the character of the area, such as curbs and gutters, sidewalks, landscaping, and street lighting pursuant to the County's Development Code. Refer to **Table 4.7-1: Consistency with the Countywide Plan Transportation and Mobility Element** below.

As previously mentioned, the Project would construct internal private roadways to serve the planned commercial and retail uses. The Project would construct four new driveways along Glen Helen Parkway to serve the Project, one located at the existing Glen Helen Parkway and Clearwater Parkway intersection, and three at the northeastern corner of the Project site. Two of which will serve the proposed fire/sheriff station and one will serve the commercial and retail uses proposed. The two driveways which would serve the proposed fire/sheriff's station would not be used by the general public nor would they have access to the proposed commercial and retail uses throughout the Project site; the driveways would be for the sole use of the fire/sheriff's station. Construction of these driveways would be in accordance with the County Development Code. In addition to these driveways, the Project would construct recommended improvements for Opening Year 2028 and Future Year 2040 conditions. These off-site improvements may include a combination of the payment of development impact fees, the installation of new traffic control

signals at existing intersections and the restriping of existing intersection approaches. Recommended improvements are discussed at greater detail in the Traffic Impact Study available in **Appendix H.** These improvements would ensure that level of service is at a LOS D or better. These recommended roadway improvements are listed below.

- Install a traffic signal at the intersection of Glen Helen Parkway and I-15 southbound entry and exit ramps.
- Install a traffic signal at the intersection of Glen Helen Parkway and Clearwater Parkway.
- Install a traffic signal at the intersection of Glen Helen Parkway and Cajon Boulevard/Devore Road.
- Install a traffic signal at the intersection of Devore Road and I-215 southbound entry and exit ramps.
- Install a traffic signal at the intersection of Devore Road and I-215 northbound entry and exit ramps.
- Install a traffic signal at the intersection of Glen Helen Parkway and Glen Helen Road.

It is important to note that due to SB 743, LOS is no longer a basis for the determination of significance of transportation impacts under CEQA, as such, any discussion in this Subsequent EIR regarding LOS are provided for information purposes only.

There are no existing transit services that serve the Project site, nor does the Project propose the installation or extension of transit services to the Project site at this time. As such, Project construction, nor operation would impact transit services within the County.

There are no existing bicycle or pedestrian services that serve the Project or are adjacent to the Project site. The Project proposes no new bicycle routes or other facilities and would not impact any existing bicycle facilities. The Project would improve roadways along the Project frontage to the full half-width improvements in accordance with the functional classification, these improvements may include pedestrian connections. As there are no existing pedestrian facilities that provide interconnectivity between existing uses adjacent to the Project site, there would be no impact to pedestrian facilities as a result of Project implementation. For the Project's interior street network, five-foot wide sidewalks would be provided along both travel lanes. A five-foot wide sidewalk would also be provided along southbound Glen Helen Parkway.

SCAG 2020-2045 RTS/SCS Consistency

The Project's compliance with the 2020-2045 RTP/SCS would promote the sustainable and beneficial growth of the region. **Table 4.7-1: Consistency with the SCAG 2020-2045 RTP/SCS** summarizes the Project's compliance with relevant goals of the RTP/SCS.

Table 4.7-1: Consistency with the SCAG 2020-2045 RTP/SCS

Goals	Consistency
Encourage regional economic prosperity and global competitiveness.	**Consistent**: The Project would involve the development of commercial and retail uses that would increase the County's ability to provide commercial needs to residents throughout the County. Additionally, it would provide locations for end-use of goods and would provide end-of-use trade for the County and region.
Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent**: The Project would provide street improvements along the Project frontage and with internal roadways to the Project. This would increase accessibility by providing full width improvements which would include ADA accessible sidewalks and paths of travel. Additionally, the Project would provide intersection improvements that would comply with all County code related to sight lines related to the safe operation of motor vehicles.
Enhance the preservation, security, and resilience of the regional transportation system.	**Consistent**: The Project would not include the modification of existing roadways in a manner which would reduce their ability to remain a viable route of transportation. Roadway improvements proposed by the Project have been designed to improve roadway efficiency and emergency access to the Project site.
Increase person and goods movement and travel choices within the transportation system.	**Consistent**: With a focus on commercial and retail uses, the Project would improve the County's end-use locations for goods moving throughout the County. Additionally, the Project would provide additional locations for persons and residents in the immediate vicinity to acquire commercial goods that would be required, such as groceries.
Reduce greenhouse gas emissions and improve air quality.	**Consistent**: [Update this after finishing AQ, GHG and Energy analysis]
Support healthy and equitable communities.	**Consistent**: The Project would be developed in an area which currently allows for recreational uses. The Specific Plan Amendment would include allowances for the planned commercial and retail uses which would continue to align with the plans for the area. Additionally, the development would provide new commercial and retail uses in an area of the County that is currently underserved by these uses. Furthermore, development of the Project would increase permanent employment in the County.
Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Not applicable**: The Project does not propose improvements to the transportation network or propose the development of new public roadways. Furthermore, the Project is not a transportation project.
Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Not applicable**: The Project is not a transportation project and does not propose the dedication of new public roadways.
Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Not applicable**: The Project does not propose housing developments.
Promote conservation of natural and agricultural lands and restoration of habitats.	**Not applicable**: The Project site is not listed as a nature conservation area or other designation, nor is the Project site used for agricultural purposes.

Source: Southern California Association of Governments. 2020. *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy; Page 9.* https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176 (accessed May 2023).

Transportation and Mobility Element

The Project would be consistent with the Countywide Plan Transportation and Mobility Element's goals and policies by improving the operational conditions of the existing roadway network, satisfying the local and subregional mobility needs of residents, visitors and businesses in unincorporated areas, and improving access and connectivity among the Project area. **Table 4.7-2: Consistency with the Countywide Plan Transportation and Mobility Element** summarizes the Project's consistency and compliance with the relevant goals and policies of the Countywide Plan Transportation and Mobility Element.

Table 4.7-2: Consistency with the Countywide Plan Transportation and Mobility Element

Policy	Consistency
Goal TM-1 Roadway Capacity: Unincorporated areas served by roads with capacity that is adequate for residents, businesses, tourists, and emergency services.	
Policy TM-1.1: Roadway level of service (LOS). We require our roadways to be built to achieve the following minimum level of service standards during peak commute periods (typically 7:00-9:00 AM and 4:00-6:00 PM on a weekday): • LOS D in the Valley Region • LOS D in the Mountain Region • LOS C in the North and East Desert Regions	**Consistent:** The Project is located within the Valley Region of the County of San Bernardino, as such, a level of service of LOS D would be required for roadways adjacent to and within the study area of the Project. As previously discussed, the Traffic Impact Study for the Project, available in **Appendix H**, there are recommended improvements, such as intersection signalization, restriping of intersection approaches, and roadway widening, that may occur to ensure that the impacted roadways would maintain a LOS D rating. Additionally, it is important to note that due to SB 743, LOS is no longer a basis for the determination of significance of transportation impacts under CEQA, and as such any discussion is provided for information purposes only.
Policy TM-1.4: Unpaved roads. The County does not accept new unpaved roads into the County Maintained Road System, and we require all-weather treatment for all new unpaved roads.	**Consistent**: The Project does not propose the construction of unpaved roads. Additionally, the Project does not propose the dedication of new public roadways to the County.
Policy TM-1.6: Paved roads. For any new development for which paved roads are required, we require the developer to construct the roads and we require the establishment of a special funding and financing mechanism to pay for roadway operation, maintenance, and set-aside reserves.	**Consistent:** The Project proposes the construction of new internal private roadways that would serve the proposed commercial and retail uses. These private roadways would be constructed by the Applicant and would remain private. The Project does not propose the dedication of these roadways into the public right of way.
Policy TM-1.7: Fair share contributions. We require new development to pay its fair share contribution toward off-site transportation improvements.	**Consistent:** The Project would strive to comply with all applicable policies, including those for fair share payments.
Goal TM-2 Road Design Standards: Roads designed and built to standards in the unincorporated areas that reflect the rural, suburban, and urban context as well as the regional (valley, mountain, and desert) context.	
Policy TM-2.2: Roadway improvements. We require roadway improvements that reinforce the character of the area, such as curbs and gutters, sidewalks, landscaping, street lighting, and	**Consistent:** The Project includes internal and external roadway improvements that are designed in compliance with County Development Code standards such as the provision of lighted sidewalks and additional designated

Policy	Consistency
pedestrian and bicycle facilities. We require fewer improvements in rural areas and more improvements in urbanized areas, consistent with the Development Code. Additional standards may be required in municipal spheres of influence.	turn lanes to enhance the roadway efficiency of the area. The Project would provide pedestrian sidewalks along the internal streets and along southbound Glen Helen Parkway fronting the Project site.
Policy TM-2.3: Concurrent improvements. We require new development to mitigate project transportation impacts no later than prior to occupancy of the development to ensure transportation improvements are delivered concurrent with future development.	**Consistent:** Compliance with mitigation required for transportation impacts would be in effect prior to issuance of certificate of occupancy.
Policy TM-2.6: Access control. We promote shared/central access points for direct access to roads in unincorporated areas to minimize vehicle conflict points and improve safety, especially access points for commercial uses on adjacent properties.	**Consistent:** Direct accessways and routes are incorporated in the Project design.
Goal TM-3 Vehicle Miles Traveled: A pattern of development and transportation system that minimizes vehicle miles traveled.	
Policy TM-3.1: VMT reduction. We promote new development that will reduce household and employment VMT relative to existing conditions.	**Consistent:** The Project screens from VMT as a Project comprised of local serving retail uses with individual buildings under 50,000 square feet which satisfy the County's criterion that local serving retail under 50,000 square feet (per building) is presumed to have a less than significant impact. The Project would provide local serving retail and commercial uses.
Policy TM-3.2: Trip reduction strategies. We support the implementation of transportation demand management techniques, mixed use strategies, and the placement of development in proximity to job and activity centers to reduce the number and length of vehicular trips.	**Consistent:** The Project would be sited near a popular activity center existing within the County, the Glen Helen Regional Park. As it is sited nearby an activity center, the Project would reasonably draw in users that are already nearby and wouldn't necessarily travel to the Project site as a priority destination, other than for the residential uses that the Project would serve as a local retail site.
Goal TM-4 Complete Streets, Transit, Active Transportation: On- and off-street improvements that provide functional alternatives to private car usage and promote active transportation in mobility focus areas.	
Policy TM-4.10: Shared parking. We support the use of shared parking facilities that provide safe and convenient pedestrian connectivity between adjacent uses.	**Consistent:** The Project would provide parking facilities shared between the various project uses (different retail businesses). Sidewalks would ensure safe pedestrian connectivity would be provided between the various buildings.
Policy TM-4.11: Parking areas. We require publicly accessible parking areas to ensure that pedestrians and bicyclists can safely access the site and onsite businesses from the public right-of-way.	

Specific Plan Amendment (SPA)

As discussed in **Section 3.0: Project Description**, changes associated with the SPA are minor, generally consisting of clarification or minor changes in allowable uses but similar in nature and intensity to those

that are already permitted in the Destination Recreation (DR) zone. These expanded allowable uses are within the character of the DR designation that was originally described in the GHSP and fits within the previously envisioned intensity and density. These expanded uses would comply with the design requirements and development standards of the GHSP and with the development code of the County. These new uses do not consist of land uses that inherently cause conflicts with circulation, transit, roadways, bicycle, or pedestrian facilities. Therefore, the SPA changes do not represent new or substantially more severe impacts than addressed in the prior GHSP EIR or 2020 Addendum to the GHSP EIR.

Mitigation Measures in the Glen Helen Specific Plan EIR applicable to this topical area:

4.4-3 Specific projects and development applications within the Glen Helen Specific Plan area shall include traffic studies that focus on impacts to the local circulation system, access requirements and the effects of pass-by traffic on local intersections, as that traffic exits and enters the freeways. The mechanisms for mitigating the impacts of such projects on local circulation shall be identified in such studies, along with responsibility for their implementation.

Mitigation Measures

No new mitigation measures are required.

Impact TRANS-2: Would the Project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

Level of Significance: Less than Significant

Construction and Operation

As discussed above, comprehensive updates to CEQA and the State CEQA Guidelines require projects to use VMT to determine project impacts. The VMT impact analysis for the Project is presented below. Additionally, at the time of the certification of the Glen Helen Specific Plan EIR, VMT was not utilized and therefore was not previously analyzed.

The County of San Bernardino *Transportation Impact Study Guidelines* provide screening criteria to determine whether a detailed VMT analysis is required or if the Project would be assumed to have a less than significant impact related to VMT. Projects which serve the local community and have the potential to reduce VMT should not be required to complete a VMT assessment. These Projects are: [2]

- K-12 Schools
- Local-serving retail less than 50,000 square feet
- Local parks
- Day care centers
- Local serving gas stations

[2] County of San Bernardino. 2019. *Transportation Impact Study Guidelines; Page 18*. https://www.sbcounty.gov/uploads/DPW/docs/Traffic-Study-Guidelines.pdf (accessed May 2023).

- Local serving banks
- Student housing projects
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Project generating less than 110 daily vehicle trips
    - This generally corresponds to the following "typical" development potentials:
        - 11 single family housing units
        - 16 multi-family, condominiums, or townhouse housing units
        - 10,000 SF of office
        - 15,000 SF of light industrial
        - 63,000 SF of warehousing
        - 79,000 SF of high cube transload and short-term storage warehouse
        - 12 hotel rooms
- Projects located within a Transit Priority Area (TPA) as determined by the most recent SCAG RTP/SCS
- Projects located within a low VMT generating area as determined by the analyst

The Project is screened from a detailed VMT analysis under CEQA because the Project is a local serving retail that would capture pass-by trips on I-15 and in the surrounding community. The Project would attract most of its trips from existing users of the services that are already occurring and traveling farther to receive services and redistribute, rather than create new trips, thereby result in reduction in VMT because of shorter trips lengths. The Project is consistent with the defining characteristics of local serving retail centers as defined by the Urban Land Institute and local serving hotel as defined by the Hotel Tech Report. The Project is also in align with freeway-oriented commercial, which is also considered locally serving retail. Most of the traffic generated for freeway-oriented land uses located at an interchange are "diverted" customer trips from the freeway for services important to freeway travelers (diverted link trips) or are travelers passing by the site on an adjacent street (Glen Helen Parkway, Clearwater Parkway) who stop as an interim stop between their primary origin and destination (pass-by trips). Although the Project would generate primary trips mostly from employees and staff for the retail/commercial, hotel, and civic uses, these would be the smallest component of total project generated trips, therefore, the Project would still meet OPR's intent for screening VMT for local serving retail and would reduce overall VMT.

The Project would not change the existing density and intensity of development under the existing DR zoning and would not result in substantial adverse change to the land use assumptions evaluated by the GHSP EIR. At the time of the GHSP EIR certification in 2005, transportation impacts were evaluated based on LOS. While it is acknowledged that as of July 1, 2020, LOS can no longer be the basis for determining an environmental effect under CEQA, CEQA Guidelines Section 15064.3(c) states"[t]he provisions of [CEQA Section 15064.3] shall apply prospectively as described in [CEQA Guidelines] section 15007, " and 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." Therefore, in accordance with CEQA Guidelines Sections 15064.3(c) and 15007(c), revisions to the previously certified EIR are not required under CEQA in order to conform to the new requirements established by CEQA Guidelines Section 15064.3. See *A Local & Regional Monitor v. City of Los Angeles (1993) 12 Cal.App.4th 1773, 1801*. Furthermore, the adoption of VMT guidelines for analyzing and evaluating the significance of data does not constitute new information that require preparation of a subsequent EIR if the underlying information was otherwise known or should have been known at the time the EIR was certified. See *Concerned Dublin Citizens v. City of Dublin (2013) 214 Cal.App.4th 1301, 1320*. Therefore, the Project would not require detailed VMT analysis.

Specific Plan Amendment (SPA)

As discussed in **Section 3.0: Project Description**, changes associated with the SPA are minor, generally consisting of clarification or minor changes in allowable uses but similar in nature and intensity to those that are already permitted in the Destination Recreation (DR) zone. These expanded allowable uses are within the character of the DR designation that was originally described in the GHSP and fits within the previously envision intensity and density. These expanded uses include uses commonly found in local serving retail uses and would consist of local serving gas stations, groceries, restaurants, and other uses. As previously stated, the Project would not require a VMT analysis, as the uses proposed by the Project would be locally serving retail uses that would capture pass-by-trips and would be consistent with the defining characteristics of local serving retail centers as defined by the Urban Land Institute. This Project does not propose to change development densities identified in the GHSP and would not result in a substantial adverse change to the assumptions made during the environmental analyses completed as part of the GHSP EIR. Therefore, the SPA changes do not represent new or substantially more severe impacts than addressed in the prior GHSP EIR or 2020 Addendum to the GHSP EIR.

Mitigation Measures

No new mitigation measures are required.

Impact TRANS-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Level of Significance: Less than Significant with Mitigation Incorporated

Construction

Off-site Hauling

Construction would include a period of off-site hauling of soil exports during the grading process. Trucks would be entering and exiting the Project site at construction entrances that would be identified on a Traffic Control Plan, as reviewed and approved by the County Department of Public Works and as required by **MM 6-2**, detailed above, of the 2020 Addendum to the GHSP EIR. This Plan would include information related to timing of lane closures and temporary signage notifying drivers of temporary impacts to the roadway network, as necessary. Additionally, as described below, the construction entrances would generally be located in the same area as the permanent driveways to the Project site and would conform

to the same geometric conditions as the permanent driveways. As such, the construction entrances would generally be perpendicular to Glen Helen Parkway and would not create an unexpected angle of ingress/egress to/from the Project site. In addition, flaggers and other construction personnel would be present to ensure the safe entrance and exit to the Project site for individual haul trucks by temporarily controlling traffic along Glen Helen Parkway by briefly stopping or redirecting traffic. According to the notice of preparation for the Project, and from email conversations with the transportation engineer selected for the Project, it is currently estimated that there would be approximately 12 to 14 outbound truck haul trips per hour during the grading phase of construction (refer to **Appendix A**). Further, grading and hauling of earthwork is an anticipated activity during construction and frequent trips to and from the Project site would already be expected.[3] Motorists and members of the public passing-by a construction zone would be on the lookout for construction equipment entering and exiting the Project site, especially as appropriate signage would be posted to indicate as such. As such, impacts would be less than significant with the implementation of **MM 6-1** through **MM 6-3**.

On-site Construction

Construction of the Project would occur in conformance with the County of San Bernardino Development Code and to the standards of the County Department of Public Works. For example, the Project would be required to submit to the County for review and approval of a Traffic Control Plan which would identify construction entrances and other points of ingress and egress to the Project site during construction as well as the timings of temporary lane closures, as necessary. Construction entrances on the Project site would generally be located in the same locations as the permanent driveway entrances and would comply with the same geometric requirements. These driveways would generally be perpendicular to the existing roadway. Additionally, any large heavy-duty machinery such as excavators, graders, rollers, etc., would be signed and staged appropriately. Furthermore, the Master Developer and/or Site Developer, as applicable, would implement standard safety practices during construction activities and will implement standard safety practices consistent with the California Division of Occupational Safety and Health (Cal/OSHA).

These construction entrances identified in the Traffic Control Plan would comply with the Development Code and would be required to be placed in a location that is both feasible for the maneuvering of construction equipment and trucks and in a location that minimizes conflict points with the existing traffic. Flaggers and other temporary traffic control measures, such as flexible traffic cones, barricades, and road signs, would be implemented to ensure adequate safety of construction workers and other users of the public roadways. Construction would be temporary, and use of temporary construction entrances would stop once construction is complete.

As these temporary construction entrances would be generally located in the same locations as the operational driveways, would be installed after mass grading, and would be paired with adequate traffic control devices, as reviewed and approved by the County Department of Public Works, construction of the Project would not result in the substantial increase of hazards due to a geometric design feature or an incompatible use. Impacts are less than significant.

[3] Soil spoils are

Operations

The Project would not substantially increase hazards due to a geometric design feature or incompatible uses. The Project would construct internal private roadways which would be constructed to accommodate the traffic trips anticipated with the Project, including improvements to the public roadways adjacent and nearby the Project site.

The Project's roadways, ingress and egress, interior circulation elements, and improvements would be designed in conformance with the development and design standards of the GHSP, the County's Department of Public Works, Transportation Design Division standards, and applicable San Bernardino County Congestion Management Program procedures. Roadway improvements for the Project site would be designed and constructed to meet the GHSP design standards or County requirements for street widths, corner radii, and intersection control. Furthermore, the Project design includes geometric plans that identify roadway and intersection markings, signalizations, and sight lines. These plans would be reviewed and approved by the County of San Bernardino Public Works Department prior to the issuance of construction permits.

Adhering to applicable requirements would ensure that the Project would not include any sharp curves for the public and Project uses, or create dangerous intersections, or design hazards. Furthermore, the Project does not propose incompatible land uses, such as utilizing farm equipment, that would result in a potential significant traffic safety hazard. Therefore, potential impacts concerning design hazards would be less than significant.

Specific Plan Amendment (SPA)

As discussed in **Section 3.0: Project Description**, changes associated with the SPA are minor, generally consisting of clarification or minor changes in allowable uses but similar in nature and intensity to those that are already permitted in the Destination Recreation (DR) zone. These expanded allowable uses are within the character of the DR designation that was originally described in the GHSP and fits within the previously envision intensity and density. The changes to the GHSP identified in the SPA do not propose changes to the design standards or development regulations such that geometric features of roadways would be altered. The design standards and development regulations of the GHSP would govern and the County Development Code would apply. As there are no changes to these sections of the GHSP, the changes to the SPA do not represent new or substantially more severe impacts than addressed in the prior GHSP EIR or 2020 Addendum to the GHSP EIR.

Mitigation Measures

See **MM 6-1** through **6-3** of the 2020 Addendum to the GHSP EIR, detailed above. No new mitigation measures are required.

Impact TRANS-4: Would the Project result in inadequate emergency access?

Level of Significance: Less than Significant with Mitigation Incorporated

Construction

Off-site Hauling and On-site Construction

The Project encompasses approximately 33 acres of mostly vacant and undeveloped land, with the exception of an existing abandoned structure to be demolished by others prior to construction of the Project. Construction of the Project, including recordation of final subdivision map(s) and design review would be implemented in stages, provided that vehicular access, public facilities, and infrastructure are constructed to adequately serve the Project. During construction, the Project would not result in any significant emergency access impacts as the site is currently undeveloped and vacant. Additionally, during construction, through traffic would be maintained on Glen Helen Parkway such that there would continue to be bi-directional flow of traffic.

In case of an emergency, the Project's construction manager would have assigned staff to flag emergency response vehicles and direct them to the emergency location. Unimpeded access would be provided throughout the Project site by ensuring construction vehicles are not parked or placed in a manner that would impede access for emergency response vehicles. Site conditions, during and after the workday, would be either maintained or left in a condition that adheres to Division of Occupational Safety and Health (OSHA) safety standards to prevent any hazardous condition that may affect construction staff and emergency responders.

Access would be maintained throughout the Project site for use by construction staff/inspectors, construction equipment and materials delivery/removal, and emergency response vehicles. Access roads would be maintained in good condition in order to allow for the safe passage for emergency response vehicles. Additionally, during construction on-site, individual lot construction would not require the closure of travel lanes along Glen Helen Parkway. All construction would occur on-site during individual lot construction. During initial site construction and other utility construction, there may be temporary lane closures on Glen Helen Parkway to accommodate utility placements. In this case, proper temporary construction traffic control devices would be installed, to include but not be limited to traffic cones, barricades, flaggers, and lighted signage, as is typical of construction that occurs within active public roadways, and as required by **MM 6-2** and **MM 6-3**. Through traffic would be maintained throughout all times during construction. Should open cut trenches be required, steel plates would be placed over trenches to allow for traffic during periods where construction is inactive.

With the measures described above, along with Project adherence to applicable regional and local regulations, and provision of numerous access points, impacts related to inadequate emergency access during construction would be less than significant.

Operations

The retail portion of the Project site would be served by two driveways that would both offer ingress and egress to the Project site. It should be noted that while four driveways are to be constructed, two of them

will be for the sole use of the fire/sheriff station. All driveways would be continually maintained to allow for the safe ingress and egress to/from the Project site. Additionally, driveways would be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the County's Transportation Department and Fire Protection District. Further, the internal private roadways would be maintained to allow for the safe circulation of internal traffic and clear of obstructions to allow emergency services access to individual commercial or retail uses in the event of an emergency. With the primary entrance to the Project site, located at the intersection of Glen Helen Parkway and Clearwater Parkway, being improved with a traffic signal, there would be controlled access into and out of the Project site further allowing for controlled movement of vehicles and people.

Additionally, the Project would be reviewed by the County of San Bernardino Public Works and Fire Departments to ensure the Project sufficiently avoids hazards related to design features and that adequate emergency access is provided to the site. As a result, the Project would not substantially increase delays on street segments substantially that would result in inadequate emergency access. Therefore, impacts would be less than significant with the implementation of **MM 6-2** and **MM 6-3**.

Specific Plan Amendment (SPA)

As discussed in **Section 3.0: Project Description**, changes associated with the SPA are minor, generally consisting of clarification or minor changes in allowable uses but similar in nature and intensity to those that are already permitted in the Destination Recreation (DR) zone. These expanded allowable uses are within the character of the DR designation that was originally described in the GHSP and fits within the previously envision intensity and density. The changes would not constitute changes to the roadway network or change the development regulations such that emergency access would not be adequately accounted for. The uses added would not inherently cause conflicts with emergency access. Therefore, the SPA changes do not represent new or substantially more severe impacts than addressed in the prior GHSP EIR or 2020 Addendum to the GHSP EIR.

Mitigation Measures

See **MMs 6-2** and **6-3** of the 2020 Addendum to the GHSP EIR, detailed above. No new mitigation measures are required.

4.7.6 Cumulative Impacts

Construction and Operations

Construction activities associated with the Project, in conjunction with nearby cumulative projects, would result in both temporary and long-term traffic impacts to local roadway system. However, the Project is not anticipated to conflict with transportation plans or policies and is consistent with all relevant Countywide goals and policies as listed above. As part of the County's discretionary review and approval process, all cumulative development projects are required to reduce construction traffic impacts on the local circulation system and implement mitigation measures pursuant to CEQA provisions. Consequently, future development on the cumulative development sites would not result in significant environmental transportation-related impacts, nor would future development on the cumulative development sites

conflict with or obstruct a state or local plan or regulation related to transportation. Therefore, the Project would not cause a cumulatively considerable transportation impact, and no mitigation measures are required during the Project's construction phase.

As discussed above, the Project screens from requiring a detailed VMT analysis and is assumed, due to consisting of local-serving commercial and retail uses, to have a less than significant impact. Additionally, with the recommended improvements identified in the Traffic Impact Study, operational impacts of the Project would be within the LOS D requirements of the County. Again, as stated previously, due to SB 743, LOS is no longer a basis for the determination of significance for transportation impacts under CEQA and discussion related to LOS is provided for information purposes only. Nevertheless, as the Project would maintain LOS D requirements, there would be less than significant impacts and the Project would not result in a cumulatively considerable contribution during the operations phase.

Further, the GHSP EIR identified that the GHSP would not in it of itself create significant cumulative impacts to the region. The majority of transportation impacts were identified to occur as a result of the regional interstate traffic within the GHSP boundaries. These include I-15 immediately adjacent to the Project site and I-215 to the north and northeast. As such, it was determined by the GHSP EIR that the implementation of the GHSP would not cause significant cumulative transportation impacts. Again, as previously stated, for the purposes of this EIR, due to SB 743, LOS was not used as a basis for the determination of significant of transportation impacts. As the Project consists of only minor changes to the language within the GHSP as it related to the DR designation, the Project would not consist of major changes and is within the density, intensity, and types of uses envisioned in the GHSP and the GHSP EIR. Additionally, the development proposed by the Project would not include individual developments that would be outside of the analysis previously approved and certified GHSP EIR or its subsequent addendum. The development would comply with the County development code and be designed in conformance with the GHSP design guidelines and development standards and would therefore not cause cumulative impacts.

4.7.7 Significant Unavoidable Impacts

The GHPS EIR found that I-15 will continue to operate at LOS F with or without specific plan implementation even with the incorporation of mitigation measures. This is considered to be a significant unavoidable traffic and circulation impact. All other transportation and circulation effects of the GHSP are less than significant.

The GHSP EIR Addendum (2020) found that no new significant adverse impacts are identified or anticipated, and no new mitigation measures are required as a result of the proposed GHSP Amendment.

No new significant and unavoidable impacts concerning transportation have been identified for this Project.

4.7.8 References

County of San Bernardino. 2019. *Transportation Impact Study Guidelines; Page 18*. https://www.sbcounty.gov/uploads/DPW/docs/Traffic-Study-Guidelines.pdf (accessed May 2023).

David Evans and Associates, Inc. 2023. *General Plan Level of Service Conformance Analysis and Vehicle Miles Traveled (VMT) Screening Assessment*.

Southern California Association of Governments. 2020. *The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*. https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020 (accessed May 2023).

5.0

Other CEQA Considerations

5.0 OTHER CEQA CONSIDERATIONS

This section of the Draft Subsequent Environmental Impact Report (Draft SEIR) provides a discussion of additional CEQA impact considerations, including Significant Irreversible Environmental Changes, Growth-Inducing Impacts, and any Mandatory Findings of Significance. This Draft SEIR is prepared for the County of San Bernardino's The Oasis at Glen Helen Parkway Project (Project) in compliance with the California Environmental Quality Act (CEQA). The Project to be addressed in the Draft SEIR was previously evaluated as part of the Glen Helen Specific Plan (GHSP) Program EIR (SCH# 2000011093), which was adopted November 15, 2005, and amended in 2016 and 2020. As such, the current Project EIR will "tier" off of this prior EIR, focusing on issues that represent "new" or "substantially more severe" significant environmental impacts than evaluated in the GHSP Program EIR. The GHSP covers approximately 3,400 acres in the Glen Helen area and contains 14 land use designations. The GHSP notes that the Specific Plan's original purpose was to create a comprehensive guide for quality land development with a viable program for building and financing the infrastructure necessary to support it. Additionally, the GHSP assumed land use designations to be tailored to the physical and environmental conditions, existing activities and uses that will remain on-site, and future market potentials identified for the area. The approximately 32-acre Project site is within the GHSP Destination Recreation (DR) zone.

The Project consists of a Specific Plan Amendment (SPA, Project #: PROJ-2023-00096) and a Planned Development Permit (PDP, Project #: PROJ-2023-00012) to allow for development of approximately 202,900 square feet of commercial and retail center land uses on an approximately 32-acre site. The applicant proposes a minor clarification/text amendment to the existing GHSP-DR zone of the GHSP to provide greater flexibility and more accurately reflect the proposed commercial development. The SPA would affect all areas zoned with a "DR" designation within the GHSP. As discussed in **Section 3.0: Project Description**, changes associated with the SPA are minor, generally consisting of clarification or minor changes in allowable uses but similar in nature and intensity to those that are already permitted in the GHSP-DR zone. These expanded allowable uses are within the character of the GHSP-DR designation that was originally described in the GHSP and fits within the previously envisioned intensity and density. These expanded uses would comply with the design requirements and development standards of the GHSP and with the development code of the County.

In addition to the SPA, the Project also includes a Tentative Parcel Map (PROJ-2023-00100/TPM Map No. 20748) to address a site-specific development area within the GHSP-DR zone. The total square footage proposed as part of the PDP is less than the maximum square footage allowed under the GHSP. The Project proposes a maximum floor area ratio (FAR) of 0.18, which is less than the maximum allowed FAR of 0.20 in the GHSP-DR zone. The proposed text amendment would support the original intent of the GHSP-DR zone, to provide low-intensity retail commercial uses that are sensitive to the physical and environmental constraints of the area.

The PDP Project site is anticipated to be developed in one phase and would include approximately 72,000 square feet designated for hotel uses; 35,000 square feet designated for a fitness facility; a 45,500 square foot building which includes 25,000-square feet designated for a market, a 15,000 square foot pharmacy, and 5,500 square feet of commercial shops; 5,300 square feet designated for convenience store and a gas

station with 12 fueling islands and related drive-thru carwash; 5,300 square feet designated for a convenience store with gas station and 10 fueling islands; and five 3,500 square foot buildings designated for drive-thru restaurants and an approximate 5,300 square foot drive-thru restaurant; two restaurants (5,300 square feet and 6,500 square feet); and 5,200 square feet designated for a Fire/Sheriff Station; see **Figure 3-6: Overall Site Plan**.

5.1 CEQA Requirements

Section 15126.2 (b) of the CEQA Guidelines requires that an EIR discuss any significant impacts associated with the Project. **Section 4.0: Environmental Impact Analysis**, of this Draft SEIR, describes the potential environmental impacts of the Project, then what was previously analyzed within the GHSP EIR. Mitigation measures are recommended that were not previously included within the GHSP EIR to reduce impacts to a less than significant level, where feasible. **Section 1.0: Executive Summary** contains **Table 1-1: Summary of Significant Impacts and Proposed Mitigation Measures**, which summarizes the impacts, mitigation measures, and levels of significance before and after mitigation.

5.2 Significant and Unavoidable Impacts

Impacts that cannot be avoided if the Project is implemented, including those which can be mitigated, but not reduced to a less-than-significant level, are referred to as "significant and unavoidable" impacts. As previously analyzed within the GHSP EIR, significant and unavoidable impacts would occur to Traffic and Circulation, Climate and Air Quality, and Visual Resources/Aesthetics. For Traffic and Circulation impacts, the I-15 will continue to operate at a level of service (LOS) F with or without the GHSP implementation, even with the incorporation of mitigation measures. This is considered to be a significant unavoidable traffic and circulation impact. For Climate and Air Quality, during GHSP construction, residual impacts would ultimately depend upon the level of construction that would occur at any one time. Based upon the square footages to be developed it is anticipated that the residual air quality impact will be significant during portions of the build out. During the GHSP's operational phase residual CO, NOx, and ROG emission would be significant, and thus this is considered a significant unavoidable climate and air quality impact. For Visual Resources/Aesthetics, due to the magnitude of change between the existing setting and the proposed uses, the level of visual resources/aesthetics impacts are considered to be a significant unavoidable impact. However, as amended in 2020, the 2020 GHSP EIR Addendum concluded that impacts to these resource areas would be reduced to less than significant with implementation of mitigation measures proposed.

As discussed further in **Section 4.1: Air Quality**, even with mitigation incorporated, the Project would result in air pollutant emissions that exceed South Coast Air Quality Management District's (SCAQMD) operational emission thresholds. Although mitigation would reduce emissions by the greatest feasible amount, Project emissions levels would remain significant and would contribute to the nonattainment designations in the South Coast Air Basin. Therefore, the Project would be inconsistent with the Air Quality Management Plan (AQMP), resulting in a significant and unavoidable impact despite the implementation of mitigation. Additionally, operational emissions from the Project would exceed the SCAQMD thresholds for ROG, NO_X, and CO. However, with mitigation the Project would generate less construction impacts than the GHSP EIR. More information on these impacts and applicable mitigation measures for the Project

is found in **Section 4.1: Air Quality, Section 4.2: Biological Resources, Section 4.3: Cultural and Tribal Cultural Resources, Section 4.4: Geology and Soils, Section 4.5: Greenhouse Gas Emissions, Section 4.6: Noise**, and **Section 4.7: Transportation,** of this Draft SEIR.

5.3 Significant and Irreversible Environmental Changes

CEQA Guidelines Section 15126.2(d) requires a discussion of any significant irreversible environmental changes that would be caused by a proposed project. Generally, the section states that a project would result in significant irreversible environmental changes if the following occurs:

- The project would involve a large commitment of nonrenewable resources in a way that would make their nonuse or removal unlikely;
- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; and
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

The project would NOT involve a large commitment of nonrenewable resources in a way that would make their nonuse or removal unlikely.

As previously analyzed within the GHSP EIR, implementation of the GHSP would require a long-term commitment of natural resources and land. Approval and implementation of actions related to implementation of the GHSP would result in an irretrievable commitment of nonrenewable resources such as energy supplies and other construction-related resources. These energy resource demands would be 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.

Nonrenewable resources would be committed, primarily in the form of fossil fuels, and would include fuel oil, natural gas, and gasoline used by vehicles and equipment associated with the construction of the GHSP. The consumption of other nonrenewable or slowly renewable resources would result from development of the GHSP. These resources would include, but not be limited to, lumber and other forest products, sand and gravel, asphalt, petrochemical construction materials, steel, copper, lead, and water. Because alternative energy sources such as solar or wind energy are not currently in widespread local use, it is unlikely that a real savings in nonrenewable energy supplies (i.e., oil and gas) could be realized in the immediate future.

The Project would not involve the utilization of nonrenewable resources in a manner that would make their nonuse or removal unlikely. Nonrenewable resources associated with the development of the Project site would include fossil fuels. Fossil fuels would serve as energy sources during both Project construction and operations. Fossil fuels would act as transportation energy sources for grading and construction vehicles and heavy equipment during the grading and construction period and by vehicles and equipment used during Project operations. Though the Project would endeavor to utilize fossil fuels efficiently, their use would be vital for construction and operations activities, making their nonuse

unlikely. However, the Project would not require the continued use of fossil fuels at the end of its operational life. By nature of being a nonrenewable resource, fossil fuels, once consumed, cannot be replaced. Those fuels, once spent, may be transformed into another form of matter such as exhaust or smoke. Standard vehicles and equipment used by the Project in both construction and operational phases would likely utilize fossil fuels. Some construction and operational equipment such as forklifts may be electrified and therefore not rely on fossil fuels. Energy-efficient equipment would be utilized according to their availability and in order to comply with energy regulations and policies for the Project as a whole as it pertains to commercial, retail, hospitality, and civic uses.

The Project proposes two fueling stations and would store fossil fuels on the site. Fossil fuels on-site would not be stored in a manner that would make their removal unlikely. No infrastructure is proposed to store fossil fuels without the ability of removal. The Project would also require the commitment of land on which the Project would be developed for commercial, retail, hospitality, and civic uses. Similarly, land is a finite resource in that once developed and in active use it removes the ability for that land to be used for other purposes. However, development of the Project site would not eliminate the possibility of redevelopment in the future.

The primary and secondary impacts would generally NOT commit future generations to similar uses.

As the Project was previously analyzed through the GHSP EIR, impacts associated with the Project are anticipated to be less than significant. The majority of identified impacts were anticipated to create a less than significant impact with mitigation incorporated from the previously analyzed GHSP EIR.

Post Project development, it would not be feasible to return the developed land to its existing (pre-project) condition. The Project site is within the GHSP and has been prepared in conformance with the goals and policies of the County's General Plan (Countywide Plan). The Project would approve the SPA for the property to allow for the development of up to approximately 202,900 sf of mixed uses with appropriate parking. Additionally, the development is proposed with the intent to last a long time and the mixed-use nature of the Project is unlikely to lead to impacts that would commit future generations and developments to similar uses. While the Project site would no longer be usable as a natural recreation area, the approval of the SPA would expand the allowable uses within the GHSP-DR zone. As such, the Project would in fact have new uses that could potentially be used within the Project site, such as civic facilities, pharmacy's, big-box retail sites, professional services (banks, medical/dental offices, etc.), and personal services uses (beauty salon, barber shops, dry cleaners, etc.). Additionally, there are other recreational uses that could feasibly implemented on the Project site in the future, such as recreational vehicle parking/camping and outdoor event spaces with amenities. While it would be infeasible to return the developed land to its existing (pre-project) conditions, there would be many different uses that could be implemented on the Project site in the future.

Hazardous waste usage for routine maintenance would be minimal; mostly used for cleaning and operational maintenance. However, the Project proposes the development of fuel/service stations that would require underground fuel storage tanks to be installed. Additionally, these service stations may include a car wash component which would utilize detergents and soaps during typical operations. Compliance with federal, state, and local regulations would ensure that the usage and storage of any

hazardous materials and waste would be completed in the safest and most efficient manner. Similarly, the Project would comply with any federal, state, and local air quality and water quality regulations to further ensure the least amount of environmental impact. The mixed-use nature of the Project would not influence the existing land area as the Project complies with the goals and policies of the Countywide Plan.

The project would NOT involve uses in which irreversible damage could result from any potential environmental accidents associated with the project.

The Project is intended to develop commercial, retail, hospitality, and civic facilities and is not anticipated to release hazardous material into the environment. Construction and operation of the Project would utilize chemical substances common with typical construction, landscaping, and cleaning activities and do not generally pose a significant hazard to the public or environment. Additionally, the two gas stations proposed for the Project would be installed under oversight by the County Fire Department and be required to meet applicable performance standards, including but not limited to County Ordinance Section 23.0602 Current CUPA Operational Permit Required and Section 23.0722 CUPA Permit and Fees Required. Future uses may require South Coast Air Quality Management District (SCAQMD), San Bernardino County Department of Public Health, or other approvals. For example, the tanks would be required to be double-walled and have leak detecting equipment, which limits impacts from a leak or break. Additionally, the Project would adhere to the requirements of and performance standards in the National Pollutant Discharge Elimination System (NPDES) and Occupational Safety and Health Administration (OSHA) which would both reduce the significance of any impacts and ensure the Project's compliance with any Federal, State, and local policy regarding hazardous materials and accidents.

The proposed consumption of resources is justified (e.g., the project would not involve the wasteful use of energy).

The Project would comply with any applicable federal, state, and local regulation and law regarding the use of resources during both construction and operations. The resources consumed by the Project would also include water, electricity, fossil fuels, and potentially natural gas. See EIR **Section 7: Effects Found Not To Be Significant**. Project construction and operation would be typical for an urban retail shopping center, which is financially incentivized to reduce energy demand due to associated reductions in project operating costs. The proposed modification of the GHSP-DR zoning to allow low-intensity retail commercial uses, including gas stations with car washes, that are sensitive to the physical and environmental constraints of the area would result in energy impacts as previously analyzed, and therefore, would not result in new or increased impacts to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation. There are no urban land uses proposed outside of areas previously analyzed for such uses. The MMs 4.6-3 through 4.6-11 related to energy listed within the GHSP EIR would be required to be implemented for the Project, which would reduce potential impacts to a less than significant level. The Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR.

5.4 Growth Inducing Impacts

CEQA Guidelines Section 15126.2(e) requires that EIRs include a discussion of ways in which a proposed project could induce growth. The CEQA Guidelines identify a project as "growth-inducing" if it fosters

economic or population growth or if it encourages the construction of additional housing either directly or indirectly in the surrounding environment. New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. The Project would therefore have a growth-inducing impact if it would:

- Directly or indirectly foster economic or population growth, or the construction of additional housing;
- Remove obstacles to population growth;
- Require the construction of new or expanded facilities that could cause significant environmental effects; or
- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

A project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, the potential for growth inducement is not considered necessarily detrimental nor necessarily beneficial, and neither is it automatically considered to be of little significance to the environment. This issue is presented to provide additional information on ways in which the Project could contribute to significant changes in the environment, beyond the direct consequences of implementing the Project examined in the preceding sections of this Draft SEIR.

Direct Growth-Inducing Impacts in the Surrounding Environment

Growth inducement can be defined as the relationship between a project and growth within the surrounding area. This relationship is often difficult to establish with any degree of precision and cannot be measured on a numerical scale because there are many social, economic, and political factors associated with the rate and location of development. Accordingly, the CEQA Guidelines instruct that an EIR should focus on the way's growth might be induced. This relationship is sometimes looked at as either one of facilitating planned growth or inducing unplanned growth. Both types of growth, however, should be evaluated. Potential growth-inducing effects are examined through analysis of the following questions:

Would the project directly or indirectly foster economic or population growth, or the construction of additional housing? YES

As previously analyzed within the GHSP EIR, the GHSP is intended to foster and encourage quality new development and recycling of various marginal uses within the GHSP area. Growth anticipated to occur within the GHSP area would be internally compatible with existing land uses. The GHSP is intended to provide a comprehensive guide for quality land development with a viable program for building and financing the infrastructure necessary to support it. Implementation of the GHSP would not result in the construction of substantial new infrastructure or facilities that could otherwise induce further growth outside the GHSP boundaries. The GHSP is anticipated to encourage new commercial development within the site, and result in indirect economic growth stimulated by new jobs and economic activity. However, this induced growth would not significantly exceed local and regional growth projections. Implementation

of the GHSP would contribute to a more favorable jobs/housing balance within San Bernardino County and the Southern California Association of Governments (SCAG) region.

The Project, when implemented, would directly induce population growth and employment in the County through the development of approximately 202,900 SF of commercial and retail center land uses. The Project would generate new businesses that would induce population and economic growth. The construction phase of the Project would generate employment opportunities, including construction management, engineering, and labor. Construction related jobs are not considered significantly growth inducing because they are temporary in nature and are anticipated to be filled by persons within the County and the surrounding communities. New commercial, retail, hospitality, and civic uses would provide a variety of job opportunities, which would cause some direct economic growth due to the commercial uses and an indirect economic growth due to its development. However, the Project does not include a residential component and there are no changes to the physical condition of the Project site or the scale/scope of the Project from that previously analyzed in the GHSP EIR. The GHSP EIR determined that impacts related to population, housing, and employment would be less than significant. Refer to **Section 7: Effects Found Not To Be Significant** for further details.

Would the project remove obstacles to population growth? NO

The Project would tie into existing utility lines within the existing roadways and rights-of-way adjacent to the Project site. Refer to **Section 3.0: Project Description** for further details. This Draft SEIR analyzes potential environmental impacts related to the proposed infrastructure including off-site sewer and drainage facilities, as well as off-site road improvements. Sewer service would be provided by San Bernardino County Special Districts. The Project site is mostly in County Service Area 70 GH Glen Helen, but would require an annexation to add the remaining 4.46 acres of the Project site into the service area (refer to **Section 3.0: Project Description**). Services would be extended and upsized as necessary to service the Project site. The off-site sewer and water facilities are intended to serve the Project and are not anticipated to represent removal of an obstacle to other future development and, as such, is not considered a significant growth-inducing impact. The environmental impacts associated with the facility improvements associated with the Project have been analyzed in **Section 4.1: Air Quality** through **Section 4.6: Transportation** of this Draft SEIR. Further, the Project would not require the expansion of utility facilities such as water treatment plants or landfills. Adequate capacity was concluded for each of those facilities.

Would the project require the construction of new or expanded facilities that could cause significant environmental effects? NO

The Project site is currently served with electric power through electricity distribution lines that are both aboveground and buried. There is an existing aboveground/overhead 12-kilovolt (kV) distribution power line on the eastern portion of the Project site owned and operated by Southern California Edison (SCE). As part of Project implementation, these power lines would be relocated and undergrounded within and along the public right of way of Glen Helen Parkway. Additional electrical infrastructure would be installed to provide electricity to the Project site and individual developments within the Project site. SCE has provided the Project Applicant with a will serve letter notifying that electrical services would be provided to the Project site. SCE will provide electricity services to the Project and SoCal Gas will provide natural

gas services to the Project. The Project site would require telecommunication services to be provided. Water services would be provided to the Project site by the West Valley Water District (WVWD). However, the Project site is located outside of WVWD's service boundary, while being located within the sphere of influence. Water services are currently provided to the single-family residential properties to the immediate north of the Project site. The Project site would be able to connect to the existing collector sewer system as shown in **Figure 3-9: Off-site Sanitary Sewer System**. The details of connection would be determined by the civil engineer working with the building architect and verified with the San Bernardino County Special District's staff throughout the plan-check process. There is an immediate off-site sewer improvement required for this Project. Construction of the off-site sewer main is the Project's responsibility and cost. The Project is additionally responsible for extending a San Bernardino County Special District's sewer main to the north-easterly property line of the Project as shown on **Figure 3-9: Off-site Sanitary Sewer System**. Also, the Project is responsible to acquire all necessary permits. Additionally, the projected flows from the Project site would drain into an existing 8-inch diameter pipeline in Clearwater Parkway, then into an existing 8-inch and 10-inch diameter Master Plan Sewer Line "C," then into an existing 10-inch, 12-inch, and 15-inch diameter Master Plan Sewer Line "B," then into an existing 12-inch, 18-inch, and 24-inch diameter Master Plan Sewer Line "A," and finally into the existing Master Plan Off-Site Sewer Line "OS." The Sewer Line "OS" terminates at the existing Lytle Creek North Water Recycling Plant. The existing Master Plan Off-Site Sewer Line "OS" Master Plan Sewer Line "A," Master Plan Sewer Line "B," Master Plan Sewer Line "C," and Master Plan Sewer Line "D" were constructed in accordance with the Lytle Creek North PDP Tract 15900 Sewer Improvement Plans. These pipelines were financed and constructed by the master developer and therefore, associated additional requirements and connection fees may be required.

Would the Project encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively? NO

Refer to **Section 4.1: Air Quality** through **Section 4.6: Transportation** of this Draft SEIR, which discusses reasonably foreseeable potential impacts of the Project during construction and operation.

5.5 Mandatory Findings of Significance

CEQA requires preparation of an EIR when certain specified impacts may result from construction or implementation of a project. An SEIR has been prepared for the Project, which fully addresses all of the Mandatory Findings of Significance, as described below.

Degradation of the Environment

Section 15065(a)(1)-(4) of the CEQA Guidelines requires a finding of significance if a project "has the potential to substantially degrade the quality of the environment." In practice, this is the same standard as a significant effect on the environment, which is defined in Section 15382 of the CEQA Guidelines as "a substantial or potentially adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

This Draft SEIR in its entirety addresses and discloses all known potential environmental effects associated with the development of the Project both on- and off-site including direct, indirect, and cumulative impacts in the following resource areas:

- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Noise
- Transportation

A summary of all potential environmental impacts, level of significance and mitigation measures is provided in **Section 1.0: Executive Summary**.

Impacts of Habitats or Species

Section 15065(a)(1) of the CEQA Guidelines states that "A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur: (1) substantially degrade the quality of the environment; (2) substantially reduce the habitat of a fish or wildlife species; (3) cause a fish or wildlife population to drop below self-sustaining levels; (4) threaten to eliminate a plant or animal community; (4) substantially reduce the number or restrict the range of an endangered, rare or threatened species; (5) or eliminate important examples of the major periods of California history or prehistory."

The Project would have less than significant impacts to biological resources with mitigation incorporated; refer to **Section 4.2, Biological Resources**, of this Draft SEIR. The Project site only has one special-status plant species observed on-site, approximately five Southern California black walnut (*Juglans californica*), considered a CNPS Rare Plant Rank 4.2. According to the Habitat Assessment (**Appendix C1**) and Special-Status Plant Survey Report (**Appendix C2**), the presence of this species on site, therefore, does not rise to the level of a species of concern under CEQA and, as such, is not expected to contribute to the long-term conservation of the value for the species, and impacts would be less than significant, and no mitigation is required. The Project will adhere to the San Bernardino County Ordinance Section 88.01.050 Native Tree or Plant Removal Permits for the removal of any of the five Southern California black walnuts (*Juglans californica*) if it is necessary for the Project to help with minimization of any impacts. Project development would not impact federally or State listed species known to occur in the general vicinity designated Critical Habitats or regional wildlife movement corridors/linkages and would incorporate **MMs 4.8-2, 4.8-5,** and **4.8-6** from the GHSP EIR.

Additionally, a Jurisdiction Delineation Report (**Appendix C3**) was conducted for the Project site, to determine if features on site would be considered jurisdictional. It was concluded that the Project would not have a substantial adverse effect on state or federally protected waters or wetlands (including, but

not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, the Project would not result in new or substantial increases in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum. The PDP/TPM would allow for development of approximately 202,900 square feet of commercial and retail center land uses. The Project proposes relatively minor changes in allowable uses within the existing GHSP-DR zone. There are no substantial changes to the physical condition of the Project site or the scale or scope of the proposed development from that previously analyzed within the GHSP EIR and 2020 GHSP EIR Addendum.

Short-Term vs. Long-Term Goals

Section 15065(a)(2) of the CEQA Guidelines states that "A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur: the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals." The Project involves the development of approximately 202,900 SF of commercial and retail center land uses on an approximately 32-acre site. **Section 5.3: Significant Irreversible Environmental Changes**, of this document addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, **Section 1.0: Executive Summary**, identifies all significant and unavoidable impacts that could occur that would result in a long-term impact on the environment. Lastly, **Section 5.4: Growth-Inducing Impacts** identifies any long-term environmental impacts associated with economic and population growth that are associated with the Project.

Cumulatively Considerable Impacts

Section 15065(a)(3) of the CEQA Guidelines states that "A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur: the project has potential environmental effects that are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." This Draft SEIR provides a cumulative impact analysis for each of the environmental topics listed above and are provided in **Section 4.1: Air Quality** through **Section 4.7: Transportation** of this Draft SEIR.

Substantial Adverse Effects on Human Beings

As required by Section 15065(a)(4) of the CEQA Guidelines, "A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur: the environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly." Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This standard relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could directly or indirectly affect human beings would

be possible in all of the CEQA issue areas previously listed, those that could directly affect human beings include aesthetics, air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, public services and utilities, transportation, water resources, and wildfire hazards, all of which are addressed in the appropriate sections of this Draft SEIR; refer to Table of Contents for specific section numbers. The following topic areas were determined to be significant and unavoidable with respect to adverse effects on human beings:

Project-Related Operational Emissions

Project operational emissions are those attributed to vehicle trips (mobile emissions), the use of natural gas and electricity (energy source emissions), and consumer products, architectural coatings, and landscape maintenance equipment (area source emissions). CalEEMod was used to calculate emissions based on the proposed land uses for the plan area and the number of trips generated.

The GHSP EIR determined that operational emissions from the GHSP would exceed SCAQMD operational thresholds for ROG, NO_X, CO, and PM_{10}. Although the GHSP EIR included air quality mitigation measures (refer to Mitigation Measures from GHSP EIR 4.6-1 through 4.6-11) operational emissions remained above SCAQMD thresholds.

Mitigation measures from GHSP EIR **MMs 4.6-1** through **4.6-11** are required to reduce operational emissions to the maximum extent feasible. Additionally, **MMs 7-1** through **7-8**, **7-10**, and **7-12** of the GHSP EIR 2020 Addendum would be required. However, as shown in **Table 4.1-9**, a majority of the operational emissions for the Project are from mobile sources. Motor vehicle emissions are regulated by State and Federal standards and the Project has no control over these standards. Therefore, even with mitigation, operational emissions from the Project would exceed the SCAQMD thresholds for ROG, NO_X, and CO. However, with mitigation the Project would generate less construction impacts than the GHSP.

AQMP Consistency

The GHSP EIR concluded that land uses in the GHSP were less intensive than those in the 1989 San Bernardino County General Plan. Because emissions from the General Pan were included in the AQMP and the GHSP would result in fewer emissions. As such, the GHSP EIR determined that the GHSP was consistent with the AQMP and would result in less than significant impacts. Although the Project's long-term influence will be consistent with the 2022 AQMP and SCAG's goals and policies, the Project would result in air pollutant emissions that exceed SCAQMD's operational emission thresholds which would potentially result in a long-term impact on the region's ability to meet state and federal air quality standards. Despite implementation of mitigation measures, the Project would result in air pollutant emissions that exceed SCAQMD operational emission thresholds, resulting in a significant and unavoidable impact. Although mitigation would reduce emissions by the greatest feasible amount, Project emissions levels would remain significant and would contribute to the nonattainment designations in the South Coast Air Basin. Therefore, the Project would be inconsistent with the AQMP, resulting in a significant and unavoidable impact despite the implementation of mitigation.

Cumulative Emissions

The Project operational emissions (primarily mobile source emissions) would exceed the SCAQMD threshold for ROG, NO_X, and CO despite the implementation of mitigation. As a result, operational emissions associated with the Project would result in a cumulatively considerable contribution to significant cumulative air quality impacts. Emissions of motor vehicles are controlled by State and Federal standards and the Project has no control over these standards. The application of mandatory plans, programs, and policies along with the implementation of operational mitigation measures from the GHSP EIR, **4.6-1** through **4.6-11**, and from the GHSP EIR 2020 Addendum **MM 7-1** through **7-8**, **7-10**, and **7-12**, would reduce some emissions but the majority of the mobile source emissions are beyond the Project's control. Therefore, no additional feasible mitigation measures beyond those from the GHSP EIR are available to further reduce emissions, and impacts would remain significant.

Project-Related GHG Emissions

The FEIR for the GHSP, adopted in 2005, was not required to analyze impacts from GHG emissions. However, since the Project has changed this impact will be analyzed for new significant environmental impacts.

The GHSP EIR found significant impacts related to air pollutant emissions during construction (NOx, PM_{10}, and ROG) and operations (CO, ROG, and NOx). The GHSP EIR included **Mitigation Measures 4.6-1** through **4.6-11** to reduce the severity of these impacts. However, both construction- and operational pollutant emissions were determined to be significant and unavoidable despite the implementation of mitigation.

The GHSP EIR Addendum (2020) found that there would be no significant impact related to GHG emissions. Subsequent to the certification of the GHSP EIR, the County adopted a document titled "Greenhouse Gas Emissions, Development Review Processes, County of San Bernardino, California, Updated March 2015." This document has a menu of performance standards that are applicable to the commercial development in the GHSP area. The implementation of these performance standards would further reduce the impact of greenhouse gas emissions from the GHSP area. The Project would generate approximately 70,123 $MTCO_2e$ annually from both construction and operations without including mitigation. With mitigation, the Project would generate approximately 67,279 $MTCO_2e$ annually from both construction and operations. The County of San Bernardino employs a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 $MTCO_2e$ per year is used to determine if additional analysis is required. Projects that exceed the 3,000 $MTCO_2e$ per year screening threshold will be required to achieve a minimum 100 points per the Screening Tables or a 31 percent reduction over 2007 emissions levels. Consistent with CEQA guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions. After implementing mitigation measures from the GHSP FEIR, **MMs 4.6-1** through **4.6-11**, GHSP EIR 2020 Addendum **MM 7-1** through **7-8**, **7-10**, and **7-12**, and Project **MM AQ-1** the Project would result in approximately 67,279 $MTCO_2e$ per year; the Project would exceed the screening threshold of 3,000 $MTCO_2e$/yr. This would be considered a potentially significant impact. Therefore, **MM GHG-1**, requiring the Project Applicant to commit to 100 points of GHG emission reduction measures is necessary to reduce GHG emissions to a less than significant level. GHG impacts would be reduced to a less than significant level with implementation of **MM GHG-1, MM AQ-1,** and **MMs 4.6-1** through **4.6-11**.

Additionally, the Project would be required to comply with applicable regulatory requirements promulgated through the 2022 Scoping Plan and would not conflict with any applicable actions. The Project final plans and designs would conform to provisions of the Greenhouse Gas Reduction Plan and GHG Development Review Process through implementation of the Screening Table Measures. The Project shall implement Screening Table Measures providing for a minimum 100 points per the County Screening Tables. By achieving the 100-point minimum, the Project would be consistent with the GHG Development Review Process' requirement to achieve at least 100 points and thus the Project is considered to have a less than significant individual and cumulatively considerable impact on GHG emissions.

No new significant and unavoidable impacts concerning GHG emissions have been identified for this Project.

6.0

Alternatives

6.0 ALTERNATIVES

6.1 Introduction

California Environmental Quality Act (CEQA) requires that Environmental Impact Reports (EIR) "describe a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project and evaluate the comparative merits of the alternatives." (State CEQA Guidelines Section 15126.6). The State CEQA Guidelines require that the EIR include sufficient information about each Alternative to allow meaningful evaluation, analysis, and comparison with the Project. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the Alternative must be discussed, but these effects may be discussed in less detail than the significant effects of the project as proposed (California Code of Regulations [CCR] Section 15126.6[d]). The EIR is not required to consider every conceivable Alternative to a project but is guided by a rule of reason. An EIR is not required to consider alternatives which are infeasible. Section 15126.6[d]) states that the EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. Key provisions of the State CEQA Guidelines on alternatives (Section 15126.6(a) through (f)) are summarized below to explain the foundation and legal requirements for the Alternative's analysis in the Draft EIR.

- "The discussion of alternatives shall focus on alternatives to the Project or its location which are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be more costly" (Section 15126.6(b)).
- "The specific alternative of 'no project' shall also be evaluated along with its impact" (Section 15126.6(e)(1)).
- "The no Project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation was published, at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior Alternative is the 'no Project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives" (Section 15126.6(e)(2)).
- "The range of alternatives required in an EIR is governed by a 'rule of reason' that require an EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project" (Section 15126.6(f)).
- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (Section 15126.6(f)(1)).

- For alternative locations, "only locations that would avoid or substantially lessen any of the significant effects of the Project need be considered for inclusion in the EIR" (Section 15126.6(f)(2)(A)).

  "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative" (Section 15126.6(f)(3)).

For the purposes of this Draft SEIR and its discussion of alternatives for the Project, the previous environmental analysis for the alternatives to the GHSP project is incorporated by reference pursuant to the State CEQA Guidelines Section 15150 (GHSP EIR Section 7, Alternatives to the Proposed Project [SCH #2000011093]). The alternatives discussion within the GHSP EIR involved the analysis of three alternatives: (1) the "No project" alternative as required by State CEQA Guidelines Section 15126.6(e); (2) a "concentrated activity" alternative; and (3) a "dispersed development" alternative. Of these three alternatives an "environmentally superior" alternative was identified, which was the "concentrated activity" alternative.

Project Objectives

Section 15124(b) of the CEQA Guidelines indicates that an EIR should include "a statement of objectives sought by the proposed Project." The goals for the Oasis at Glen Helen Project (Project) and accompanying Specific Plan Amendment, also described in ***Section 3.0, Project Description*** of this Draft SEIR, is to provide:

- **Objective 1:** Reinforce Glen Helen as a prominent gateway and as a regional entertainment/recreation destination.
- **Objective 2:** Provide new retail and commercial development that would serve currently underserved residents of the area as well as the region in general by providing goods and services to traffic passing by on the I-15 freeway, which are currently underserved.
- **Objective 3:** Create new employment opportunities.
- **Objective 4:** Provide quality public facilities to serve new development, including a Fire and Sheriff's station to serve the region.
- **Objective 5:** Respect the historic roots of the Glen Helen area, include including old Route 66 and historic Devore community, through design themes and cultural activities.
- **Objective 6:** Establish Glen Helen as an economically sound enclave of specialized businesses and commercial recreation/entertainment venues.
- **Objective 7:** Landscaping appropriate to the level of development and in excess of current landscape coverage standards and sensitive to surrounding areas.
- **Objective 8:** Provide new retail and commercial development that would be easily accessible from I-15 and I-215 by-pass traffic, providing convenient shopping opportunities to by-pass drivers and reducing overall vehicle miles traveled in the region.

6.2 Significant Unavoidable Impacts

Significant Unavoidable Impacts Analyzed in this Draft SEIR

This Draft SEIR addresses the environmental impacts of implementation of the Project in **Section 4.1** through **Section 4.4**. The analyses contained in these sections identified the following significant and unavoidable environmental impacts resulting from the Project.

Air Quality

The Project would result in the following significant and unavoidable air quality impacts, despite the implementation of all feasible mitigation measures: (1) conflict with or obstruct implementation of the applicable air quality plan, due to operational ROG, NO_X, and CO emissions; (2) result in a cumulatively considerable net increase in a criteria pollutant for which the region is in non-attainment, due to operational ROG, NO_X, and CO emissions; and (3) result in a cumulative air quality impacts, as a result of operation ROG, NO_X, and CO emissions.

Previously Identified Significant Unavoidable Impacts in the GHSP EIR

The GHSP EIR addresses the environmental impacts of the implementation of the entire Glen Helen Specific Plan area. That analysis identified significant and unavoidable environmental impacts resulting from its implementation.

Traffic and Circulation

The implementation of the GHSP would result in significant and unavoidable traffic and circulation impacts, despite the implementation of all feasible mitigation measures. Specifically, the level of service (LOS) of I-15 would be at an LOS F as a result of the implementation of the GHSP. It is important to note that due to SB 743, LOS is no longer used as a basis for the determination of significance for transportation impacts under CEQA.

Climate and Air Quality

The implementation of the GHSP would result in significant and unavoidable air quality impacts, despite the implementation of all feasible mitigation measures. Specifically, the significant and unavoidable impacts identified related to the operational emissions of ROG, NO_X, and CO. It was noted in the GHSP EIR that construction impacts would be dependent on the timing and phasing of construction throughout the entire specific plan area and therefore was noted as a significant and unavoidable impact, though, no specifics were provided.

Visual Resources/Aesthetics

The implementation of the GHSP would result in significant and unavoidable visual resources/aesthetic impacts, despite the implementation of all feasible mitigation measures. Specifically, it was noted that the scale and magnitude of the development and buildout of the entire specific plan area would cause significant and unavoidable changes to the visual landscape.

6.3 Criteria for Selecting Alternatives

Per Section 15126.6(b) of the State CEQA Guidelines, the discussion of alternatives shall focus on alternatives to a project, or its location, that are capable of avoiding or substantially lessening significant impacts of a project, even if the alternatives would impede to some degree the attainment of the project objectives or would be more costly. This alternatives analysis, therefore, focuses on project alternatives that could avoid or substantially lessen environmental impacts of the Project related to the environmental categories listed in Appendix G of the State CEQA Guidelines.

Per State CEQA Guidelines Section 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed. For each Alternative, the analysis below describes each Alternative, analyzes the impacts of the Alternative as compared to the Project, identifies significant impacts of the Project that would be avoided or lessened by the Alternative, assesses the Alternative's ability to meet most of the Project objectives, and evaluates the comparative merits of the Alternative and the Project. The following sections provide a comparison of the environmental impacts associated with each of the Project alternatives, as well as an evaluation of each Project alternative to meet the Project objectives.

6.4 Alternatives Rejected as Infeasible

State CEQA Guidelines Section 15126.6(c) states that an EIR should identify any alternatives that were considered by the lead agency but rejected because the Alternative would be infeasible, fail to meet most of the basic project objectives, or are unable to avoid significant environmental impacts. Furthermore, an EIR may consider an alternative location for the proposed Project but is only required to do so if significant project effects would be avoided or substantially lessened by moving the Project to another site and if the Project proponent can reasonably acquire, control, or otherwise have access to the alternative site.

In developing the Project and alternatives, consideration was given to the density of development that could meet Project objectives and reduce significant impacts. The anticipated significant impacts would result from the intensity of the development proposed. In developing a reasonable range of alternatives, an alternative site alternative was considered but removed from consideration for a variety of reasons. This Alternative and the reasons are discussed briefly below:

Alternative Site Alternative

The analysis of alternatives to the proposed Project must also address "whether any of the significant effects of the Project would be avoided or substantially lessened by putting the Project in another location" (CEQA Guidelines Section 15126.6(f)(2)(A)). Only those locations that would avoid or substantially lessen any of the significant effects of the Project need be considered. If no feasible alternative locations exist, the agency must disclose the reasons for this conclusion (CEQA Section 15126.6(f)(2)(B)).

In this case, an alternative site analysis is not considered appropriate as the Project proposes to provide retail/commercial uses and public services, such as fire and police, to currently underserved residential communities, such as the communities of Devore to the north, Verdemont to the east, and the single-

family homes inside and surrounding Sycamore Creek Loop Parkway to the south, which is located along the Lytle Creek. Although an alternative site with similar uses could be proposed elsewhere, the Project site is centrally located to these existing residential communities and provides an equitable opportunity for residents to utilize retail/commercial uses and to be covered by emergency services, such as fire and police. Further, an alternative site would not fully achieve the objectives of the Project. Also note that no alternative sites have been identified by stakeholders including public comments at the NOP Public Scoping Meeting.

Alternative Use – Recreational

An alternative use for recreational uses is not considered appropriate as the Project is immediately adjacent to a large regional park that provides recreational opportunities to many residents, not just in the immediate vicinity of the Project site, but also to residents of the entire southern California region. Additionally, this alternative would not be feasible as the County does not currently own the land to be able to provide recreational services and the County has identified a need for retail/commercial uses and for emergency public services, such as fire and police, in this area of the County. The site is also not accessible without substantial grading; therefore, an active recreational use would have similar construction-related air quality and GHG impacts as the Project due to grading the site to provide suitable recreational surfaces. Further, this Alternative would not fully meet or achieve the objectives of the Project.

6.5 Alternatives to the Project

Three alternatives to the Project are analyzed in additional detail in this Draft SEIR. These alternatives include the No Development Alternative, Existing Specific Plan Alternative, and the Reduced Density Alternative. Per the State CEQA Guidelines Section 15126.6(d), additional significant effects of the alternatives may be discussed in less detail than the significant effects of the Project as proposed. In addition, the EIR is to include sufficient information about each Alternative to allow meaningful evaluation, analysis, and comparison with the Project. For each Alternative, the analysis below describes each Alternative, analyzes the impacts of the Alternative as compared to the Project, identifies significant impacts of the Project that would be avoided or lessened by the Alternative, assesses the Alternative's ability to meet most of the Project objectives, and evaluates the comparative merits of the Alternative and the Project. The following sections provide a comparison of the environmental impacts associated with each of the Project alternatives, as well as an evaluation of each Project alternative to meet the Project objectives.

- "No Project – No Development Alternative"
- "Existing Specific Plan Alternative"
- "Reduced Density Alternative"

Alternatives Analyzed in the GHSP EIR

Three alternatives to the GHSP were analyzed in the GHSP EIR. These alternatives were the no project alternative, concentrated activity alternative, and a dispersed development alternative. The environmentally superior alternative was selected from these three after analysis. The alternatives

identified and analyzed in the GHSP EIR are not transferrable or relevant to the Project as the alternatives to the GHSP were specific to the buildout of the entire specific plan area and not to a single development, such as the Project. As a result, the alternatives to the GHSP and the analysis of these alternatives in the GHSP EIR are not provided in detail here but have been incorporated by reference pursuant to State CEQA Guidelines Section 15150 and as detailed above.

6.6 Analysis of Alternatives to the Proposed Project

Alternative 1: No Project – No Development

The No Project – No Development Alternative (Alternative 1) allows decision-makers to compare the environmental impacts of approving the Project to the environmental impacts that would occur if the property were left in its existing conditions for the foreseeable future. Alternative 1 assumes that the existing land uses and condition of the Project site at the time environmental analysis is commenced would continue to exist without the Project. The setting of the Project site at the time environmental analysis was commenced is described as part of the existing conditions within **Section 3.0, Project Description** and throughout **Section 4.0** of the Draft SEIR. The discussion within the respective sections provides a description of the environmental conditions regarding the individual environmental issues.

Under existing conditions, the Project site is nearly entirely undisturbed and is mostly undeveloped with native and non-native vegetation throughout the Project site. There is an existing building on the northern portion of the Project site that includes graded areas, a driveway, and the structure itself. Refer to the description of the Project site's existing physical conditions in **Section 3.0, Project Description** of this Draft SEIR.

Alternative 1 assumes the Project would not be implemented and proposed land use and other improvements would not be constructed as related to proposed Project. Note that this Alternative would not preclude future development concepts being pursued at the Project site at a later date.

Comparison of Project Impacts

An evaluation of the potential environmental impacts of Alternative 1, as compared to those of the Project, is provided below.

Air Quality

Alternative 1 would leave the Project site in its existing conditions and would retain its mostly undeveloped status. This would avoid any new air pollutant emissions from construction or operations. Alternative 1 would avoid the Project's significant and unavoidable impact related to air quality. Therefore, under this alternative, impacts regarding air quality would be environmentally superior when compared to the Project.

Biological Resources

Under Alternative 1, no construction of new uses would occur on the Project site. The site would remain mostly undeveloped and would not cause any potential impact to sensitive biological resources. As such,

under this alternative, impacts regarding biological resources would be environmentally superior when compared to the Project.

Cultural and Tribal Cultural Resources

Under Alternative 1, no construction of new uses would occur on the Project site. The site would remain mostly undeveloped and would not cause any potential impact to sensitive cultural and tribal cultural resources. As such, under this alternative, impacts regarding cultural and tribal cultural resources would be environmentally superior when compared to the Project.

Greenhouse Gas Emissions

Under Alternative 1, no construction of new uses would occur on the Project site. The site would remain mostly undeveloped and would not increase any greenhouse gas (GHG) emissions for the region, and there would be no new sources of near-term or long-term GHG emissions under Alternative 1. While the Project would have less than significant impacts related to GHG emissions, Alternative 1 would avoid all new emissions and would be environmentally superior when compared to the Project.

Noise

Under Alternative 1, no new sources of noise would be introduced on the Project site, on-site or off-site. Additionally, because the Project site would not be developed and no new trips would be generated, Alternative 1 would not contribute to an incremental increase in area-wide traffic noise levels. While the Project would not have significant unavoidable impacts regarding noise, there would be increases to on- and off-site noise due to Project development, as such, Alternative 1 would be environmentally superior when compared to the Project.

Transportation

Under Alternative 1, since no new construction would occur, no temporary construction-related increase in traffic would occur. In addition, this Alternative would avoid the additional Project trips associated with the proposed Project. Although Alternative 1 would not provide favorable transportation benefits in the form of off-site roadway improvements, signalization of intersections, restriping, and others, impacts regarding transportation would be environmentally superior when compared to the Project due to avoiding construction-related traffic and additional Project-related trips on the adjacent circulation system. It should be noted that I-15 would continue to operate at an unsatisfactory level of service with or without the Project.

Additionally, regarding vehicle miles traveled, under a No Project – No Development alternative, no new retail and commercial uses would be constructed and would not create new uses which would induce a demand for trips. As such, there would be no VMT generated by this alternative and would result in no impact related to VMT and Alternative 1 would be the environmentally superior alternative when compared to the Project.

Conclusion

Overall, Alternative 1 would have reduced environmental impacts compared to the Project and would avoid the one identified unavoidable significant impact of the Project related to air quality. However, this alternative would not accomplish the Project objectives of providing a retail/commercial use area in close proximity to regional transportation corridors and currently underserved residential communities. In addition, this Alternative 1 would not preclude future development proposals for the Project site.

Alternative 2: Existing Specific Plan

The Existing Specific Plan Alternative (Alternative 2), consistent with State CEQA Guidelines Section 15126.6, assumes development of the Project site pursuant to the existing Countywide Plan and zoning designations, which would be pursuant to the current GHSP.

Alternative 2 would develop the Project site consistent with the prior approved GHSP and consistent with the current County of San Bernardino Countywide Plan. Alternative 2 would be consistent with the Countywide Plan's Special Development (SD) land use category and with the zoning of Glen Helen Specific Plan – Destination Recreation (GHSP-DR). The GHSP-DR zone in the GHSP is intended to accommodate residential land uses, low-intensity service commercial and recreation entertainment uses and would allow for planned development residential uses. Land uses within the DR zone include recreation vehicle parks, private campgrounds, residential uses, bed and breakfast establishments, restaurants, and limited retail commerce, as well as a full range of recreation-oriented activities. The Specific Plan Amendment proposed as part of the Project would not alter any of the design standards or development regulations within the GHSP but would simply allow for an expanded ranged of uses allowed within the GHSP-DR zone. The primary difference in uses would be that restaurants with drive-throughs, service/gas stations, and government/civic facilities would not be allowed as part of Alternative 2. Refer to **Section 3.0, Project Description** for a detailed explanation of the expanded uses that would be allowed as part of the Specific Plan Amendment proposed as part of the Project. Overall, the specific plan amendment constitutes very minor changes to the allowable uses of the existing GHSP-DR zone within the GHSP. However, under Alternative 2, these changes would not occur, restaurants with neither outdoor seating nor drive-through services would be allowed, nor would gas/service stations be allowed. The GHSP-DR zone in the existing Specific Plan would generally allow retail, commercial, and recreation/entertainment services.

No General Plan Amendment is required or proposed under the Project. Therefore, for the purposes of this alternatives analysis, the Existing Specific Plan alternative is assumed to result in a similar intensity of development of allowable land uses as that proposed in the Project. For the purposes of this alternative, it is assumed that the same location would be utilized.

Comparison of Project Impacts

The Existing Specific Plan Alternative discussion of impacts and incorporated mitigation is derived from the Glen Helen Specific Plan Environmental Impact Report (SCH #2000011093). An evaluation of the potential environmental impacts of the Existing Specific Plan Alternative, as compared to those of the Project, is provided below.

Air Quality

As previously discussed, the significant unavoidable air quality impacts are a result of the mobile emissions related to vehicles traveling to and from the Project site. This is a result of the high trip generating uses proposed under the Project, such as service/gas stations and quick service restaurants with drive-throughs. Construction related impacts to air quality resources under Alternative 2 would be similar or identical to the Project, as it is assumed that similar construction practices would be required to implement a project at the Project site. Under Alternative 2, the Specific Plan Amendment to the GHSP would not occur and therefore the expanded uses under the Planned Development would not include service/gas stations, nor would quick service restaurants with drive-throughs be allowed within the GHSP-DR zone. These uses are highlighted specifically as they are high trip generating land uses when compared to the other minor changes to allowable and conditionally allowed uses identified in the Specific Plan Amendment. With the elimination of quick service restaurants with drive-throughs and service/gas stations, the number of vehicle trips to and from the Project site would be reduced. As such, the mobile source emissions occurring as a result of vehicle trips to/from the Project site would be reduced and would potentially be reduced to below the thresholds of significance, as identified by the South Coast Air Quality Management District (SCAQMD), with the implementation of the previously identified mitigation measures; refer to **Section 4.1, Air Quality**. However, under the GHSP EIR, operational impacts to air quality resources were identified to be significant unavoidable impacts due to the implementation and buildout of the Specific Plan area. It should be noted that the emissions for Alternative 2 are not quantified and it would not be guaranteed that the operational emissions of Alternative 2 would be below SCAQMD thresholds of significance.

Biological Resources

Under this Alternative 2, the development of the Project site would occur under the existing GHSP. The Project would have a less than significant impact related to biological resources with the implementation of mitigation measures. This alternative would include the development of the Project site consistent with the prior approved GHSP and consistent with the current County of San Bernardino Countywide Plan. As the Project site would still be developed under this alternative, the impacts would be identical when compared to the Project as impacts are typically related to the overall area of development. The changes proposed under the SPA would not include significant changes to the allowable uses under the existing GHSP such that development of the Project would deviate significantly from what could be developed under this Alternative 2. Mitigation measures previously identified in the GHSP EIR and the 2020 Addendum to the GHSP EIR would be required.

Cultural and Tribal Cultural Resources

Under this Alternative 2, the development of the Project site would occur under the existing GHSP. The Project would have a less than significant impact related to cultural and tribal cultural resources with the implementation of mitigation measures. This alternative would include the development of the Project site consistent with the prior approved GHSP and consistent with the current County of San Bernardino Countywide Plan. As the Project site would still be developed under this alternative, the impacts would be identical when compared to the Project as impacts are typically related to the overall area of development. The changes proposed under the SPA would not include significant changes to the allowable

uses under the existing GHSP such that development of the Project would deviate significantly from what could be developed under this Alternative 2. Mitigation measures previously identified in the GHSP EIR and the 2020 Addendum to the GHSP EIR would be required.

Greenhouse Gas Emissions

The GHSP Draft EIR was conducted prior to the passing of Senate Bill 97 in 2007 which required GHG emissions to be analyzed as a part of the CEQA process. As such, the GHSP EIR did not evaluate GHG emission impacts. The Project would not result in significant unavoidable impacts related to GHG emissions with the implementation of mitigation measures. Under Alternative 2, construction related GHG emissions and impacts would be similar or identical to the Project as proposed. Similar to the air quality impacts, the majority of GHG emissions would occur due to mobile source emissions of vehicles traveling to/from the Project site, however, with the implementation of **MM GHG-1,** the Project as proposed, and Alternative 2, would mitigate impacts to less than significant; refer to **Section 4.2, Greenhouse Gas Emissions**. Therefore, under Alternative 2, impacts regarding GHG emissions would be equivalent or less than the Project.

Noise

The Project would result in a less than significant impact as it relates to 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 Countywide Plan or noise ordinance, or applicable standards of other agencies. The Existing Specific Plan Alternative would have similar construction-related impacts. However, due to the fewer number of trips generated by Alternative 2 when compared to the Project, detailed below, there would be a nominally smaller operational noise impact associated with off-site vehicle traffic. However, Alternative 2 is similar to the Project in that there is currently no development on the Project site and there would be an overall increase to off-site noise under this Alternative 2. On-site stationary noise sources would be similar to that of the Project as stationary noise sources would be dependent on uses on-site, which would be very similar under Alternative 2 when compared to the Project. Therefore, under Alternative 2, impacts regarding noise would be equivalent or less than the Project.

Transportation

The Project would result in a less than significant impact as it relates to transportation impacts, due to successfully screening from VMT. The Existing Specific Plan Alternative would be anticipated to result in similar construction-related impacts. Under Alternative 2, the overall density and intensity of development would be similar to the Project, as the Specific Plan Amendment under the Project would not alter the maximum density allowed in the GHSP-DR zone. However, due to market variations and conditions, different square footages, building orientations, or uses may be required for an existing specific plan alternative to be viable. These site plan and land use variations would not necessarily cause all trips generated by the entire alternative to be less than that generated by the Project. Regardless, the scale of development would not likely be such that an additional analysis would be required, and the alternative would likely screen from a VMT analysis as local serving retail uses consistent with the San Bernardino County's VMT screening criteria. To this point, under Alternative 2 would have similar transportation impacts. Further, the GHSP EIR identified significant unavoidable impacts related to I-15

operating at an LOS F both before and after implementation of the GHSP. It should be noted that due to SB 743, LOS is no longer used as a basis for the determination of significant for transportation impacts under CEQA. As such, it is not considered. Therefore, under this Alternative, impacts regarding transportation would be equivalent when compared to the Project.

Conclusion

Overall, Alternative 2 would have a similar or greater environmental impact compared to the Project and would not avoid the identified unavoidable significant impact of the Project related to air quality. This alternative could accomplish some of the objectives of the Project to provide retail trade/personal services to currently underserved residential communities in the region, however the full extent of these services would not be able to be provided.

Alternative 3: Reduced Density

Alternative 3 would entail the development of the Project site with the proposed Specific Plan Amendment being adopted by the County Board of Supervisors, but at a smaller development density than what was proposed for the Project. For the purposes of this analysis, a 25 percent reduction in density was assumed. **Table 6-1: Alternative 3 Design Comparison** summarizes the similarities and differences between the Project design features and Alternative 3's design features. The Project site is assumed to be identical for Alternative 3 as it is the Project.

Table 6-1: Alternative 3 Design Comparison

Parcel	Proposed Land Use	Project	Alternative 3
1	Convenience Store; Gas Station	5,300 SF	3,975 SF
2	Drive-Thru Restaurant	5,300 SF	3,975 SF
3	Drive-Thru Restaurant	3,500 SF	2,625 SF
4	Drive-Thru Restaurant	3,500 SF	2,625 SF
5	Drive-Thru Restaurant	3,500 SF	2,625 SF
6	Drive-Thru Restaurant	3,500 SF	2,625 SF
7	Drive-Thru Restaurant	3,500 SF	2,625 SF
8	Gym	35,000 SF	26,250 SF
9	Fire/Police Station	5,200 SF	3,900 SF
10	Hotel	72,000 SF	54,000 SF
11	Market; Retail Shops; Pharmacy	45,500 SF	34,125 SF
12	Restaurant; Parking	5,300 SF	3,975 SF
13	Restaurant; Parking	6,500 SF	4,875 SF
14	Convenience Store; Gas Station	5,300 SF	3,975 SF
	Total	**202,900 SF**	**152,175 SF**

Comparison of Project Impacts

Overall, Alternative 3 would reduce the environmental impacts associated with the Project, commensurate with the scale of reduced Project land uses, but would not avoid the identified unavoidable significant impacts. An evaluation of the impacts associated with the development of Alternative 3 (Reduced Density) are described below.

Air Quality

Because the Reduced Density Alternative would result in less building floor area than the Project, this Alternative is expected to require less energy to operate than the Project and, therefore, would result in a reduction of non-mobile source air quality emissions as compared to the Project. Additionally, it would likely reduce mobile source air quality emissions from passenger vehicles due to a reduction in employees on site, however customer demand on the Project site would not decrease and mobile source emissions related to customers would not change. Construction impacts would be similar as the Project, although at slightly reduced intensity due to the reduced size of buildings; however, the site preparation process and grading would be identical due to the topography of the Project site. Therefore, under this Alternative, impacts regarding air quality would be environmentally superior when compared to the Project. However, it is unlikely that this Alternative would avoid the Project's significant unavoidable air quality impacts.

Biological Resources

As the overall development under this Alternative 3 would be reduced by approximately 25 percent, there would be less impact overall to biological resources. Despite the reduction in density, the biological resources on-site are not localized to specific areas and are expected to be evenly distributed throughout the Project site, as a result, development of any part of the Project site would result in potential impacts to biological resources. However, consistent with the Project, this Alternative 3 would have less than significant impacts but would likely still require the implementation of the mitigation measures identified. As a result, this Alternative 3 would have similar impacts related to biological resources when compared to the Project.

Cultural and Tribal Cultural Resources

As the overall development under this Alternative 3 would be reduced by approximately 25 percent, there would be less impact overall to cultural and tribal cultural resources. However, while there are no cultural and tribal cultural resources that have been identified on-site, it is still feasible that there are resources located below grade that may be impacted during ground disturbing activities. As such, this Alternative 3 would be required to implement the mitigation measures identified in this Draft SEIR. This Alternative 3 would not have more significant impacts related to cultural and tribal cultural resources and impacts would be similar when compared to the Project.

Greenhouse Gas Emissions

GHG emissions originating from the Project would primarily result from Project-related transportation and energy use. Reducing density under this Alternative would slightly reduce Project-related traffic and associated GHG emissions from employee trips, as well as GHG emissions associated with energy demand. However, customer demand on the Project site would not decrease and mobile source emissions related to customers would not change. Construction-related emissions would be similar, although perhaps slightly reduced in consideration of overall reduction in building square footage. Therefore, reducing density under this Alternative may slightly reduce impacts from GHG emissions compared to the proposed Project. Therefore, under this Alternative, impacts regarding GHG emissions would be environmentally superior when compared to the Project.

Noise

It is anticipated that the total construction-related noise impacts would be slightly decreased under this alternative as compared to the Project in consideration of reduced building density, due to construction generally being a shorter duration. Construction excavation and export operations would likely be identical. Under long-term operational conditions, noise impacts would be reduced relative to the Project, due to the relatively similar operational practices, however there would not be a discernable difference in the long-term noise profile of Alternative 3 and the Project. Therefore, under this Alternative, impacts regarding noise would be similar when compared to the Project.

Transportation

Reducing density under this Alternative would potentially reduce Project-related traffic during construction due to less construction material needing to be transported to the Project site due to the reduction in building square footage. However, this potential reduction in construction-related traffic would be negligible as the majority of construction-related traffic would be as a result of the grading operations. Operational traffic would be slightly reduced commensurate with reductions in density for employee trips only. Customer demand would remain the same and operational traffic induced by customer demand would remain. Project-related VMT impacts for this Alternative 3 are anticipated to be similar to the Project, resulting in less than significant VMT impacts. Alternative 3 would likely screen out of a VMT analysis under the same assumption of less than significant impacts due to the proposed retail and commercial uses would be locally serving retail and commercial. However, the reduction in density of the Project would not necessarily reduce the demand for retail and commercial uses. Regarding other operational impacts, such as LOS, the reduction of density under this Alternative 3 would increase idling time and queuing distances for businesses within the Project site. Therefore, reducing density under this Alternative may slightly increase operational transportation impacts compared to the Project relative to the County's LOS goals. As previously stated, it should be noted that due to SB 743, LOS is no longer used as a basis for the determination of significant for transportation impacts under CEQA. As such, it is not considered. Overall, under this Alternative, impacts regarding transportation would be similar when compared to the Project.

Conclusion

Overall, the Reduced Density Alternative would have slightly reduced environmental impacts compared to the Project, although it would not avoid the identified unavoidable significant impacts of the Project related to air quality. This alternative could partially accomplish the primary Project objective to provide retail/commercial uses to currently underserved residential communities in the region, albeit with a reduction in the variety and quantity of services and shopping choices available. This may result in the need for local serving retail and commercial uses for nearby residential communities in the area to not be fully met. Additionally, since the construction-related impacts of this Alternative 3 would be similar to the Project, including the site preparation and grading portions, there would be a similar impact with a less desirable result related to the Project objectives. Essentially, there would be similar impacts with less ongoing benefits to the County, local residents and pass-by visitors due to reduced retail and service opportunities. Further, the cost to prepare the Project site for development may not be financially feasible when compared to the potential return from a reduced density project.

6.7 Comparison of Alternatives and Environmentally Superior Alternative

An EIR is required to identify the environmentally superior Alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6(e)(2) of the State CEQA Guidelines requires that an environmentally superior alternative be designated and states that if the environmentally superior Alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Based on the summary of information presented in **Table 6-2, Comparison of Project Alternatives Environmental Impacts with the Project**, the Environmentally Superior Alternative is Alternative 3: Reduced Density. Because Alternative 3 would reduce the development footprint by 25 percent, this Alternative has fewer environmental impacts than the proposed Project or any of the other alternatives, particularly as it relates to impacts to air quality, GHG, noise, and transportation. Additionally, **Table 6-3, Project Objectives Consistency Analysis** shows which Project objectives could be achieved by each alternative, however it does not identify to what degree each objective would be met.

Alternative 3 would not meet Objectives 6 and 8. Alternative 3 would not establish Glen Helen as an economically sound enclave of specialized businesses and commercial recreation/entertainment venues as the reduced density of development and available retail/commercial uses on site would not adequately fulfill the needs of nearby communities. Customer demand would remain while the capacity would not adequately fulfill these demands. As a result, nearby residents may be required to travel to other retail areas within the region to fulfill their needs. Alternative 3, while providing new retail and commercial development, would not provide convenient shopping opportunities to by-pass drivers. As previously discussed, the reduced density of development would reduce the capacity of the retail/commercial uses to serve customers resulting in increased queueing and wait times, which would in turn reduce the convenience for passers-by.

Table 6-2: Comparison of Project Alternatives Environmental Impacts with the Project

EIR Resources Section	Alternatives			
	Project – Level of Impact After Mitigation	Alternative 1: No Project	Alternative 2: Existing Specific Plan	Alternative 3: Reduced Density
Air Quality	SU	-	=/-	-
Biological Resources	LTS	-	=	=
Cultural and Tribal Cultural Resources	LTS	-	=	=
Greenhouse Gas Emissions	LTS	-	=/-	-
Noise	LTS	-	=/-	=
Transportation	LTS	-	=	=
Attainment of Project Objectives	Meets all of the Project Objectives	Meets none of the Project Objectives	Meets some of the Project Objectives	Meets some of the Project Objectives

Notes:
A minus (-) sign means the Project Alternative has reduced impacts from the proposed Project.
A plus (+) sign means the Project Alternative has increased impacts from the proposed Project.
An equal sign (=) means the Project Alternative has similar impacts to the proposed Project.
LTS =less than significant; SU = significant and unavoidable.

Table 6-3: Project Objectives Consistency Analysis

Project Objectives	Alternatives		
	Alternative 1: No Project	Alternative 2: Existing Specific Plan	Alternative 3: Reduced Density
Objective 1: Reinforce Glen Helen as a prominent gateway and as a regional entertainment/recreation destination.	No	No	Yes
Objective 2: Provide new retail and commercial development that would serve currently underserved residents of the area as well as the region in general by providing goods and services to traffic passing by on the I-15 freeway, which are currently underserved.	No	No	Yes
Objective 3: Create new employment opportunities.	No	Yes	Yes
Objective 4: Provide quality public facilities to serve new development, including a Fire and Sheriff's station to serve the region.	No	No	Yes
Objective 5: Respect the historic roots of the Glen Helen area, including old Route 66 and historic Devore community, through design themes and cultural activities.	No	Yes	Yes
Objective 6: Establish Glen Helen as an economically sound enclave of specialized businesses and commercial recreation/entertainment venues.	No	No	No
Objective 7: Landscaping appropriate to the level of development and in excess of current landscape coverage standards and sensitive to surrounding areas.	No	Yes	Yes
Objective 8: Provide new retail and commercial development that would be easily accessible from I-15 and I-215 by-pass traffic, providing convenient shopping opportunities to by-pass drivers and reducing overall vehicle miles traveled in the region.	No	No	No

7.0

Effects Found Not to be Significant

Kimley»Horn

7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

7.1 Introduction

California Public Resources Code (PRC) Section 21003 (f) states: "…it is the policy of the State that…[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in the California Environmental Quality Act (CEQA) Guidelines Section 15126.2(a), which states that "[a]n EIR [Environmental Impact Report] shall identify and focus on the significant environmental impacts of the Project" and Section 15143, which states that "[t]he EIR shall focus on the significant effects on the environment." State CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the Draft Subsequent EIR. This section briefly describes effects found to have no impact or a less than significant impact based on the analysis conducted during the Draft Subsequent EIR preparation process.

Pursuant to Section 15162(a) of the State CEQA Guidelines, a Subsequent Environmental Impact Report (EIR) or Negative Declaration is only required when:

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

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

   (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

   (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the

environment, but the project proponents decline to adopt the mitigation measure or alternative.

This EIR is being prepared as a "Subsequent" EIR pursuant to CEQA Guidelines Section 15162, following certification of the original Glen Helen Specific Plan (GHSP), adopted November 2005. The GHSP was intended to facilitate the development of a complementary and successful pattern of land uses that will occur over the next 15 to 20 years. The 3,400 acres that constitute the GHSP contain unique topographical features and support diverse land uses. The 14 total land use designations have been tailored for the physical and environments conditions, existing activities and land uses that will remain and future market potentials identified for the area. The Oasis at Glen Helen Parkway Project (Project) proposes a Specific Plan Amendment to the GHSP. The GHSP EIR (SCH# 2000011093) and GHSP Final EIR (FEIR) is referenced herein and are provided primarily for informational purposes. Analysis of Project impacts herein are substantiated with updated information and Project specific technical studies or memoranda. The topics below were either found to be less than significant (in some cases with mitigation incorporated), or to be adequately addressed in the prior GHSP EIR (no new significant impacts or substantially more severe impacts than addressed in the prior GHSP EIR).

It is important to note that revisions to the previously approved mitigation measures may be implemented to ensure proper adequacy and relevancy to the Project. These changes will be identified and represented with formatting changes to these mitigation measures including ~~strikethrough~~ to represent deletion/non-applicability and <u>double underline</u> to represent addition.

7.2 Aesthetics

Prior Analysis:

- GHSP EIR Section 4.10, Visual Resources/Aesthetics
- GHSP FEIR
- 2020 GHSP EIR Addendum

Applicable 2020 GHSP EIR Addendum Mitigation Measures:

- Mitigation Measures 4.10-1 through 4.10-3, 13-1 through 13-6

Impact AES-1 Would the Project have a substantial adverse effect on a scenic vista?

Level of Significance: Less Than Significant with Mitigation Incorporated

GHSP EIR

Scenic vistas generally provide visual access or panoramic views to a large geographic area. A substantial adverse effect on a scenic vista would occur if the vista was screened from view, the access to a formerly available public viewing position was blocked, or visual resources were obstructed by view or access to them. Scenic vistas viewable from this point of the County include distant views of the San Gabriel Mountains located to the northwest, San Bernardino Mountains located to the northeast, and the Jurupa Hills located to the south. These vistas provide an aesthetically pleasing natural backdrop for the County's residents. While the San Bernardino Countywide Plan's Policy Plan does not officially designate any scenic

vistas near the GHSP, the San Gabriel and San Bernardino Mountains, along with the Jurupa Hills are still considered a valuable visual resource for the County, adjacent cities, and region.[1] As discussed within the GHSP EIR, the GHSP is comprised of several sub-planning areas: Cajon and Kendall Corridors; Devore; North Glen Helen; Central Glen Helen; South Glen Helen; Sycamore Flats/ Sycamore Canyon. The GHSP EIR concluded that less than significant impacts on scenic vistas would occur within the Cajon and Kendall Corridors, Devore, North Glen Helen, Central Glen Helen, and South Glen Helen sub-planning areas. However, potentially significant impacts to scenic vistas and resources may occur in the Sycamore Flats/ Sycamore Canyon sub-planning area as result of the GHSP. Mitigation measures (**MM 4.10-1** through **MM 4.10-3**) in the form of development standards are incorporated into the GHSP in order to minimize adverse impacts on the visual resources within this sub-planning area. However, due to the magnitude of change in the nature of existing scenic resources and proposed land uses, the level of impact was considered to be significant and unavoidable for the Sycamore Flats/ Sycamore Canyon area.

2020 GHSP EIR Addendum

The GHSP EIR identified potentially significant impacts related to effects on the visual character of the site and surroundings and on scenic vistas. Therefore, the GHSP EIR included **MMs 4.10-1** through **4.10-3** and **13-1** through **13-6** to reduce these impacts to a less than significant level. All of the GHSP EIR mitigation measures related to visual resources are applicable to the 2020 GHSP EIR Addendum. There are no substantial changes from that previously analyzed within the GHSP EIR. The same number of residences would be developed; however, the setbacks under the 2020 GHSP EIR Addendum would be reduced. Thus, the residentially developed area may result in views of slightly higher density residential uses than the existing GHSP due to the potential for a slightly more compact development profile. However, the same number of units would be developed within the same acreage with the same overall area density; therefore, a substantial change to the density of the development would not occur. Overall, the 2020 GHSP Addendum would continue to provide views of residential development and the mitigation measures listed previously would be required to be implemented for the 2020 GHSP Addendum, which would reduce potential impacts to a less than significant level.

Proposed Project

The Project would introduce new, vertical developments in the form of commercial and retail center land uses to an undeveloped site. The presence of the commercial and retail buildings would be visible to surrounding properties, but the buildings would not significantly impede the visibility of views of the San Gabriel Mountains located to the northwest, San Bernardino Mountains located to the northeast, and the Jurupa Hills located to the south from street level or at various distances around the Project.

Additionally, the Project is within the North Glen Helen sub-planning area of the GHSP. Similar to the GHSP analysis of the North Glen Helen sub-planning area, land use change as a result of new development under the GHSP would enhance the existing visual quality in the GHSP area by removing a vacant structure currently open to public view. Regulations such as the County of San Bernardino Code and policies as part of the GHSP would ensure that increased development would not impact scenic vistas. The Project would comply with the development standards found within Chapter 83.06 (Fences, Hedges, and Walls), Chapter

[1] County of San Bernardino. 2019. San Bernardino Countywide Plan Draft EIR. Aesthetics Element. Page 5.1-13. http://countywideplan.com/wp-content/uploads/2019/06/Ch_05-01-AE.pdf (accessed May 2023).

83.07 (Glare and Outdoor Lighting), Chapter 83.10 (Landscaping Standards), and Chapter 83.13 (Sign Regulations) of the County's Development Code. The Proposed Project would also implement **MMs 13-4** and **13-5** to further reduce impacts. Accordingly, the Project would not result in significant impacts to scenic views in comparison with the GHSP or 2020 GHSP Addendum. The Project would not result in new or a substantial increase in magnitude of impacts compared to the GHSP.

Mitigation Measures

Mitigation measures in the Glen Helen Specific Plan EIR and the 2020 GHSP EIR Addendum are applicable to this topical area. Mitigation measures not applicable to the Project are shown in strikeout text.

Mitigation Measures of the Glen Helen Specific Plan EIR

MM 4.10-1 ~~All development or improvements within the Sycamore Flats planning area must comply with the proposed Glen Helen Specific Plan Design Guidelines.~~ *(This mitigation measure was superseded and revised by Mitigation Measure 4.10-1 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

MM 4.10-2 ~~All development improvements shall comply with the design standards contained in the County of San Bernardino Development Code.~~ *(This mitigation measure was superseded and revised by Mitigation Measure 4.10-2 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

MM 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.~~ *(This mitigation measure was superseded and revised by Mitigation Measure 4.10-3 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

Mitigation Measures of the 2020 Addendum to the Glen Helen Specific Plan EIR

~~**MM 4.10-1**~~ ~~All development or improvements within the Sycamore Flats planning area must comply with the proposed Glen Helen Specific Plan Design Guidelines.~~ (*This mitigation measure is not applicable to the Project because the Project is not in Sycamore Flats/Sycamore Canyon)*.

~~**MM 4.10-2**~~ ~~All development improvements shall comply with the design standards contained in the County of San Bernardino Development Code.~~ (*This mitigation measure is not applicable to the Project because this mitigation measure is specific to the Lytle Creek Ranch Specific Plan*).

~~**MM 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.~~ (*This mitigation measure is not applicable to the Project because this mitigation measure is specific to the Lytle Creek Ranch Specific Plan*).

~~**MM 13-1** The project design shall include a detailed "freeway edge treatment" which incorporates both extensive landscaping and a 15-foot-wide landscape easement adjacent to the freeway in the developed portions of Neighborhoods I and IV. Although no landscaping is proposed within the Caltrans right-of-way, trees and shrubs selected for their height and visual appearance shall be utilized to create a landscaped edge that will serve as a visual screen separating the freeway from on-site land uses, will serve to demarcate the project site, and will frame the development that will occur beyond. A landscape plan shall be submitted to the County of San Bernardino Land Use Services Department for approval prior to the recordation of the final "B" level subdivision map.~~ (*This mitigation measure is not applicable to the Project because this mitigation measure is specific to the Lytle Creek Specific Plan*).

~~**MM 13-2** Development projects proposed in all neighborhoods shall incorporate landscape buffer areas along those major arterial highways within and abutting those neighborhoods and shall incorporate decorative wall and fence treatments and architectural details designed to enhance the visual appearance of those neighborhoods, allowing for individual identity while including unifying design elements consistent with the development standards and design guidelines set forth in the LCRSP. A landscape plan shall be submitted to the County of San Bernardino Land Use Services Department for approval prior to the recordation of each final "B" level subdivision map within all neighborhoods~~. (*This mitigation measure is not applicable to the Project because this mitigation measure is specific to the Lytle Creek Ranch Specific Plan*).

~~**MM 13-3** Where feasible, because of projected long-term water demands, landscape vegetation shall be comprised of drought tolerant and low-water consuming species that provide color and a visual softening to the hardscape structures that comprise the built environment. The landscape plan shall include a mix of such species and shall be approved by the County prior to recordation of the final "B" level subdivision map.~~ (*This mitigation measure is not applicable to the Project because this mitigation measure is specific to the Lytle Creek Ranch Specific Plan*).

MM 13-4 Areas that have been mass graded to accommodate later development upon which no project is immediately imminent shall be hydroseeded or otherwise landscaped with a plant palette incorporating native vegetation and shall be routinely watered to retain a landscape cover thereupon pending the area's subsequent development. The landscape plan shall include a mix of such species appropriate for hydro-seeding and shall be approved by the County of San Bernardino Land Use Services and Fire Departments prior to the issuance of grading permits.

MM 13-5 Grading within retained open space areas shall be minimized to the extent feasible. Graded open space areas within and adjacent to retained open space areas shall be revegetated with plants selected from a landscape palette emphasizing the use of native plant species.

~~**MM 13-6** Prior to the installation of any high-intensity, outdoor sports lighting within a park site and/or school facility, a detailed lighting plan shall be prepared for the illumination of active recreational areas, including a photometric analysis indicating horizontal illuminance, and submitted to and, when deemed acceptable determined to be in conformance with all applicable performance standards, approved by the Development Services Director. Plans shall indicate that high-intensity, pole-mounted luminaries installed for the purpose of illuminating field and hardcourt areas include shielding louvers or baffles or contain other design features or specification, such as selecting luminaire with cut-off features, to minimize light intrusion to not more than 0.5 horizontal foot candle, as measured at the property boundary. Compliance with these standards shall not be required for adjoining public streets, school or recreational facilities, and other non-light-sensitive land uses.~~(*This mitigation measure is not applicable to the Project because this mitigation measure is specific to the Lytle Creek Ranch Specific Plan*).

Impact AES-2 ***Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

Level of Significance: Less than Significant with Mitigation Incorporated

GHSP EIR

The GHSP EIR concluded that the GHSP would not substantially damage scenic resources, as there are no State-designated scenic highways within this unincorporated portion of the County. The closest officially designated State scenic highway is State Route (SR) 2 from 2.7 miles north of SR 210 (La Cadena) to the San Bernardino County Line. The closest point of this segment is approximately 25 miles to the northwest. However, any development in the GHSP area may be required to comply with the Scenic Resources Overlay District outlined in the GHSP. Areas within the I-15 and I-215 corridors are considered to be scenic corridors by the County of San Bernardino and are subject to policies and restrictions described in the Scenic Resources Overly District in the County's Development Code. Development or improvements in all but the Sycamore Flats/Sycamore Canyon planning area would not result in significant impacts on the visual character of the site or its surroundings. Additionally, **MMs 4.10-2** and **4.10-3**, would further reduce GHSP impacts.

2020 GHSP EIR Addendum

Refer to the analysis above. The 2020 GHSP EIR Addendum concluded that a less than significant impact would occur to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. There are no substantial changes the proposed development from that previously analyzed within the GHSP EIR.

Proposed Project

The Project would have no impact on State-designated scenic highways and would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. According to the Countywide Plan Scenic Routes and Highways map, there

are no designated scenic routes or highways within the Project site, including the I-15 and I-215 corridors.[2] Additionally, the Project is within a Scenic Resources overlay, pursuant to the approved GHSP and would be subject to the policies and restrictions described in the Scenic Resources Overlay District. The GHSP has established conditions relating to projects within the Scenic Resources overlay. According to the approved GHSP, when a land use is proposed within the Scenic Resources overlay, the following criteria shall be used to evaluate the Project compliance with the intent of the overlay:

- Building and Structure Placement: The building and structure placement should be compatible with and should not detract from the visual setting or obstruct significant views.
- Grading: The alteration of the site's natural topography shall be minimized and avoid detrimental effects on the visual setting of the designated area and the existing natural drainage system. Alterations of the natural topography should be screened from view from either the scenic highway or the adjacent scenic and recreational resource by landscaping and plantings which harmonize with the natural landscape of the designated area and can survive with a minimum of maintenance and supplemental water.
- Outside Storage Areas: Outside storage areas allowed shall be completely screened from view of the right-of-way with walls, landscaping, and plantings which are compatible with the local environment and can survive with a minimum of maintenance and supplemental water.
- Utilities: All utilities shall be placed underground

The Project would adhere to the above criteria by not constructing structures in exceedance of the 60-foot maximum height for a structure in the GHSP-DR zone; including landscaping and plantings through the incorporation 568,523 square feet of landscaping, or approximately 40.6 percent of the Project site; screening outside storage areas; and undergrounding utilities. Additionally, the Project site would not impact the long-range southbound views of the Glen Helen area from I-15 in the Cajon Pass. The Project would provide desirable services and an aesthetically pleasing environment through the incorporation of approximately 568,523 square feet of landscaping. Additionally, **MMs 13-4** and **13-5** above are applicable to the Project. The Project would not result in new or a substantial increase in magnitude of impacts compared to the GHSP.

Mitigation Measures

Mitigation measures in the Glen Helen Specific Plan EIR and the 2020 GHSP EIR Addendum are applicable to this topical area.

Refer to **13-4** and **13-5** above.

[2] Countywide Policy Map. 2020. NR-3 Scenic Routes and Highways. https://www.arcgis.com/apps/webappviewer/index.html?id=01c32a4480954deba20af965275b81e7. (accessed December 2023).

Impact AES-3 ***Would the Project in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

Level of Significance: Less Than Significant with Mitigation Incorporated

GHSP EIR

The GHSP EIR concluded that development or improvements within all but the Sycamore Flats/ Sycamore Canyon sub-planning area, would have a less than significant impact on the visual character of the GHSP area or its surroundings. The GHSP EIR identified potentially significant impacts related to effects on the visual character of the Sycamore Flats/Sycamore sub-planning area and its surroundings. The GHSP concluded that any development in the GHSP area would substantially change the visual character and land use intensity and could result in potentially significant aesthetic impacts. The GHSP incorporated **MMs 4.10-1** through **4.10-3** to reduce these impacts to a less than significant level.

2020 GHSP EIR Addendum

Refer to the analysis above. The GHSP EIR identified potentially significant impacts related to effects on the visual character of the site and surroundings and on scenic vistas. Therefore, the GHSP EIR included **MM 4.10-2** and **4.10-3** and **13-4** through **13-6** to reduce these impacts to a less than significant level. All of the GHSP EIR mitigation measures related to visual resources are applicable to the 2020 GHSP Addendum and were included in the 2020 GHSP EIR Addendum.

Proposed Project

The Project would allow for development of approximately 202,900 square feet of commercial and retail center land uses. Since the Project site is entirely undeveloped at present, any development in the area would substantially change the visual character and land use intensity and could result in potentially significant aesthetic impacts. However, the Project is located within the North Glen Helen sub-planning area of the GHSP. Impacts on visual character of this site were determined to be less than significant within the GHSP EIR. Land use change as a result of new development under the GHSP would enhance the existing visual quality in the GHSP area by removing some aesthetically offensive sites currently open to public view. The entire site is currently vacant with two prominent hill structures. Approximately 21.5-acres of the southern portion of the Project site consists of a larger hill structure that that has a surface elevation ranging from a low point of approximately 2,010 feet at the southwest corner of the Project site to a maximum of approximately 2,255 feet at the top of the hill. The smaller hill at the northern portion of the Project site ranges from a low point of approximately 2,080 feet between the two hills to a maximum of approximately 2,137 feet. The Project site is planned to be graded to elevations between 2,050 and 2,070 feet that will result in a large quantity of rock cuts and removals. Scenic vistas viewable from this point of the County include distant views of the San Gabriel Mountains located to the northwest, San Bernardino Mountains located to the northeast, and the Jurupa Hills located to the south. The Project site itself is not designated as a scenic vista. Regulations such as the County of San Bernardino Code and policies as part of the GHSP would ensure that increased development would not impact the visual

character of the site. Future development under the Project would adhere to the County Code which includes general development requirements for development density, screening and setback, signing, landscaping, lighting, height limitations, and other aspects related to aesthetic impacts. The Project proposes relatively minor changes in allowable uses within the existing GHSP Destination Recreation (DR) zone. The minor changes include clarifying the types of commercial retail uses, and clarifying which uses are permitted outright or allowable subject to a Conditional Use Permit. The proposed changes would also add residential as an allowable use, to provide flexibility to adapt to changing market conditions and to provide the County with additional residential zoning to meet Regional Housing Needs Assessment requirements. There are no substantial changes of the proposed development from that previously analyzed within the GHSP EIR and 2020 GHSP EIR Addendum. Additionally, the **13-4** and **13-5** above are applicable to the Project and would reduce potential impacts to a less than significant level. No new significant adverse impacts are identified or anticipated, and no new mitigation measures are required as a result of the Project.

Mitigation Measures

Mitigation measures in the Glen Helen Specific Plan EIR and the 2020 GHSP EIR Addendum are applicable to this topical area.

Refer to **13-4** and **13-5** above.

Impact AES-4 ***Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Level of Significance: Less Than Significant

GHSP EIR

Spill light occurs when lighting fixtures such as streetlights, parking lot lighting, exterior building lighting, and landscape lighting are not properly aimed or shielded to direct light to the desired location and light escapes and partially illuminates a surrounding location. Glare is the result of improperly aimed or blocked lighting sources that are visible against a dark background such as the night sky. Glare may also refer to the sensation experienced looking into an excessively bright light source that causes a reduction in the ability to see or causes discomfort. Glare generally does not result in illumination of off-site locations but results in a visible source of light viewable from a distance. Glare could also occur from building materials of the new structures, including glass and other reflective materials.

The GHSP EIR concluded that the GHSP would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, in compliance with the County Development Code and the light and glare standards within the GHSP. Compliance with existing codes would reduce any impacts from the creation of new sources of light and glare to less than significant levels.

2020 GHSP EIR Addendum

Refer to the analysis above. There are no substantial changes the proposed development from that previously analyzed within the GHSP EIR. Adherence to the design standards of the County Development

Code would ensure that light and glare from new developments would be minimized and that significant impacts would not occur.

Proposed Project

The Project would result in additional sources of light or glare. However, the County Development Code contains standards addressing lighting through its design policies. Once operational, the buildings would use interior and exterior lighting. Consistent with Section 83.07.030 (Glare and Outdoor Lighting – Valley Region) of the County's Development Code, all exterior lighting used on the Project site would be fully shielded to preclude light pollution or light trespass on any of the following:

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

No structures or features that create adverse glare effects are permitted. Thus, all exterior lighting would be shielded/hooded to prevent light trespass onto nearby properties, as defined above. The Project would use a variety of non-reflective building materials, and although some new reflective improvements (i.e., windows and building front treatments) would be introduced to the Project site, the proposed buildings would not be a source of substantial glare in the area.

Adherence to the design standards of the County Development Code Section 83.07.030 would ensure that light and glare from new developments would be minimized and that significant impacts would not occur. Compared to the GHSP EIR and 2020 GHSP EIR Addendum, the Project does not introduce substantial new sources of light and glare, and impacts would be less than significant. Therefore, the Project would not result in new or a substantial increase in magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

No mitigation measures in the Glen Helen Specific Plan EIR and the 2020 GHSP EIR Addendum are applicable to this topical area.

7.3 Agriculture and Forestry Resources

Agriculture and Forestry Resources was not previously analyzed within the GHSP EIR.

Impact AG-1 ***Would the Project 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?***

Level of Significance: No Impact

GHSP EIR

The GHSP EIR did not include analysis of agricultural and forestry resources and no mitigation is provided. However, the GHSP EIR land use plan determined that, in the implementation of GHSP, agricultural usage opportunities would increase in the area with additional open space designations.

2020 GHSP EIR Addendum

The 2020 GHSP Addendum would result in the same number of residential units in the same location that was previously analyzed in the GHSP EIR. There are no changes, and no expansion of urban land uses beyond the previously analyzed area is proposed. As described previously, the proposed interim uses are similar to construction staging areas that are needed for development of the approved development that was evaluated in the previous GHSP EIR and would not directly result in increased impacts to agriculture and forestry resources. Therefore, the 2020 GHSP Addendum would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to a non-agricultural use beyond those previously analyzed.

Proposed Project

Based on review of the California Department of Conservation Important Farmland maps, neither the GHSP area nor any adjacent land is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, including the Project site. [3] The adjacent land is designated as Urban and Built-Up Land. There are no substantial changes of the proposed development from that previously analyzed within the GHSP EIR and the 2020 GHSP EIR Addendum. As such, the Project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to a non-agricultural use, and no impact would occur. Therefore, the Project would not result in new or a substantial increase in magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

No mitigation is necessary.

Impact AG-2 ***Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

Level of Significance: No Impact

GHSP EIR

The GHSP EIR did not include analysis of agricultural and forestry resources and no mitigation is provided. However, the GHSP EIR land use plan determined that, in the implementation of GHSP, agricultural usage opportunities would increase in the area with additional open space designations.

[3] Department of Conservation. 2023. California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed May 2023).

2020 GHSP EIR Addendum

Refer to the analysis above. There are no substantial changes in the proposed development from that previously analyzed within the GHSP EIR. The GHSP area would not conflict with existing zoning for agricultural use, or a Williamson Act contract, and there is no impact.

Proposed Project

The Project does not contain lands designated for agricultural use or a Williamson Act Contract. The Williamson Act allows local governments to contract with private landowners to maintain agricultural or open space uses in return for financial assistance in the form of lower tax assessments.[4] According to the San Bernardino County Land Use Web Map (2020), no portion of the Project site is zoned or designated for agricultural use, but instead is designated for Glen Helen Specific Plan-Destination Recreation.[5] The Project site is not in use for agricultural activities. Review of the Countywide Plan Exhibit NR-5 Agricultural Resources shows that the Project site does not contain agricultural resources.[6] Therefore, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract, and there is no impact. The Project would not result in new or a substantial increase in magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

No mitigation is necessary.

Impact AG-3 ***Would the Project 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))?***

Level of Significance: No Impact

GHSP EIR

The GHSP EIR did not include analysis of agricultural and forestry resources and no mitigation is provided. However, the GHSP EIR land use plan determined that, in the implementation of GHSP, agricultural usage opportunities would increase in the area with additional open space designations.

2020 GHSP EIR Addendum

Refer to the analysis above. There are no substantial changes in the proposed development from that previously analyzed within the GHSP EIR. The GHSP area would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as

[4] California Department of Conservation. 2023. Williamson Act Program. Retrieved from: https://www.conservation.ca.gov/dlrp/wa . (accessed May 2023).
[5] County of San Bernardino. 2020. LU-1 Land Use Map. Retrieved from: https://www.arcgis.com/apps/webappviewer/index.html?id=f23f04b0f7ac42e987099444b2f46bc2. (accessed May 2023).
[6] County of San Bernardino. 2020. NR-5 Agricultural Resources. Retrieved from: https://www.arcgis.com/apps/webappviewer/index.html?id=fcb9bc427d2a4c5a981f97547a0e3688. (accessed May 2023).

defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)), and there is no impact.

Proposed Project

According to the County's Official Zoning Map (2020), the Project is zoned Glen Helen/Specific Plan-Destination Recreation (GH/SP-DR).[7] The Project does not contain lands designated for forest land or timberland. The Project would allow for development of approximately 202,900 square feet of commercial and retail center land uses. The Project proposes relatively minor changes in allowable uses within the existing GHSP Destination Recreation (DR) zone. The minor changes include clarifying the types of commercial retail uses, and clarifying which uses are permitted outright or allowable subject to a Conditional Use Permit. The proposed changes would also add residential as an allowable use, to provide flexibility to adapt to changing market conditions and to provide the County with additional residential zoning to meet Regional Housing Needs Assessment requirements. Therefore, the Project would not 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)) and no impact would occur. Therefore, the Project would not result in new or a substantial increase in magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

No mitigation is necessary.

Impact AG-4 ***Would the Project result in the loss of forest land or conversion of forest land to non-forest use?***

Impact AG-5 ***Would the Project 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?***

Level of Significance: No Impact

GHSP EIR

See Impact 7.3-1 through 7.3-4 above. The GHSP EIR did not include analysis of agricultural and forestry resources and no mitigation is provided. Regarding agriculture and forestry, the GHSP EIR determined that, in the implementation of GHSP, agricultural usage opportunities would increase in the area with additional open space designations.

2020 GHSP EIR Addendum

Refer to the analysis above. There are no substantial changes from that previously analyzed within the GHSP EIR. The GHSP area would not result in the loss of forest land or conversion of forest land to non-forest use, nor would the GHSP involve other changes in the existing environment which, due to its

[7] County of San Bernardino. 2020. LU-1 Land Use Map. Retrieved from: https://www.arcgis.com/apps/webappviewer/index.html?id=f23f04b0f7ac42e987099444b2f46bc2 . (accessed May 2023).

location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

Proposed Project

Project does not contain lands designated for forest land or timberland. The Project would allow for development of approximately 202,900 square feet of commercial and retail center land uses. The Project proposes relatively minor changes in allowable uses within the existing GHSP Destination Recreation (DR) zone. There are no substantial changes from that previously analyzed within the GHSP EIR and 2020 GHSP EIR Addendum. Therefore, the Project would not result in the loss of forest land or conversion of forest land to non-forest use, nor would the GHSP involve other changes in the existing environment which, due to its location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. Therefore, the Project would not result in new or a substantial increase in magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

No mitigation is necessary.

7.4 Energy

Project Analyses:

- *The Oasis at Glen Helen Parkway– Energy Memorandum*. Kimley-Horn and Associates, Inc. November 2023. (**Appendix H**)

Prior Analysis:

- GHSP EIR Section 4.6, Air Quality and Greenhouse Gas Emissions
- GHSP FEIR
- 2020 GHSP EIR Addendum

Applicable 2020 GHSP EIR Addendum Mitigation Measures:

- Mitigation Measures 4.6-3 through 4.6-11

Impact NRG-1 ***Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?***

Level of Significance: Less Than Significant with Mitigation Incorporated

GHSP EIR

The GHSP EIR concluded that all applicable State code requirements and energy conservation standards would be adhered to in design and implementation of the GHSP. The GHSP EIR determined that project conformance to the building energy efficiency standards specified in Title 24 of the California Building Standards Code would adequately reduce the demand for electricity and natural gas induced by the addition of the proposed residential, commercial, and industrial elements and the need to extend natural

gas and electricity services throughout the GHSP area. Additionally, the GHSP EIR included Energy Efficient mitigation measures, 4.6-3 through 4.6-11, to further reduce impacts to less than significant.

2020 GHSP EIR Addendum

Refer to the analysis above. There are no substantial changes from that previously analyzed within the GHSP EIR. With implementation of **MMs 4.6-3** through **4.6-11**, impacts would be less than significant.

Proposed Project

An Energy Memorandum was conducted for the Project site to describe the existing setting as it relates to energy conservation, identifies associated regulatory conditions and requirements, and presents the criteria used to evaluate potential impacts related to use of fuel and energy upon implementation of the Project. The Project would not result in wasteful, inefficient or unnecessary consumption of energy during Project construction or operation.

Construction

As discussed in **Appendix H** of the Project, the Project would have construction activities that would use energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). Contractors would be required to monitor air quality emissions of construction activities using applicable regulatory guidance such as from SCAQMD CEQA Guidelines. Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced from the monitoring and the efficient use of equipment and materials, energy use is reduced. There are no aspects of the Project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities. As stated within the Energy Memorandum (**Appendix H**), total Project construction gasoline fuel would represent approximately 0.0065 percent of annual gasoline used in the County, and total Project construction diesel fuel would represent approximately 0.6866 percent of annual diesel used in the County. Based on the total Project's relatively low construction fuel use proportional to annual County use, the Project would not substantially affect existing energy fuel supplies or resources. New capacity or additional sources of construction fuel are not anticipated to be required.

Southern California Edison's (SCE) total energy sales are projected to be 95,663 GWh of electricity in 2024 (the first year of Project construction). The Project's construction-related net annual electricity consumption of 2.04 GWh would represent approximately 0.002 percent of SCE's projected sales. Therefore, it is anticipated that SCE's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand. Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet demand until 2050. As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's temporary construction demand.

Air quality MMs 7-3 and 7-5 from the 2020 Addendum EIR and MM AQ-1 (refer to The Oasis at Glen Helen Parkway Air Quality Assessment) will reduce fuel consumption by ensuring construction equipment is maintained and that engine idling is reduced to a minimum. Furthermore, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. In addition, some energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

The Project would have construction activities that would use energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). Contractors would be required to monitor air quality emissions of construction activities using applicable regulatory guidance such as from SCAQMD CEQA Guidelines. Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced from the monitoring and the efficient use of equipment and materials, energy use is reduced. There are no aspects of the Project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities.

Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary use of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive and that there is a significant cost-savings potential in green building practices. Substantial reduction in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the costs of business.

As described above, the Project's fuel consumption and energy usage from the entire construction period would increase fuel use in the County by less than one percent. It should be noted that the State CEQA Guideline Appendix G and Appendix F criteria require the Project's effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A less than one percent increase in temporary demand is not anticipated to trigger the need for additional capacity. Project construction would have a nominal effect on the local and regional energy supplies. Additionally, use of construction fuel would be temporary and would cease once the Project is fully developed. As such, Project construction would have a nominal effect on the local and regional energy supplies.

As stated above, there are no unusual characteristics that necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. It is expected that construction fuel use associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential impacts are considered less than significant.

Operation

The energy consumption associated with Project operations would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use.

Electricity

The electricity use during Project operations is based on CalEEMod defaults. The Project would use approximately 6.21 GWh of electricity per year (see Table 3 of **Appendix H**). Unmitigated Project electricity consumption would only increase countywide electricity use by 0.038 percent. It is also noted that Project's net annual operational electricity consumption would represent approximately 0.006 percent of SCE's projected sales. Therefore, it is anticipated that SCE's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's operational electricity demand.

Natural Gas

The methodology used to calculate the natural gas use associated with the Project is based on CalEEMod default rates. Unmitigated natural gas consumption from the Project would represent only a 0.021 percent increase over countywide natural gas usage (see Table 3 of **Appendix H**). Therefore, it is anticipated that existing and planned natural gas capacity and supplies would be sufficient to serve the Project's operational demands.

Petroleum Fuel

The gasoline and diesel fuel associated with on-road vehicular trips is calculated based on total VMT calculated for the analyses within Air Quality Assessment, and Greenhouse Gas Emissions Assessment, and average fuel efficiency from the EMFAC model. The EMFAC fuel efficiency data incorporates the Pavley Clean Car Standards and the Advanced Clean Cars Program. As summarized in Table 3, the total gasoline and diesel fuel associated with on-road trips would be approximately 7,990,659 gallons per year and 1,342,459 gallons per year and would increase county wide usage by 0.99 percent and 0.48 percent, respectively. As discussed previously, the supply of crude oil would be sufficient to meet current demand until 2050. As vehicle fuel efficiency improves and older less efficient vehicles are taken out of service, fuel demand will decrease, ensuring gasoline and diesel supplies are sufficient to serve the Project's operation demands (see Table 3 of **Appendix H**).

The Project's unmitigated energy consumption represents less than one percent of energy consumption within the County. Project operations would not substantially affect existing energy or fuel supplies or resources. The Project would comply with applicable energy standards and new capacity would not be required.

California's Energy Efficiency Standards for Residential and Non-Residential Buildings create uniform building codes to reduce California's energy use and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use. 2022 Title 24 standards for new residential and nonresidential buildings will focus on encouraging electric heat pump technology and use, promote electric-ready buildings to get owners to use cleaner electric heating, cooking, and vehicle charging, expanding solar photovoltaic systems and battery storage systems to reduce reliance on fossil fuel power plants. In addition, GHSP EIR **MM 4.6-3** requires the developer to install energy efficient lighting.

Regarding water energy conservation, the Project would incorporate drought-tolerant landscaping throughout portions of the site as required by GHSP EIR **MM 4.6-4**. Water-efficient irrigation controls would also be used in landscape areas. Comprehensive water conservation strategies would be developed to each respective land use as part of the Project plan development. Buildings would incorporate water-efficient fixtures and appliances, to comply with Title 24.

It should also be noted that SCE is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase total procurement from eligible renewable energy resources to 50 percent by 2030. SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat.

As discussed above, California's Energy Efficiency Standards create uniform building codes to reduce California's energy use and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use.

Project operations could consume 0.99 percent of the gasoline and 0.48 percent of the diesel fuel annually used in the County of San Bernardino (See Table 3 of **Appendix H**). The Project is anticipated to generate 29,094 daily trips. Vehicle fuel efficiency standards are set by the State and Federal Government and are beyond the scope of the Project. However, to minimize fuel consumption, the Project includes the following mitigation measures from the GHSP EIR: **MM 4.6-8** which requires employers to develop a trip reduction plan; **MM 4.6-9** requires employers to provide ride matching, guaranteed ride home, or carpool/vanpool services to employees as part of a Travel Demand Management Plan; **MM 4.6-11** encourages developers to use alternative fuels or low emission vehicles by requiring developers to submit an Alternative Fuel or Low Emission Vehicle Plan to SCAQMD for review and approval.

None of the Project energy uses exceed one percent of the corresponding uses within the County. Project operations would not substantially affect existing energy or fuel supplies or resources. All Project buildings will comply with energy and fuel efficiency laws and regulations; thus, the Project would not be wasteful or inefficient. Therefore, the Project would result in a less than significant impact in this regard.

Mitigation Measures

Mitigation measures in the Glen Helen Specific Plan EIR and the 2020 GHSP EIR Addendum are applicable to this topical area.

Mitigation Measures of the Glen Helen Specific Plan EIR

MM 4.6-3 Install energy-efficient lighting.

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

Mitigation Measures of the 2020 Addendum to the Glen Helen Specific Plan EIR

MM 4.6-3 Install energy-efficient lighting.

MM 4.6-4 Landscape with native or drought-resistant species to reduce water consumption and to provide passive solar benefits.

MM 4.6-5 Employers should provide local shuttle and transit shelters, and ride matching services.

MM 4.6-6 Employers should provide bicycle lanes, storage areas, and amenities, and ensure efficient parking management.

MM 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.

MM 4.6-8 Employers should develop a trip reduction plan to comply with SCAQMD rule 2202.

MM 4.6-9 Employers should provide ride matching, 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.

MM 4.9-10 Synchronize traffic signals. The areas where this measure would be applicable are roadway intersections within the Specific-Plan area.

MM 4.9-11 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.

Impact NRG-2 ***Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?***

Level of Significance: Less Than Significant

GHSP EIR

The GHSP EIR concluded that all applicable State code requirements and energy conservation standards would be adhered to in design and implementation of the GHSP. The GHSP EIR determined that project conformance to the building energy efficiency standards specified in Title 24 of the California Building Standards Code would adequately reduce the demand for electricity and natural gas induced by the

addition of the proposed residential, commercial, and industrial elements and the need to extend natural gas and electricity services throughout the GHSP area. Additionally, the GHSP EIR included Energy Efficient mitigation measures, 4.6-3 through 4.6-11, to further reduce impacts to less than significant.

2020 GHSP EIR Addendum

Refer to the analysis above. There are no substantial changes from that previously analyzed within the GHSP EIR. With implementation of **MMs 4.6-3** through **4.6-11**, impacts would be less than significant.

Proposed Project

As discussed in Impact 7.6-1 above, the energy conservation policies and plans relevant to the Project include the California Title 24 energy standards, the CALGreen Building Code, and the San Bernardino County Regional Greenhouse Gas Reduction Plan. The Project would be required to comply with these existing energy standards. Compliance with state and local energy efficiency standards would ensure that the Project meets all applicable energy conservation policies and regulations. As such, the Project would not conflict with applicable plans for renewable energy or energy efficiency. SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) (RTP/SCS), adopted in September 2020, integrates transportation, land use, and housing to meet GHG reduction targets set by CARB with the overall goal of reducing VMT, which will reduce fuel consumption. The RTP/SCS also has a goal of reducing GHG emissions consistent with both AB 32 and SB 375. The Project is consistent with all applicable RTP/SCS goals; however, Goal 5 (reduce greenhouse gas emissions and improve air quality), directly relates to energy efficiency. Because the Project is located near existing truck routes and freeways, the Project would reduce GHG and air quality emissions by reducing fuel consumption. Compliance with the above plans would ensure that the Project would not conflict with any applicable plans, policies, or regulations adopted for the purpose of reducing energy use or increasing the use of renewable energy. Potential impacts are considered less than significant.

Mitigation Measures

No mitigation is required.

7.5 Hazards and Hazardous Materials

Prior Analysis:

- GHSP EIR Section 4.7, Risk of Upset/Public Safety
- GHSP FEIR
- 2020 GHSP EIR Addendum

Applicable 2020 GHSP EIR Addendum Mitigation Measures:

No mitigation measures.

Impact HAZ-1 ***Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Level of Significance: Less Than Significant

GHSP EIR

The GHSP EIR did not identify any significant impacts related to risk of upset/public safety, including impacts from the use or transport of hazardous materials, wildfire risks, or interference with emergency plans.

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 area. However, the GHSP will encourage recycling of existing largely unregulated or underregulated uses in the Cajon Corridor, Kendall Corridor and Devore sub-planning areas to higher quality Corridor uses. As these new uses will be subject to the development review provisions and higher development standards of the GHSP, an opportunity is created to clean-up and remediate sites with soil contamination or stored hazardous materials. The GHSP presents an opportunity to strengthen compliance by existing and future uses with regulations, standards, and guidelines established by the Environmental Protection Agency (EPA), State, county, and local agencies relating to the storage, use, and disposal of hazardous waste. In so doing, the GHSP will reduce the potential risk of hazardous materials exposure to a level that is less than significant. While no significant impacts are anticipated to occur, the GHSP incorporated **MMs 4.7-1** through **4.7-4** which will assure compliance with the various Federal, State, and local statutes that apply to hazardous waste and fire safety.

2020 GHSP EIR Addendum

The 2020 GHSP Addendum includes development of the same type of land uses in the same location as that previously analyzed in the GHSP EIR. The 2020 GHSP EIR Addendum identified the GHSP EIR mitigation measures, **MM 4.7-1** through **4.7-4**, as standard conditions of approval rather than mitigation. The GHSP would be required to implement these, but not as mitigation measures for CEQA compliance purposes. There are no substantial changes from that previously analyzed. No mitigation was found necessary, and impacts would be less than significant.

Proposed Project

The Project is intended to develop commercial, retail, hospitality, and civic facilities and is not anticipated to release hazardous material into the environment. Construction and operation of the Project would utilize chemical substances common with typical construction, landscaping, and cleaning activities and do not generally pose a significant hazard to the public or environment. Additionally, the two gas stations proposed for the Project would be installed under oversight by the County Fire Department. The tanks would be required to be double-walled and have leak detecting equipment, which limits impacts from a leak or break. The Project would be subject to the requirements of the South Coast Air Quality Management District (SCAQMD) Rule 461, which requires all aboveground and underground storage tanks be equipped with a CARB certified enhanced vapor recovery system reducing the risk of gasoline spillage. Hazardous materials that may be used during Project construction, include paints, solvents, gasoline, and other fuels. Should on-site refueling occur during construction, spill kits shall be located on-site as

required by the Project-specific Stormwater Pollution Prevention Plan (SWPPP). Other preventative measures and bests management practices (BMP) are similarly required under National Pollutant Discharge Elimination System (NPDES) stormwater regulations. Furthermore, the Project site is not listed under the California Hazardous Waste and Substance Site List (Cortese List).[8] Therefore, impacts associated with the transport, use, or disposal of hazardous materials would be less than significant. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

Mitigation measures in the Glen Helen Specific Plan EIR and the 2020 GHSP EIR Addendum are applicable to this topical area.

Mitigation Measures of the Glen Helen Specific Plan EIR

MM 4.7-1 ~~In the event that hazardous waste is discovered during site preparation or construction, the property owner/developer shall ensure that the identified hazardous waste and/or hazardous material is handled and disposed of in a manner specified by the State of California Hazardous Substances Control Law (Health and Safety Code, Division 20, Chapter 6.5) and according to the requirements of the California Administrative Code, Title 30, Chapter 22.~~ (*This mitigation measure was superseded and revised as a standard condition of approval within the 2020 Addendum to the Glen Helen Specific Plan EIR*).

MM 4.7-2 ~~Ongoing during the operation and maintenance of all facilities, all hazardous materials shall be handled and disposed of in a manner that is in accordance with state codes identified in Mitigation Measure 4.7-1 above~~. (*This mitigation measure was superseded and revised as a standard condition of approval within the 2020 Addendum to the Glen Helen Specific Plan EIR*).

MM 4.7-3 ~~Apply the restrictions of the "Greenbelt" Fire Safety and the Foothill and Hillside Hazard Overlay Ordinances as set forth in the San Bernardino County Development Code. This includes but is not limited to the provision of defensible space between structures and surrounding wildlands sufficient to protect structures during a wildfire, provide an entry for firefighting forces, and properly maintained greenbelts and perimeter access roads~~. *(This mitigation measure was superseded and revised as a standard condition of approval within the 2020 Addendum to the Glen Helen Specific Plan EIR).*

MM 4.7-4 ~~In areas where structures are placed at the toe of slopes and ridges, fuel reduction zones should extend at least 300 feet upslope.~~ *(This mitigation measure was superseded and revised as a standard condition of approval within the 2020 Addendum to the Glen Helen Specific Plan EIR).*

[8] California Department of Toxic Substances Control (2022). Hazardous Waste and Substances Site List. Available at https://www.envirostor.dtsc.ca.gov/public/ . (accessed May 2023).

Mitigation Measures of the 2020 Addendum to the Glen Helen Specific Plan EIR

None of the GHSP EIR mitigation measures apply.

Impact HAZ-2 ***Would the Project 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?***

Level of Significance: Less Than Significant

GHSP EIR

The GHSP site concluded that there is the potential that previously unknown hazardous material contamination from historical use of the area may be encountered during development activities. However, if such contamination does exist, Federal, State, and local policies and procedures would require the delineation and remediation of such sites to the satisfaction of the local enforcement agency. In addition, it is unlikely that any such contamination would be beyond the capabilities of typical remediation measures applied today. Therefore, no significant impacts from former uses of the property are anticipated.

Cajon Landfill

The GHSP identifies the landfill site as a Special Use Area (SUA). This designation accommodates the ongoing stabilization of the landfill, and provides for periodic non-intensive uses, such as overflow parking for major events at the regional park. A limited range of permitted and conditionally permitted uses are stipulated, consistent with the anticipated stabilization of the fill area, and certification of the site as free of toxic/hazardous wastes and waste by-products by an appropriate agency. No significant hazard will result from future utilization of the landfill site as a Special Use Area, as designated by the GHSP.

While no significant impacts are anticipated to occur, the GHSP incorporated **MMs 4.7-1** through **4.7-4** which will assure compliance with the various Federal, State, and local statutes that apply to hazardous waste and fire safety.

2020 GHSP EIR Addendum

The 2020 GHSP Addendum includes development of the same type of land uses in the same location as that previously analyzed in the GHSP EIR. There are no substantial changes from that previously analyzed. Impacts would be less than significant.

Proposed Project

Accident conditions involving the release of hazardous materials into the environment could reasonably occur during the construction phase of the Project, especially due to the use of oils and fuels on-site. As previously discussed in Impact 7.8-1, the use of hazardous materials during the construction phase – such as motor oils, gasoline, and diesel fuel – would have a less than significant impact with the preventative measures and BMPs required under NPDES stormwater regulations and Project-specific SWPPP as well as adherence to applicable federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Because no proposed land uses necessitate the use of hazardous materials, the

operational phase of Project implementation does not pose a reasonably foreseeable issue regarding the release of hazardous materials. However, the Project site may be expected to use fertilizer for site landscaping. Materials and substances would all be subject to applicable health and safety requirements under the Occupational Safety and Health Administration (OSHA). Thus, Project implementation would not result in the creation of a public or environmental hazard resulting in a less than significant impact. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

No mitigation is necessary.

Impact HAZ-3 ***Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

Level of Significance: Less Than Significant

GHSP EIR

The GHSP EIR did not analyze if the GHSP would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. However, the GHSP site concluded that there is the potential that previously unknown hazardous material contamination from historical use of the area may be encountered during development activities. If such contamination does exist, Federal, State, and local policies and procedures would require the delineation and remediation of such sites to the satisfaction of the local enforcement agency. In addition, it is unlikely that any such contamination would be beyond the capabilities of typical remediation measures applied today. Therefore, no significant impacts from former uses of the property are anticipated. While no significant impacts are anticipated to occur, the GHSP incorporated measures **4.7-1** through **4.7-4** which will assure compliance with the various Federal, State, and local statutes that apply to hazardous waste and fire safety.

2020 GHSP EIR Addendum

The 2020 GHSP Addendum includes development of the same type of land uses in the same location as that previously analyzed in the GHSP EIR. There are no substantial changes from that previously analyzed. Impacts would be less than significant.

Proposed Project

There are no schools located within one-quarter mile of the Project site. The nearest school is Paakuma' K-8 School at 17825 Sycamore Creek Loop Parkway, San Bernardino, CA 92407, approximately 1.3 miles to the southwest of the Project site. The Project is not anticipated to generate significant hazardous materials that would impact this school. In addition, any future school developed within the surrounding area would be subject to the oversight of the California Environmental Protection Agency (Cal EPA), Department of Toxic Substances Control (DTSC), as required by State law. Additionally, the Project site is not located within a hazardous materials zone and is not included on a hazardous site list, according to

the DTSC Cortese List. Therefore, a less than significant impact would occur due to the implementation of the Project. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

No mitigation is necessary.

Impact HAZ-4 ***Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

Level of Significance: Less Than Significant

GHSP EIR

The GHSP site concluded that there is the potential that previously unknown hazardous material contamination from historical use of the area may be encountered during development activities. However, if such contamination does exist, Federal, State, and local policies and procedures would require the delineation and remediation of such sites to the satisfaction of the local enforcement agency. In addition, it is unlikely that any such contamination would be beyond the capabilities of typical remediation measures applied today. Therefore, no significant impacts from former uses of the property are anticipated. While no significant impacts are anticipated to occur, the GHSP incorporated measures **4.7-1** through **4.7-4** which will assure compliance with the various Federal, State, and local statutes that apply to hazardous waste and fire safety.

2020 GHSP EIR Addendum

The 2020 GHSP Addendum includes development of the same type of land uses in the same location as that previously analyzed in the GHSP EIR. There are no substantial changes from that previously analyzed. Impacts would be less than significant.

Proposed Project

According to the DTSC Cortese List, the Project site is not located within a hazardous material zone and is not included on a hazardous site list compiled pursuant to California Government Code Section 64962.5. As a result, the Project would not create a significant hazard to the public or the environment, and a less than significant impact is anticipated. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

No mitigation is necessary.

Impact HAZ-5 ***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 or excessive noise for people residing or working in the project area?***

Level of Significance: No Impact

GHSP EIR

The GHSP EIR did not analyze if the GHSP is 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, and if the GHSP result in a safety hazard or excessive noise for people residing or working in the project area. Additionally, the GHSP incorporated measures **4.7-1** through **4.7-4** which will assure compliance with the various Federal, State, and local statutes that apply to hazardous waste and fire safety.

2020 GHSP EIR Addendum

The 2020 GHSP Addendum includes development of the same type of land uses in the same location as that previously analyzed in the GHSP EIR. There are no substantial changes from that previously analyzed. Impacts would be less than significant.

Proposed Project

The Project site is not located near to a public airport or public use airport. The nearest airport is located approximately 12 miles southeast of the Project site. See **Section 4.6: Noise** for further discussion on noise impacts. The Project would not result in a safety hazard or excessive noise for the new residents or employees within the Project site. Therefore, no impact would occur with the implementation of the Project. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

No mitigation is necessary.

Impact HAZ-6 ***Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Level of Significance: Less Than Significant

GHSP EIR

According to the GHSP EIR, portions of the GHSP area, including the Central Glen Helen and South Glen Helen sub-planning areas in particular, have limited access via roads which are subject to inundation during and following storm events (i.e., Institution Road). The GHSP identifies several potential road and access improvements that will enhance emergency access and evacuation of the interior of the site in the future. These potential improvements include: 1) improving Institution Road to all-weather standards, 2) the extension of Levee Road from Glen Helen Parkway to Institution Road, and 3) a possible future interchange at I-215 within the Cajon Corridor, with a related road extension from the interchange to Levee Road. These future improvements, together with effective traffic control and management of

access to and from events at Blockbuster Pavilion and the regional park, will improve emergency response and evacuation capabilities at the site. Additionally, the GHSP incorporated measures **4.7-1** through **4.7-4** which will assure compliance with the various Federal, State, and local statutes that apply to hazardous waste and fire safety.

2020 GHSP EIR Addendum

The 2020 GHSP Addendum includes development of the same type of land uses in the same location as that previously analyzed in the GHSP EIR. There are no substantial changes from that previously analyzed. Impacts would be less than significant.

Proposed Project

The Project is not anticipated to interfere or impair an adopted emergency response or evacuation plan. The County of San Bernardino adopted its Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) in 2017.[9] The MJHMP identifies potential hazards that may occur within the County, such as risks associated with earthquakes, terrorism, and climate change. Mitigation is also provided in the MJHMP in order to minimize those identified risks. Project development would be congruent with the land use designations of the Project site and would therefore remain consistent with the analysis provided in the MJHMP. Primary access to the Project will be from the Glen Helen Parkway (two access points). Additionally, several freeway interchanges will be utilized to provide regional access to the site, including primary access from Interstate 15 (I-15) will be at the Glen Helen Parkway interchange; primary access from Clearwater Parkway will connect the Rosena Ranch residential community to the south at the Glen Helen Parkway interchange; and secondary access from Interstate 215 (I-215) will be at the I-215/Devore Road interchange.

Surface street access to the Project will occur primarily from Glen Helen Parkway with two Project driveways. Emergency access to the Project site would be provided at the existing signalized intersection of Glen Helen Parkway and Clearwater Parkway at the southern portion of the Project site. Additionally, the proposed Fire/Sheriff Station would have driveway access directly to Glen Helen Parkway to provide emergency vehicle access from the station to public roadways. The Project would construct 30-foot-wide driveways throughout the Project site to provide circulation to the individual developments. While the Project would increase traffic to and from the site, its proximity to the I-15, as well as the presence of a Fire/Sheriff facility on-site would not diminish the efficacy of established evacuation routes and would improve emergency preparedness. . The Project would not conflict with adopted emergency response or evacuation plans and would therefore generate a less than significant impact. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

No mitigation is necessary.

[9] County of San Bernardino. 2017. San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan. https://countywideplan.com/wp-content/uploads/sites/68/2020/10/SBC_MJHMP_FEMAapproved_20170713.pdf#page=202&zoom=100,220,144 (accessed May 2023).

Impact HAZ-7 ***Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

Level of Significance: Less Than Significant

GHSP EIR

As concluded in the GHSP EIR, the GHSP area is subject to wildland fire hazards, and is located in proximity to the San Bernardino National Forest. Special fire safety review areas have been adopted for the area, pursuant to the County Development Code. All of the GHSP area, is within Fire Safety Review Area 1 and Fire Safety Review Area 2, as determined by the California Department of Forestry and the U.S. Forest Service. Fire Safety Review Area 1 includes wildland areas that are marginally developable or are not likely to be developed. Natural hazards are present throughout Fire Safety Review Area 1, especially in areas with natural upgraded slopes greater than thirty percent. Areas of very high to extreme fire hazards comprise Fire Safety Review Area 1. Fire Safety Review Area 2 includes relatively flat land that is either partially or completely developed. Development within Fire Safety Review Area 2 is exposed to impacts of wildland fires due to its proximity to Fire Safety Review Area 1. The boundary of Fire Safety Review Area 1 within the GHSP area is congruous with the National Forest Boundary, which includes the Sycamore Canyon area and the properties along the western edge of the GHSP area, with proposed Destination Recreation and Commercial/Destination Entertainment planning designations. These areas have a high wildfire potential with strong prevailing winds and mature vegetation covering hills with flat to steep terrain. At the base of the hills is open space which surrounds the proposed development, in this area annual maintenance is not provided. The remainder of the GHSP is considered to be within Fire Safety Review Area 2.

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. These requirements are established for both Fire Safety Review Areas 1 and 2. The application of the Fire Safety Overlay is consistent with the standards, provisions, and mapping of fire hazards contained in the San Bernadino County General Plan and Development Code. No significant fire hazards are anticipated to occur, and no mitigation is required.

2020 GHSP EIR Addendum

The 2020 GHSP Addendum includes development of the same type of land uses in the same location as that previously analyzed in the GHSP EIR. There are no substantial changes from that previously analyzed. Impacts would be less than significant.

Proposed Project

According to CAL FIRE's Fire and Resource Assessment Program, Fire Hazard Severity Zone Viewer, the Project site is located within a State Responsibility Area (SRA), Very High Fire Hazard Severity Zone (VHFHSZ).[10] During fire emergencies, specific evacuation routes would be designated, and all evacuation procedures would comply with the County's Emergency Management Plan. The County is responsible for

[10] CalFire. 2023. Fire Hazard Severity Zones in State Responsibility Area. https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=4466cf1d2b9947bea1d4269997e86553. (accessed May 2023).

the dissemination of information about a wildfire emergency to the public to inform them on what has happened and the actions of the emergency response agencies, as well as summarize the expected outcomes of the emergency actions. The County has various systems in place for disseminating warnings and emergency information to the public including an Emergency Alert System (EAS) which enables the Federal, State, and local governments to communicate with the general public through commercial broadcast stations, as well as a Telephone Emergency Notification System (TENS) which includes evacuation notices, shelter in place orders, and/or special instructions for an imminent threat.[11]

Additionally, the Project would comply with California Code of Regulations (CCR) Title 14 SRA Fire Safe Regulations which ensures basic emergency access would be provided. The Project would also be in accordance with the Emergency Mutual Aid Agreements which provides service in the emergency response and recovery efforts at the Southern Regional Emergency Operations Center, local Emergency Operations Centers, the Disaster Field Office, and community service centers. Furthermore, the Project would adhere to the California Governor's Office of Emergency Management Agency to prepare a Standardized Emergency Management System program (Title 19 CCR Section 2400 et seq.), which sets forth measures by which a jurisdiction should handle emergency disasters, and CCR Section 51175 through 51189 which provides the framework for further preventative measures to decrease wildfire hazards.

The Project would also comply with the San Bernardino Countywide Plan Hazards Element to ensure adequate emergency services and fire protection would be provided to the Project site. Therefore, with compliance to all applicable Federal, State, and local policies and regulations, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan.

Furthermore, the County's and County Fire Department's review of all future permits for development would include review of access for emergency vehicles during construction and operation, in accordance with the California Fire Code. Compliance with the requirements for emergency lane width, vertical clearance, and distance would ensure that adequate emergency access is available for all new development and redevelopment projects. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

No mitigation is necessary.

7.6 Hydrology and Water Quality

Project Analyses:

- *Preliminary Hydrology Study for Tentative Tract Map No. 20644 APN's 0239-031-04, -32 & -37, The Oasis at Glen Helen Parkway, San Bernardino, California, 92407*. Christiansen & Company, April 2023. (**Appendix J1**)

[11] San Bernardino County Emergency Operations Plan (EOP). February 26, 2013. Retrieved from: http://www.sbcounty.gov/Uploads/SBCFire/content/oes/pdf/Emergency-Operations-Plan.pdf. (accessed May 2023).

Prior Analysis:

- GHSP EIR Section 4.2, Water Resources
- GHSP FEIR
- 2020 GHSP EIR Addendum

Applicable GHSP FEIR Mitigation Measures:

- Mitigation Measure 4.2-3 through 4.2-9

Applicable 2020 GHSP EIR Addendum Mitigation Measures:

- Mitigation Measures 4.2-1 and 4.2-2; 4-1 through 4-3

Impact HYD-1 ***Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Impact HYD-2 ***Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

Impact HYD-3 ***Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would?***

i) Result in substantial erosion or siltation on- or off-site? (HYD-3)

ii) Substantially increase the rate or amount of surface run-off in a manner which would result in flooding on- or off-site? (HYD-4)

iii) Create or contribute run-off water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off? (HYD-5)

iv) Impede or redirect flood flows? (HYD-6)

Impact HYD-7 ***Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

Impact HYD-8: ***Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

Level of Significance: Less Than Significant with Mitigation Incorporated

GHSP EIR

As analyzed within the GHSP EIR, the GHSP area is within the 100-year flood plain and the 500-year flood plain have been delineated on the San Bernardino County General Plan Hazard Overlay, Flood Hazards Area. Proposed projects within designated flood plains will be subject to a Flood Hazard Development Review, in accordance with the provisions of the Development Code. New construction and substantial improvement of any structure will be elevated above the base flood elevation or highest adjacent grade,

in accordance with the provisions of the Code. The Flood Plain Safety Overlay District contains provisions related to the anchoring of structures, construction, materials, and methods, elevation, and floodproofing and utility standards. The development requirements are applicable to proposed projects in the 100-year flood plain- delineated for the GHSP area. Moreover, the specific plan drainage plan requires detailed drainage studies, including hydrology and hydraulic calculations for all proposed developments. Since, the Project is subject to the Flood Hazard Overlay, and the Overlay District includes adequate flood safety provisions, no significant impacts related to flooding are anticipated to occur and no mitigation is required. The GHSP also included a drainage plan and project-level detailed stormwater management studies and measures specified in the GHSP, no significant stormwater runoff impacts are anticipated.

Additionally, there are no substantial open water bodies within the GHSP area. In the event of a large earthquake, seiching of water stored within the Metropolitan Water District Reservoir, located approximately one and a half miles northeast of the eastern portion of the GHSP area, could occur. However, due to distances, intervening topography and manmade barriers to water flow, no significant exposure to seiching effects at the GHSP site would occur. Implementation of the GHSP would not result in new open water bodies within the GHSP area. Therefore, seiching is considered to be a less than significant impact.

The GHSP EIR identified potentially significant impacts related to discharges of polluted stormwater and tertiary effluent to local creeks, and to groundwater from periodic use of the Cajon Landfill surface for overflow parking or other activities. GHSP would encourage land use changes which could indirectly lead to discharges of urban polluted storm water to Lytle Creek and Cajon Creek Wash. Development of the GHSP will require compliance with the Federal, State, and local regulations and policies which protects water quality. Incorporation of GHSP project design features, including the drainage plan, detailed project-level hydrology studies and the mitigation measures **MM 4.2-1** through **4.2-9** will reduce hydrology and water quality impacts to a level that is considered less than significant.

2020 GHSP EIR Addendum

There is no expansion of urban land uses into areas that were previously preserved as open space, and no new land uses are proposed that would increase the volume or intensity of stormwater flows above that which was previously analyzed within the GHSP EIR. There are no changes in land uses or development standards that would result in new significant impacts to water quality. In addition, the same regulations that require implementation of a SWPPP during construction activities, including the short-term uses included in the proposed amendment, and a Water Quality Management Plan during operations would apply to the 2020 GHSP EIR Addendum. There are no substantial changes from that previously analyzed. The same number of residential units would be developed on the site, and the same type of short-term staging needs for construction that are included in the amendment to provide for support facilities associated with highway construction, infrastructure development and logistic facilities are also located within the same areas that were previously analyzed. The mitigation measures listed within the GHSP EIR would reduce potential impacts to water resources a less than significant level.

Proposed Project

The proposed modification of the GHSP-DR zoning to allow low-intensity retail commercial uses would result in the same type of long-term land uses in the same location that was analyzed in the GHSP EIR and 2020 GHSP EIR Addendum. The Project would allow for the development of approximately 202,900 SF of commercial and retail center land uses on an approximately 32-acre site. The applicant proposes a minor clarification/text amendment to the existing GHSP-DR zone to provide greater flexibility and more accurately reflect the proposed commercial development. A Preliminary Hydrology Study (**Appendix J1**) was prepared for the Project site.

According to the Preliminary Hydrology Study, the Project would divide the existing GHSP area into thirteen drainage areas. Each parcel would retain 100 percent of peak runoff for said parcel and also the respective half street frontage of said parcel in underground storage chambers. Therefore, the Project site would reduce runoff to the existing storm drain system located at the southwest corner of the site. The Preliminary Hydrology Study also calculated a 100-year, 1-hour, 3-hour, 6-hour, and 24-hour storm events for the existing and proposed development. All proposed drainage would be contained in 48-inch grate inlets through 24-inch high-density polyethylene pipe to the underground chambers. Details regarding the proposed stormwater systems are provided in the Preliminary Hydrology Study (**Appendix J**). Proposed Peak Drainage Flow Rates from a 100-year storm event, indicates the peak flow rates that would be discharged from the site for the 100-year storm events under existing conditions and under post-development conditions with and without the proposed chamber system. The existing conditions for the Project site generate a critical storm maximum of a flow maximum of 147.54 cfs and a volume maximum 1,229,490 cf. The goal of the Preliminary Hydrology Report is to design a rough grading plan condition that equals or reduces the existing volume amount for the Project site. The Preliminary Hydrology Report concluded that the plans and designs developed within the report would provide for the protection and reduction in the existing stormwater flows. The proposed flows utilizing the plans and designs of the report resulted in an 83 percent reduction of stormwater flows to a flow maximum of 25.20 cfs and a volume maximum of 204,727 cf for the Project site. These features include on-site storm drain infrastructure which would consist of various catch basins and stormwater inlets around the southern portion of the Project site, 24-inch High Density Polyethylene underground pipe, and underground storage and infiltration basins. A total of 329,943 cubic feet (7.57 acre-feet) of stormwater storage would be provided on-site in underground storage and infiltration basins. A total of three underground chambers would be utilized, two would be located on the southern portion of the Project site with one located on the western portion of the Project site. These underground chambers would consist of various lengths of 96-inch perforated pipe in three arrays of 2, 6, and 12 pipes. Additionally, the Project would implement Best Management Practices and detention features discussed within the Preliminary Hydrology Report and Water Quality Management Plan. The Project would not substantially increase the rate or amount of surface runoff in a manner that would result in on- or off-site flooding.

Also, the Project site design Low Impact Development features and on-site detention facilities would ensure that stormwater runoff does not exceed the capacity of the storm drain system. The calculated stormwater runoff volume for the 100-year storm under post-development conditions would be less than the amount of stormwater runoff for the 100-year storm under existing conditions. Therefore, this impact would be less than significant. There are no substantial changes from that previously analyzed in the GHSP EIR and 2020 GHSP EIR Addendum. The mitigation measures listed within the GHSP EIR and 2020 GHSP EIR Addendum would be required to be implemented for the Project which would further reduce potential

impacts to a less than significant level. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and the 2020 GHSP EIR Addendum.

Mitigation Measures

Mitigation measures in the Glen Helen Specific Plan EIR and the 2020 GHSP EIR Addendum are applicable to this topical area.

Mitigation Measures of the Glen Helen Specific Plan EIR

MM 4.2-1 ~~All development shall comply with the National Pollution Discharge Elimination System (NPDES) regulations. Prior to the issuance of a grading permit, applicants shall demonstrate compliance with NPDES Storm Water Permit requirements to the satisfaction of the County of San Bernardino. Applicable Best Management Practice (BMP) provisions shall be incorporated into the NPDES permit.~~ *(This mitigation measure was superseded and revised by Mitigation Measure 4.2-1 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

MM 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 nonstructural BMPs to control storm water discharges and protect water quality.~~ *(This mitigation measure was superseded and revised by Mitigation Measure 4.2-2 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

MM 4.2-3 ~~Proposed post-closure landfill uses shall comply with Title 27 of the California Code of Regulations, Section 21190.~~ *(This mitigation measure was superseded and revised by Mitigation Measure 4.2-8 within the Glen Helen Specific Plan Final EIR, provided below).*

Mitigation Measures of the Glen Helen Specific plan Final EIR

~~MM 4.2-3~~ ~~The Sycamore Flats/Canyon: The Sycamore Flats/Canyon golf course developer/operator shall submit an Integrated Golf Course Management Plan (IGCMP) to the County for approval prior to use permits for operation of the golf course in Sycamore Flats or Sycamore Canyon. The IGCMP shall identify controls on the types, use and application rates of any pesticides, herbicides and fertilizers to assure protection of surface and ground water resources, including receiving waters of Sycamore Creek and Lytle Creek. The plan should identify appropriate irrigation rates and best management practices for golf course management to protect water resources and sensitive habitat, including water quality monitoring.~~ *(This mitigation measure is not applicable to the Project because the Project is within the North Glen Helen Planning Area).*

~~MM 4.2-4~~ ~~Treated Effluent. Prior to the commencement of any activities that would result in the discharge of treated effluent from an approved Glen Helen wastewater treatment facility to surface waters, the County shall assure to the satisfaction of the RWQCB~~

~~operational compliance with adopted water quality policies. Should TDS limits exceed RWQCB objectives, the County shall prepare and implement a water management plan, acceptable to the RWQCB, demonstrating how effluent limitations will be achieved.~~ *(This mitigation measure is not applicable to the Project because this mitigation measure is specific to the Lytle Creek Ranch Specific Plan).*

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

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

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

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

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

~~**MM 4.2-8**~~ ~~Cajon Landfill. Proposed post-closure landfill uses shall comply with Title 27 of the~~ ~~**MM 4.2-8** Cajon Landfill. Proposed post-closure landfill uses shall comply with Title 27 of the California Code of Regulations, Section 21190.~~ *(This mitigation measure is not applicable to the Project because it is related to water quality impacts from the Cajon Landfill which is two miles from the Project site).*

~~**MM 4.2-9**~~ ~~In the event that the County intends to discharge effluent within at least one-year travel time of domestic supply wells, the County shall conduct or participate in the required soil aquifer treatment studies.~~ *(This mitigation measure is not applicable to the Project. This mitigation measure is not project-specific nor does the Project propose new wastewater treatment discharge points such that new sources of effluent could enter the aquifer nor is the Project responsible for the discharge of wastewater effluent).*

Mitigation Measures of the 2020 Addendum to the Glen Helen Specific Plan EIR

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

MM 4.2-2 Individual projects within the specific plan area shall be reviewed by the San Bernardino ~~Flood Control~~ County Land Use Services Land Division for the inclusion of appropriate structural and nonstructural BMPs to control storm water discharges and protect water quality.

~~**MM 4-1**~~ ~~As determined necessary by the County of San Bernardino Land Use Services Department prior to the approval of any subdivision map (except for an "A" level map for financing purposes only) in which dry extended detention basins or wet ponds are located, the Applicant shall prepare and, when acceptable, the Land Use Services Department shall accept an inspection plan for each of the basins demonstrating that routine inspections for possible vector harborage will be performed monthly within 72 hours after a storm event or under such alternative inspection schedule as may be determined by the Land Use Services Department.~~ *(This mitigation measure is not applicable to the Project because no detention basins or wet ponds are located within the Project site).*

MM 4-2 Source Control BMPs. The following source control BMPs, or such other comparable measures as may be established by the County of San Bernardino Land Use Services Department, shall be adopted as a condition of approval for subsequent tract maps approved by the County within the project boundaries. (1) The master homeowners' association (HOA) and/or property owners' association (POA) will be given a copy of the SWQMP. Annually, the representatives of the HOA/POA, their employees, landscapers,

property managers, and other parties responsible for proper functioning of the BMPs shall receive verbal and written training regarding the function and maintenance of the project's BMPs. The homeowners will be provided annual notices of water quality issues through an association published newsletter. (2) Vegetated buffer strips shall be properly maintained with vegetation but not overly fertilized. (3) Resident education and participation will be implemented to manage pollutants that contribute to biological oxygen demand. For example, residents shall be encouraged to keep pets on leashes and to remove feces in order to limit organic material in storm water runoff. Residents shall be further encouraged to irrigate their properties at certain times of the day in order to limit nuisance flow runoff carrying pesticides and other organic material. (4) Vehicle leak and spill control shall be implemented by educating and requiring vehicle and equipment maintenance, proper vehicle and maintenance fueling, and education of how to handle accidental spills. Stringent fines shall be applied to those who violate these requirements and participate in illegal dumping of hazardous material. Street and storm drain maintenance controls shall be put in place with signs posted prohibiting illegal dumping into street and storm drains. (5) Residents will be advised of the location of household hazardous waste collection facilities in the vicinity of the project site, including information on the proper disposal of fertilizers, pesticides, cleaning solutions, paint products, automotive products, and swimming pool chemicals. Proper material storage control by residents shall be encouraged to keep materials from causing groundwater contamination, soil contamination, and storm water contamination. The nearest household hazardous waste collection facility is the City of Rialto Household Hazardous Waste Collection Facility at 246 S. Willow Avenue, Rialto.

MM 4-3 Water Quality Monitoring. Prior to the issuance of any grading permits, the Applicant shall submit, and when acceptable, the County of San Bernardino Land Use Services Department shall approve, a Water Quality Management Plan (WQMP) for long-term water monitoring program designed to ensure that the project's proposed BMPs meet or exceed applicable water quality standards established by the California Regional Water Quality Control Board, Santa Ana Region (SARWQCB) and contained in the then current NPDES Permit. In accordance with that program, the Applicant shall implement all required BMPs, which may include site design, hydromodification, structural source control, and non-structural source control measures, to ensure the NPDES Permit requirements related to water quality are met. BMPs would be in place for the life of the project and would be subject to the Operations & Maintenance protocols of the WQMP.

7.7 Land Use and Planning

Prior Analysis:

- GHSP EIR Section 4.3, Land Use
- GHSP FEIR
- 2020 GHSP EIR Addendum

Applicable 2020 GHSP EIR Addendum Mitigation Measures:

MMs 1-7 through **1-9**.

Impact LUP-1 ***Would the Project physically divide an established community?***

Impact LUP-2 ***Would the Project 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?***

Level of Significance: Less Than Significant with Mitigation Incorporated

GHSP EIR

The GHSP EIR did not identify any significant impacts related to land use, including compatibility with surrounding land uses and consistency with the San Bernardino County General Plan. No mitigation measures were required.

2020 GHSP EIR Addendum

The 2020 GHSP EIR Addendum includes development of the same form and type and in the same location as that previously analyzed in the GHSP EIR. However, the 2020 GHSP EIR Addendum included **MM 1-4**, **1-7, 1-8**, and **1-9** to further reduce potential impacts to land use.

Proposed Project

The proposed modification of the DR zoning to allow low-intensity retail commercial uses would result in the same type of long-term land uses in the same location that was analyzed in the GHSP EIR and 2020 GHSP EIR Addendum. The short-term support facilities associated with construction and infrastructure development are also located within the same areas that were previously analyzed. No expansion of urban land uses is proposed into areas that have not previously been assessed. There are no substantial changes from that previously analyzed. The Project would be consistent with the Countywide Policy Plan goals and policies, as analyzed within the GHSP EIR and 2020 GHSP EIR Addendum. The Project is generally consistent and in harmony with the Countywide Policy Plan, Land Use Category and is located in a developed area of the County. However, according to the Countywide Plan, a portion of the Project site is within the San Bernardino National Forest boundary.[12] Therefore, the Project would implement **MM 1-7** and **1-8** to further reduce potential impacts to land use. Additionally, the Project would not result in environmental impacts beyond those which are already planned for or disclosed in the GHSP EIR and 2020 GHSP EIR Addendum. The Project would not result in a change in, or conflict with a land use or zoning district that would result in potentially significant impacts. Therefore, impacts associated with any existing plan, policy, or regulation would be less than significant. The Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

[12] San Bernardino County. 2020. Policy Map NR-2 Parks and Open Space Resources. https://www.arcgis.com/apps/webappviewer/index.html?id=5595acba44fd4509830282e4417f7c9e. (accessed December 2023).

Mitigation measures in the Glen Helen Specific Plan EIR and the 2020 GHSP EIR Addendum are applicable to this topical area.

2020 GHSP EIR Addendum Mitigation Measures

~~**MM 1-4**~~ ~~With the exception of open space, prior to approving any land use within an area designated as a "high consequence area" pursuant to Title 49, Part 92, Subpart O of the Code of Federal Regulations (CFR) for covered pipeline segments (as defined in 49 CFR 192.903), if any, of the Calnev Interstate Pipeline and Southern California Gas Company's natural gas transmission pipelines located within the project boundaries, the Applicant shall provide to the County if available a copy of the pipeline integrity management plan, as prepared by the pipeline operator pursuant to 49 CFR 192.907. The submittal of the pipeline integrity management plan is intended for the purpose of public disclosure and informed decision making and is not determinant of any project-level entitlements with regards to those properties subject thereto.~~ *(This mitigation measure is not applicable to the Project because this mitigation measure is specific to the Lytle Creek Specific Plan).*

MM 1-7 In order to avoid potential conflicts with the United States Forest Service's resource management plans, prior to the approval of any tentative tract map on lands abutting the National Forest, the Applicant shall prepare a landline survey delineating the project's boundaries relative to boundaries of the San Bernardino National Forest. The Applicant shall avoid disturbance to all public land survey monuments, private property corners, and forest boundary markers. In the event that any such land markers or monuments on National Forest System lands are destroyed by an act or omission of the Applicant, depending on the type of monument destroyed, the Applicant shall reestablish or reference same in accordance with: (1) the procedures outlined in the "Manual of Instructions for the Survey of the Public Land of the United States"; or (2) the specifications of the County Surveyor; or (3) the specifications of the Forest Service. Further, the Applicant shall ensure that any such official survey records affected are amended, as provided by law.

MM 1-8 With the exception of Planning Area 15 which is subject to a 24-foot building setback requirements, unless otherwise approved by the responsible fire authority or a lesser setback is approved by the Director upon receipt of a use-specific application, design and development plans shall include a minimum 25-foot building setback from adjoining National Forest System lands. Landscape plans for the setback area shall, to the extent feasible, utilize plant materials indigenous to the San Bernardino National Forest.

MM 1-9 ~~Prior to the approval of any tentative "B" level tentative subdivision map (excluding any "A" level subdivision map for financing purposes only), the Applicant shall submit documentation, acceptable to the Land Use Services Department, demonstrating the availability of potable water supplies, the sufficiency of fire flow, and the capacity of wastewater conveyance and treatment systems to the area of and adequate to support the level of development that would be authorized within the tract map area~~

~~and/or the Applicant's plans and performance schedule for the delivery, to the tract map area, of those requisite services and systems.~~ (*This mitigation measure is not applicable to the Project because this mitigation measure is specific to the Lytle Creek Specific Plan*).

7.8 Mineral Resources

Prior Analysis:

- GHSP EIR Section 4.1, Geology and Soils
- GHSP FEIR

Applicable 2020 GHSP EIR Addendum Mitigation Measures:

- No applicable GHSP mitigation measures.

Impact MIN-1 ***Would the Project 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?***

Impact MIN-2 ***Would the Project 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?***

Level of Significance: Less Than Significant

GHSP EIR

The GHSP EIR concluded that a less than significant impact would occur for mineral resources. The areas within the GHSP identified by the State as mineral resource zones (MRZ) of potential regional significance (MRZ-2) are primarily located within areas designated by the GHSP as either flood control, open space/habitat preserve, public facilities or special use area (i.e., former Cajon landfill). Implementation of the GHSP would not result in the loss of a known valuable mineral resource or result in the loss of the availability of a locally important mineral resource. Under the GHSP, activities and development within the flood control, open space/habitat preserve, and public facilities land use designations will essentially remain as they currently exist under the General Plan.

2020 GHSP EIR Addendum

Refer to the analysis above.

Proposed Project

According to the Countywide Plan Mineral Resource Zones map, a portion of the Project site is located on lands designated as MRZ-3 by the County, which designates land that has areas containing known or inferred mineral deposits that may qualify as mineral resources.[13] The Project site is not designated as land that contains known mineral resources of significance, and any proposed mineral resource extraction

[13] County of San Bernardino. 2020. NR-4 Mineral Resource Zones. https://www.arcgis.com/apps/webappviewer/index.html?id=9948b9bc78f147fd9ea193c2ce758081. (accessed May 2023).

would require a Conditional Use Permit from the County. No part of the Project site is within a boundary that is owned or controlled by an aggregate producer or has previously been used for mineral extraction. As the Project site does not currently contain mineral extraction facilities, consists of previously disturbed land, and has not been designated as containing confirmed mineral resources of significance, the Project would not result in the loss of availability of known mineral resources which are of value to the region and the residents of the State. The proposed modification of the DR zoning to allow low-intensity retail commercial uses for the Project would result in the same type of long-term land uses in the same location that was analyzed in the GHSP EIR. The short-term support facilities associated with construction and infrastructure development are also located within the same areas that were previously analyzed. No expansion of urban land uses is proposed into areas that have not previously been assessed. There are no substantial changes from that previously analyzed. The Project would adhere to the County Development Code and County Policy Plan goals and policies, which would reduce potential impacts on mineral resources to a less than significant level. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

No mitigation is necessary.

7.9 Population and Housing

Prior Analysis:

- GHSP EIR Section 4.12, Population, Housing and Employment
- GHSP FEIR
- 2020 GHSP EIR Addendum

Applicable 2020 GHSP EIR Addendum Mitigation Measures:

- No applicable GHSP mitigation measures.

Impact POP-1 ***Would the Project 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)?***

Impact POP-2 ***Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

Level of Significance: Less Than Significant

GHSP EIR

As analyzed within the GHSP EIR, the GHSP would generate an estimated 8,139 jobs. These jobs could include both skilled and unskilled commercial retail jobs; manufacturing and assembly positions; warehouse positions; and recreation commercial jobs. The impacts of project-related job generation are considered beneficial to the local economy, and less than significant with respect to CEQA when compared

to overall job growth in the vicinity of the GHSP. Further, the GHSP would result in a reduction in potential housing development within the GHSP area. The impacts of the GHSP in terms of potential housing development are estimated at a decline of 2,887 units, when compared to the existing zoning, and a decline of 17 units, when compared to the existing development and impacts of reduced housing development potential are considered less than significant with respect to CEQA when compared to the overall imbalance with job growth in the vicinity of the GHSP. The impacts on jobs/housing balance are considered beneficial and less than significant with respect to CEQA. The increase in the projected ratio of jobs to households in a location which is currently jobs poor, according to the SCAG criteria is considered a positive effect upon the local economy and in general upon the physical environment because it will contribute to reduced air pollution and energy consumption from extended commute distances which currently exist.

2020 GHSP EIR Addendum

As described previously, the 2020 GHSP EIR Addendum would result in the same number of residential units in the same location that was previously analyzed in the GHSP EIR. The 2020 GHSP EIR Addendum would not result in any additional population or employment. Thus, there would be no increase in population or employment beyond those identified in the previous CEQA documents. Therefore, impacts would be less than significant, and no mitigation measures are required.

Proposed Project

There are no changes from that previously analyzed. As described previously, the Project uses are similar to what was previously analyzed within the GHSP EIR and 2020 GHSP EIR Addendum development that was evaluated in the GHSP EIR and 2020 GHSP EIR Addendum and would not result in any additional population or employment. Thus, there would be no increase in population or employment beyond those identified in the previous GHSP EIR. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the Approved Project.

Mitigation Measures

No mitigation is necessary.

7.10 Public Services

Prior Analysis:

- GHSP EIR Section 4.11, Public Services and Utilities
- GHSP FEIR
- 2020 GHSP EIR Addendum

Applicable 2020 GHSP EIR Addendum Mitigation Measures

- Mitigation Measures 4.11-1 through 4.11-3, and 9-6

Impact PUB-1 ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or***

physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

i) Fire protection?

Level of Significance: Less Than Significant with Mitigation Incorporated

GHSP EIR

Fire protection and emergency services for the GHSP area would be provided by the San Bernardino County Fire Department. The County Fire Department enforces Fire, Building, and Development Codes, development of a County-Wide Fire Protection Master Plan, minimum fire protection standards, and coordination of services with the California Department of Forestry and Fire Protection, the U.S. Forest Service, the Bureau of Land Management, local cities, and special districts. The Department routinely reviews major development plans for compliance with the Uniform Fire Code regulations and monitors existing service capabilities to determine future service levels and equipment needed to serve new development. According to the San Bernardino County Fire Department, the existing staffing levels and equipment for the GHSP are deficient for an effective response force. Based upon standards set by the Insurance Services Office and nationally recognized standards for response time sequence, Fire Station #2 would need to be remodeled as development occurs that would warrant a fire truck crew would be required within a two-and-a-half-mile radius of the GHSP area. This would require facilities to house the crew and apparatus. Therefore, with incorporation of **MM 4.11-1** through **4.11-3**, all applicable fees would be required to be paid, reducing impacts on demand for services. Impact would be reduced to less than significant.

2020 GHSP EIR Addendum

Refer to the analysis above. All of the GHSP EIR mitigation measures related to public services are applicable to the 2020 GHSP EIR Addendum, and impacts would be less than significant.

Proposed Project

The Project would provide a pad to construct a new Fire/Sheriff Station on the northeast corner of the Project site. This station would provide adequate driveway space for fire engines to navigate and safely be deployed to respond to emergency calls within the Project site. Additionally, prior to commencement of any construction activities, and pursuant to the San Bernardino County Code of Ordinance § 85.01, the Project design plans would be reviewed by all applicable local agencies, including the San Bernardino County Fire Department, to ensure compliance with the County's Development Codes and Ordinances, Policy Plan, and all applicable emergency response and fire safety requirements of the San Bernardino County Fire Department and the California Fire Code. Therefore, the Project would not increase demands on public facilities and services beyond those previously analyzed. In addition, the **MMs 4.11-1** through **4.11-3, 10-1** and **10-2** would be required to be implemented for the Project, which would reduce potential impacts to a less than significant level. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

ii) Police protection? (PUB-2)

Level of Significance: Less Than Significant

GHSP EIR

As analyzed within the GHSP EIR, the GHSP area is located within unincorporated San Bernardino County. Within unincorporated County areas, law enforcement services are provided by the San Bernardino County Sheriff's Department. The GHSP area falls within the service boundaries of the County Sheriff's Central Valley Station. The Central Valley Station (CVS) is located at 655 East Third Street in the City of San Bernardino. Within the service area of this facility, there exists a population to officer ratio of approximately one sworn officer for each 1,000 residents. Site development encouraged by the GHSP would contribute to cumulative significant impacts upon police services. However, tax revenue generated by the individual developments within the GHSP area are anticipated to sufficiently mitigate any significant impacts to a level that is considered less than significant.

2020 GHSP EIR Addendum

Refer to the analysis above. All of the GHSP EIR mitigation measures related to public services are applicable to the 2020 GHSP EIR Addendum, and impacts would be less than significant.

Proposed Project

The Project would provide a pad to construct a new Fire/Sheriff Station on the northeast corner of the Project site. This station would provide adequate driveway space for navigation and safely be deployed to respond to emergency calls within the Project site. Overall, the Project would receive adequate police protection service and would not result in adverse physical impacts associated with the provision of or need for new or physically altered police protection facilities, and will not adversely affect service ratios, response times, or other performance objectives. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

iii) Schools? (PUB-3)

Level of Significance: Less Than Significant with Mitigation Incorporated

GHSP EIR

The GHSP area is located within the San Bernardino City Unified School District (SBCUSD) service area. Implementation of the GHSP would result in the construction of 34 additional dwelling units. This would not result in a significant increase in the student population within the SBCUSD. It is also possible that the construction of commercial and/or industrial structures may result in attracting new employees to the area, thus indirectly increasing student population. However, it is unlikely that a significant number of students would be relocating into the district, and it is more likely that new students would be infra-district transfers, thereby not increasing the district's student population. Impacts would be less than significant.

2020 GHSP EIR Addendum

Refer to the analysis above. **MM 9-6** is applicable, and impacts would be less than significant.

Proposed Project

As previously discussed, the Project proposes an SPA and a PDP to allow for the development of approximately 202,900 SF of commercial and retail center land uses on an approximately 32-acre site.

There are no changes and no expansion of urban land uses beyond the previously analyzed area is proposed. The Project uses are similar to construction that is needed for development of the GHSP EIR and 2020 GHSP EIR Addendum that was evaluated in the GHSP EIR and 2020 GHSP EIR Addendum and would not directly result in a need for additional public services.

The Project would implement **MM 9-6** to further reduce impacts on schools. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

iv) Parks? (PUB-4)

Level of Significance: Less Than Significant

See **Section 7.12, Recreation**, below.

v) Other public facilities? (PUB-5)

Level of Significance: Less Than Significant

GHSP EIR

The GHSP area is in unincorporated San Bernardino County, including the Glen Helen Regional Park, and other areas adjacent to I-15 and I-215. The GHSP area comprises 3,339.3 net acres and currently includes acreage in a variety- of open space, vacant and public facility uses, as well as commercial and industrial uses. It is estimated that there are currently 51 housing units, approximately 58,800 square feet of commercial traveler services and 174,200 square feet of corridor industrial development. The remainder of the planning area is occupied by public/institutional facilities, open space or vacant/undeveloped land. The GHSP EIR did not include analysis of public facilities and no mitigation is provided. However, the GHSP EIR determined that implementation of the GHSP would increase in the area with additional opportunities for public facilities.

2020 GHSP EIR Addendum

Refer to the analysis above. All of the GHSP EIR mitigation measures related to public services are applicable to the 2020 GHSP EIR Addendum, and impacts would be less than significant.

Proposed Project

The Project would result in the same development in the same location that was previously analyzed in the GHSP EIR. There are no changes and no expansion of urban land uses. The Project uses are similar to construction that is needed for development of the GHSP EIR and 2020 GHSP EIR Addendum that was

evaluated in the GHSP EIR and 2020 GHSP EIR Addendum and would not directly result in a need for additional public services.

Additionally, the County's permitting process would ensure that the uses would be located and secured in a manner that would not result in an increased need for either public facilities. Therefore, the Project would not increase demands on public facilities and services beyond those previously analyzed. In addition, the mitigation measures listed within the GHSP EIR would be required to be implemented for the Project, which would reduce potential impacts to a less than significant level. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

Mitigation measures in the Glen Helen Specific Plan EIR and the 2020 GHSP EIR Addendum are applicable to this topical area.

Mitigation Measures of the Glen Helen Specific Plan EIR

MM 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.~~ *(This mitigation measure was superseded and revised by Mitigation Measure 4.11-1 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

MM 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 fora 3-hour period (based upon type V, combustible buildings no larger than 18,000 feet).~~ *(This mitigation measure was superseded and revised by Mitigation Measure 4.11-2 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

MM 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.~~ *(This mitigation measure was superseded and revised by Mitigation Measure 4.11-3 within the 2020 Addendum to the Glen Helen Specific Plan EIR, provided below).*

Mitigation Measures of the 2020 Addendum to the Glen Helen Specific Plan EIR

MM 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.

MM 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).

MM 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.

MM 9-6 Schools. Prior to the issuance of any building permits for residential and/or non-residential uses, the Applicant shall present the County with a certificate of compliance or other documentation acceptable to the County demonstrating that the Applicant has complied with applicable school board resolutions governing the payment of school impact fees and/or has entered into an Assembly Bill 2926-authorized school facilities funding mitigation agreement with the applicable school district(s) is exempt from the payment of school impact fee exactions.

MM 10-1 Water Supply. Prior to the issuance of any grading permits, the San Bernardino County Fire Department shall review and, when deemed acceptable, approve final water improvement plans including, but not limited to, the location, sizing, design, and capacity of any proposed water storage tanks, water mains, and fire hydrants to ensure the sufficiency of fire storage and delivery capacity and compliance with applicable County requirements.

MM 10-2 Water Supply. Prior to the issuance of building permits for structures intended for human occupancy, fire hydrants shall be installed in compliance with applicable code requirements (e.g., Section 10.301 of the Uniform Fire Code) or, if fire flow requirements cannot be fully satisfied from existing on-site fire hydrants and mains, alternative fire flow delivery measures acceptable to the San Bernardino County Fire Department shall be formulated and made conditions of grading permit approval. Prior to permit issuance, a letter of compliance or similar documentation shall be submitted to the County of San Bernardino Land Use Services Department by the Fire Chief or designee.

7.11 Recreation

Prior Analysis:

- 2020 GHSP EIR Addendum

Applicable 2020 GHSP EIR Addendum Mitigation Measures

- Mitigation Measure 9-8

Impact REC-1 ***Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

Impact REC-2 ***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?***

Level of Significance: Less Than Significant

GHSP EIR

The GHSP EIR did not include analysis of recreation as a separate resource and no mitigation is provided. However, implementation of GHSP would provide for recreational opportunities which would increase in the area with additional open space designations.

2020 GHSP EIR Addendum

The 2020 GHSP Addendum would result in the same number of residential units in the same location that was previously analyzed in the GHSP EIR. There are no changes and no expansion of urban land uses beyond the previously analyzed area is proposed. As described previously, the proposed interim uses are similar to construction staging areas that are needed for development of the approved development that was evaluated in the previous GHSP EIR and would not directly result in a need for additional public services and utilities. With implementation of **MM 9-8**, impacts on parks would be reduced. Therefore, the 2020 GHSP Addendum would not increase demands on public facilities and services beyond those previously analyzed. Impacts to a less than significant level.

Proposed Project

There are no changes and no expansion of urban land uses beyond what was previously analyzed. The Project uses are similar to construction that is needed for development of the GHSP EIR and 2020 GHSP EIR Addendum that was evaluated in the GHSP EIR and would not directly result in a need for additional recreational facilities. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

~~**MM 9-8** Parks and Recreation. Prior to the recordation of any "B" level subdivision map (excluding any "A" level subdivision map for financing purposes only) affecting lands upon which a regional trail segment has been identified in the "County of San Bernardino General Plan" (e.g., "Open Space – A Plan for Open Space and Trails for the County of San Bernardino"), the Applicant shall submit and, when acceptable, the County shall approve a "regional trail component plan" addressing the Applicant's plans to implement any on-site segments of those identified trails, including preservation of rights-of-way, recordation of easements, and applicable design and development standards governing the construction, operation, and maintenance of those trail segments, if any.~~ *(This mitigation measure is not applicable to the Project because the Project is not within the boundaries of a regional trail segment).*

7.12 Utilities and Service Systems

Project Analyses:

- *Glen Helen Oasis Water Demand Estimates.* Gouvis Engineering Consulting Group, Inc. February 2023. (**Appendix K1**)

- *Glen Helen Sheriff Station Sewer Service Feasibility Study. Albert A. Webb Associates*, April 2023. (**Appendix K2**)

Prior Analysis:

- GHSP EIR Section 4.11, Public Services and Utilities
- GHSP FEIR
- 2020 GHPS EIR Addendum

Applicable 2020 GHSP EIR Addendum Mitigation Measures:

- Mitigation Measures 10-1 through 10-4, 4.11-1 through 4.11-3, and 9-6.

Impact USS-1 ***Would the Project require or 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?***

Impact USS-2 ***Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?***

Impact USS-3 ***Would the Project 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?***

Level of Significance: Less Than Significant with Mitigation Incorporated

GHSP EIR

Water

Water is supplied from several sources within the GHSP area. Private wells for the Glen Helen Regional Park, the Devore Water Company, and the City of San Bernardino Municipal Water Department serve most of the GHSP area. The West San Bernardino County Water District (WSBCWD) has jurisdiction over the Sycamore Flats area, including Sycamore Canyon and some additional parcels. However, there are no existing WSBCWD water facilities in the GHSP service area. Various private parcels within the GHSP area have private wells.

Water demands for the proposed uses in the GHSP were estimated based on general planning criteria specific to the land uses proposed. San Bernardino water demand factors for average daily use range from 1.0 GPM/acre (gallons per minute per acre) to 1.5 GPM/acre for commercial and industrial uses. The water demand factors for maximum daily use range from 2.0 GPM/acre to 3.0 GPM/acre for commercial and industrial uses. Utilizing the maximum daily demand factor of 3.0 GPM/acre, the specific plan land use plan at buildout would consume 4,300 GPD/acre (gallons per day per acre). For the recreational-related land uses, the water demand is estimated to be 2,200 GPD/acre.

Additional reservoir capacity is needed to the new water demand. The GHSP outlines several options including the location and/or phasing to provide new water reservoir capacity. The GHSP Water Plan depicts the proposed location for an additional water reservoir and the transmission lines ranging from 12 to 16 inches to serve the area. The final size, location, phasing, and actual service providers of these facilities will be determined as future development is approved. The design of the expansion plans will include the County Sheriffs facility's needs to accommodate any growth of the training and correctional facilities. Water service along Cajon Boulevard and Kendall Drive will continue to be provided by the City of San Bernardino Water Department. Projected water demands for buildout along these corridors can be met through the existing reservoirs. The 16-inch water lines in this area can meet any increase in water usage required.

Implementation of the GHSP Water Plan will assure adequate water service for the proposed land uses. The existing water infrastructure along Cajon Boulevard and Kendall Drive is adequate to serve the proposed land uses. No significant water supply impacts are anticipated to occur, and no mitigation is required.

Wastewater Treatment

Currently there are no accessible public sewer facilities within the GHSP area. Glen Helen Regional Park has a small private wastewater collection and treatment facility. The San Bernardino County Sheriffs. facilities also have a small treatment facility. There is an existing City of San Bernardino sewer main in Cajon Boulevard that has recently been installed to serve the approved Calmat Specific Plan, adjacent to the Cajon Wash. Existing developments on private lots within the Speck Plan area have their own private septic systems.

The Glen Helen Regional Park sewer system is a private system owned by the County of San Bernardino. This collection and treatment facility located near the Pavilion area serves regular day uses of the park and up to 20,000 visitors during an event. This facility is underutilized most of the year, except when there are major events in the Glen Helen Regional Park. The San Bernardino County Sheriffs wastewater facility is an older treatment plant that is currently operating at capacity. The wastewater plan will be in compliance with the GHSP.

New sewer lines along Glen Helen Parkway and Glen Helen Road will connect to Devore, North Glen Helen, and the Sycamore flats Planning Areas. These gravity mains would be constructed when needed to serve future development. The Sewer Plan as designed would adequately accommodate the proposed land uses. The Sewer Plan is based on maximizing the use of the existing facilities. The County will need to establish the mechanisms needed to set rates and collect fees for non-public users of the sewer system.

Electric Power

Electrical service to the GHSP area is provided by Southern California Edison (SCE), a utility regulated by the California Public Utilities Commission (CPUC). In order to supply energy to the Southern California region, SCE utilizes wind, water, solar, geothermal, nuclear, biomass, oil, gas, and coal resources. Service provided by SCE includes all required hook-ups, maintenance, and repairs.

Natural Gas

Natural gas is provided to the GHSP area by the Southern California Gas Company (SCG), a public utility under the jurisdiction of the CPUC. SCG supplies most of the natural gas to the Southern California region. SCG does have facilities within the GHSP area. Natural gas would be required to serve the GHSP site. The SCG has indicated that it has adequate supplies to accommodate the GHSP demands for natural gas. Additionally, the GHSP site is located in an area where infrastructure is available, even though extensions would be required to serve the GHSP site. It is anticipated that the GHSP site can be served by natural gas through the routine extension of facilities.

Conclusion

The Project would result in a less than significant impact to water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities.

2020 GHSP EIR Addendum

Refer to the analysis above.

Proposed Project

The Project site is currently unoccupied. The only structures that exist on the Project site are a vacant structure as well as other vacant structures that have historically been used as an adjunct to the Glen Helen Amphitheater operation. The Project would require new utility connections including water, wastewater, stormwater, electricity, natural gas, and telecommunications. All utilities would be undergrounded where feasible or to the extent possible.

Water and Water Supplies

The Project site is within West Valley Water District's (WVWD) sphere of influence and therefore would be served by WVWD. Currently, domestic water services are provided to the single-family residential properties to the north of the Project site. WVWD services would be extended and upsized as necessary to service the Project site. The Project site is within the service area of the WVWD.[14] WVWD has a service area of approximately 31 square miles and provides domestic water services to approximately 96,738 customers in the communities of Bloomington, Colton, Fontana, Rialto, parts of unincorporated areas in San Bernardino, and Jurupa Valley in Riverside County.[15] WVWD utilizes water from five groundwater basins and treats surface water from Lytle Creek and State Water Project (SWP), water at its 14.4-million gallons per day (MGD) Oliver P. Roemer Water Filtration Facility to serve over 23,000 water service connections.[16] The WVWD operates a domestic water distribution system that consists of 21 groundwater wells, 25 separate storage reservoirs across eight pressure zones, for a total storage over 72 million gallons (MG), and over 375 miles of transmission and distribution pipelines. Additionally, WVWD also provides

[14] West Valley Water District. 2016. *West Valley Water District Boundary Map*. https://secureservercdn.net/104.238.69.81/n1s.6f9.myftpupload.com/wp-content/uploads/2017/11/District-Service-Area.pdf. (accessed November 2023).

[15] West Valley Water District. 2021. *Drinking Water Quality Report*. https://secureservercdn.net/104.238.69.81/n1s.6f9.myftpupload.com/wp-content/uploads/2022/06/2021-Drinking-Water-Quality-Report.pdf. (accessed November 2023).

[16] West Valley Water District. 2020. *Urban Water Management Plan – Part 1 – Regional Context*. https://secureservercdn.net/104.238.69.81/n1s.6f9.myftpupload.com/wp-content/uploads/2021/07/Part-1-Regional-Context.pdf. (accessed November 2023).

anticipated water supplies for a normal year, single dry year, multiple dry years. WVWD is projected to have a water production potential of 29,676 to 37,651 (acre-feet) in a projected single dry year, and 29,676 to 37,651 AFY in projected multiple dry years.[17] WVWD can produce the volume of water needed to meet 100 percent of demands in normal, single-dry, and multiple-dry years. WVWD has sufficient supply capabilities to meet the expected demands of its member agencies from 2025 through 2045 under normal, single-dry, and multiple-dry years. WVWD can produce the volume of water needed to meet 100 percent of demands in normal, single-dry, and multiple-dry years. WVWD does not anticipate any shortage due to single or consecutive dry years. Even though localized drought conditions should not affect supply, WVWD participates in several ongoing water conservation measures and regional recharge projects to optimize and enhance the use and reliability of regional water resources. WVWD also has a water shortage contingency plan to put into action as appropriate to reduce the demand during critical drought years or other supply emergencies. Therefore, the Project would have sufficient water supplies during the foreseeable future development during normal, dry and multiple dry years due to WVWD's excess water supply. Impacts would be less than significant.

Additionally, according to the estimated water demand prepared for the Project, the Project is anticipated to generate approximately 62,347 gallons per day (see **Appendix K1**) of water demand. The values used are based on the Sewer Generation factors (see **Appendix K2**) and the appropriate variable for each parcel. As the current building designs have not been finalized, some assumptions have been made for the total building loads. The total gallons per day for the domestic water demands were factored to be 10 percent more than the total sewer generation values. Since the Project site is within the service area of the WVWD, it would be subject to the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP). WVWD provides water to its service area via groundwater, surface water, and imported water sources. Water demand will vary depending on the number of customers, but WVWD has taken future development (including the Project) in account to year 2045 and indicates that no additional or new water facilities will be needed. Although WVWD currently has a surplus water supply, it has projected additional water resource allocations through the year 2045. WVWD's available water supplies will be sufficient to meet all of the water demands of the entire Project through 2045, including during single and multiple dry years. Therefore, the Project's use of water services would be less than significant.

Storm Drainage

The existing drainage pattern for the Project site is generally characterized by sheet flow. Under existing conditions, the Project site naturally drains from the peaks of the hills towards the Project boundaries. Storm water infrastructure within Glen Helen Parkway generally consists of curb and gutter providing shallow concentrated flows to the southwest toward existing discharge points. There is an existing V-shaped concrete ditch on the western portion of the Project site within the Caltrans right-of-way of I-15. Flows are directed southerly to an inlet structure located at the northeast corner of the intersection of Glen Helen Parkway and the northbound I-15 on-ramp. These flows are directed further south via underground stormwater conveyance infrastructure and daylighted approximately 400 feet south. Flows

[17] West Valley Water District. 2020. Urban Water Management Plan – Part 2 – Local Agency Information. Table 10-14 and Table 10-15. https://secureservercdn.net/104.238.69.81/n1s.6f9.myftpupload.com/wp-content/uploads/2021/07/Part-2-Local-Agency-Information.pdf. (accessed November 2023).

intercepted by Glen Helen Parkway on the northern and northeastern portion of the Project site are conveyed via curb and gutter where it is channelized into existing underground infrastructure.

Sanitary Sewer

Sewer service is provided by San Bernardino County Special Districts. The Project site is in the County Service Area 70 GH Glen Helen (CSA70-GH). CSA70-GH includes approximately 27.71 acres of the Project site – 4.46 acres to be added. The County Special Districts provides service boundaries for areas of the County that are service by County owned and operated utilities. Approval of this annexation by the County is required for sanitary services to be provided to the Project site County Service Area 70 GH Glen Helen includes approximately 27.71 acres of the Project site – 4.46 acres to be added. Additionally, a Sewer Feasibility Study was conducted by Albert A. Webb Associates (**Appendix K2**) for the Project site to determine the number of assigned Equivalent Dwelling Units (EDU), costs and fees, and to evaluate any sewer service alternatives. The study has been completed and it has been determined that the San Bernardino County Special Districts can serve the Project. It should be noted that each new sewer feasibility study in the Project area is evaluated based upon information from previous studies. Hence each new development builds upon the previous cumulative projected development flows to verify capacity is available for the new project.

Concluded in the Sewer Feasibility Study (**Appendix K2**), the estimated average daily wastewater generation for the Project was determined to be 56,679 gallons per day(see **Appendix K1**)). The projected flows from the Project will drain into an existing 8-inch diameter pipeline in Clearwater Parkway, then into an existing 8-inch and 10-inch diameter Master Plan Sewer Line "C", then into an existing 10-inch, 12-inch, and 15-inch diameter Master Plan Sewer Line "B", then into an existing 12-inch, 18-inch, and 24- inch diameter Master Plan Sewer Line "A", and finally into the existing Master Plan Off-Site Sewer Line "OS." The Sewer Line "OS" terminates at the existing Lytle Creek North Water Recycling Plant. The existing Master Plan Off-Site Sewer Line "OS" Master Plan Sewer Line "A," Master Plan Sewer Line "B," Master Plan Sewer Line "C," and Master Plan Sewer Line "D" were constructed in accordance with the Lytle Creek North PDP Tract 15900 Sewer Improvement Plans. These pipelines were financed and constructed by the master developer and therefore, associated additional requirements and connection fees may be required.

A review of the San Bernardino County Special District's Standards for Sanitary Sewer for pipeline capacity requires that all pipes larger than 8-inch diameter would be sized to carry the peak flow when 75-percent full. The pipes with the highest flow levels while carrying peak flows, with d/D ratios ranging from 0.44 (44 percent) to 0.50 (50 percent) are well below the San Bernardino County Special District's design criteria (see Table 4 of **Appendix K2**). Therefore, the existing Line "C", Line "B", Line "A", and Line "OS" will be capable of handling the wastewater flow from the Project.

Additionally, the Lytle Creek North Water Recycling Plant has a current capacity of 1.75 MGD (see Attachment B of **Appendix K2**), however the current flow (average daily flow) to the plant is 0.56 MGD. The total estimated average daily flow including the Project is 0.69 MGD. Therefore, the Lytle Creek North Water Recycling Plant has surplus capacity to serve the Project. However, as the Project does not own any capacity in the Lytle Creek North Water Recycling Plant, the Project would be required to pay a

proportional amount for future plant expansion. This proportional amount is based on the wastewater generated by the Project in the amount of 0.057 MGD.

The Project site would be able to connect to the existing collector sewer system as shown in Figure 1 of **Appendix K2**. The details of connection would be determined by the civil engineer working with the building architect and verified with the San Bernardino County Special District's staff throughout the plan-check process. There is an immediate off-site sewer improvement required for this Project. Construction of the off-site sewer main is the Project's responsibility and cost. The Project is additionally responsible for extending a San Bernardino County Special District's sewer main to the north-easterly property line of the project as shown **Figure 3-7** of this Draft Subsequent EIR. Also, the Project is responsible to acquire all necessary permits.

Electricity, Natural Gas, Telecommunications

The Project site is currently served with electric power through electricity distribution lines that are both aboveground and buried. There is an existing aboveground/overhead 12-kilovolt (kV) distribution power line on the eastern portion of the Project site owned and operated by SCE. As part of Project implementation, these power lines would be relocated and undergrounded within and along the public right of way of Glen Helen Parkway. Additional electrical infrastructure would be installed to provide electricity to the Project site and individual developments within the Project site. SCE has provided the Project Applicant with a will serve letter notifying that electrical services would be provided to the Project site. SCE provides electricity services to the Project and SoCal Gas will provide natural gas services to the Project. The Project site would require telecommunication services to be provided. Existing telecommunication lines would be relocated within the existing adjacent rights-of-ways serving the existing surrounding development. Service to the Project site would require tying into these lines but these improvements would occur within existing areas of disturbance such as those adjacent to existing roadways. The construction of substantial new telecommunication infrastructures would not be required. The Project site is served by existing electric power, natural gas, and telecommunication facilities and implementation of the Project would not require the relocation existing utility facilities nor create the need to construct additional electricity, natural gas, and telecommunication facilities of which could cause significant environmental effects to meet the Projects utility demand.

Conclusion

There are no changes and no expansion of urban land uses beyond what was previously analyzed. The Project uses are similar to construction that is needed for development of the GHSP EIR and 2020 GHSP EIR Addendum that was evaluated in the GHSP EIR. However, the Project would implement **MM 10-3** and **10-4**, to further reduce impacts. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

Mitigation measures in the 2020 GHSP EIR Addendum are applicable to this topical area.

MM 10-3 Water Supply. Prior to the issuance of any building permits, the Applicant shall deliver to the County a will-serve letter or similar documentation from the project's water

purveyor, as may be acceptable to the Land Use Services Department, documenting the availability and sufficiency of water supplies to serve the proposed development.

MM 10-4 Wastewater. Prior to the issuance of building permits for any use that generates additional sewer flows, the Land Use Services Department shall verify that adequate sewer capacity is in place to accommodate that development. This measure neither obligates the County to fund nor stipulates a performance schedule whereby any publicly funded improvements to the County's sewer collection and treatment system shall be implemented.

Impact USS-4 ***Would the Project 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?***

Impact USS-5 ***Would the Project comply with Federal, state, and local management and reduction statutes and regulations related to solid waste?***

Level of Significance: Less Than Significant

GHSP EIR

Solid Waste

The County of San Bernardino currently operates 17 municipal landfills and two transfer stations, located throughout the County. Municipal solid waste (MSW) generated within the study area could be hauled to either the Mid-Valley Sanitary Landfill in Rialto or the Colton Sanitary Landfill. Licensed haulers permitted by the County Department of Health would haul MSW. The current permitted hauler is the Cal Disposal Company. Waste may also be self-hauled directly to either landfill by the waste generator.

At buildout, the GHSP site would generate approximately 2,963 commercial jobs, 4,415 industrial jobs and 761 recreational-entertainment oriented jobs. Additionally, development of the GHSP site will allow the construction of 34 single family homes in the Sycamore Flats area. Utilizing the disposal rates database produced by the California Integrated Waste -Management Boards, the GHSP site at buildout would generate a total of 6,342 tons of solid waste per year. As identified by the County, the Mid-Valley Landfill will have sufficient capacity for another thirty years or more. Waste would be hauled by a licensed hauler or self-hauled to either the Colton or Mid-Valley Landfill.

Property owners or tenants would be required to implement on-site recycling and source reduction programs to minimize the amount of solid waste and to maximize the recovery of recyclable materials.

Although no significant impacts to solid waste disposal are anticipated as a part of the GHSP site, the GHSP includes **MMs 4.11-1** through **4.11-7** to minimize waste disposal and assist San Bernardino County in compliance with AB 939.

2020 GHSP EIR Addendum

The 2020 GHSP EIR Addendum would result in the same number of residential units in the same location that was previously analyzed in the GHSP EIR. There are no changes and no expansion of urban land uses

beyond the previously analyzed area is proposed. As described previously, the proposed interim uses are similar to construction staging areas that are needed for development of the approved development that was evaluated in the GHSP EIR and would not directly result in a need for additional utilities. Therefore, the 2020 GHSP EIR Addendum would not increase demands on public facilities and services beyond those previously analyzed. In addition, the **MMs 4.11-1** through **4.11-3** listed previously would be required to be implemented for the 2020 GHSP Addendum, which would reduce potential impacts to a less than significant level. Additionally, the GHSP EIR does contain four **MMs 4.11-4** through **4.11-7**, which the 2020 GHSP EIR Addendum identifies these measures as standard conditions of development and not mitigation, that the projects would be required to implement.

Proposed Project

Solid waste services for the Project site would be provided by Burrtec. There are no changes and no expansion of urban land uses beyond what was previously analyzed. The Project uses are similar to construction that is needed for development of the GHSP EIR and 2020 GHSP EIR Addendum that was evaluated in the GHSP EIR. Therefore, the Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and 2020 GHSP EIR Addendum.

Mitigation Measures

Refer to MMs 4.11-1 through 4.11-3 above.

Mitigation Measures of the Glen Helen Specific Plan EIR

MM 4.11-4 ~~In accordance with the requirements of AB 939, construction contractors shall reuse construction forms where practicable or applicable, attempt to balance soils on the site, minimize over cutting of lumber and polyvinyl chloride (PVC) piping where feasible, and reuse landscape containers to the extent feasible.~~ *(This mitigation measure was superseded and revised as a standard condition of approval within the 2020 Addendum to the Glen Helen Specific Plan EIR).*

MM 4.11-5 ~~Recycling bins for glass, metals, paper, wood, plastic, green waste, and cardboard shall be placed on the construction site for use by construction workers.~~ *(This mitigation measure was superseded and revised as a standard condition of approval within the 2020 Addendum to the Glen Helen Specific Plan EIR).*

MM 4.11-6 ~~In construction spec cations and bid packages, to the extent feasible and economically practical, building materials made of recycled materials shall be required.~~ *(This mitigation measure was superseded and revised as a standard condition of approval within the 2020 Addendum to the Glen Helen Specific Plan EIR).*

MM 4.11-7 ~~As part of ongoing operations of the proposed project, the following mitigation measures shall be integrated into the project design.~~

- ~~Source reduction, source separation, and recycling measures shall focus on paper. goods, yard waste, plastic, wood waste, and glass;~~
- ~~Buy-recycled" policies, such as price preferences for recycled products;~~

- ~~Source reduction policies; .~~
- ~~In-house recycling;~~
- ~~Drop-off sites;~~
- ~~Employee education~~
- ~~Customer education; and~~
- ~~Manufacturing design modifications to promote source reduction recycling.~~

(This mitigation measure was superseded and revised as a standard condition of approval within the 2020 Addendum to the Glen Helen Specific Plan EIR).

Mitigation Measures of the 2020 Addendum to the Glen Helen Specific Plan EIR

None identified.

7.13 Wildfire

Prior Analysis:

- GHSP EIR Section 4.7, Risk of Upset/Public Safety
- GHSP FEIR
- 2020 GHSP EIR Addendum

Applicable 2020 GHSP EIR Addendum Mitigation Measures:

- Mitigation Measures 4.11-2

Impact FIRE-1 ***If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?***

Level of Significance: Less Than Significant with Mitigation Incorporated

GHSP EIR

As concluded in the GHSP EIR, the GHSP area is subject to wildland fire hazards, and is located in proximity to the San Bernardino National Forest. Special fire safety review areas have been adopted for the area, pursuant to the County Development Code. All of the GHSP area, is within Fire Safety Review Area 1 and Fire Safety Review Area 2, as determined by the California Department of Forestry and the U.S. Forest Service. Fire Safety Review Area 1 includes wildland areas that are marginally developable or are not likely to be developed. Natural hazards are present throughout Fire Safety Review Area 1, especially in areas with natural upgraded slopes greater than thirty percent. Areas of very high to extreme fire hazards comprise Fire Safety Review Area 1. Fire Safety Review Area 2 includes relatively flat land that is either partially or completely developed. Development within Fire Safety Review Area 2 is exposed to impacts of wildland fires due to its proximity to Fire Safety Review Area 1. The boundary of Fire Safety Review Area 1 within the GHSP area is congruous with the National Forest Boundary, which includes the Sycamore

Canyon area and the properties along the western edge of the GHSP area, with proposed Destination Recreation and Commercial/Destination Entertainment planning designations. These areas have a high wildfire potential with strong prevailing winds and mature vegetation covering hills with flat to steep terrain. At the base of the hills is open space which surrounds the proposed development, in this area annual maintenance is not provided. The remainder of the GHSP is considered to be within Fire Safety Review Area 2.

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. These requirements are established for both Fire Safety Review Areas 1 and 2. The application of the Fire Safety Overlay is consistent with the standards, provisions, and mapping of fire hazards contained in the San Bernadino County General Plan and Development Code. Furthermore, the County's and County Fire Department's review of all future permits for development would include review of access for emergency vehicles during construction and operation, in accordance with the California Fire Code. Compliance with the requirements for emergency lane width, vertical clearance, and distance would ensure that adequate emergency access is available for all new development and redevelopment projects.

2020 GHSP EIR Addendum

Refer to analysis above. The 2020 GHSP EIR Addendum would result in the same number of residential units in the same location that was previously analyzed in the GHSP EIR. There are no changes, and no expansion of urban land uses beyond the previously analyzed area is proposed. As described previously, the proposed interim uses are similar to construction staging areas that are needed for development of the approved development that was evaluated in the previous GHSP EIR and would not directly result in a need for additional public services and utilities. Additionally, because the proposed interim uses would require approval of a Special Use Permit (SUP), the County's permitting process would ensure that the interim uses would be located and secured in a manner that would not result in an increased need for either fire or police related services. Therefore, the 2020 GHSP EIR Addendum would not increase demands on public facilities and services beyond those previously analyzed. In addition, **MMs 4.11-1** through **4.11-3** would be required to be implemented for the 2020 GHSP EIR Addendum, which would reduce potential impacts to a less than significant level. Additionally, the GHSP EIR does contain four MMs 4.11-4 through 4.11-7, which the 2020 GHSP EIR Addendum identifies these measures as standard conditions of development and not mitigation, that the projects would be required to implement.

Proposed Project

According to CAL FIRE's Fire and Resource Assessment Program, FHSZ Viewer, the Project site is located within an SRA, VHFHSZ. During fire emergencies, specific evacuation routes would be designated, and all evacuation procedures would comply with the County's Emergency Management Plan. The County is responsible for the dissemination of information about a wildfire emergency to the public to inform them on what has happened and the actions of the emergency response agencies, as well as summarize the expected outcomes of the emergency actions. The County has various systems in place for disseminating warnings and emergency information to the public including an Emergency Alert System (EAS) which enables the Federal, State, and local governments to communicate with the general public through

commercial broadcast stations, as well as a Telephone Emergency Notification System (TENS) which includes evacuation notices, shelter in place orders, and/or special instructions for an imminent threat. Emergency access to the Project site would be provided at the existing signalized intersection of Glen Helen Parkway and Clearwater Parkway at the southern portion of the Project site.

The Project would comply with CCR Title 14 SRA Fire Safe Regulations which ensures basic emergency access would be provided. The Project would also be in accordance with the Emergency Mutual Aid Agreements which provides service in the emergency response and recovery efforts at the Southern Regional Emergency Operations Center, local Emergency Operations Centers, the Disaster Field Office, and community service centers. Furthermore, the Project would adhere to the California Governor's Office of Emergency Management Agency to prepare a Standardized Emergency Management System program (Title 19 CCR Section 2400 et seq.), which sets forth measures by which a jurisdiction should handle emergency disasters, and CCR Section 51175 through 51189 which provides the framework for further preventative measures to decrease wildfire hazards. The Project would provide a pad to construct a new Fire/Sheriff Station on the northeast corner of the Project site. This station would provide adequate driveway space for fire engines to navigate and safely be deployed to respond to emergency calls within the Project site.

Furthermore, the County's and County Fire Department's review of all future permits for development would include review of access for emergency vehicles during construction and operation, in accordance with the California Fire Code. Compliance with the requirements for emergency lane width, vertical clearance, and distance would ensure that adequate emergency access is available for all new development and redevelopment projects. Future construction and operation of the Project is not expected to create risks of wildfire that what was previously analyzed within the GHSP EIR. The Project construction, along with the removal of any brush, trees, and grasses would limit the potential for wildfire spreading by removal of source materials. Due to building designs compliant with State, regional, and local codes, buildout of the Project would not interfere with emergency response and evacuation plans of the County. Additionally, the Project would implement **MM 4.11-2** above, to reduce impacts to less than significant levels. The Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and the 2020 GHSP EIR Addendum.

Mitigation Measures

Refer to **MM 4.11-2** above.

Impact FIRE-2 ***If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project, due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

Level of Significance: Less Than Significant with Mitigation Incorporated

GHSP EIR

See Impact 7.17-2 above. All of the GHSP is within Fire Area 1 or Fire Area 2. All proposed project or subdivision applications must be submitted to the responsible fire authority and Resource Conservation

District office, in accordance with the provisions of the Development Code. 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. These requirements are established for both Fire Areas 1 and 2. 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. No significant fire hazards are anticipated to occur, and no mitigation is required.

2020 GHSP EIR Addendum

Refer to analysis above. The 2020 GHSP EIR Addendum would result in the same number of residential units in the same location that was previously analyzed in the GHSP EIR. There are no changes, and no expansion of urban land uses beyond the previously analyzed area is proposed. As described previously, the proposed interim uses are similar to construction staging areas that are needed for development of the approved development that was evaluated in the previous GHSP EIR and would not directly result in a need for additional public services and utilities. Additionally, because the proposed interim uses would require approval of a SUP, the County's permitting process would ensure that the interim uses would be located and secured in a manner that would not result in an increased need for either fire or police related services. Therefore, the 2020 GHSP EIR Addendum would not increase demands on public facilities and services beyond those previously analyzed. In addition, **MMs 4.11-1** through **4.11-3** would be required to be implemented for the 2020 GHSP EIR Addendum, which would reduce potential impacts to a less than significant level.

Proposed Project

According to CAL FIRE's Fire and Resource Assessment Program, FHSZ Viewer, the Project site is located within an SRA, VHFHSZ. On-site topographic features for the Project site include two prominent hills (refer to **Figure 3-5** for existing topography). The larger of the hills, located on the southern portion of the Project site, has a surface elevation ranging from a low point of approximately 2,010 feet above mean sea level (amsl) to a maximum of approximately 2,255 feet amsl. The smaller hill at the northern portion of the Project site ranges from a low point of approximately 2,080 feet amsl to a maximum elevation of 2,137 feet amsl. Steep terrain results in faster fire spread upslope and flat terrain tend to have little effect on fire spread, resulting in fires that are driven by vegetation and/or wind. Due to the Project site's range in elevations and steep hills, there is potential for faster fire spread and exposing occupants to pollutant concentrations from a wildfire or the uncontrollable spread of a wildfire.

As the Project is subject to wildland fire hazards, special fire safety review areas have been adopted for the area, pursuant to the County Development Code. Consistent with the Countywide Plan and County Development Code, these fire safety review areas are subject to additional development standards to provide greater public safety in fire-prone areas. The Project site is designated as Fire Safety Area 1, which includes areas designated as extremely high fire hazard severity zones by the California Department of Forestry and Fire Protection. Due to this, the Project would be subject to additional development standards (such as setback requirements, fuel modification zones, vehicular access, building separation, erosion and sediment control, and other design requirements) to provide greater public safety in these fire-prone areas. Each project located in the Fire Safety Overlay that goes through the entitlement process

must submit a fuel modification plan that addresses fuel loading, ungraded slopes, maintenance, on-site water availability, and landscaping. In addition, each proposed development must comply with Fire Safety Overlay general development standards (82.13.050), including but not limited to[18]:

- Residential density criteria that limit the number of dwelling units per gross acre based on slope percentage;
- Site and emergency access that requires a minimum of two points of ingress and egress, and minimum width of 26 feet of all-weather surface for roads;
- Private driveways or access roadways for residential units that have a 150-foot maximum length;
- Fencing requirements, including a minimum five-foot separation for wood or vinyl fencing and the wall of the nearest structure;
- Cul-de-sac length limits of 350 feet in length;
- Vehicular access to water sources, including ponds, lakes, swimming pools, reservoirs, and water storage tanks; and
- Permanent fuel modification areas around a development projects or portions adjacent or exposed to hazardous fire areas.

All applications must also comply with fire authority standards, including California Building Code Chapter 7A and California Residential Code Chapter 327, requiring new buildings to use ignition-resistant construction methods and materials as well as fire suppression systems. After a project is approved, the code enforcement division is responsible for ensuring compliance with the conditions agreed upon in the approved permit, as well as annually inspecting fuel modification and defensible space. All proposed projects or subdivision applications must be submitted to the responsible fire authority, in accordance with the provisions of the County Development Code. The County's and County Fire Department's review of all future permits for development would include review of access for emergency vehicles during construction and operation, in accordance with the California Fire Code. Future construction and operation of the Project is not expected to create risks of wildfire that what was previously analyzed within the GHSP EIR. The Project construction, along with the removal of any brush, trees, and grasses would limit the potential for wildfire spreading by removal of source materials. Due to building designs compliant with State, regional, and local codes, buildout of the Project would not exacerbate wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Additionally, the Project would implement **MM 4.11-2** above, to reduce impacts to less than significant levels. The Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and the 2020 GHSP EIR Addendum.

Mitigation Measures

Refer to **MM 4.11-2** above.

Impact FIRE-3 ***If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources,***

[18] Office of Planning and Research. 2022. *Fire Safety Overlay Zone: San Bernardino County.* https://opr.ca.gov/docs/20220817-San_Bernadino_County_Case_Study.pdf.

power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Level of Significance: Less Than Significant with Mitigation Incorporated

GHSP EIR

See Impact 7.17-2 above. All of the GHSP is within Fire Area 1 or Fire Area 2. All proposed project or subdivision applications must be submitted to the responsible fire authority and Resource Conservation District office, in accordance with the provisions of the Development Code. 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. These requirements are established for both Fire Areas 1 and 2. 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. No significant fire hazards are anticipated to occur, and no mitigation is required.

2020 GHSP EIR Addendum

Refer to analysis above. The 2020 GHSP EIR Addendum would result in the same number of residential units in the same location that was previously analyzed in the GHSP EIR. There are no changes, and no expansion of urban land uses beyond the previously analyzed area is proposed. As described previously, the proposed interim uses are similar to construction staging areas that are needed for development of the approved development that was evaluated in the previous GHSP EIR and would not directly result in a need for additional public services and utilities. Additionally, because the proposed interim uses would require approval of a SUP, the County's permitting process would ensure that the interim uses would be located and secured in a manner that would not result in an increased need for either fire or police related services. Therefore, the 2020 GHSP EIR Addendum would not increase demands on public facilities and services beyond those previously analyzed. In addition, **MMs 4.11-1** through **4.11-3** would be required to be implemented for the 2020 GHSP EIR Addendum, which would reduce potential impacts to a less than significant level.

Proposed Project

According to CAL FIRE's Fire and Resource Assessment Program, FHSZ Viewer, the Project site is located within an SRA, VHFHSZ. The Project proposes the development of approximately 202,900 square feet of commercial and retail uses on approximately 32.2 acres, to include but not necessarily be limited to, hotel uses, fitness facilities, market and pharmacies, commercial shops, gas station and convenience store, drive-through car wash, restaurants, and a joint Fire and Sheriff Station. As mentioned above, the Project is subject to the County Fire Safety overlay which includes additional development standards to provide greater public safety in these fire-prone areas. Each project located in the Fire Safety Overlay that goes through the entitlement process must submit a fuel modification plan that addresses fuel loading, ungraded slopes, maintenance, on-site water availability, and landscaping. All applications must also comply with fire authority standards, including California Building Code. After a project is approved, the code enforcement division is responsible for ensuring compliance with the conditions agreed upon in the approved permit, as well as annually inspecting fuel modification and defensible space. Additionally, the

open spaces that surround the Project site pose a risk of wildfire to new development within the Project site. However, the Project site is also bounded by I-15 to the west and Glen Helen Parkway to the south and east, which would serve as an effective fire break to protect the Project site from wildfires on surrounding open space. The Project site would include installation of utilities and roads within the Project area and connect to existing off-site utilities and roads as necessary. In addition, emergency water sources are not required beyond water supply needed to comply with applicable building codes. Additionally, the Project would implement **MM 4.11-2** above, to reduce impacts to less than significant levels. The Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and the 2020 GHSP EIR Addendum.

Mitigation Measures

Refer to **MM 4.11-2** above.

Impact FIRE-4 ***If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project 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?***

Level of Significance: Less Than Significant with Mitigation Incorporated

GHSP EIR

See Impact 7.17-2 above. All of the GHSP is within Fire Area 1 or Fire Area 2. All proposed project or subdivision applications must be submitted to the responsible fire authority and Resource Conservation District office, in accordance with the provisions of the Development Code. 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. These requirements are established for both Fire Areas 1 and 2. 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. No significant fire hazards are anticipated to occur, and no mitigation is required.

2020 GHSP EIR Addendum

Refer to analysis above. The 2020 GHSP EIR Addendum would result in the same number of residential units in the same location that was previously analyzed in the GHSP EIR. There are no changes and no expansion of urban land uses beyond the previously analyzed area is proposed. As described previously, the proposed interim uses are similar to construction staging areas that are needed for development of the approved development that was evaluated in the previous GHSP EIR and would not directly result in a need for additional public services and utilities. Additionally, because the proposed interim uses would require approval of a SUP, the County's permitting process would ensure that the interim uses would be located and secured in a manner that would not result in an increased need for either fire or police related services. Therefore, the 2020 GHSP EIR Addendum would not increase demands on public facilities and services beyond those previously analyzed. In addition, **MMs 4.11-1** through **4.11-3** would be required to be implemented for the 2020 GHSP EIR Addendum, which would reduce potential impacts to a less than significant level.

Proposed Project

According to CAL FIRE's Fire and Resource Assessment Program, FHSZ Viewer, the Project site is located within an SRA, VHFHSZ. The Project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. As stated previously in **Section 4.4: Geology and Soils**, the Project is identified as being within a moderate to high landslide susceptibility zone. However, the hilly terrain is planned to be graded down to a relatively flat pad for the future development. This removal of slopes within the Project site would mitigate the potential for landslides. Additionally, the Project would implement **MM 4.11-2** above, to reduce impacts to less than significant levels. The Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the GHSP EIR and the 2020 GHSP EIR Addendum.

Mitigation Measures

Refer to **MM 4.11-2** above.

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8.0

EIR Consultation and Preparation

Kimley»Horn

8.0 EIR CONSULTATION AND PREPARATION

This section is consistent with the requirements set forth in Section 21153 of the PRC and Section 15129 of the CEQA Guidelines, which states: "The EIR shall identify all federal, state, or local agencies, other organizations, and private individuals consulted in preparing the draft EIR, and the persons, firm, or agency preparing the draft EIR, by contract or other authorization." Refer to **Section 2.3: Notice of Preparation/Early Consultation** for a summary of public notification and consultation.

The NOP and NOP comment letters are provided in **Appendix A: Notice of Preparation and Scoping Materials**. The County provided multiple opportunities for public input, both as part of the CEQA process and as part of Project scoping. In addition to required public notifications under CEQA, the County has engaged in extensive consultation with the Native American tribes, pursuant to Assembly Bill 52 and Senate Bill 18, as discussed further in **Appendix D: Cultural Resources Assessment.**

8.1 EIR Consultation

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Public Agencies/Organizations

- California Department of Fish and Wildlife (CDFW)
- California Department of Transportation (Caltrans)
- City of Rialto
- Local Agency Formation Commission for San Bernardino County
- Regional Water Quality Control Board (RWQCB)
- San Bernardino County Special Districts
- South Coast Air Quality Management District (AQMD)

- United States Army Corps of Engineers (USACE)
- West Valley Water District
- Southern California Edison

Interested Parties

As noted above, the County engaged in public and agency consultation through the NOP and public scoping process. The following entities provided comments on the NOP, which have been considered as part of this EIR preparation process.

Name, Title	Representing
Cameron Vela, Cultural Resources Analyst	Native American Heritage Commission
Kim Freeburn, Environmental Project Manager	California Department of Fish and Wildlife
Luz Salazar, Cultural Resources Analyst	Agua Caliente Band of Cahuilla Indians
Sam Wang, Program Supervisor, CEQA IGR	South Coast AQMD
Noretta Barker	Self
Karen Lees	Self
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