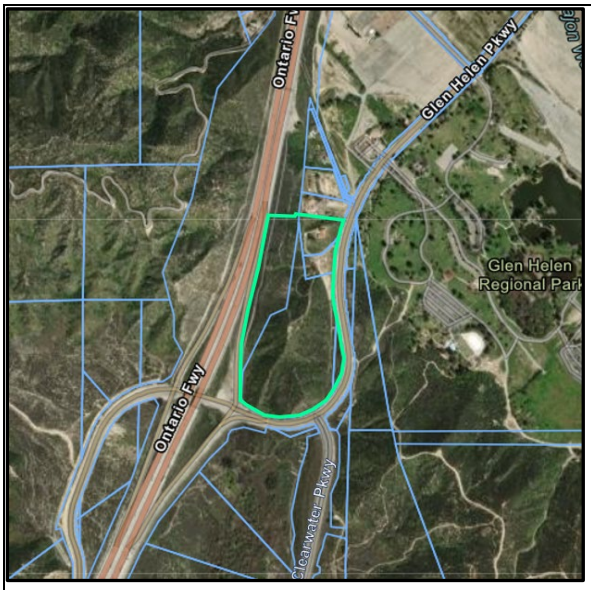
LAND USE SERVICES DEPARTMENT
PLANNING COMMISSION STAFF REPORT

HEARING DATE: March 21, 2024 **AGENDA ITEM 2**

Project Description

APN:	0239-031-04, -32, -37, -50
Applicant:	UCR Group LLC
Community:	Glen Helen
Location:	East of Interstate 15 at Glen Helen Parkway
Project No:	PROJ-20232-00012, PROJ-2023-00096 and PROJ-2023-00100
Staff:	Jon Braginton
Rep:	Jim Mauge, Dan Carlone
Proposal:	A Specific Plan Amendment (PROJ-2023-00096) for minor text amendments related to allowable uses and development standards within the Glen Helen Specific Plan Destination Recreation Zone and planned development and hillside grading standards, a Planned Development Permit (PROJ-2023-00012) to construct and operate a 209,900-square foot commercial shopping center, and a Tentative Parcel Map (PROJ-2023-00100) to subdivide four parcels into 14 parcels on approximately 33 acres.



17 Hearing Notices Sent on: March 7, 2024

Report Prepared By: Jon Braginton, Planner

SITE INFORMATION:

Parcel Size: Approximately 33 acres
Terrain: Sloped hillside terrain
Vegetation: Scattered ruderal brush vegetation

TABLE 1 – SITE AND SURROUNDING LAND USES AND ZONING:

AREA	EXISTING LAND USE	LAND USE CATEGORY	LAND USE ZONING DISTRICT
SITE	Open undeveloped hillside topography	Special Development (SD)	Destination Recreation (DR)
North	Residences	Special Development (SD)	Destination Recreation (DR)
South	Vacant	Special Development (SD)	Open Space Passive Recreation (OS/P)
East	Park (Glen Helen Regional Park)	Special Development (SD)	Open Space/Active Recreation (OS/A)
West	Freeway	Special Development (SD)	Existing Road/Railroad (E/RR)

	Agency	Comment
City Sphere of Influence:	Rialto SOI	Support for Approval
Water Service:	West Valley Water District	Will Serve
Sewer Service:	San Bernardino County Special Districts County Service Area 70 Glen Helen	Conditions provided

STAFF RECOMMENDATION: That the Planning Commission recommend[1] the Board of Supervisors: **CERTIFY** the Subsequent Environmental Impact Report; **ADOPT** the CEQA Facts and Findings, Statement of Overriding Considerations, and MMRP; **ADOPT** the Findings for approval the Glen Helen Specific Plan Amendment, Planned Development Permit, and Tentative Parcel Map; **ADOPT** the Glen Helen Specific Plan Amendment; **APPROVE** the Planned Development Permit for the construction and operation of a 209,000-square foot commercial shopping center, subject to the Conditions of Approval; **APPROVE** Tentative Parcel Map No. 20748 to subdivide four parcels into 14 parcels, subject to the Conditions of Approval; and **DIRECT** the Land Use Services Department to file the Notice of Determination in accordance with CEQA.

[1] This is a recommendation item. A disapproval recommendation by the Planning Commission shall terminate the application unless appealed in compliance with Chapter 86.08.

FIGURE 1 - VICINITY MAP:

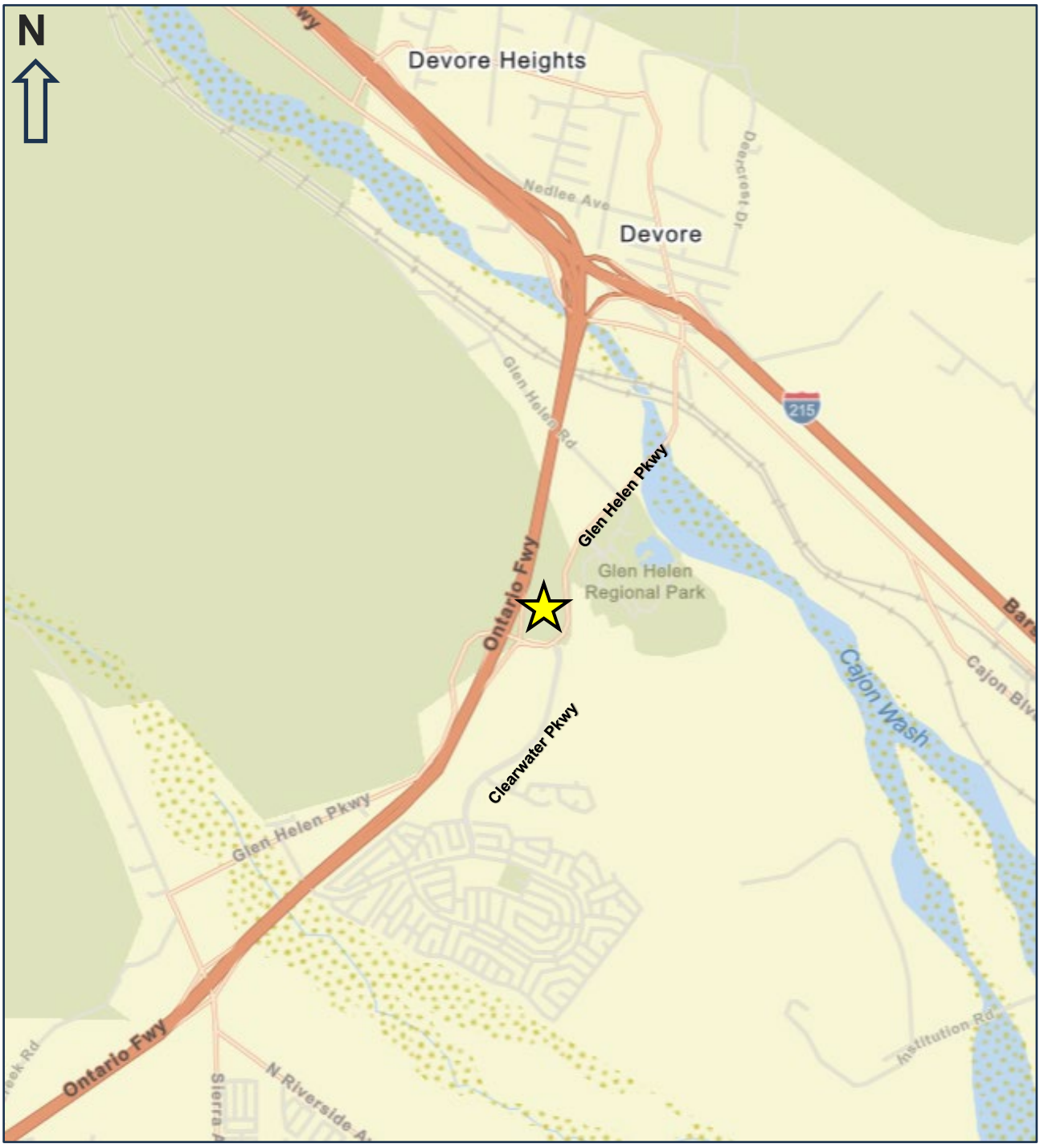


FIGURE 2 – LAND USE CATEGORY MAP

FIGURE 3 – ZONING MAP

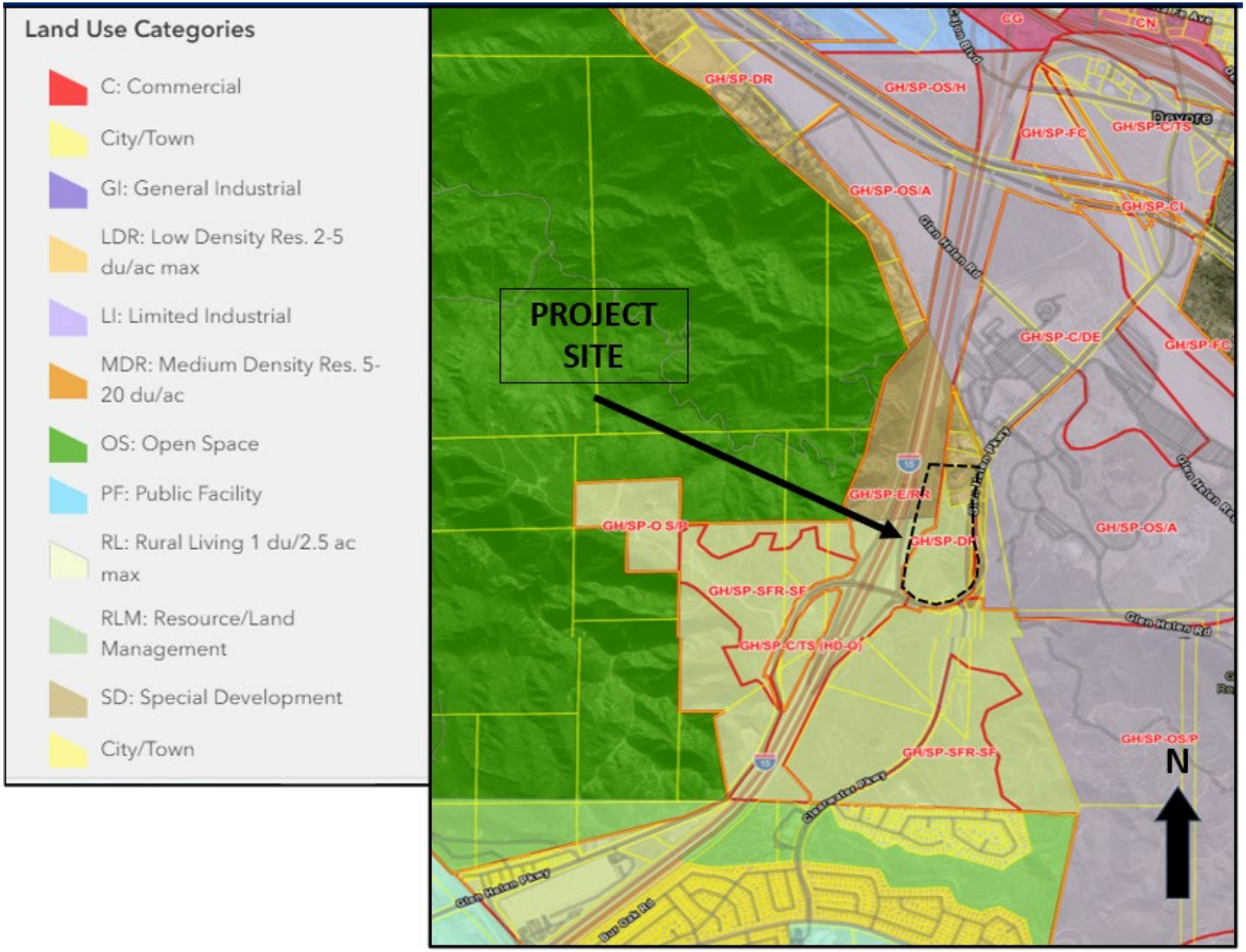


FIGURE 4 – GHSP LAND USE MAP:

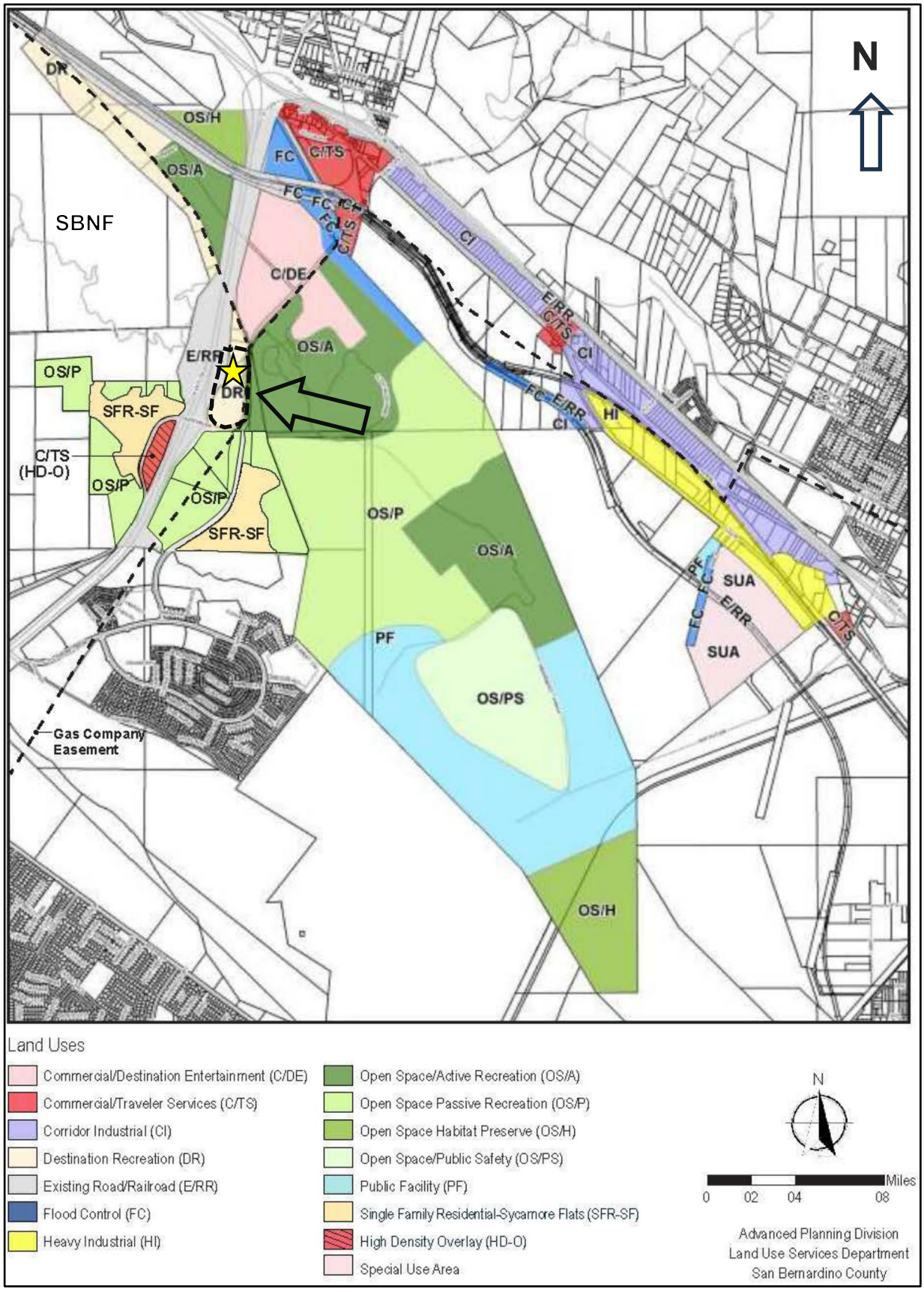


FIGURE 5 – AERIAL PHOTO

FIGURE 6 – PROJECT SITE PHOTOS

Facing southwest from Project hill-top

Facing northeast from Project hill-top

Facing southwest from Project northern boundary

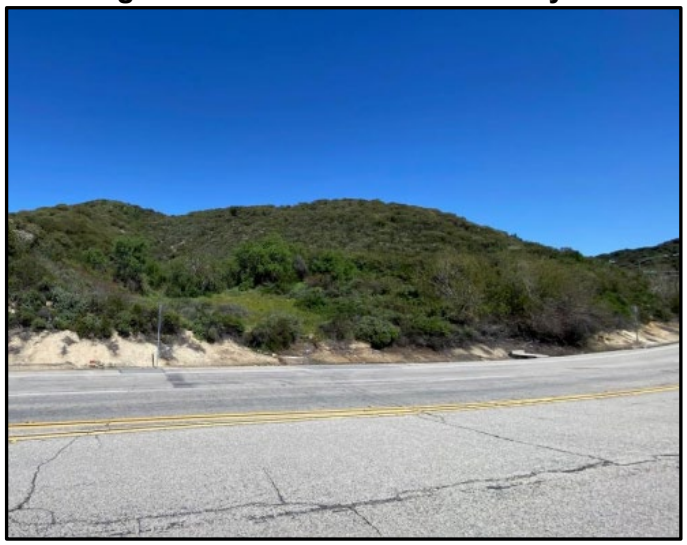
Facing southwest from Project northwestern boundary

FIGURE 7 – PROJECT SITE PHOTOS (CONTINUED)

Facing southwest /northbound I-15 onramp

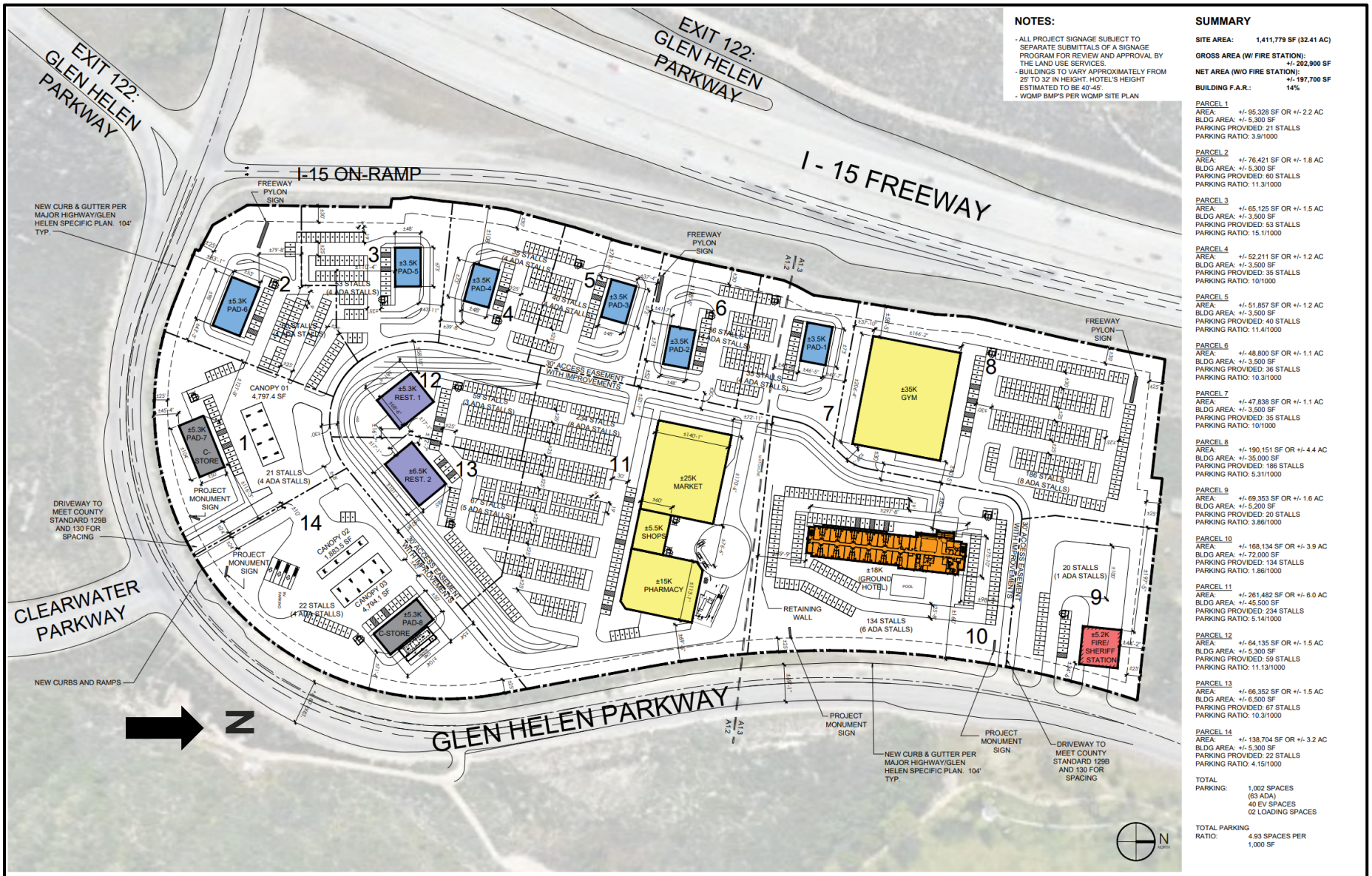
Facing northeast at eastern boundary

Pioneer Women Historical Monument



Facing northeast from Glen Helen Parkway

FIGURE 8 – SITE PLAN



NOTES:

- ALL PROJECT SIGNAGE SUBJECT TO SEPARATE SUBMITTALS OF A SIGNAGE PROGRAM FOR REVIEW AND APPROVAL BY THE LAND USE SERVICES.
- BUILDINGS TO VARY APPROXIMATELY FROM 25' TO 32' IN HEIGHT. HOTEL'S HEIGHT ESTIMATED TO BE 40'-45'.
- WQMP BMP'S PER WQMP SITE PLAN

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

PARCEL 11
AREA: +/- 261,482 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: 22 STALLS
PARKING RATIO: 4.15/1000

TOTAL PARKING: 1,002 SPACES (63 ADA) 40 EV SPACES 02 LOADING SPACES

TOTAL PARKING RATIO: 4.93 SPACES PER 1,000 SF

NEC GLEN HELEN & I-15

PROPOSED SITE PLAN

A1.1

SAN BERNARDINO COUNTY, CA

DLR # 75-22756-00 DATE: MARCH 11, 2024

SCALE: 1" = 750' - 0"

UCR Group Property Development

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DLRGROUP
ARCHITECTURE ENGINEERING PLANNING INTERIORS

PROJECT DESCRIPTION AND BACKGROUND

The Oasis at Glen Helen Parkway project consists of a proposed Specific Plan Amendment (SPA)(PROJ-2023-00096), Tentative Parcel Map (TPM No. 20748) (PROJ-2023-00100), and Planned Development Permit (PDP)(PROJ-2023-00012) for the proposed development of commercial and retail uses on approximately 32.2 acres located within the Glen Helen Specific Plan Destination Recreation (DR) zone, City of Rialto Sphere of Influence (SOI), at that the northeast corner of Glen Helen Parkway offramp and Interstate 15 freeway (Project Site). The SPA, TPM, and PDP are collectively referred to as the Project and consist of the following:

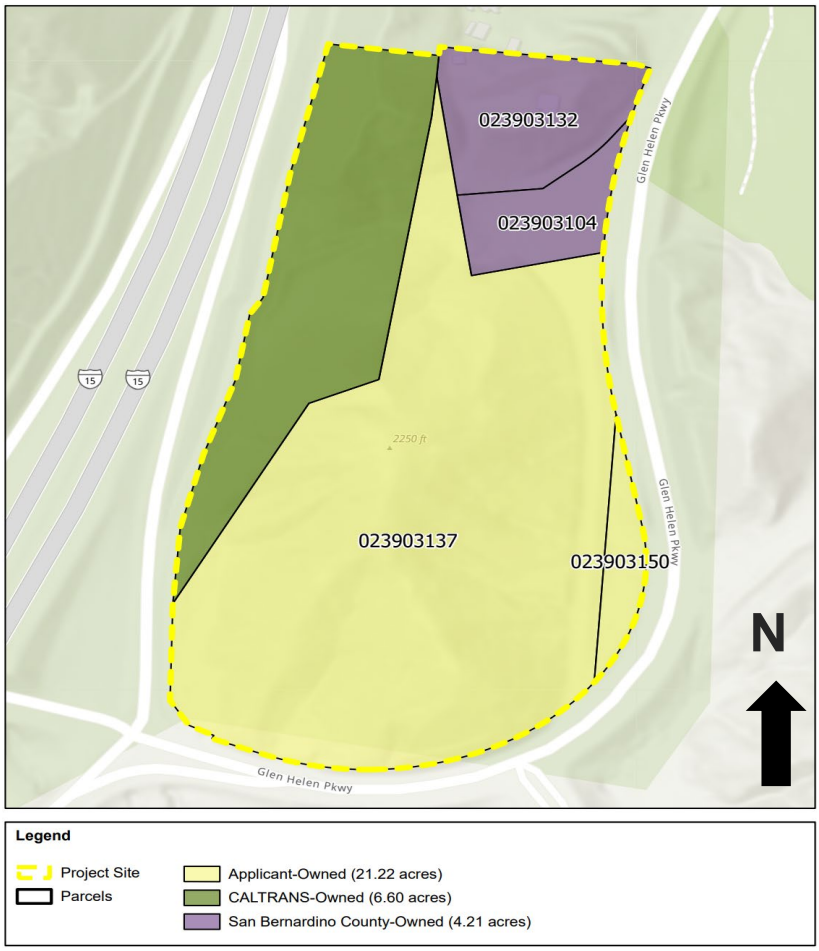
- The SPA proposes text amendments to: Section GH2.0305, related to description of activities in the Destination Recreation zone; Subsections GH2.0440(a), (c), (d), (e), (f) and (g), related to the definition, allowed and prohibited uses, and development standards with the Destination Recreation zone, including uses authorized with a planned development permit; introductory paragraph of Division 3, related to the application of design guidelines for planned development permits; and Section GH3.0710, related to hillside development guidelines and requirements, all related to the Glen Helen Specific Plan. A copy of the proposed text amendments is attached to the staff report as Exhibit “E”.
- The TPM proposes to subdivide four parcels into 14 parcels, with lot sizes ranging from 1.02 acre to 5.73 acres (See Figure 13).
- The PDP proposes the development of a 202,900 square foot commercial and retail center consisting of a 72,000 square foot, 130-room hotel; a 35,000 square foot fitness facility; a 45,500 square foot building containing a 25,000 square foot grocery market, a 15,000 square foot pharmacy, and 5,500 square feet of commercial shops; a 5,300 square foot convenience store/gas station with drive-thru carwash; a 5,300 square foot convenience store with a gas station; five 3,500 square foot buildings for drive-thru restaurants; a 5,300 square foot restaurant and a 6,500 square foot restaurant; and a 5,200 square foot Fire/Sheriff Station (See Figure 8). Overall, the Project Site proposes a floor area ratio (FAR) of approximately 14 percent.

Although the Applicant is proposing a joint Fire and Sheriff Station as part of the Project, the Board of Supervisors and Board of Directors for San Bernardino County, San Bernardino County Sheriff’s Department, and the San Bernardino County Fire Protection District have made no commitment or agreement to build, occupy, and/or operate the proposed station at this time and any action taken by San Bernardino County, acting in its role and capacity as the permitting agency for the Project, shall not serve as a commitment or agreement to proceed with the proposed station. Any future action to proceed with the proposal will occur in compliance with all applicable laws.

Project Site Land Ownership

The ownership of the Project Site is shown in Figure 9 below and consists of one 21.34-acre parcel owned by the Project Applicant, two parcels totaling approximately 4.76 acres owned by the County, and one 6.90-acre parcel owned by the California Department of Transportation (Caltrans).

FIGURE 9 CURRENT LAND OWNERSHIP



County-Owned Parcels

As shown in Figure 9, two parcels totaling approximately 4.76 acres within the Project Site are currently owned by the County. Both parcels are under the management of San Bernardino County Regional Parks Department. Although the County has agreed to engage in negotiations with the Applicant for the potential future sale or exchange of the County-owned properties in accordance with all applicable laws, the County, acting in its role and capacity as a property owner, has not committed itself or agreed to sell or exchange the properties to the Applicant or third-party at this time, or otherwise guaranteed the Applicant any exercise of or control over the site. The Applicant has elected to process the Project application as an at-risk entitlement in the absence of any guarantee that it will obtain the required property interests from the County and/or Caltrans (discussed below). Any action taken by the County, acting in its role and capacity as the permitting agency for the Project, shall not serve as a commitment or agreement to sell or exchange its portion of the site to the Applicant. The development of the Project Site, including Parcel 9 as shown in the Site Plan, is dependent on the Applicant acquiring the County-owned properties (See Condition No. 44).

Caltrans Owned-Land

The Project also includes 6.90 acres of property along the east side of the I-15 freeway that is owned by Caltrans. The Applicant has engaged Caltrans to acquire the property through a Decertification Agreement. The Decertification Agreement is currently in the process of review by Caltrans, which will require Caltrans to review and determine whether the subject property or any portion thereof is necessary for its purposes. If the property or any portion thereof is deemed excess property, then Caltrans may negotiate a purchase and sale agreement with the Applicant. The development of Project Site, including Parcels 3 through 8 as shown in the Site Plan, is dependent on the Applicant providing the County satisfactory proof of ownership of the currently owned Caltrans property (See Conditions 53 - 56).

City of Rialto Sphere of Influence | West Valley Water District | County Service Area 70 Annexation

The Project includes the proposed annexations into the West Valley Water District (WVWD) and County Service Area 70 (CSA 70), and a SOI boundary amendment to the City of Rialto. As shown in Figure 10, the WVWD SOI includes approximately 23.62 acres of the Project site, of which 8.5 acres would be added. The WVWD existing boundary includes approximately 2.4 acres of the Project site, of which, 29.77 acres would be added. CSA 70 GH includes approximately 27.71 acres of the Project Site, of which 4.5 acres would be added (See Figure 11). As shown in Figure 12, the City of Rialto SOI includes approximately 21.52 acres of the Project site, of which 10.6 acres would be added. This would conform the City of Rialto's SOI with the WVWD SOI and ensure consistency with LAFCO's "Community-by-Community Approach" Policy in establishing spheres of influence

PROJECT ANALYSIS.

Tentative Parcel Map (TPM 20748)

As shown in Figure 13, once all of the above parcels are consolidated under the ownership of the Project Applicant, the Project area will then be subdivided under TPM No. 20748 into 14 parcels. As shown in Figure 13 below, parcel lot sizes will range from 1.02 to 5.73 acres.

FIGURE 10 WATER DISTRICT ANNEXATION MAP

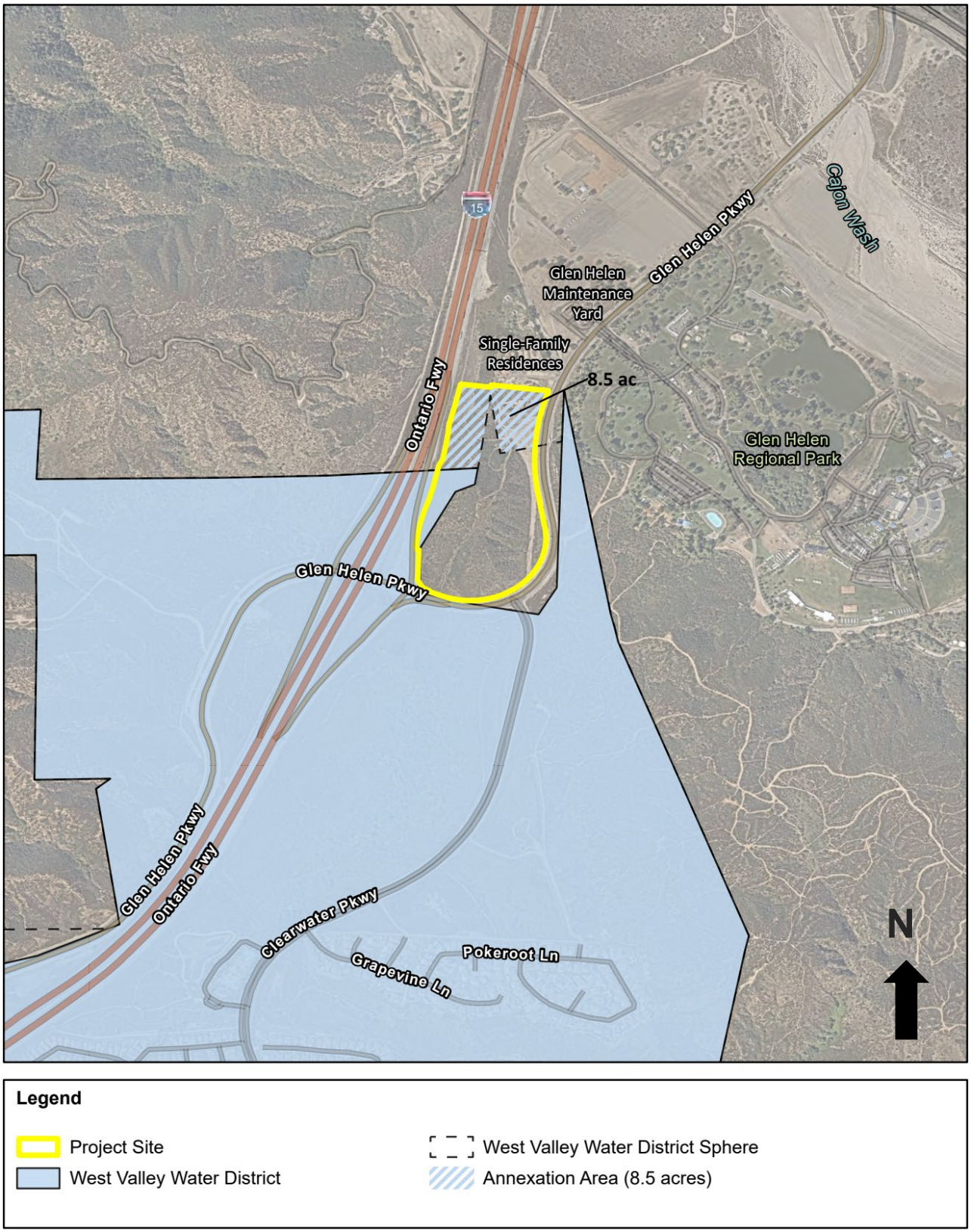


FIGURE 11 COUNTY SERVICE AREA 70 GLEN HELEN MAP

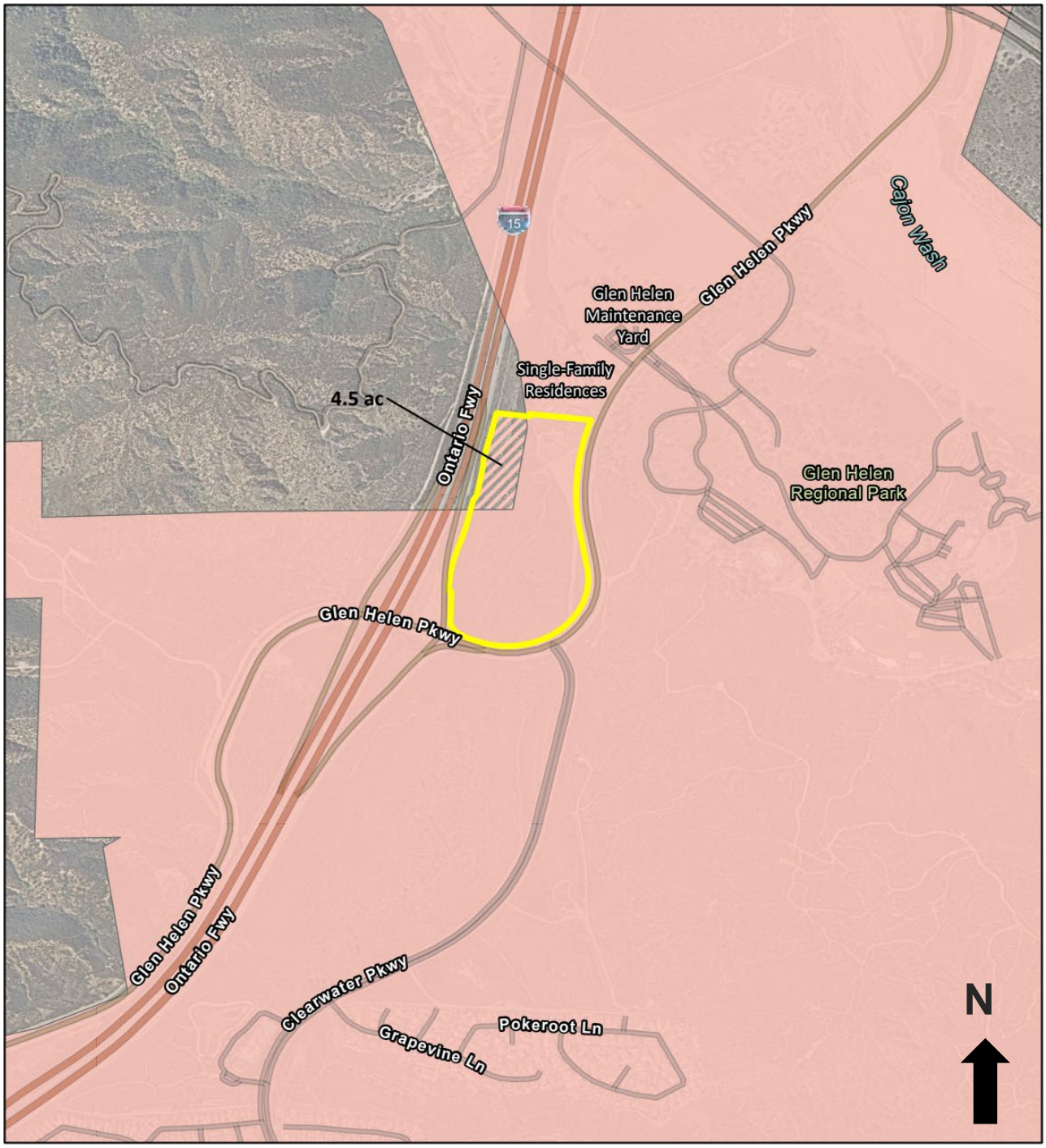


FIGURE 12 CITY OF RIALTO SPHERE OF INFLUENCE MAP

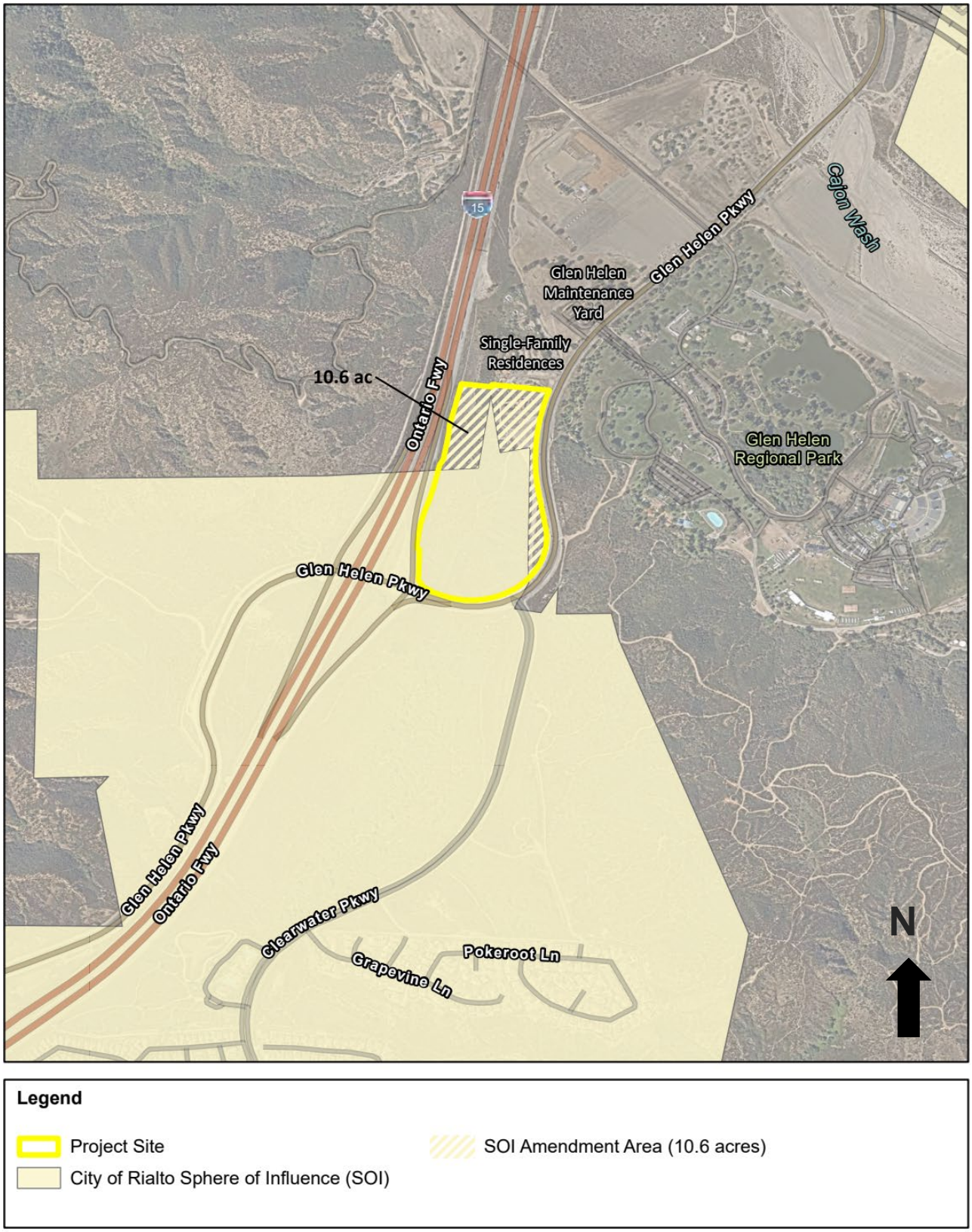
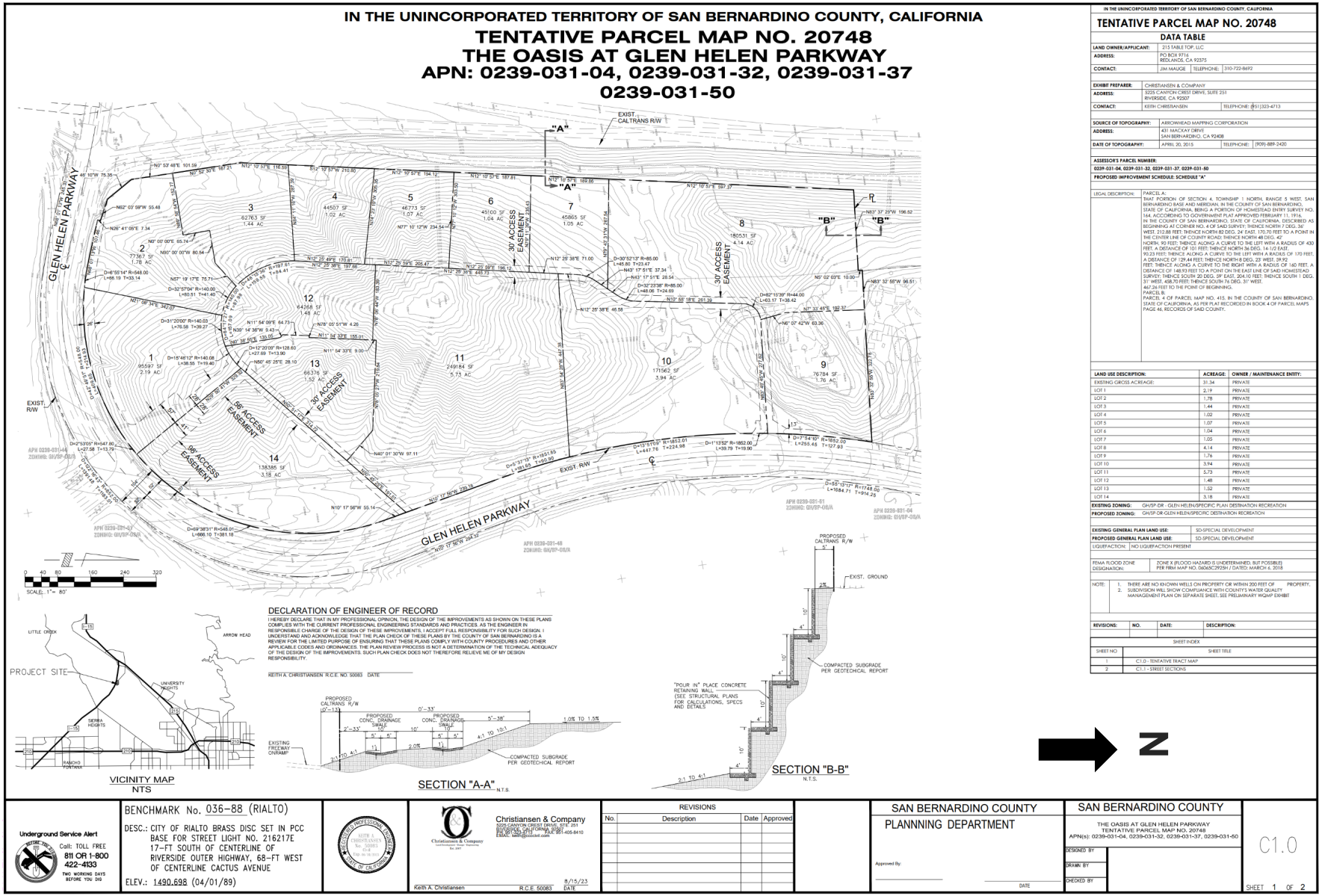
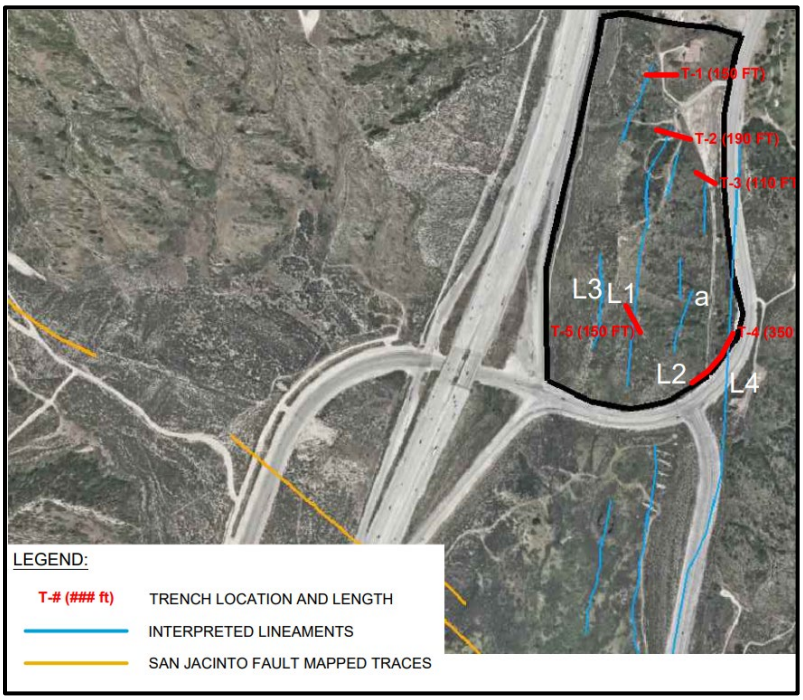


FIGURE 13 TENTATIVE PARCEL MAP (TPM 20748)



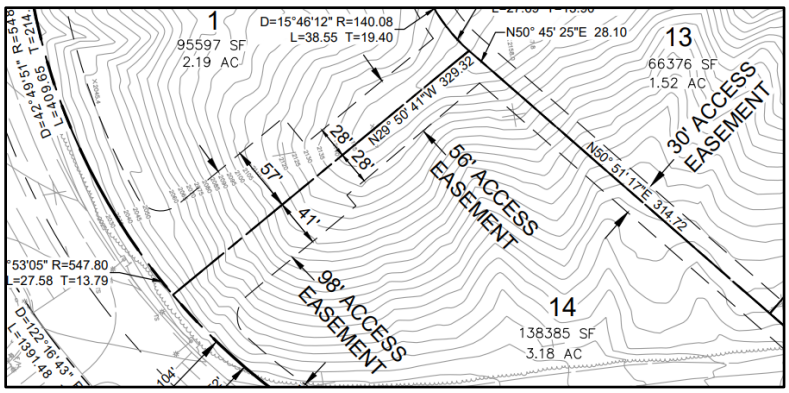
Fault Study

Due to interpreted topographic and/or tonal lineaments observed on aerial imagery of the Project Site (shown in blue), a Fault Study is currently being planned that will involve excavating exploratory trenches in various locations (shown in red) throughout the TPM. The purpose of the Fault Study is to excavate trenches across the observed lineaments in order to evaluate the underlying earth materials and determine if the lineaments are related to active faulting. The findings of the Fault Study will determine if the subject parcels are affected by active faulting. This will also determine suitability for building pad construction and whether the TPM will or will not be subject to a revised site plan configuration in order to avoid active faulting locations if encountered. The Project is conditioned to complete the Fault Study and submit it to the County Geologist for approval prior to the recordation of the TPM and prior to the release of grading permits. If active faulting is observed onsite, a minimum 50-foot setback will need to be established for any proposed structures for human occupancy.



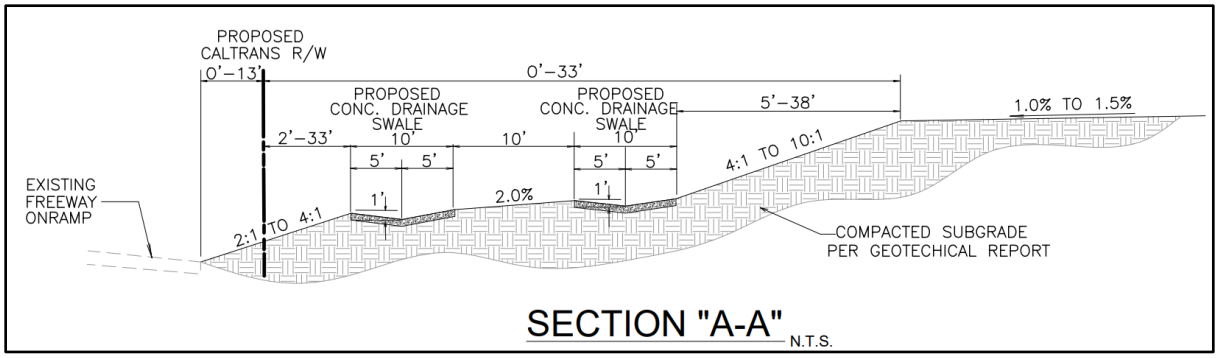
TPM Easements

The TPM proposes a 98-foot-wide access easement for the Project's main driveway entrance off of Glen Helen Parkway, which will then be reduced to a 56-foot-wide easement before converging with the onsite 30-foot-wide access easement main roadway.



TPM offsite drainage

The TPM includes offsite drainage infrastructure in the form of two 10-foot-wide concrete swales to be constructed along the Caltrans right-of-way in adjacency to the I-15 freeway. Runoff into these swales would be conveyed southwesterly towards a drainage inlet located on Glen Helen Parkway next to the northbound onramp to the I-15 freeway.



To accommodate the proposed development of Parcel 8 (parking lot) and Parcel 9 (proposed Fire/Sheriff station), the Project proposes grading and excavating into existing topographical terrain at the northern edge of the Project boundary in order to remove and level both parcels for future development. As shown in Figure 14 below from the Preliminary Grading Plan, an earthen topographic escarpment would be created, thus requiring retaining wall infrastructure support to be constructed. As shown in Figure 15 below, multi-retaining walls that would be constructed ranging from 10 to 40 feet in vertical height along the northern boundary of Parcels 8 and 9. Each retaining wall would be approximately 10-feet in height and offset by a 4-foot leveled plain and then followed by the next 10-foot retaining wall. Because of the significant height, the Project will be conditioned to require Land Development and Geology Division Engineers to review the retaining wall design along with the Geotechnical Investigation and Fault Hazards Investigation reports (currently being updated) in order to ensure that retaining walls will not result from failure in supporting the topographical escarpment created. Further, and for public protection, offsets will be conditioned to be fenced off from entry. Lastly, due to potential visibility from roadways (I-15) the Project is conditioned to maintain the walls from graffiti and vandalism.

FIGURE 14: PRELIMINARY GRADING PLAN - RETAINING WALLS

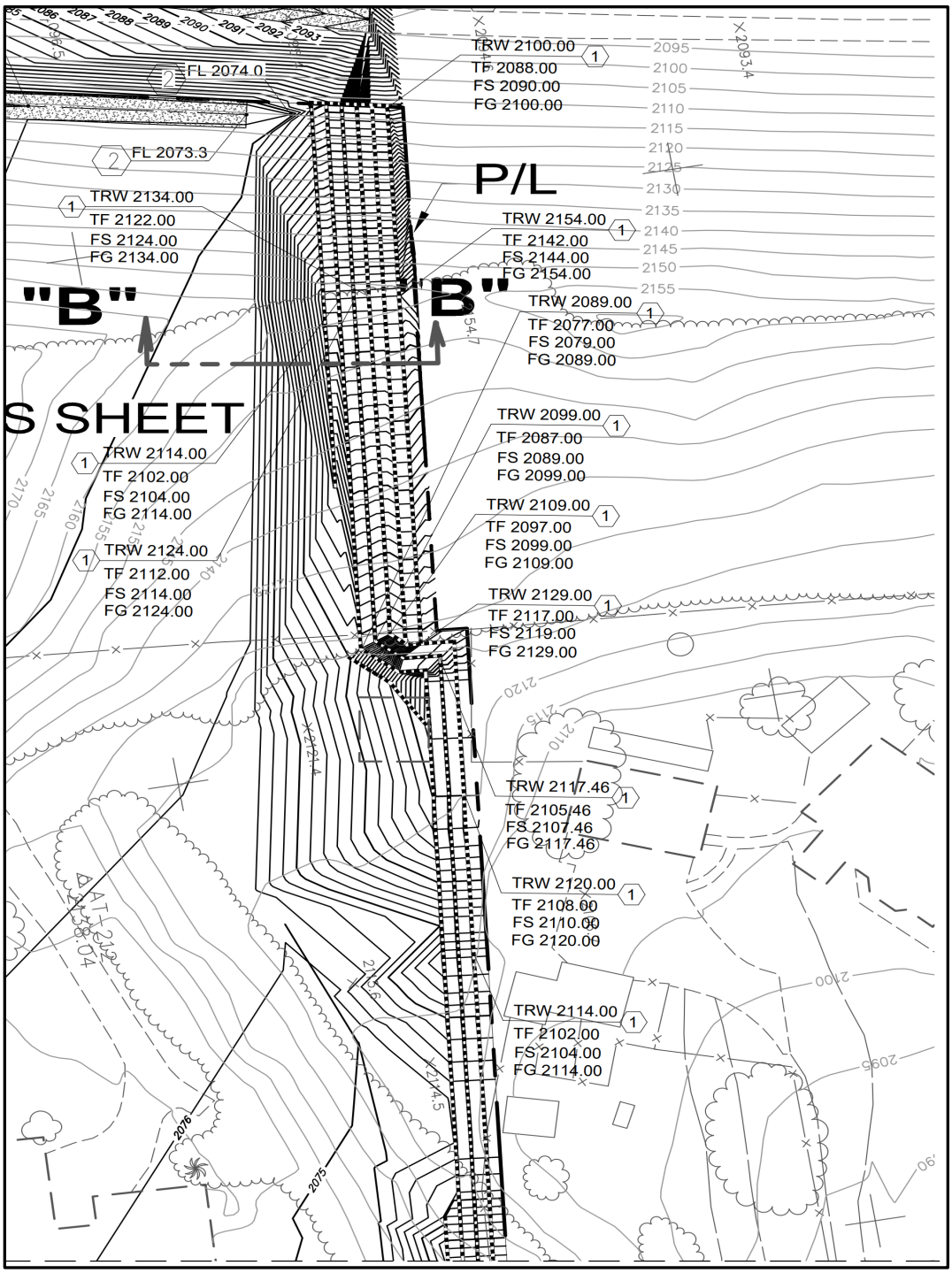
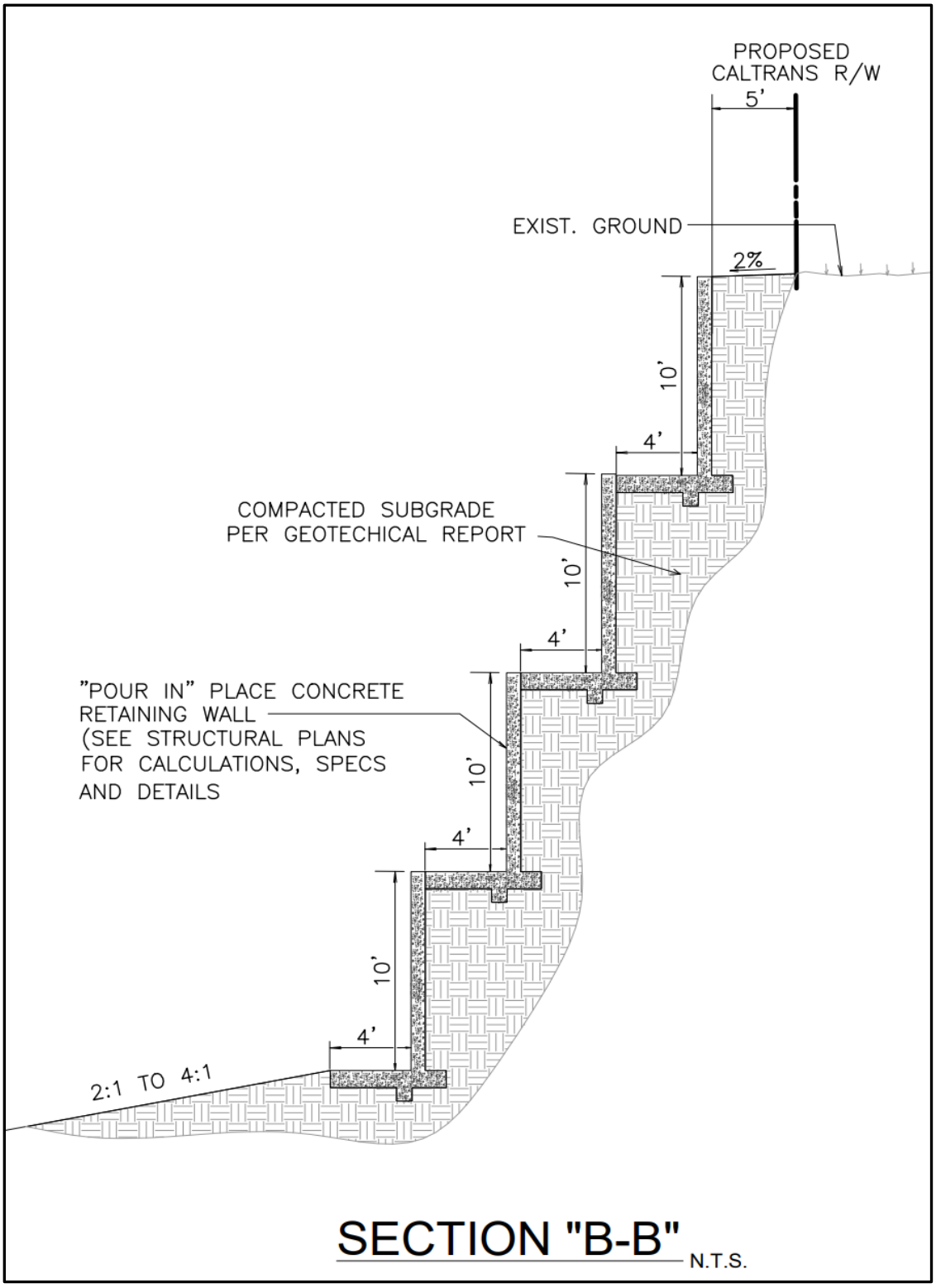


FIGURE 15: PRELIMINARY GRADING PLAN - RETAINING WALL DESIGN



Specific Plan Amendment Analysis:

The SPA proposes multiple text amendments to the Glen Helen Specific Plan that are illustrated below in **red bold.** A copy of the complete text amendments are attached to this staff report as Exhibit E.

GH2.0305 General Provisions

This section of the Glen Helen Specific Plan is amended to read as follows:

…

One recreation-oriented designation~~s~~ is contained in the Plan: Destination Recreation. The Destination Recreation zone is situated between the National Forest and a long stretch of the railroad in the northwestern corner of the planning sub-area. Over time, as year-round activities increase in and around the park, **and as additional services are required within the Plan area**, this area provides an opportunity for lower-intensity recreation/entertainment**, ~~and~~** service **retail, hospitality, government/civic uses,** residential and commercial uses.

GH2.0440 Destination Recreation (DR)

This section of the Glen Helen Specific Plan is amended, to read as follows:

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

(c) Conditional Uses (MUP); (d) Conditional Uses (CUP); and (e) Planned Development Uses

Table 1 provides a comparison list of current permitted land uses under the 2020 Specific Plan and added amended permitted land uses under the proposed Specific Plan Amendment for the Destination Recreation (DR) zone subject to Conditional Use Permit

TABLE 1

APPROVED SP AND PROPOSED SPA - CONDITIONALLY PERMITTED USES

Glen Helen Specific Plan (2020)	**Proposed Amendment**
Minor Use Permitted	
Retail Trade/Personal Services	
• Restaurants, Family and Specialty w/o Drive-Thru	• Restaurants, Family and Specialty w/o Drive-Thru, may include outdoor seating
CONDITIONALLY PERMITTED	
Retail Trade/Personal Services	
• Health Clubs.	• Health Clubs.

• On-Site Alcoholic Beverage Sale Establishments including Bars, Taverns, Cocktail Lounges.	• On-Site Alcoholic Beverage Sale Establishments including Bars, Taverns, Cocktail Lounges. • **Coffee shops/quick serve restaurants with Drive- Thru.** • **Small and large format grocery stores and specialty food stores.** • **Pharmacy's/drug store with or without drive-thru.**
Additional Uses	
• Institutional uses including but not limited to schools, colleges and universities, conference centers, hospitals, churches, rehabilitation centers and organizational camps. • Museums, art galleries, and libraries. • Planetariums, aquariums, zoos, botanical gardens and arboretums. • Racetracks or stadiums. • Campgrounds not exceeding a density of four (4) sites per acre. • Sports-oriented recreational uses requiring remote locations including but not limited to: rifle, pistol and archery ranges, sky diving jumpsites, off-road and recreational vehicle parks, marinas, golf courses, hunting and fishing clubs, ski resorts and recreational camps. • Arenas, field houses, auditoriums, rodeo facilities. • Recreation and community centers, gymnasiums, athletic clubs. • Emergency and transitional shelters for the homeless.	• Institutional uses including but not limited to schools, colleges and universities, conference centers, hospitals, churches, rehabilitation centers and organizational camps. • Museums, art galleries, and libraries. • Planetariums, aquariums, zoos, botanical gardens and arboretums. • Racetracks or stadiums. • Campgrounds not exceeding a density of four (4) sites per acre. • Sports-oriented recreational uses requiring remote locations including but not limited to: rifle, pistol and archery ranges, sky diving jumpsites, off-road and recreational vehicle parks, marinas, golf courses, hunting and fishing clubs, ski resorts and recreational camps. • Arenas, field houses, auditoriums, rodeo facilities. • Recreation and community centers, gymnasiums, athletic clubs. • Emergency and transitional shelters for the homeless. • **Government/Civic Facilities**
(Double underlined bold notations reflect proposed changes)	

Table 2, provides a list of amended added land uses that are conditionally permitted within the Destination Recreation (DR) zone; subject to approval of a Planned Development (PD) review:

TABLE 2

APPROVED SP AND PROPOSED SPA CONDITIONALLY PERMITTED - SUBJECT TO PLANNED DEVELOPMENT PERMIT

Glen Helen Specific Plan (2020)	Project Specific Plan Amendment
CONDITIONALLY PERMITTED SUBJECT TO PLAN DEVELOPMENT PERMIT	
• Single- and multiple-dwelling units in conjunction with a recreational/commercial use and/or recreational amenities.	• Single- and multiple **family-**dwelling units in conjunction with a recreational/ commercial use and/or recreational amenities**, as well as the following uses:**

	Personal Services
	• **Banks, Financial Services, Real Estate Offices.** • **Medical and Dental offices.** • **Copy and mail centers.**
	Retail Trade/Personal Services
	• **Appliance and hardware stores (general merchandise retail)** • **Beauty salons, nail salons, barber shops, dry cleaner, florist and other personal service uses.** • **Convenience stores with offsite consumption alcoholic beverage sales** • **Digital Screen Billboards** • **Mini storage, car condos, and indoor/outdoor RV storage (may not be located within 300 feet of Glen Helen Parkway or adjacent to residentially zoned property)** • **Offsite 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 (or other accessory uses such as a car wash) including offsite consumption alcoholic beverage sales** • **Warehouse retail, (large format warehouse retailers with storage and sales onsite).**

The Project does not propose all of the added land uses as listed above. Nonetheless, the intent of the SPA is to provide for these additional uses in the Destination Recreation zone.

(f) Prohibited Uses

Top of pg. 2-77 and 2-78. Prohibited is amended as follows:

1. Cemeteries, including pet cemeteries.
2. Development of natural resources.
3. Electrical generating stations.
4. Gas production plants.
5. Hazardous waste operations.
6. Industrial uses per the Industry, Manufacturing & Processing, Wholesaling sections of Tables 82-4, 82-7, 82-11 and 82-17 of the County Development Code.
7. ~~Radio and television stations and towers.~~
8. Sewer plants and sewage disposal sites.
9. Solid waste disposal sites, rubbish incinerators, and recycling centers.

10. Temporary support facilities associated with highway construction and other public facilities including, but not limited to, batch plants and equipment storage yards.
11. Transportation facilities.

(g) Site Development Standards

The following Development Standard requirements of the Glen Helen Specific Plan are amended, to read as follows:

Page 2-78: Numbers 2-6 amended as follows:

2. Building Height and Area Limitations **(unless otherwise modified per the standards within an approved PDP).**

3. Building Setbacks **(unless otherwise modified per the standards within an approved PDP).**

4. Landscape Setbacks **(unless otherwise modified per the standards within an approved PDP).**

5. Off-Street Parking **(unless otherwise modified per the standards within an approved PDP).**

6. Signage **(unless otherwise modified per the standards within an approved PDP).**

GH2.0440 Division 3 Design Guidelines

The introductory paragraph of Division 3 of the Glen Helen Specific Plan is amended, to read as follows:

Second paragraph pg. 3-82: Amended as follows:

…

Projects with an approved Planned Development Permit (PDP) within the DR Planning Area are not subject to the provisions within Chapter 1: Landscape Architectural Guidelines, Chapter 2: Site Planning Guidelines, Chapter 3: On-Site Landscape Requirements, Chapter 4: Architectural Guidelines, Chapter 5: Signage Guidelines, Chapter 6: Lighting Guidelines and Chapter 7: Hillside Development Requirements, as the Development and Design standards will be established by the approved PDP unless otherwise stated.

GH3.0710 Hillside Development Guidelines/Requirements

This section of the Glen Helen Specific Plan is amended to read as follows:

First paragraph pg. 3-5: Amended as follows:

The following guidelines are intended to facilitate the appropriate development of hillside areas. They are not intended to restrict an individual from proposing an innovative or alternative method of design in a hillside area, but to ensure that the goals and policies of the Glen Helen Specific Plan and the General Plan are implemented. All proposed projects within a hillside area with natural slopes greater than 15% shall be subject to the guidelines and procedures of this Chapter **unless approved with a Hillside Grading Review and in conformance with an approved PDP.**

The design of building sites should be sensitive to the natural terrain. Structures should be located in such a way as to minimize necessary grading and preserve natural features such as prominent knolls or ridgelines.

…

Bottom paragraph pg. 4-34: Amended as follows:

Because of the gateway function of this Specific Plan area, unique landforms shall not be significantly altered. Any proposals to grade a prominent landform shall be subject to a Hillside Grading Review in accordance with Section 83.08.030 **and in conformance with an approved PDP.**

Planned Development Permit Analysis

The intent of a PDP is to provide for flexibility in the application of the Glen Helen Specific Plan and Development Code standards to proposed developments under limited and unique circumstances. The purpose is to allow consideration of innovation in site planning and other aspects of project design and more effective design responses to site features, uses on adjoining properties, and environmental impacts than the Development Code standards would produce without adjustment. The County expects each PDP project to be of obvious, significantly higher quality than achieved through conventional design practices and development standards.

The PDP filed by the Applicant provides a full analysis of the Project's consistency with the Countywide Plan, Glen Helen Specific Plan, and the Development Code, including issues related to Land Use, Housing, Public Services and Facilities, Circulation, Conservation/Preservation, Seismic and Public Safety, Wildlife, Noise and Scenic Highways and Corridors.

Planned Development Permit Development Standards

As shown in Table 3 below, the PDP lists the proposed development standards that would apply to the Project regarding setbacks, lot coverage, floor area ratio, landscaping, etc. The PDP development standards are in addition to the provisions required by the Countywide Plan, Glen Helen Specific Plan, and Development Code.

TABLE 3

PLANNED DEVELOPMENT PROPOSED

DEVELOPMENT STANDARDS (CHANGES IN BOLD)

Item	GHSP	Proposed PDP
Minimum Lot Area	5.0 acres	**0.5 acres**
Minimum Lot Width at the Front Property Line	150 feet	150 feet
Minimum Lot Depth	100 feet	100 feet
Maximum Lot Coverage	25%	25%
Floor Area Ratio (max)	0.25	**0.5**
Building Setback (internal property line)	15 feet	**10 feet**
Building Setback (perimeter boundary)	25 feet	25 feet
Setback, Building Entry to Parking	10 feet	10 feet
Building Separation	30 feet	**Per fire code**
Site Landscaping	15 %	**15%**
Building Height (maximum)	60 feet	60 feet
Uninhabited Architectural Projections Height Exception	10 feet	10 feet
Landscape Setback from Major Highways and Secondary Highways	15 feet from Ultimate Right-of-Way	15 feet from Ultimate Right-of-Way

Landscape Setback from Collector and Local Roads	10 feet from Ultimate Right-of-Way	10 feet from Ultimate Right-of-Way
Landscape Setback from Freeways	30 feet from Ultimate Right-of-Way	30 feet from Ultimate Right-of-Way

As shown in Figure 5, the Site Plan provides interior property line setbacks ranging from 12- to 160 feet, a Floor Area Ratio (FAR) of 14 percent, a structural building height ranging from 25 to 32-feet, and a building height of 40 to 45-feet in height for the proposed hotel (Parcel 10), and 40.6 percent of overall landscaping coverage to the Project Site. All proposed signage including pole, monument, pylon and wall signs would be submitted under a separate permit to be reviewed in compliance with signage guidelines in Chapter 5, Section GH3.0505 (General Provisions) of the Glen Helen Specific Plan.

Project Components

Site Grading | Excavating

The Project Site will require approximately 2.8 million cubic yards of grading (refer to Figure 16), of which approximately 2.6 million cubic yards of rock and dirt will be exported from the Project site. Truck haul trips are estimated at approximately 12 to 14 outbound trips per hour per day and anticipated to commence early summer of 2024 and ending mid-winter 2027. Export material consisting of dirt and rock would be hauled to a location as yet to be determined within a 20-mile radius of the Project site.

Site Access | Circulation | Parking

As shown in Figure 5, the Project will have two forms of access off of Glen Helen Parkway. A 48-foot-wide ingress/egress driveway with a planter divider positioned between Parcel 1 (gas station/convenience mart) and Parcel 14 (gas station/convenience mart) will serve as the main entrance into the site. Additionally, a 30-foot-wide entrance off Glen Helen Parkway will be constructed between Parcel 9 (hotel site) and Parcel 10 (fire station/police station). A 30-foot-wide interior access road will serve as the main roadway for vehicular traffic, connecting all driveway entrances to individual parcel-lot commercial establishments. The interior access road will be conditioned to provide curb and gutter and curb return improvements per County standards.

The Project proposes a total of 992 parking spaces consisting of 885 standard stalls, 61 Americans with Disabilities Act (ADA) stalls, 40 Electric Vehicle (EV) stalls, four Recreational Vehicle (RV) stalls and two loading. As shown below in Table 3, onsite parking will be provided in accordance with Section 83.11.040 of the Development Code. Overall, the Project will provide a total parking ratio of 4.87 stalls per 1,000 square feet of building space. Table 4 shows that the Project complies with onsite parking requirements for each parcel.

TABLE 4

REQUIRED PARKING

Parcel	Proposed Land Use	Area	Building Area	Required Parking per County Code of Ordinances	Total Required	Proposed Parking
1	Convenience Store; Gas Station	95,328 SF or 2.2 AC	5,300 SF	1 for each 250 square feet of GLA	21	21 stalls (4 ADA Stalls)
2	Drive-Thru Restaurant	76,421 SF or 1.8 AC	5,300 SF	1 per 100 square feet of GLA	21	60 stalls (4 ADA stalls)

Parcel	Proposed Land Use	Area	Building Area	Required Parking per County Code of Ordinances	Total Required	Proposed Parking
3	Drive-Thru Restaurant	65,152 SF or 1.5 AC	3,500 SF	1 per 100 square feet of GLA	35	53 stalls (4 ADA stalls)
4	Drive-Thru Restaurant	52,211 SF or 1.2 AC	3,500 SF	1 per 100 square feet of GLA	35	35 stalls (4 ADA Stalls)
5	Drive-Thru Restaurant	51,857 SF or 1.2 AC	3,500 SF	1 per 100 square feet of GLA	35	40 stalls (4 ADA Stalls)
6	Drive-Thru Restaurant	48,800 SF or 1.1 AC	3,500 SF	1 per 100 square feet of GLA	35	36 stalls (4 ADA Stalls)
7	Drive-Thru Restaurant	47,838 SF or 1.1 AC	3,500 SF	1 per 100 square feet of GLA	34	35 stalls (4 ADA stalls)
8	Gym	190,151 SF or 4.4 AC	35,000 SF	1 for each 4 persons of the facility's allowed maximum attendance	186	186 (8 ADA stalls)
9	Fire/Police Station	69,353 SF or 1.6 AC	5,200 SF	1 for each 250 square feet of GLA	21	20 stalls (1 ADA stall)
10	Hotel	168,877 SF or 3.9 AC	18,000 SF (ground)	1 for each room/unit	130	134 stalls (6 ADA stalls)
11	Market; Retail Shops; Pharmacy	261,792 SF or 6.0 AC	45,500 SF	1 for each 250 square feet of GLA	182	234 stalls (8 ADA Stalls)
12	Restaurant; Parking	64,135 SF or 1.5 AC	5,300 SF	1 per 100 square feet of GLA	53	59 stalls (3 ADA Stalls)
13	Restaurant; Parking	66,352 SF or 1.5 AC	6,500 SF	1 per 100 square feet of GLA	65	67 stalls (5 ADA Stalls)
14	Convenience Store; Gas Station	138, 704 SF or 3.2 AV	5,300 SF	1 for each 250 square feet of GLA		22 stalls (4 ADA Stalls)
Total						**990 Spaces (61 ADA) 40 EV Spaces 4 RV Spaces**

Notes:
SF stands for square feet.
AC stands for Acres.
GLA stands for Gross Leasable Area.

Source: San Bernardino County, CA Code of Ordinances Chapter 83.11: Parking and Loading Standards, 2023; The Oasis of Glen Helen Site Plan, 2023

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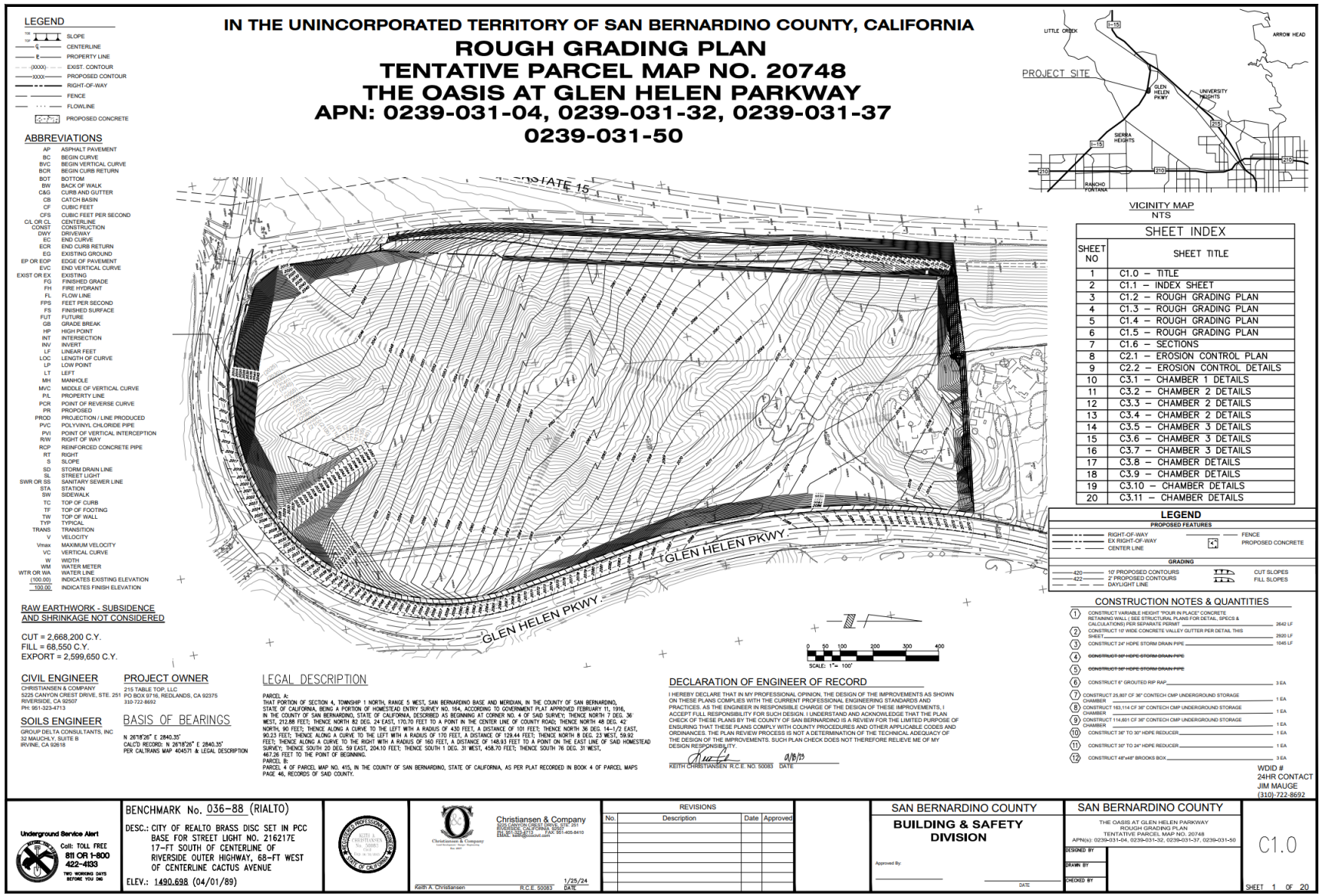
FIGURE 16: ROUGH GRADING PLAN



Offsite Roadway Improvements

The Project will also be conditioned to provide offsite circulation improvements to Glen Helen Parkway in the form of curb and gutter, sidewalks, curb returns, sidewalk ramps and driveway approaches to meet applicable County standards.

Site Architecture

The type of proposed architecture has not been confirmed as to how buildings would appear onsite as developers have yet to be identified, and as such, individual building architecture, facades and roofing, and exterior color are also not yet confirmed. Nonetheless, Project architectural characteristics for buildings would be required to comply with the design guidelines and development standards of the Glen Helen Specific Plan and the Development Code.

Chapter 4 of the Glen Helen Specific Plan, recommends the following architectural style for Commercial/Traveler Services and Commercial/Destination Entertainment areas:

- Tudor revival
- Spanish/Mission revival
- Colonial revival
- Rustic
- Craftsman
- Style that reflects the historic influence of Route 66

The Project envisions an architecture that would be of modern in nature with intricate designs and various types of materials being used on each building face. Building facades for Pad building, Restaurant Pad building and Market-Shops-Pharmacy pad building (Figure 17, 18 and 19) would consist of offsets to vertical planes with incorporation of storefront windows, plaster brick veneer, green screens, metal coping, metal canopies, glazing and tile. Building facades for the adjoined market, shops and pharmacy building would have storefront windows, plaster, brick veneer, fiber cement siding, glazing, metal coping, metal canopy, green screen, tile, CMU and louvered panels.

Site Landscaping

The proposed Conceptual Landscape Plan (refer to Figure 20) would provide a variety of greenery of plants consisting of groundcover (1-gallon), shrubs (5-gallon) and trees (24-inch box) and would provide approximately 568,523 square feet of coverage, or approximately 40.6 percent of overall landscaping to the Project Site. Trees would line on both sides of the 30-foot-wide interior access road and would also be dispersed throughout parking lots situated in landscaping islands and at parking row ends. Shrubbery would be planted within the median strip for the main entrance to the site. Plant species would consist of drought tolerant plant species and watering efficient irrigation in order to minimize water consumption.

Water Infrastructure

The Project site is currently located outside of the WVWD service boundary; however, within WVWD's SOI. Currently, domestic water services are provided to single-family residential properties to the north of the Project Site. As discussed, the Project proposes the reorganization to include Annexations for the entire Project Site into the WVWD, CSA 70, and the City of Rialto SOI. Upon certification of annexation, water 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. The Project is anticipated to generate approximately 62,347 gallons per day, or 70 acres feet per year (AFY).

Sewer Infrastructure

As shown in Figure 21, the Project will provide sewer services to each individual parcel by having a sewer line connected to an existing 8" PVC SDR 35 sewer line (Line C) at the intersection of Clearwater Parkway and Glen Helen Parkway. A new 8" PVC SDR 35 would connect up with the existing line and extend approximately 500 feet into the Project following by branching out of smaller onsite lateral lines to be extended into each parcel. Prior to installation, the Project will be conditioned for the Applicant to submit a sewer feasibility study to Special Districts for review and approval.

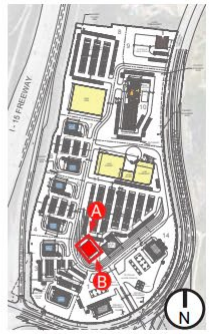
FIGURE 17: RESTAURANT PAD – PARCEL 13

VIEW A

VIEW B

RESTAURANT PAD

KEY PLAN



Source: DLR Group, February 3, 2023.

FIGURE 18: MARKET-SHOPS-PHARMACY PAD – PARCEL 11

VIEW A

VIEW B

KEY PLAN

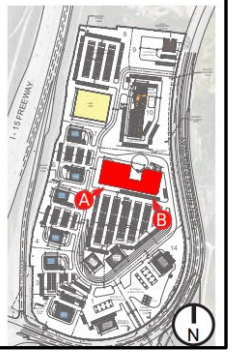
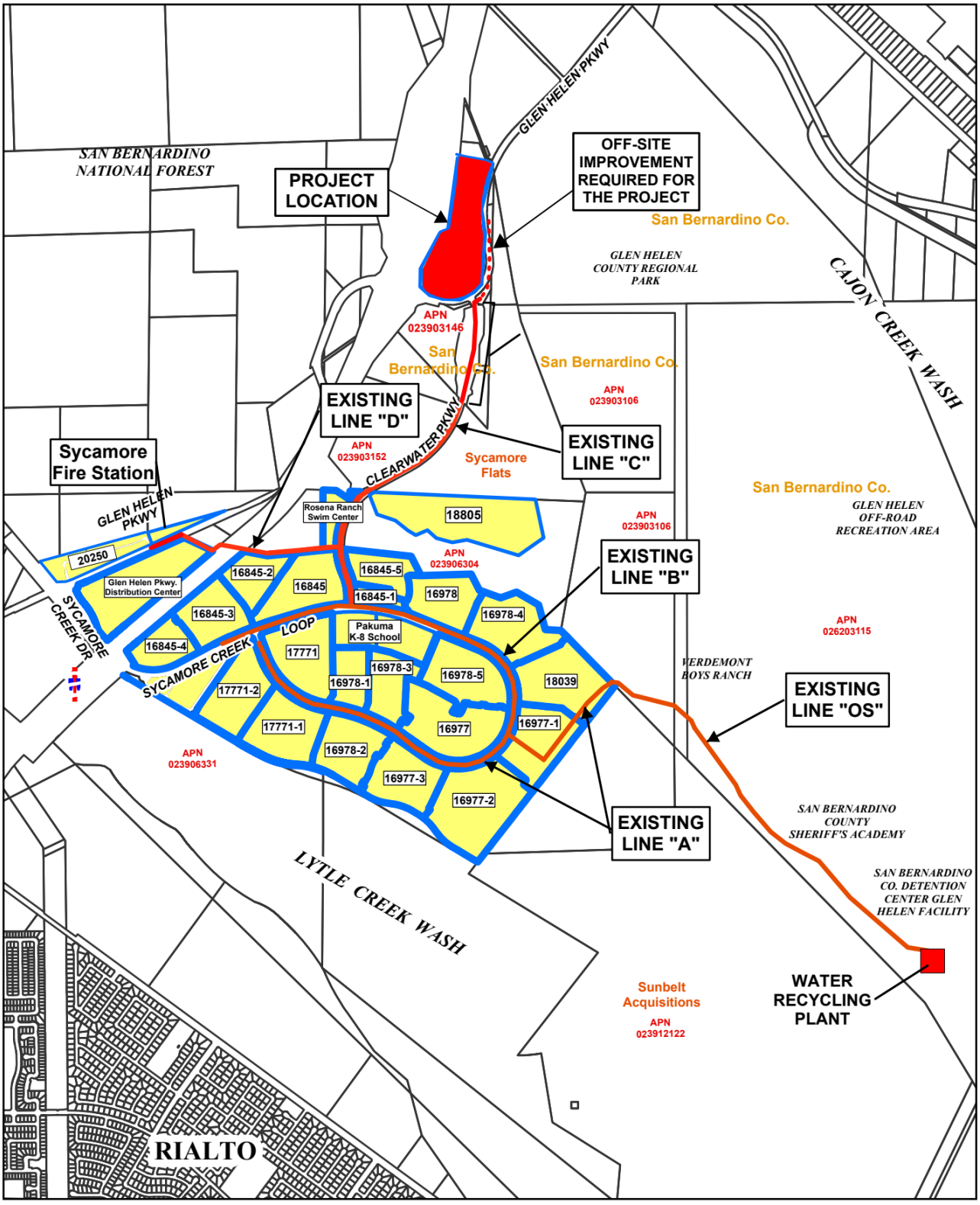


FIGURE 19: BUILDING PAD ELEVATION – PARCEL 4

FIGURE 20: LANDSCAPE PLAN

FIGURE 21: PROPOSED SEWER CONNECTION



As shown below in Table 5, the Project satisfies all applicable standards of the Glen Helen Specific Plan and Development Code for development in the Destination Recreation with modification as authorized by a planned development permit (DR) zone.

Table 5: PROJECT CODE COMPLIANCE

Table 5 Project Code Compliance: Destination Recreation (DR)				
Project Component	**Development Code / GHSP Standard**		**Project Plans**	
Commercial Retail	SPA		SPA Facilitated PDP	
Parking	Total Required: 990 Stalls 20 ADA spaces 40 EV stalls 2 Loading Spaces		Total Provided: 990 spaces 61 ADA spaces 40 EV spaces 2 Loading spaces	
Landscaping	15 percent		15 percent	
	GHSP Standard		SPA Proposed	
Building Setbacks	Front: Street Side Side Interior: Rear	25’ 15’ 15’ 15’	Front: Street Side Side Interior: Rear:	25’ 25’ 15’ 15’
Building Height	35’ Maximum		25’ to 32’	
Drive Aisles	24’ (two way)		25’ (between parking aisles)	

California Environmental Quality Act Compliance

A Subsequent Environmental Impact Report (SEIR) to the Glen Helen Specific Plan EIR was prepared by the Applicant for review and use by the County for the proposed Project. On June 14, 2023, a Notice of Preparation (NOP) was prepared and distributed with the 30-day public review period concluding on July 14, 2023. The purpose of the NOP was to inform and advise public agencies, special districts, surrounding landowners and members of the public that an SEIR for the Project was being prepared. The NOP included an invitation to attend a public outreach meeting which was held on June 27, 2023, at the Paakuma’ K-8 School, located at 17825 Sycamore Creek Loop Parkway, San Bernardino, CA 92407.

The purpose of the public outreach meeting was to obtain comments from the public and agencies regarding the scope of the environmental document and the details of the proposed Project as presented by the Applicant. Oral comments were received from attendees during the public outreach meeting. A total of seven comment letters were received in response to the NOP within the review period. Oral comments and comment letters identified the following issues of concern during NOP review period:

- Impacts to Aesthetics.
- Impacts to Air Quality
- Impacts on Greenhouse Gas Emissions.
- Impacts to Noise generated by traffic.
- Impacts to Traffic generated.

The above listed impacts were analyzed for the potential to result in environmental impacts and evaluated in accordance with the significance criteria (Appendix G - Environmental Checklist Form, of the CEQA Guidelines) as presented in the Draft SEIR, Appendix A (Notice of Preparation and Scoping Materials).

In compliance with the California Environmental Quality Act (CEQA), the County retained the services of Harris and Associates, Inc. to assist in the independent review, evaluation and to exercise independent judgment over the technical studies and administrative draft prepared by the Applicant. The Draft SEIR was prepared and distributed for the required 45-day public review period from December 15, 2023, to February 6, 2024. The document was distributed to all Responsible and Trustee Agencies and the State Clearinghouse.

The Draft SEIR concludes 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 construction and operational emissions; (2) result in a cumulatively considerable net increase in criteria pollutants for which the region is in non-attainment, due to construction and operational emissions; and (3) although localized impacts would be less than significant for both Project-related construction and operational emissions, a significant and unavoidable cumulative impact would result due to regional criteria pollutant emissions.

As a result of the Draft SEIR concluding that the Project would result in unavoidable air quality impacts a Statement of Overriding Considerations has been prepared and will be considered as part of the Project. The Statement of Overriding Considerations serves to provide decision-makers information to balance the benefits of the Project and to determine if the benefits outweigh identified unavoidable impacts, which under this case, are air quality emissions. Overriding considerations that are proposed for the Project include, but are not limited to, providing commercial and retail uses consisting of gasoline/EV charging stations with convenience stores, fast food drive thru and sit-down restaurants for travelers and visitors stopping by or heading to an event at Glen Helen Amphitheater, overnight hotel accommodations for travelers and visitors to the area in providing hotel transient occupancy tax (TOT) generated revenue, the creation of a local and regional employment-generating opportunities for citizens of the County and surrounding communities, improved infrastructure, and fair share contributions towards future reginal circulation improvements to Glen Helen Parkway.

Agency/Public Comments on Draft EIR

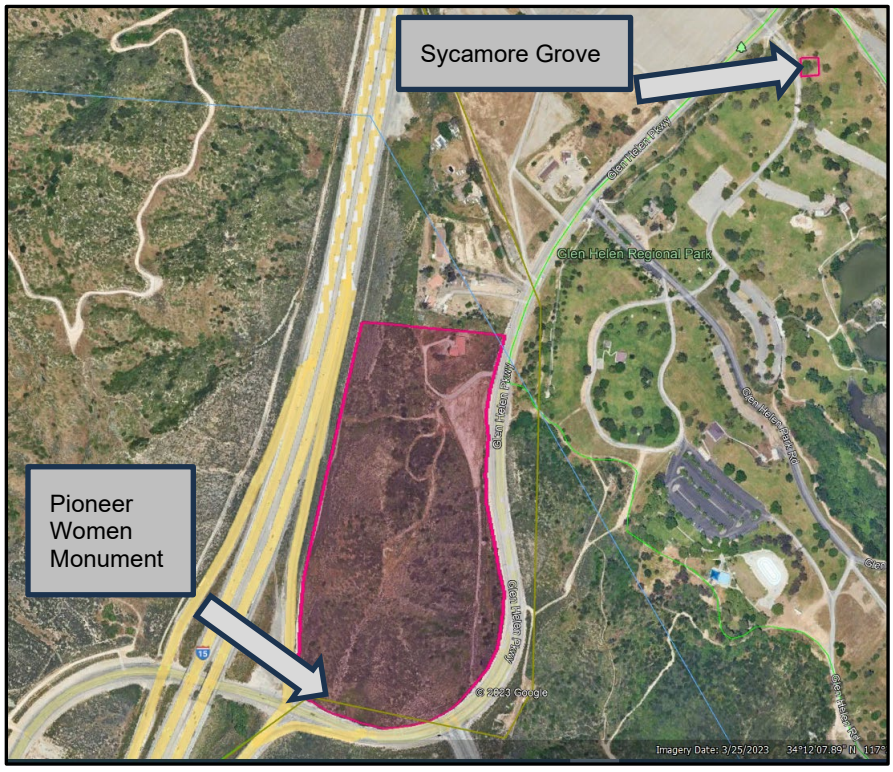
Comment letters were received from the following Agencies and conservation/interest organizations:

- Mark Landis – San Bernardino Historical and Pioneer Society (SBH&PS) date January 31, 2024.

The letter submitted by SBJ&PS relates to concerns regarding the existing Pioneer Women Monument located on Glen Helen Parkway abutting the southern portion of the Project Site and adjacent to the I-15 northbound onramp. In response to the comment, Mr. Landis and SBH&PD are proposing to have the monument relocated 0.70 miles northeast and placed next to the existing Sycamore Grove monument located at Glen Helen Regional Park. The proposal is based on 1) assuring that relocation of the monument would be protected from Project construction and, 2) to provide better and safer pedestrian/public access to the monument as opposed to the current location off of Glen Helen Regional Park.

Current location off of Glen Helen Parkway

Sycamore Grove Monument: Glen Helen Regional Park



A proposal has been drafted by SBH&PS and submitted to the Project Applicant, Regional Parks Department and Land Use Services Department, Planning Division in providing historical context of the Pioneer Women Monument and justification and benefit for relocating the Monument for safer pedestrian access (refer to Exhibit K). In response to the comment, the Project is conditioned to provide the County with a Secured Agreement letter signed by the Applicant and SBH&PS verifying

the Applicant's acceptance to pay the full cost estimate for removal and relocation of the Pioneer Women Historical Monument to the Sycamore Grove Monument located within Glen Helen Regional Park.

A second comment letter was received on February 20, 2024, from the City of Rialto Community Development Director (Colby Cataldi) in expressing support for the project in that it, "has the potential to bring significant economic, social, and infrastructural benefits to the region." Responses to the above comment letters were prepared and incorporated into the Final SEIR for the Project. The Final SEIR was posted on the County Environmental Website with a link to the Final SEIR sent to SBH&PS for review in advance of the Planning Commission hearing.

Public Comments:

Project notices were sent to surrounding property owners within 700 feet of the Project site, as required by Development Code Section 85.03.080. No comments were received.

RECOMMENDATION: That the Planning Commission recommend that the Board of Supervisors take the following action:

1. **CERTIFY** the Final Subsequent Environmental Impact Report (Exhibits A and B);
2. **ADOPT** the California Environmental Quality Act Facts and Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program (Exhibits C and D);
3. **ADOPT** the Findings in support of the Glen Helen Specific Plan Amendment, Planned Development Permit, and Tentative Parcel Map (Exhibit F);
4. **ADOPT** an ordinance to amend Section GH2.0305, relating to general uses in the Destination Recreation zone; to amend Subsections GH2.0440(a), GH2.0440(c), GH2.0440(d), GH2.0440(e), GH2.0440(f), and GH2.0440(g), relating to allowed uses and development standards in the Destination Recreation zone; to amend the introductory paragraph of Division 3, relating to design guideline for approved planned development permits; and to amend Section GH3.0719, relating to hillside development guidelines and requirements, all of the Glen Helen Specific Plan (Exhibit E);
5. **APPROVE** the Planned Development Permit for the construction and operation of 209,900 square feet of commercial and retail uses on approximately 32 acres, consisting of a hotel, fitness facilities, a market and pharmacies, commercial shops, gasoline/service stations and convenience store, drive-through car wash, restaurants, and a joint Fire and Sheriff's station, subject to the Conditions of Approval (Exhibit G and H);
6. **APPROVE** Tentative Parcel Map No. 20748 to subdivide four parcels into 14 parcels, subject to Conditions of Approval (Exhibit I and J); and
7. **DIRECT** the Land Use Services Department to file the Notice of Determination in accordance with the California Environmental Quality Act.

ATTACHMENTS:

Exhibit A: Draft Subsequent Environmental Impact Report, link:
sbcounty.gov/uploads/LUS/Environmental/OASIS_EIR/The Oasis at Glen Helen Parkway Draft SEIR_December 15 2023 (2).pdf
Exhibit B: Final Subsequent Environmental Impact Report, link:
Oasis at Glen Helen Pkwy_FEIR and FoF and SOOC_03.05.2024.pdf (sbcounty.gov)
Exhibit C: Facts and Findings and Statement of Overriding Considerations
Exhibit D: Mitigation Monitoring and Reporting Plan
Exhibit E: Amendment to Glen Helen Specific Plan
Exhibit F: Specific Plan Amendment, Planned Development Permit, and Tentative Parcel Map Findings
Exhibit G: Planned Development Permit, link:
https://www.sbcounty.gov/uploads/LUS/Environmental/OASIS_EIR/Glen%20Helen%20PDP%20PROJ-2023-00012_Combined_Draft%20III_031224%20(1).pdf
Exhibit H: Planned Development Permit Conditions of Approval
Exhibit I: Tentative Parcel Map No. 20748
Exhibit J: Tentative Parcel Map No. 20748 Conditions of Approval
Exhibit K: San Bernardino Historical and Pioneer Society Proposal

EXHIBIT A

Environmental Impact Report

sbcounty.gov/uploads/LUS/Environmental/OASIS_EIR/The Oasis at Glen Helen Parkway Draft SEIR_December 15 2023 (2).pdf

EXHIBIT B

SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Oasis at Glen Helen Pkwy FEIR and FoF and SOOC 03.05.2024.pdf (sbcounty.gov)

EXHIBIT C

Facts and Findings and Statement of Overriding Considerations

Facts and Findings and Statement of Overriding Considerations Regarding The Oasis at Glen Helen Parkway Project

(State Clearinghouse No. 2000011093)

The San Bernardino County Board of Supervisors (the "**Board**"), in certifying the Subsequent Environmental Impact Report (the "**SEIR**") for The Oasis at Glen Helen Parkway Project finds, determines, and declares that having received, reviewed, and considered the following information as well as all other information in the record of proceedings in this matter, the following:

Section 1. Introduction

Pursuant to the California Environmental Quality Act ("**CEQA**"), Public Resources Code [PRC] Section 21000 et seq., the potential environmental effects of the proposed Oasis at Glen Helen Parkway Project (the "**Project**") have been analyzed in a Draft Subsequent Environmental Impact Report (the "**Draft SEIR**") (State Clearinghouse No. 2000011093). In accordance with California Code of Regulations, Title 14, Section 15121 (the "CEQA Guidelines"), the Draft SEIR identifies the significant environmental effects associated with development of the Project and ways to minimize the significant environmental effects through mitigation measures or reasonable alternatives to the Project. A Final Subsequent Environmental Impact Report (the "**Final SEIR**") has also been prepared that consists of the Draft SEIR and technical appendices; a list of persons, organizations, and public agencies commenting on the Draft SEIR; comments received on the Draft SEIR and written responses to comments raising significant environmental issues; and clarifications and corrections to the Draft SEIR. All of the mitigations measures applicable to the Project and identified in the Draft SEIR as applicable to the Project are included at the end of this document in **Attachment A**.

1.1 Statutory Requirements for Findings

The following statement of facts and findings has been prepared in accordance with the CEQA and Public Resources Code Section 21081. CEQA Guidelines Section 15091(a) provides that:

> *No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding.*

There are three possible finding categories available for the Statement of Facts and Findings pursuant to Section 15091(a) of the CEQA Guidelines.

> *(1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*
>
> *(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

The SEIR discloses potential environmental impacts that may result from construction and operation of the Project, including an analysis of Project Alternatives, including the No Project Alternative. The SEIR discloses that prior to mitigation, Project implementation would result in potentially significant impacts to Air Quality, Biological Resources, Cultural Resources (Archaeological Resources), Geology and Soils, Greenhouse Gas Emissions, Noise, and Transportation. Mitigation measures have been developed that reduced potentially significant impacts to less than significant levels. However, impacts related to Air Quality would remain significant and unavoidable after the implementation of all feasible mitigation measures. Concurrent with adoption of the Findings, the San Bernardino County (the "**County**") will also adopt the Mitigation Monitoring and Reporting Program (the "**MMRP**").

As the Lead Agency for the Project, the County has made specific written findings regarding each significant impact associated with the Project (the "**Findings**"). This document is organized as follows:

- **Section 1, Introduction**, provides a brief overview of the Findings.
- **Section 2, Procedural Compliance with CEQA**, describes the SEIR preparation process and the procedural steps that have been followed to comply with CEQA, including public meetings, public comment periods, noticing of the Draft and Final SEIRs, and the location where these documents were available for review.
- **Section 3, Description of the Project**, provides a description of the Project, including the location, setting and history, objectives, and physical characteristics.
- **Section 4, Findings Required under CEQA**, provides the necessary Findings to be made for Project-related impacts, including Findings of No Impact or Less than Significant Impact Without Mitigation (Section 4.1); Environmental Impacts Mitigated to a Level of Less Than Significant (Section 4.2); Effects Which Remain Significant and Unavoidable After Mitigation (Section 4.3); and Environmental Impacts Previously Analyzed as Part of the GHSP EIR and/or the 2020 Addendum to the GHSP EIR Which Are Not "New" or "Substantially More Severe" as a Result of Project Implementation (Section 4.4).
- **Section 5, Other CEQA Considerations**, provides the Findings regarding growth-inducing impacts of the project and significant and irreversible environmental changes.
- **Section 6, Evaluation of Alternatives**, provides the necessary Findings to be made for the different Project alternatives, including a comparison with the Project and reasons for rejecting the alternatives.
- **Section 7, Findings Regarding the Final SEIR**, provides a determination regarding the Final SEIR.
- **Section 8, Findings Regarding the Mitigation Monitoring and Reporting Program**, provides the Findings regarding the MMRP.
- **Section 9, Statement of Overriding Considerations**, provides the second set of findings, where a project will cause unavoidable significant impacts; the Lead Agency may still approve a project

where its benefits outweigh the adverse impacts, and the Lead Agency sets forth specific reasoning by which benefits are balanced against effects, and approves the project.

- **Section 10, Certification of the Final SEIR**, provides certification of the Final SEIR.
- **Section 11, Adoption of Mitigation Monitoring and Reporting Program**, provides the adoption of the mitigation measures set forth and the attached MMRP.

The Findings set forth in each section are supported by substantial evidence in the record of the approval of the Project.

1.2 Certification Required under CEQA Guidelines Section 15090

The Board has received, reviewed, and considered the information contained in the SEIR, in addition to all public testimony received on the Project and the recommendations of County staff. The SEIR was prepared under the direction of the San Bernardino County Land Use Services Department and reflects the County's independent judgment and analysis of the environmental impacts and comments received on the Draft SEIR.

The Board hereby adopts these Findings pursuant to and in accordance with PRC Section 21081 and CEQA Guidelines Section 15091 and, in compliance with CEQA Guidelines Section 15090, hereby certifies that:

1. The Final SEIR has been completed in compliance with CEQA;
2. The Final SEIR was presented to the Board of Supervisors as the decision-making body of the County for the Project and that the decision-making body reviewed and considered the information contained in the Final SEIR prior to approving the project; and
3. The Final SEIR reflects the County's independent judgment and analysis.

1.3 Subsequent EIR and Discretionary Actions

The EIR for the Project was prepared as a subsequent EIR, pursuant to CEQA Guidelines Section 15162, following certification of the original Glen Helen Specific Plan (GHSP) Program EIR, certified November 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.

The SEIR addresses potential direct, indirect, and cumulative environmental effects of construction and operation associated with the Project and all alternatives evaluated in the EIR. The EIR provides the environmental information necessary for the Board to make a final decision on the Project. The SEIR is also intended to support discretionary reviews and decisions by other agencies, as shown below. Both discretionary and ministerial actions (**Approvals**) to be considered by the County may include, but are not limited to, the following:

1. Final SEIR Certification;
2. Specific Plan Amendment Approval;
3. Tentative Parcel Map Approval;

4. Planned Development Permit Approval;
5. Building Plans/Permits Approval;
6. Grading Plans/Permits Approval;
7. Certificates of Occupancy Approval;
8. Infrastructure Plans/Permits Approval;
9. Landscape Plan Approval;
10. Drainage Plan Approval;
11. Water and Sewer Plan Approval;
12. Site Development Plan Approval;
13. Water Quality Management Plan Approval;
14. Native Tree or Plant Removal Permit Approval;
15. California Department of Transportation (Caltrans) Encroachment Permit Approval;
16. County Encroachment Permit;
17. West Valley Water District (WVWD) Sphere of Influence Amendment and Jurisdictional Change Approval;
18. San Bernardino Valley Water District (SBVMWD) Annexation Approval;
19. City of Rialto Sphere of Influence Amendment Approval;
20. Annexation to County Service Area 70 GH Approval; and
21. Approval 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

Section 2. Procedural Compliance with CEQA

As authorized in CEQA Guidelines Section 15084(d)(2), the County retained a consultant to assist with the preparation of the environmental documents. The County, acting as Lead Agency, has directed, reviewed, and edited, as necessary, all materials prepared by the consultant, and such materials, including the Final SEIR and supporting technical reports, reflect the County's independent judgment.

The key milestones associated with preparation of the SEIR are summarized in **Section 2.1, Public Review and Outreach**, below, including public meetings, public comment periods, and the public involvement and

agency notification efforts that were conducted to solicit input on the scope and content of the SEIR and to solicit comment on the results of the environmental analysis presented in the Draft SEIR.

2.1 Public Review and Outreach

The County has conducted an extensive review of this Project which included the Draft SEIR, Final SEIR and supporting technical studies, along with a public review and comment period first during the circulation of the Notice of Preparation (NOP) and then through the circulation of the Draft SEIR. In addition, the County has solicited input from the public and various State, regional, County, and local government agencies and other interested parties on the Project throughout the process. The following is a summary of the environmental review of this Project:

1. On June 14, 2023, the County circulated a NOP that identified environmental issues that the County anticipated would be analyzed in the Project's Draft SEIR to the State Clearinghouse, responsible and trustee agencies; State, regional, County, and local agencies; Native American Tribes, and the public.

2. The NOP public review period ran for 30 days, from June 14, 2023 to July 14, 2023. A scoping meeting was held to discuss the Project on June 27, 2023 between 6:00 P.M. and 7:30 P.M. at Paakuma' K-8 School, located at 17825 Sycamore Creek Loop Pkwy, San Bernardino, CA 92407. A presentation was provided, including an overview of the Project and the CEQA process. Following the presentation, participants were encouraged to provide oral or written comments to aid the County in refining the scope of issues to be addressed in the Draft EIR. A total of eight (8) written comment letters were received in response to the NOP (see Appendix A of the Draft SEIR) from the Native American Heritage Commission (NAHC), California Department of Fish and Wildlife, the Agua Caliente Band of Cahuilla Indians Tribal Historic Preservation Office (THPO), the South Coast Air Quality Management District, and three (3) comment letters from the public.

3. In accordance with CEQA Guidelines Section 15085, upon completion of the Draft SEIR and publication on December 4, 2024, the County, serving as the Lead Agency: (1) prepared and transmitted a Notice of Completion (NOC) to the State Clearinghouse; (2) published a Notice of Availability (NOA) of a Draft SEIR which indicated that the Draft SEIR was available for public review at the County's Planning Division Counter; (3) provided copies of the NOA and Draft SEIR to the High Desert Government Center, San Bernardino Government Center, and San Bernardino County Library; (4) posted the NOA and the Draft SEIR on the County's Planning Division website: https://lus.sbcounty.gov/planning-home/environmental/valley-region/; (5) sent a NOA to all property owners within 700 feet of the Project Site boundary; (6) sent a NOA to the last known name and address of all organizations and individuals who previously requested such notice in writing or attended the public scoping meeting about the Project; and (7) filed the NOA with the County Clerk.

4. In compliance with CEQA Guidelines Section 15105(a), the Draft SEIR was circulated for a 48-day public review period between December 19, 2023 and February 5, 2024.

5. The County received three comment letters on the Draft SEIR through written correspondence.

2.2 Final SEIR and County Proceedings

Pursuant to CEQA Guidelines Section 15088, the County reviewed all comments received during the Draft SEIR review period and provided a written response to each comment in the Final SEIR. The Final SEIR dated March 5, 2024, consists of the following documents:

- Draft SEIR and Technical Appendices dated December 15, 2023
- Final SEIR dated March 5, 2024 which includes:
  - A list of persons, organizations, and public agencies that commented on the Draft SEIR;
  - Comments on the Draft SEIR and written responses to comments.
  - Corrections and additions to the Draft SEIR; and
  - Other information beyond the scope of CEQA provided by the County for context and information to the decision makers, agencies, and the public.

The Final SEIR document was posted for viewing and download with the previously posted Draft SEIR prior to the County's consideration of the Final SEIR and Project recommendations at https://lus.sbcounty.gov/planning-home/environmental/valley-region/. In addition, a hard copy can be viewed at: the County's Planning Division Counter at the San Bernardino Government Center, located at 385 N Arrowhead Avenue, San Bernardino, CA 92415; the High Desert Government Center, located at 15900 Smoke Tree Street, Hesperia, CA 92345; and the San Bernardino County Library, located at 8437 Sierra Avenue, Fontana, CA 92335. In addition, pursuant to CEQA Guidelines Section 15088(b), the County has prepared responses to the comments received on the Draft SEIR and the comments to the agency commenters on the Draft SEIR at least 10 days prior to certification of the Final SEIR. All commenters on the Draft SEIR were notified of completion of the Final SEIR.

2.3 Record of Proceedings and Custody of Documents

For purposes of CEQA and these Findings, the Administrative Record of Proceedings for the Project includes, without limitation, the following documents:

- NOP and NOA for the Draft SEIR, and all other public notices issued by the County in conjunction with the Project;
- The Draft SEIR for the Project;
- All written comments received during the Draft SEIR public review comment period;
- All responses to written comments received during the Draft SEIR public review comment period;
- The Final SEIR for the Project;
- The MMRP;
- Matters of common knowledge to the County, including, but not limited to, federal, State, and local laws and regulations;
- Any documents expressly cited in these Findings or the Final SEIR; and

- Any other relevant materials required to be in the record of proceedings by PRC Section 21167.6(e).

The documents and other materials that constitute the record of proceedings on which the Project Findings are based are located at the County Land Use Services Department in the San Bernardino Government Center located at 385 N. Arrowhead Avenue, First Floor, San Bernardino, CA 92415. The custodian for these documents is the Project's Senior Planner, Jon Braginton. This information is provided in compliance with PRC Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e).

Section 3. Description of the Project

This section provides the Project location, setting and history, Project objectives and a description of the Project characteristics. This section summarizes information contained in the Draft SEIR Chapter 3, Project Description.

3.1 Project Location

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 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. 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 area that surrounds the Project encompasses private and public lands, including approximately 1,900 acres occupied by Glen Helen Regional Park and the San Bernardino County Sheriff Training Facility and Rehabilitation Center. The Project site is also adjacent to single-family residences north of the site, vacant undeveloped open space to the south, east, and west, and the Glen Helen Regional Park to the east. Further south, a residential community (Rosena Ranch) is along Clearwater Parkway, about one-half mile south of the Project site. Paakuma' K-8 School is located within this community and lies approximately 0.9-mile south of the Project site. Paakuma' K-8 School is part of the San Bernardino City Unified School District (SBCUSD) and is the closest school to the Project site. The Glen Helen Regional Park lies between the Project site and the Cajon Wash. The Glen Helen Regional Park, located east of the Project site across the Glen Helen Parkway right-of-way, contains the Glen Helen Regional Park Swim Complex, the Glen Helen Regional Park Large Fishing Lake, and the Glen Helen Amphitheater.

The Cajon Wash lies approximately 0.5 mile north/northeast of the Project site. The Cajon Wash is a tributary of Lytle Creek in the County of San Bernardino and flows out of the San Gabriel Mountains into the San Bernardino Valley. Lytle Creek lies approximately 1.35 miles southwest of the Project site. These portions of Lytle Creek and the Cajon Wash are characterized by broad floodplains. Further downstream, the Cajon Wash joins with Lytle Creek. This junction called the Lytle Creek Floodway, lies about 2.4 miles southeast of the Project site and is a broad floodplain of about 2 miles at its widest point. Despite its proximity to these floodplains, the Project site lies in an area of relatively higher relief and lies in an area designated by the Federal Emergency Management Agency (FEMA) as Flood Zone D, denoting areas in

which flood hazards are undetermined due to the relative elevation of the Project site to other areas that are included within the determined FEMA flood zones.

3.2 Project Objectives

CEQA Guidelines Section 15124(b) states that a project description shall contain "a statement of the objectives sought by the proposed project." In addition, CEQA Guidelines Section 15124(b) further states that "the statement of objectives should include the underlying purpose of the project."

The objectives that the Project seeks to achieve are as follows:

- **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.

3.3 Project Description

The Project to be addressed in the Subsequent EIR consists of a Specific Plan Amendment (SPA, Project #: PROJ-2023-00096), a Planned Development Permit (PDP, Project #: PROJ-2023-00012), and a Tentative Parcel Map (TPM, Project # PROJ-2023-00100) to allow for development of approximately 202,900 square feet of commercial and retail center land uses on an approximately 33-acre site in unincorporated San Bernardino County. The applicant proposes a minor clarification/text amendment to the existing DR zone of the Glen Helen Specific Plan (GHSP) to provide greater flexibility and more accurately reflect the proposed commercial development (these minor edits will be reflected in a Specific Plan Amendment [SPA]). The GHSP was adopted in November 2005 and amended in May 2017 and December 2020 by the Board of Supervisors. The GHSP covers approximately 3,400 acres in the Glen Helen area and contains 14 land use designations. The approved GHSP notes that the GHSP'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 onsite, and future market potentials identified for the area. The Project consists of a SPA to expand on the allowed uses under the GHSP for the Destination Recreation (DR) designation on the Project site, as well as a PDP and a Tentative Parcel Map (TPM 20748). This amendment to the GHSP would allow for a broader range of uses, similar to what is allowed in the approved GHSP, to provide flexibility in providing services to an area that is currently underserved and to provide transit-related service to regional travelers and visitors to the area. Specifically, the proposed SPA would amend the Destination Recreation land use to allow for professional services (such as financial services, medical/dental offices, and mail centers), government/civic uses, coffee shops or quick-serve restaurants with a drive-thru, small, and large format grocery stores and specialty food stores, and pharmacy/drug stores with or without a drive-thru. Further, the proposed SPA does not propose amendments to the established development standards including building site requirements, height, and area limitations, building and landscape setbacks, off-street parking, and design guidelines.

Under the San Bernardino County Development Code (County Code Section 85.10), PDPs are appropriate on sites with unique site characteristics, such as difficult topography (i.e., varied terrain, steep slopes, etc.), to establish enhanced development standards that provide a more efficient use of the land. The County has determined that a PDP is appropriate for the Project site. The Project proposes a PDP to allow for the development of a Shopping Center consisting of a hotel, retail stores, a gym, a joint police/fire station, two gasoline service stations with car washes, and multiple drive through restaurants on approximately 33 acres of undeveloped land. The PDP will be facilitated by the proposed SPA to expand on the allowed uses under the GHSP for the Recreation Destination designation on the Project site, and a TPM to consolidate four (4) parcels and subdivide into 14 newly created parcels.

Section 4. Findings Required under CEQA

The following sections (Sections 4.1 through 4.4) set forth the County's findings from the FEIR's determinations regarding significant environmental impacts and the mitigation measures proposed to reduce the significant impacts associated with the Project. Although PRC Section 21081 and CEQA Guidelines Section 15091 require findings only to address significant environmental effects, in practice findings often address impacts that were found to be less than significant and, therefore, these Findings will account for all impacts identified in the SEIR.

These Findings provide the written analysis and conclusions of the Board regarding the environmental impacts of the Project, the mitigation measures included as part of the SEIR and adopted by the Board as part of the Project, and the alternatives that have been analyzed within the Draft SEIR. These Findings refer to the analysis contained within the SEIR to avoid duplication and redundancy. Because the Board agrees with, and hereby adopts, the conclusions in the Final SEIR, which includes the analysis provided in the Draft SEIR, these Findings will not repeat the analysis and conclusions in the Final SEIR, but instead incorporates them by reference in these Findings and relies upon them as substantial evidence supporting these Findings.

In preparing the Approvals for this Project, County staff incorporated the mitigation measures recommended in the SEIR as applicable to the Project. In the event that the Approvals do not use the exact wording of the mitigation measures recommended in the SEIR, in each such instance, the adopted

Approvals are intended to be identical or substantially similar to the recommended mitigation measure. Any minor revisions were made for the purpose of improving clarity or to better define the intended purpose.

All mitigation measures recommended by the SEIR will be adopted in the MMRP. In addition, unless specifically stated to the contrary in these Findings, all Approvals repeating, or rewording mitigation measures recommended in the Final SEIR are intended to be substantially similar to the mitigation measures recommended in the Draft SEIR and are found to be equally effective in avoiding or lessening the identified environmental impact. In each instance, the Approvals contain the final wording for the mitigation measures.

4.1 Findings of No Impact or Less than Significant Impact Without Mitigation

The County determined the Project would result in no impact or less than significant impact without mitigation on the following resource areas. Refer to Draft SEIR Sections 4.1 through 4.7 for more detail.

A. Air Quality

Impact AQ-4 ***Would the Project Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Draft SEIR pgs. 4.1-36 to 4.1-37)***

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.

Regarding operation, the South Coast Air Quality Management District (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, impacts related to odors associated with the Project's construction-related and operational activities would be less than significant.

B. Biological Resources

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? (Draft SEIR pgs. 4.2-25 to 4.2-27)***

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? (Draft SEIR pgs. 4.2-25 to 4.2-27)***

According to the United States Fish and Wildlife Service (USFWS) National Wetland Inventory (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 California Department of Fish and Wildlife (CDFW). A Jurisdiction Delineation Report (Draft EIR Appendix C3) was conducted for the Project site, to determine if the ephemeral drainage feature would be considered jurisdictional.

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, would not qualify as waters of the United States under the regulatory authority of the United States Army Corps of Engineers (USACE).

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 Clean Water Act (CWA) Section 404 permit would not be required for the proposed project.

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.

Lastly, 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 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. Impacts would be less than significant.

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? (Draft SEIR pg. 4.2-28)***

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. A less than significant impact would occur.

Impact BIO-5 ***Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Draft SEIR pgs. 4.2-28 to 4.2-29)***

Similar to the Glen Helen Specific Plan (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. 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, a less than significant would occur.

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? (Draft SEIR pg. 4.2-29)***

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.

C. Cultural and Tribal Cultural Resources

Impact CUL-1 ***Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5? (Draft SEIR pgs. 4.3-18 to 4.3-21)***

A **Cultural Resources Assessment (Draft SEIR Appendix D**) was conducted for the Project site to identify any potential cultural resources the Project may impact. During the field survey as part of the Cultural Resources Assessment, one historic-period road segment known as the Cajon Connection, and as the Devore Cutoff and Devore Road, was identified within the Project site. Due to resource's lack of ability to meet any California Register criteria and diminished integrity it was determined that it is not eligible for the National Register and is therefore not a potential historic property under Section 106 of the National Historic Preservation Act (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 result in an adverse effect to any historical resources under CEQA. Impacts would be less than significant.

D. Geology and Soils

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? (Draft SEIR pgs. 4.4-29 to 4.4-30)***

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. The Project site would connect to existing sewer lines in Clearwater Parkway. Therefore, a less than significant impact would occur.

Impact GEO-6 ***Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Draft SEIR pgs. 4.4-30 to 4.4-31)***

According to the **Cultural Resources Assessment – Draft SEIR Appendix D**, 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 and impacts would be less than significant.

E. Greenhouse Gas Emissions

No less than significant impacts without mitigation were identified.

F. Noise

Impact NOI-2 ***Generation of excessive groundborne vibration or groundborne noise levels? (Draft SEIR pgs. 4.6-18 to 4.6-19)***

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted to construct the Project. Based on Federal Transit Authority (FTA) recommendations, limiting vibration levels to below 0.2 in/sec Peak Particle Velocity (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. Furthermore, the Project does not include substantial vibration associated with operation. Therefore, temporary vibration impacts associated with the roller (and other potential equipment) and operational vibration impacts would be less than significant.

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? (Draft SEIR pg. 4.6-19)***

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.

G. Transportation

Impact TRANS-2 Would the Project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)? (Draft SEIR pgs. 4.7-19 to 4.7-21)

The County of San Bernardino *Transportation Impact Study Guidelines* provide screening criteria to determine whether a detailed Vehicle Miles Traveled (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 types of projects are listed in the Draft SEIR**, pg.4.719**.

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. Impacts related to VMT would be less than significant.

4.2 Environmental Impacts Mitigated to a Level of Less Than Significant

The following issues from the environmental categories analyzed in the SEIR were found to be potentially significant but can be mitigated to a less than significant level with the implementation of mitigation measures: Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Noise, and Transportation. The San Bernardino County Board of Supervisors (Board) hereby finds pursuant to PRC Section 21081 that all potentially significant impacts listed below can and will be mitigated to below a level of significance by implementation of the mitigation measures in the SEIR; and that these mitigation measures are included as Conditions of Approval and set forth in the MMRP adopted by the Board. Specific Findings for each category of such impacts are set forth in detail below.

H. Air Quality

Impact AQ-3 Would the Project expose sensitive receptors to substantial pollutant concentrations? (Draft SEIR pgs. 4.1-28 to 4.1-36)

As shown in **Draft SEIR Tables 4.1-11** and **4.1-12**, pollutant emissions on the peak day of construction and operations would not result in significant concentration of pollutants at nearby sensitive receptors. Accordingly, therefore localized significance thresholds (LSTs) would not be exceeded during construction or operations. 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. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA) and distance to the nearest sensitive receptor (**Draft SEIR, p. 4.1-32**).

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. An evaluation of wind roses, 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." 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, Mitigation Measure (**MM**) **AQ-2** was 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 South Coast Air Quality Management District (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. Additionally, based on EnviroScreen 4.0 results, the Project is located in an area that falls within the 8th percentile for California in Diesel Particulate Matter (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. Lastly, the Project would not produce the volume of traffic required to generate a carbon monoxide (CO) hot spot in the context of SCAQMD's CO Hotspot Analysis. As such, impacts would be reduced to a less than significant level with implementation of **MM AQ-2**.

Finding.

The Project would not expose sensitive receptors to substantial pollutant concentrations with implementation of Project **MM AQ-2**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

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.
- 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 miles per hour (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.

Basis for Finding. Mitigation Measure 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 South Coast Air Quality Management District (SCAQMD) Rule 403 which would control PM_{10} emissions from the Project site during construction. With implementation of **MM AQ-2**, exposure to sensitive receptors would be less than significant.

I. 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? (Draft SEIR pgs. 4.2-19 to 4.2-24)***

Several special-status plan surveys, literature review, and records searches conducted for the Project site in 2019 and 2021 and updated in 2023 identified special-status plant species as having the potential to occur within the Devore quadrangle. 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.

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 California Native Plant Society (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.

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.

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.

According to the CNDDB, three special-status plant communities have been identified 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.

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.

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 Project site are expected to be directly or indirectly impacted with implementation of GHSP EIR **MMs 4.8-2, 4.8 5, 4.8-6**, GHSP EIR 2020 Addendum **MMs 5-5** and **5-8** and Proposed Project **MM 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. Impacts would be reduced to less than significant levels.

Finding.

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 with implementation of Project **MM BIO-1**, GHSP EIR **MMs 4.8-2, 4.8 5, 4.8-6**, and GHSP EIR 2020 Addendum **MMs 5-5** and **5-8**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

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.

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.

Basis for Finding. The requirements of GHSP EIR **MMs 4.8-2, 4.8 5, 4.8-6**, GHSP EIR 2020 Addendum **MMs 5-5** and **5-8** would ensure a less than significant impact would occur on-site. Project **MM BIO-1** would require a pre-construction clearance survey be conducted prior to any ground disturbance or vegetation removal activities that may disrupt the species. GHSP EIR **MM 4.8-2** requires that for every acre of RSS impacted, the project proponent will replace at a 2:1 ratio; GHSP EIR **MM 4.8-5** and **MM 4.8-6** ensures protection of raptor nests. GHSP EIR 2020 Addendum **MM 5-5** and **MM 5-6** ensures the protection of nesting birds. With implementation of Project **MM BIO-1,** GHSP EIR **MMs 4.8-2, 4.8 5, 4.8-6,** and GHSP EIR 2020 Addendum **MMs 5-5** and **5-8**, impacts would be less than significant.

Cumulative Biological Resources Impacts (Draft SEIR pg. 4.2-29)

All Project impacts to biological resources would be less than significant or less than significant with the incorporation of Proposed Project **MM BIO-1**, GHSP EIR **MMs 4.8-2, 4.8-5** and GHSP EIR 2020 Addendum **MMs 5.5** and **5.8** in consideration of compliance with existing laws, ordinances, regulations and standards. 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 to species that have any potential to occur on the Project site.

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 Project taken in sum with past, present, and reasonably foreseeable projects would not result in cumulatively considerable impacts on biological resources.

J. Cultural 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? (Draft SEIR pgs. 4.3-21 to 4.3-25)

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 conducted as part of the **Cultural Resources Assessment** (**Draft SEIR Appendix D**). 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 GHSP EIR **MM 4.9-4**. Additionally, in the event that a potentially significant archaeological resource is encountered during Project-related ground-disturbing activities, the Draft SEIR included Proposed Project **MMs CUL-1** through **-4** would apply to the Project, ensuring impacts regarding a substantial adverse change of an archaeological resource would be reduced to less than significant levels.

During the Draft SEIR public review period, the County received four comment letters total, three of these letters regarding Cultural and Tribal Cultural Resources, on the Draft SEIR. One comment letter received on January 24, 2024, from Bernadette Ann Brierty, Tribal Historic Preservation Officer Morongo Band of Mission Indians, suggested revisions to the Proposed Project **MMs CUL-1** through **4.** These revisions were included in the Final SEIR and are indicated below as shown with ~~strikethrough~~ and additions are shown with <u>double underline</u>.

Finding.

The Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 with implementation of Project **MM CUL-1** through **MM CUL-4**, and GHSP EIR **MM 4.9-4**. Impacts would be less than significant with mitigation incorporated.

<u>Mitigation Measures</u>

Proposed Project MM CUL-1: Native American Monitoring.

Morongo Band of Mission Indians

<u>Tribal Monitoring Services Agreement.</u> <u>Prior to the issuance of grading permits, the applicant shall enter into a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians (MBMI) for the Project. The Tribal Monitor shall be on-site during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources.</u>

<u>Cultural Resource Management Plan.</u> <u>Prior to any ground-disturbing activities the project Archaeologist shall develop a Cultural Resource Management Plan (CRMP) and/or Archaeological Monitoring and Treatment Plan (AMTP) to address the details, timing, and responsibilities of all archaeological and cultural</u>

resource activities that occur on the project site. This Plan shall be written in consultation with the consulting Tribe[s] and shall include the following: approved Mitigation Measures (MM)/Conditions of Approval (COA), contact information for all pertinent parties, parties' responsibilities, procedures for each MM or COA, and an overview of the project schedule.

Pre-Grade Meeting. The retained Qualified archeologist and Consulting Tribe[s] representative shall attend the pre-grade meeting with the grading contractors to explain and coordinate the requirements of the monitoring plan.

On-site Monitoring. During all ground-disturbing activities the Qualified Archaeologist and the Tribal Monitor shall be on-site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of Tribal Cultural Resources as defined in California Public Resources Code Section 21074. Archaeological and Tribal Monitoring will be discontinued when the depth of grading and the soil conditions no longer retain the potential to contain cultural deposits. The Qualified Archaeologist, in consultation with the Tribal Monitor, shall be responsible for determining the duration and frequency of monitoring.

~~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.

Proposed Project MM CUL-2: Inadvertent Discovery of Archaeological Resources

Morongo Band of Mission Indians ~~and~~

Inadvertent Discovery of Cultural Resources. In the event that previously unidentified cultural resources are unearthed during construction, the Qualified Archaeologist and the Tribal Monitor shall have the authority to temporarily divert and/or temporarily halt ground-disturbance operations in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

If a potentially significant cultural resource(s) is discovered, work shall stop within a 60-foot perimeter of the discovery and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. All work shall be diverted away from the vicinity of the find, so that the find can be evaluated by the Qualified

Archaeologist and Tribal Monitor[s]. The Archaeologist shall notify the Lead Agency and consulting Tribe[s] of said discovery. The Qualified Archaeologist, in consultation with the Lead Agency, the consulting Tribe[s], and the Tribal Monitor, shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the Tribal Cultural Resource shall be made by the Qualified Archaeologist in consultation with the Tribe[s] and the Tribal Monitor[s] and be submitted to the Lead Agency for review and approval. Below are the possible treatments and dispositions of significant cultural resources in order of CEQA preference:

A. Full avoidance.

B. If avoidance is not feasible, Preservation in place.

C. If Preservation in place is 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.

D. If all other options are proven to be infeasible, data recovery through excavation and then curation in a Curation Facility that meets the Federal Curation Standards (CFR 79.1)

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.

MM CUL-3: Retention of Archaeologist. Prior to any ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post replacement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind), and prior to the issuance of grading permits, the Applicant shall retain a Qualified Archaeologist who meets the U.S. Secretary of the Interior Standards (SOI). The Archaeologist shall be present during all ground-disturbing activities to identify any known or suspected archaeological and/or cultural resources. The Archaeologist will conduct a Cultural Resource Sensitivity Training, in conjunction with the Tribe[s] Tribal Historic Preservation Officer (THPO), and/or designated Tribal Representative. The training session will focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event.

MM CUL-4: FINAL REPORT. The final report[s] created as a part of the project (AMTP, isolate records, site records, survey reports, testing reports, etc.) shall be submitted to the Lead Agency and Consulting Tribe[s] for review and comment. After approval of all parties, the final reports are to be submitted to the Eastern Information Center, and the Consulting Tribe[s].

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.

Basis for Finding. GHSP EIR **MM 4.9-4** and Project **MM CUL-1** through **MM CUL-4** requires Native American Monitoring, service agreements, a cultural resource management plan, pre-grading, on-site monitoring, and overall protection of Cultural and Tribal cultural resources. With implementation of Project **MM CUL-1** through **MM CUL-4,** and GHSP EIR **MM 4.9-4**, impacts would be less than significant.

Impact CUL-3 Would the Project disturb any human remains, including those interred outside of dedicated cemeteries? (Draft SEIR pgs. 4.3-26 to 4.3-27)

If human remains are encountered during the undertaking, those remains would require proper treatment in accordance with applicable laws, including Health and Safety Code (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 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-5**, 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.

Finding.

The Project would not disturb any human remains, including those interred outside of dedicated cemeteries with implementation of Project **MM CUL-5**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Proposed Project MM CUL-~~3~~5: Inadvertent Discovery of Human Remains and Associated Funerary Materials.

Gabrieleño Band of Mission Indians-Kizh Nation

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.

Morongo Band of Mission Indians

The Morongo Band of Mission Indians requests the following specific conditions to be imposed in order to protect Native American human remains and/or cremations. No photographs are to be taken except by the coroner, with written approval by the consulting Tribe[s].

A. Should human remains and/or cremations be encountered on the surface or during any and all ground-disturbing activities (i.e., clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all water supply, electrical, and irrigation lines, and landscaping phases of any kind), work in the immediate vicinity of the discovery shall immediately stop within a 100-foot perimeter of the discovery. The area shall be protected; project personnel/observers will be restricted. The County Coroner is to be contacted within 24 hours of discovery. The County Coroner has 48 hours to make his/her determination pursuant to State and Safety Code §7050.5. and Public Resources Code (PRC) § 5097.98.

B. In the event that the human remains and/or cremations are identified as Native American, the Coroner shall notify the Native American Heritage Commission within 24 hours of determination pursuant to subdivision (c) of HSC §7050.5.

C. The Native American Heritage Commission shall immediately notify the person or persons it believes to be the Most Likely Descendant (MLD). The MLD has 48 hours, upon being granted access to the Project site, to inspect the site of discovery and make his/her recommendation for final treatment and disposition, with appropriate dignity, of the remains and all associated grave goods pursuant to PRC §5097.98

D. If the Morongo Band of Mission Indians has been named the Most Likely Descendant (MLD), the Tribe may wish to rebury the human remains and/or cremation and sacred items in their place of discovery with no further disturbance where they will reside in perpetuity. The place(s) of reburial will not be disclosed by any party and is exempt from the California Public Records Act (California Government Code § 6254[r]). Reburial location of human remains and/or cremations will be determined by the Tribe's Most Likely Descendant (MLD), the landowner, and the City Planning Department.

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 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]).

Basis for Finding. Project **MM CUL-5** requires proper procedures are enacted for the inadvertent Discovery of Human Remains and Associated Funerary Materials. With implementation of Project **MM CUL-5**, impacts would be less than significant.

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. (Draft SEIR pgs. 4.3-27 to 4.3-30)

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. Lastly, the Morongo Band of Mission Indians sent a letter on January 24, 2024 during the Draft EIR's public review cycle requesting that certain mitigation measures be included in the Project's Final SEIR.

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. Accordingly, the Project would provide for cultural resource monitoring as requested by the tribes (see GHSP EIR **MM 4.9-4** and Proposed Project **MMs CUL-1** through **-5** above); note that mitigation measures have been updated per the Morongo Band of Mission Indians request for additional mitigation. With implementation of these measures, impacts to tribal cultural resources would be less than significant.

Finding.

The Project would not 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, with implementation of Project **MM CUL-1** through **MM CUL-5** and GHSP EIR **MM 4.9-4**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Refer to GHSP EIR **MM 4.9-4** and Proposed Project **MMs CUL-1** through **-5** above.

Basis for Finding. GHSP EIR **MM 4.9-4** and Project **MM CUL-1** through **MM CUL-5** requires Native American Monitoring, service agreements, a cultural resource management plan, pre-grading, on-site monitoring, and overall protection of Cultural and Tribal cultural resources. With implementation of Project **MM CUL-1** through **MM CUL-5,** and GHSP EIR **MM 4.9-4**, impacts would be less than significant.

Cumulative Cultural and Tribal Cultural Resources Impacts (Draft SEIR pgs. 4.3-30 to 4.3-31)

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, GHSP EIR **MM 4.9-4** and **MMs CUL-1** through **-5** 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 GHSP EIR **MM 4.9-4** and **MMs CUL-1** through **-5**, 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.

K. 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?

(Draft SEIR pgs. 4.4-13 to 4.4-26)

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. 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.

Seismic Ground Shaking

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. More specifically, 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. 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 impacts would be reduce to less than significant impacts.

Liquefaction

According to the Draft EIR Geotechnical Investigation and Rock Evaluation (**Draft SEIR Appendix E1**) and Geotechnical Information Report (**Draft SEIR 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. Additionally, the Project is not identified within an area for having high or medium liquefaction susceptibility. However, the Geotechnical Information Report (**Draft SEIR 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. Impacts would be reduced to less than significant levels.

Landslides

The Project site is in an area designated by the County as having a moderate to high landslide susceptibility. 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**. Lastly 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** to further reduce potential for slope instability. Therefore, impacts related to landslides would be mitigated to less than significant levels.

Finding.

The Project would not 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 Division of Mines and Geology Special Publication 42; Strong seismic ground shaking; Seismic-related ground failure, including liquefaction; and Landslides, with implementation of Project **MM GEO-1** through **MM GEO-5** and GHSP EIR **MM 4.1-3** and GHSP 2020 Addendum EIR **MM 4.1-10**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

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 (c) (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, whichever occurs first, 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, whichever occurs first, 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, whichever occurs first.

If Holocene-active faults, age-undetermined faults, or fault-related ground deformation is found onsite, 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.

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, whichever occurs first, 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, whichever occurs first, 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.

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, whichever occurs first, 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, whichever occurs first.

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 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.

Basis for Finding. Project **MM GEO-1** requires each proposed parcel of the Project be shown to contain buildable space in relation to geologic and geotechnical hazards, prior to issuance of any grading and/or construction permit. Project **MM GEO-2** requires additional investigation be completed by the applicant and approved by the County Geologist. Project **MM GEO-3** requires further evaluation of potential groundwater impacts is required. Project **MM GEO-4** requires project geotechnical consultant complete an evaluation of the liquefaction/lateral spreading potential for the project. **MM GEO-5** would require site specific recommendations for proposed slopes, along with preliminary foundation design

recommendations be required prior to any grading and/or construction permit issuance. GHSP EIR **MM 4.1-3** requires all design and construction be designed to withstand ground shaking forces. GHSP EIR 2020 Addendum **MM 4.1-10** requires foundation and earthwork 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. With implementation of Project **MM GEO-1** through **MM GEO-5** and GHSP EIR **MM 4.1-3** and GHSP 2020 Addendum EIR **MM 4.1-10**, impacts would be less than significant.

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?***

(Draft SEIR pgs. 4.4-26 to 4.4-29)

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.

Liquefaction and Lateral Spreading

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, impacts associated with liquefaction and lateral spreading would be reduced to less than significant levels.

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 (**Draft SEIR 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, impacts due to subsidence would be reduced to a less than significant level.

Expansive Soil

According to the Geotechnical Investigation and Rock Evaluation (**Draft SEIR Appendix E2**), expansive soils would 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.

Finding.

The Project would not result in substantial soil erosion or the loss of topsoil; the Project would not 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; and the Project would not 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, with implementation of Project **MM GEO-3** through **MM GEO-5** and GHSP EIR 2020 Addendum **MM 4.1-10**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Refer to GHSP EIR 2020 Addendum **MM 4.1-10** and Proposed Project **MMs GEO-3** through **-5** discussed above.

Basis of Finding. Project **MM GEO-3** requires further evaluation of potential groundwater impacts is required. Project **MM GEO-4** requires project geotechnical consultant complete an evaluation of the liquefaction/lateral spreading potential for the project. **MM GEO-5** would require site specific recommendations for proposed slopes, along with preliminary foundation design recommendations be required prior to any grading and/or construction permit issuance. GHSP EIR 2020 Addendum **MM 4.1-10** requires foundation and earthwork 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. With implementation of Project **MM GEO-3** through **MM GEO-5** and GHSP 2020 Addendum EIR **MM 4.1-10**, impacts would be less than significant.

Cumulative Geology and Soils Impacts (Draft SEIR pgs. 4.4-31 to 4.4-32)

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.

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.

L. 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? (Draft SEIR pgs. 4.5-19 to 4.3-24)

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.

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. As shown in **Draft SEIR Table 4.5-2**, the Project would result in 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. The amortized Project construction emissions would be 669 $MTCO_2e$ per year. Once construction is complete, construction related GHG emissions would cease.

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 would generate approximately 70,123 $MTCO_2e$ annually from both construction and operations without including mitigation. With implementation of GHSP EIR **MMs 4.6-1** through **4.6-11**, the Project would generate approximately 67,279 $MTCO_2e$ annually from both construction and operations.

The Project would exceed the screening threshold of 3,000 MTCO2e/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.**

Finding.

The Project would not generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment, with implementation of Project **MM GHG-1** and GHSP EIR **MMs 4.6-1** through **MM 4.6-11**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Refer to GHSP EIR **MMs 4.6-1** through **4.6-11** and Proposed Project **MM AQ-1** in Impact AQ-1.

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.

Basis of Finding. Project **MM AQ-1,** and GHSP EIR **MMs 4.6-1** through **4.6-11**, requires measures which would reduce Project emissions. Project **MM GHG-1** requires final plans and designs include all Screening Table Measures selected to achieve a minimum of 100 points. With implementation of Project **MM GHG-1** and GHSP EIR **MMs 4.6-1** through **MM 4.6-11**, impacts would be less than significant.

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? (Draft SEIR pgs. 4.5-24 to 4.5-28)

The County's GHG Reduction Plan includes a review standard of 3,000 $MTCO_2e$ per year, which is used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. The purpose of the Screening Tables is to provide guidance in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. Projects that exceed the 3,000 $MTCO_2e$/year of GHG emissions are required to either achieve a minimum 100 points per the Screening Tables or a 31 percent reduction over 2007 emissions levels. As shown in **Draft SEIR Table 4.5-4** and pursuant to Proposed Project **MM GHG-1**, the Project would earn 102 points on the County's GHG emissions reduction plan.

Therefore, the Project would be consistent with the County's GHG emissions reduction plan. Additionally, the Project would be consistent with all applicable Southern California Association of Governments (SCAG) Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) goals. 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. The Project's consistency with applicable California Air Resources Board (CARB) 2022 Scoping Plan Measures was also analyzed. As discussed previously, the County of San Bernardino has adopted a CEQA-qualified CAP and, as required by Proposed Project **MM GHG-1**, the Project must achieve a minimum of 100 Screening Tables Points, ensuring consistency with the San Bernardino Climate Action Plan (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. Furthermore, compliance with applicable State standards (e.g., continuation of the Cap-and-Trade regulation; CARB's Mobile Source Strategy, Sustainable Freight Action Plan, and Advanced Clean Truck Regulation; Executive Order N-79-20; Senate Bill (SB) 100/renewable electricity portfolio improvements that require 60 percent renewable electricity by 2030 and 100 percent renewable by 2045, etc.) would ensure consistency with State and regional GHG reduction planning efforts. Overall, impacts would be reduced to a less than significant level.

Finding.

The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases, with implementation of Project **MM GHG-1**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Refer to Proposed Project **MM GHG-1** above.

Basis of Finding. Project **MM GHG-1** requires final plans and designs include all Screening Table Measures selected to achieve a minimum of 100 points. With implementation of Project **MM GHG-1**, impacts would be less than significant.

Cumulative Greenhouse Gas Emissions Impacts (Draft SEIR pgs. 4.5-28 to 4.3-29)

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.

Each development within the Project would be required to earn a minimum 100 points on the County's GHG Screening Tables. Therefore, Proposed Project **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.

M. Noise

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? (Draft SEIR pgs. 4.6-14 to 4.6-18)***

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. In accordance with GHSP EIR 2020 Addendum **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 **Draft SEIR Table 4.6-7**, construction noise could be as high as approximately 66 decibels A (dBA) Leq 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 Leq and construction noise impacts would be less than significant. Nevertheless, GHSP EIR 2020 Addendum **MM 4.5-3** 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 GHSP EIR 2020 Addendum **MM 4.5-3**. Therefore, with implementation of GHSP EIR 2020 Addendum **MM 4.5-3** and **MM NOI-1**, impacts associated with temporary increase in ambient noise levels would be less than significant.

With regard to 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.

With regard to on-site operational stationary sources, as shown in **Draft SEIR Table 4.6-8**, the combined noise level is estimated to be up to 37 Leq, which would not exceed the residential nighttime threshold of 45 dBA Leq. 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. 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.

Concerning off-site operational traffic noise, the Project would generate new vehicle trips that would increase noise levels on nearby roadways. However, the Project would not make substantial alterations to roadway alignments or substantially change the vehicle classifications mix on local roadways. Impacts would be less than significant.

Overall, impacts concerning the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project would be less than significant with implementation of **MM NOI-1** and GHSP EIR 2020 Addendum 4.5-1 through 4.5-3.

Finding.

The Project would not 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, with implementation of Project **MM NOI-1** and GHSP EIR 2020 Addendum **MM 4.5-1** through **MM 4.5-3**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

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.
- 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.

Basis of Finding. Project **MM NOI-1** requires 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, prior to the start of construction activities. Additionally, **MM NOI-1** requires all off-site businesses and residents within 500 feet of the Project site be notified of the planned construction activities, prior to the start of construction activities. GHSP EIR 2020 Addendum **MM 4.5-1** through **4.5-3** requires conformance with County performance standards in which construction, demolition, and development activities are conducted within specific time frames, as well as a construction related noise mitigation plan be submitted for the County's review and approval. With implementation of Project **MM NOI-1** and GHSP EIR 2020 Addendum **MM 4.5-1** through **MM 4.5-3,** impacts would be less than significant.

Cumulative Noise Impacts (Draft SEIR pgs. 4.6-19 to 4.3-22)

As indicated in **Draft SEIR, pg. 4.6-20**, 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).

Draft SEIR Table 4.6-11 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.

N. 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? (Draft SEIR pgs. 4.7-14 to 4.7-19)

The Project would be consistent with SB 375 by complying with SCAG's RTP/SCS and San Bernardino County Transportation Authority (SBCTA)'s Congestion Management Plan (CMP). 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 multimodal transportation system and minimizing travel delay, providing technical consistency in multimodal transportation system analysis and providing consistent procedures to identify and evaluate the effectiveness of mitigation measures; and by providing for adequate funding of mitigations through payment of development impact fees. The Project would also comply with the Complete Streets Act of 2008 by being consistent with the Countywide Plan. More specifically, the Project's circulation system 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 circulation system. 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, street lighting, and pedestrian and bicycle facilities pursuant to the County's Development code.

The Project's on-site and off-site circulation/roadway improvements identified in the Project's Traffic Study (pursuant to GHSP EIR **MM 4.4-3** and further discussed in Draft SEIR, pg. 4.7-15) would be constructed in accordance with all applicable Countywide development code circulation and transportation regulations and in support of Countywide transportation-related policies to minimize impacts to traffic and circulation during construction activities.

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.

Therefore, construction-related impacts associated with the Project's proposed roadway improvements would not conflict with an applicable program plan, ordinance, or policy addressing the circulation system.

Once operational, 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. 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. Furthermore, the Project would provide parking facilities between the various project uses (different retail businesses) in compliance with Policy TM-4.10 and 4.11. Sidewalks would ensure safe pedestrian connectivity would be provided between the various buildings.

Overall, the Project would not conflict with a program, plan, ordinance, or policy, addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The Project includes roadway improvements that would be designed in accordance with applicable federal, state, and local provisions, design requirements, and policies. Furthermore, roadway improvements may include a combination of fee payments to established programs, construction of specific improvements, and payment of a fair-share contribution toward future improvements. Therefore, impacts under the Project would be less than significant with implementation of GHSP EIR **MM 4.4-3**.

Finding. The Project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, with implementation GHSP EIR **MM 4.4-3**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

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.

Basis of Finding. GHSP EIR **MM 4.4-3** requires specific projects and development applications within the Glen Helen Specific Plan area 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. With implementation of GHSP EIR **MM 4.4-3,** impacts would be less than significant.

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)? (Draft SEIR pgs. 4.7-21 to 4.7-23)

Concerning 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**. Furthermore, grading and hauling of earthwork is an anticipated activity during construction and frequent trips to and from the Project site would already be expected. 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 GHSP EIR 2020 Addendum **MM 6-1** through **MM 6-3**.

Concerning on-site construction, the Project's construction would occur in conformance with the County of San Bernardino Development Code and to the standards of the County Department of Public Works.

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.

During the Project's operational phase, the Project will 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.

Overall, impacts associated with hazards due to a geometric design feature would be less than significant with implementation of GHSP EIR 2020 Addendum **MMs 6-1** through **6-3**.

Finding.

The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), with implementation of GHSP

EIR 2020 Addendum **MMs 6-1** through **MM 6-3**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

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 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.

Basis of Finding. GHSP EIR 2020 Addendum **MM 6-1** requires the Applicant 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** requires trucks to enter and exit 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. GHSP EIR 2020 Addendum **MM 6-3** requires the Applicant shall submit and, when deemed acceptable, the County shall approve a construction traffic mitigation plan (CTMP), if requires by the County, prior to the issuance of the final grading permit. 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. With implementation of GHSP EIR 2020 Addendum **MMs 6-1** through **MM 6-3,** impacts would be less than significant.

Impact TRANS-4 Would the Project result in inadequate emergency access? (Draft SEIR pgs. 4.7-24 to 4.7-25)

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 CAL/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 GHSP EIR 2020 Addendum **MMs 6-2** and **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. Impacts during construction would be reduced to less than significant levels.

During operations, 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 GHSP EIR 2020 Addendum **MMs 6-2** and **6-3**.

Finding.

The Project would not result in inadequate emergency access, with implementation of GHSP EIR 2020 Addendum **MMs 6-2** and **MM 6-3**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

See GHSP EIR 2020 Addendum **MMs 6.2** and **6.3** above.

Basis of Finding. GHSP EIR 2020 Addendum **MM 6-2** requires trucks to enter and exit 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. GHSP EIR 2020 Addendum **MM 6-3** requires the Applicant shall submit and, when deemed acceptable, the County shall approve a construction traffic mitigation plan (CTMP), if requires by the County, prior to the issuance of the final grading permit. 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. With implementation of GHSP EIR 2020 Addendum **MMs 6-2** and **MM 6-3,** impacts would be less than significant.

Cumulative Transportation Impacts (Draft SEIR pgs. 4.7-25 to 4.7-26)

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.

4.3 Effects Which Remain Significant and Unavoidable After Mitigation

The County of San Bernardino having reviewed and considered the information contained in the Final SEIR, Technical Appendices and the administrative record, finds, pursuant to California Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), that specific economic, legal, social, technological, or other considerations, makes infeasible the mitigation measures identified in the Final SEIR, and therefore, the Project would cause significant and unavoidable impacts to the categories of:

A. Air Quality

Impact AQ-1 Would the Project conflict with or obstruct implementation of the applicable air quality plan? (Draft SEIR pgs. 4.1-21 to 4.1-23)

Criteria to determine consistency with the applicable air quality plan are provided on **Draft SEIR p. 4.1-22**. As shown in **Draft SEIR Table 4.1-8**, the Project's construction-related emissions with implementation of GHSP EIR 2020 Addendum **MMs 7-1** through **7-10** and **MM AQ-1** would reduce impacts below SCAQMD's construction standards (Draft EIR, pgs. 4.1-24 and 4.1-25). However, the Project's operational emissions would continue to exceed the SCAQMD's operational standards for reactive organic gases (ROG), Nitrogen Oxides (NO_X), and CO, despite implementation of GHSP EIR **MMs 4.6-1** through **4.6-11**, and GHSP EIR 2020 Addendum **MMs 7-10, 7-12**, and **7-16**. Therefore, the Project would potentially contribute to an existing air quality violation. Thus, the Project is not consistent with the first criterion. In addition, 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.

Project emissions levels would remain significant and would contribute to the nonattainment designations in the South Coast Air Basin (SCAB). Therefore, the Project would be inconsistent with the AQMP, resulting in a significant and unavoidable impact despite the implementation of mitigation.

Finding.

The Project would conflict with or obstruct implementation of the applicable air quality plan, despite implementation of **Project MM AQ-1,** GHSP EIR **MMs 4.6-1** through **4.6-11**, and GHSP EIR 2020 Addendum **MMs 7-10, 7-12,** and **7-16**. Impacts would be significant and unavoidable, despite the implementation of mitigation.

Mitigation Measures

Proposed Project 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.

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.

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.
- 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.

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.

Basis of Finding. Project **MM AQ-1** requires the applicant to prepare and submit documentation to the County of San Bernardino that demonstrate that 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 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) be provided to the County at the time of mobilization of each applicable unit of equipment; and all construction equipment and delivery vehicles be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour. Additionally, GHSP EIR **MM 4.6-1** through **MM 4.6-11** requires limitations on vehicle idling, provide dedicated turn lanes as appropriate and provide roadway improvements at heavily congested roadways, installation of energy efficient lighting, landscape with native or drought-resistant species, provisions for local public transportation, utilization of AQMP advanced transportation technologies, trip reduction plans, synchronized traffic signals, and encourage the use of alternative fuel or low emission vehicles. GHSP EIR 2020 Addendum **MM 7-1** through **MM 7-16** requires all active grading areas be watered, limits

amount of grading per day, construction equipment be properly maintained, maintain and operate construction equipment so as to minimize exhaust emission, using line power instead of diesel- or gas-, promote, support, and encourage the scheduling of deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods, due consideration be given to the provision of safe and convenient pedestrian and bicycle access to transit stops and to public transportation facilities, and 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, 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. Despite implementation of Project **MM AQ-1,** GHSP EIR **MMs 4.6-1** through **4.6-11**, and GHSP EIR 2020 Addendum **MMs 7-10, 7-12,** and **7-16,** impacts would remain significant and unavoidable.

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? (Draft SEIR pgs. 4.1-23 to 4.1-28)***

Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area are O3-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. Implementation of GHSP EIR 2020 Addendum **MMs 7-1** through **7-10** and **MM AQ-1** would reduce impacts below SCAQMD's construction standards (Draft SEIR, pgs. 4.1-24 and 4.1-25).

The Project's operational emissions would continue to exceed the SCAQMD's operational standards for ROG, NO_X, and CO, despite implementation of GHSP EIR **MMs 4.6-1** through **4.6-11**, and GHSP EIR 2020 Addendum **MMs 7-10, 7-12**, and **7-16** and compliance with applicable Plans, Programs, Policies (PPP)s-1 through -PPP-5. Mitigation measures from GHSP EIR **4.6-1** through **4.6-11** are required to reduce operational emissions to the maximum extent feasible. However, 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.

Finding.

The Project would 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, despite implementation of Proposed Project **MM AQ-1**, GHSP EIR **MMs 4.6-1** through **4.6-11**, and GHSP EIR 2020 Addendum **MMs 7-1** through **7-10**. Impacts would be significant and unavoidable, despite the implementation of mitigation.

Mitigation Measures

Refer to Proposed Project **MM AQ-1**, GHSP EIR **MMs 4.6-1** through **4.6-11**, and GHSP EIR 2020 Addendum **MMs 7-1** through **7-10**, **7-12**, and **7-16** in Impact AQ-1 above.

Basis of Finding. Project **MM AQ-1** requires the applicant to prepare and submit documentation to the County of San Bernardino that demonstrate that 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 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) be provided to the County at the time of mobilization of each applicable unit of equipment; and all construction equipment and delivery vehicles be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour. Additionally, GHSP EIR **MM 4.6-1** through **MM 4.6-11** requires limitations on vehicle idling, provide dedicated turn lanes as appropriate and provide roadway improvements at heavily congested roadways, installation of energy efficient lighting, landscape with native or drought-resistant species, provisions for local public transportation, utilization of AQMP advanced transportation technologies, trip reduction plans, synchronized traffic signals, and encourage the use of alternative fuel or low emission vehicles. GHSP EIR 2020 Addendum **MM 7-1** through **MM 7-16** requires all active grading areas be watered, limits amount of grading per day, construction equipment be properly maintained, maintain and operate construction equipment so as to minimize exhaust emission, using line power instead of diesel- or gas-, promote, support, and encourage the scheduling of deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods, due consideration be given to the provision of safe and convenient pedestrian and bicycle access to transit stops and to public transportation facilities, and 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, 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. Despite implementation of Project **MM AQ-1,** GHSP EIR **MMs 4.6-1** through **4.6-11**, and GHSP EIR 2020 Addendum **MMs 7-10, 7-12,** and **7-16,** impacts would remain significant and unavoidable.

Cumulative Air Quality Impacts (Draft SEIR pgs. 4.7-25 to 4.7-26)

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. 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 Federal Clean Air Act (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 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.

The Project's 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.

4.4 Environmental Impacts Previously Analyzed as Part of the GHSP EIR and/or the 2020 Addendum to the GHSP EIR Which Are Not "New" or "Substantially More Severe" as a Result of Project Implementation

The County determined that the Project would result in no impact or less than significant impact on the following resource areas: aesthetics, agriculture and forestry services, energy, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, utilities and service systems, and wildfire. In accordance with CEQA Guidelines

Section 15128, these issues were not discussed in detail in the Draft SEIR (refer to **Draft SEIR Chapter 7.0, Effects Found Not to be Significant**, for more detail). The Project and these resource areas listed above were previously analyzed as part of the Glen Helen Specific Plan Program EIR (SCH# 2000011093), which was certified on November 15, 2005, and its 2020 Addendum. Further, pursuant to State CEQA Guidelines Section 15150, the Findings of Fact for the GHSP are herein incorporated by reference to this document. Pursuant to State CEQA Guidelines Section 15162, the Draft SEIR focuses on issues that represent "new" or "substantially more severe" significant environmental impacts than evaluated in the GHSP Program EIR or the 2020 Addendum to the GHSP EIR.

Some of the resource areas analyzed in the previous GHSP EIR identified mitigation measures that would be required to be implemented to reduce impacts to less than significant. The Draft SEIR identified that there was no new information of substantial importance, which was not known or could not have been known at the time of the previous GHSP EIR, and with the implementation of the previously approved mitigation measures there would be no new or substantially more severe impacts. As such, these resource areas were determined by the County to result in no impact or less than significant impact considering the proposed Project.

B. Aesthetics

Regarding scenic resources, while the San Bernardino Countywide Plan's Policy Plan does not officially designate any scenic vistas near the Project site, 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 (refer to **Page 7-3** of the **Draft SEIR**). 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.

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.

Further, the Project would comply with the development standards and design guidelines concerning building height, architectural facades, and landscaping that are identified in the GHSP which were developed with the intent to protect the existing visual character of this region of the County.

The Project would comply with the development standards found within Chapter 83.06 (Fences, Hedges, and Walls), Chapter 83.07 (Glare and Outdoor Lighting), Chapter 83.10 (Landscaping Standards), and Chapter 83.13 (Sign Regulations) of the County's Development Code. Additionally, the Project is within the North Glen Helen sub-planning area of the GHSP.

The Project would implement **MM 13-4** and **MM 13-5** of the 2020 Addendum to the GHSP EIR (refer to **Page 7-5** of the **Draft SEIR**).

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

Facts and Findings and Statement of Overriding Considerations Regarding The Oasis at Glen Helen Parkway Project

(State Clearinghouse No. 2000011093)

The San Bernardino County Board of Supervisors (the "**Board**"), in certifying the Subsequent Environmental Impact Report (the "**SEIR**") for The Oasis at Glen Helen Parkway Project finds, determines, and declares that having received, reviewed, and considered the following information as well as all other information in the record of proceedings in this matter, the following:

Section 1. Introduction

Pursuant to the California Environmental Quality Act ("**CEQA**"), Public Resources Code [PRC] Section 21000 et seq., the potential environmental effects of the proposed Oasis at Glen Helen Parkway Project (the "**Project**") have been analyzed in a Draft Subsequent Environmental Impact Report (the "**Draft SEIR**") (State Clearinghouse No. 2000011093). In accordance with California Code of Regulations, Title 14, Section 15121 (the "CEQA Guidelines"), the Draft SEIR identifies the significant environmental effects associated with development of the Project and ways to minimize the significant environmental effects through mitigation measures or reasonable alternatives to the Project. A Final Subsequent Environmental Impact Report (the "**Final SEIR**") has also been prepared that consists of the Draft SEIR and technical appendices; a list of persons, organizations, and public agencies commenting on the Draft SEIR; comments received on the Draft SEIR and written responses to comments raising significant environmental issues; and clarifications and corrections to the Draft SEIR. All of the mitigations measures applicable to the Project and identified in the Draft SEIR as applicable to the Project are included at the end of this document in **Attachment A**.

1.1 Statutory Requirements for Findings

The following statement of facts and findings has been prepared in accordance with the CEQA and Public Resources Code Section 21081. CEQA Guidelines Section 15091(a) provides that:

> *No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding.*

There are three possible finding categories available for the Statement of Facts and Findings pursuant to Section 15091(a) of the CEQA Guidelines.

> *(1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*
>
> *(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

The SEIR discloses potential environmental impacts that may result from construction and operation of the Project, including an analysis of Project Alternatives, including the No Project Alternative. The SEIR discloses that prior to mitigation, Project implementation would result in potentially significant impacts to Air Quality, Biological Resources, Cultural Resources (Archaeological Resources), Geology and Soils, Greenhouse Gas Emissions, Noise, and Transportation. Mitigation measures have been developed that reduced potentially significant impacts to less than significant levels. However, impacts related to Air Quality would remain significant and unavoidable after the implementation of all feasible mitigation measures. Concurrent with adoption of the Findings, the San Bernardino County (the "**County**") will also adopt the Mitigation Monitoring and Reporting Program (the "**MMRP**").

As the Lead Agency for the Project, the County has made specific written findings regarding each significant impact associated with the Project (the "**Findings**"). This document is organized as follows:

- **Section 1, Introduction**, provides a brief overview of the Findings.
- **Section 2, Procedural Compliance with CEQA**, describes the SEIR preparation process and the procedural steps that have been followed to comply with CEQA, including public meetings, public comment periods, noticing of the Draft and Final SEIRs, and the location where these documents were available for review.
- **Section 3, Description of the Project**, provides a description of the Project, including the location, setting and history, objectives, and physical characteristics.
- **Section 4, Findings Required under CEQA**, provides the necessary Findings to be made for Project-related impacts, including Findings of No Impact or Less than Significant Impact Without Mitigation (Section 4.1); Environmental Impacts Mitigated to a Level of Less Than Significant (Section 4.2); Effects Which Remain Significant and Unavoidable After Mitigation (Section 4.3); and Environmental Impacts Previously Analyzed as Part of the GHSP EIR and/or the 2020 Addendum to the GHSP EIR Which Are Not "New" or "Substantially More Severe" as a Result of Project Implementation (Section 4.4).
- **Section 5, Other CEQA Considerations**, provides the Findings regarding growth-inducing impacts of the project and significant and irreversible environmental changes.
- **Section 6, Evaluation of Alternatives**, provides the necessary Findings to be made for the different Project alternatives, including a comparison with the Project and reasons for rejecting the alternatives.
- **Section 7, Findings Regarding the Final SEIR**, provides a determination regarding the Final SEIR.
- **Section 8, Findings Regarding the Mitigation Monitoring and Reporting Program**, provides the Findings regarding the MMRP.
- **Section 9, Statement of Overriding Considerations**, provides the second set of findings, where a project will cause unavoidable significant impacts; the Lead Agency may still approve a project

where its benefits outweigh the adverse impacts, and the Lead Agency sets forth specific reasoning by which benefits are balanced against effects, and approves the project.

- **Section 10, Certification of the Final SEIR**, provides certification of the Final SEIR.
- **Section 11, Adoption of Mitigation Monitoring and Reporting Program**, provides the adoption of the mitigation measures set forth and the attached MMRP.

The Findings set forth in each section are supported by substantial evidence in the record of the approval of the Project.

1.2 Certification Required under CEQA Guidelines Section 15090

The Board has received, reviewed, and considered the information contained in the SEIR, in addition to all public testimony received on the Project and the recommendations of County staff. The SEIR was prepared under the direction of the San Bernardino County Land Use Services Department and reflects the County's independent judgment and analysis of the environmental impacts and comments received on the Draft SEIR.

The Board hereby adopts these Findings pursuant to and in accordance with PRC Section 21081 and CEQA Guidelines Section 15091 and, in compliance with CEQA Guidelines Section 15090, hereby certifies that:

1. The Final SEIR has been completed in compliance with CEQA;
2. The Final SEIR was presented to the Board of Supervisors as the decision-making body of the County for the Project and that the decision-making body reviewed and considered the information contained in the Final SEIR prior to approving the project; and
3. The Final SEIR reflects the County's independent judgment and analysis.

1.3 Subsequent EIR and Discretionary Actions

The EIR for the Project was prepared as a subsequent EIR, pursuant to CEQA Guidelines Section 15162, following certification of the original Glen Helen Specific Plan (GHSP) Program EIR, certified November 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.

The SEIR addresses potential direct, indirect, and cumulative environmental effects of construction and operation associated with the Project and all alternatives evaluated in the EIR. The EIR provides the environmental information necessary for the Board to make a final decision on the Project. The SEIR is also intended to support discretionary reviews and decisions by other agencies, as shown below. Both discretionary and ministerial actions (**Approvals**) to be considered by the County may include, but are not limited to, the following:

1. Final SEIR Certification;
2. Specific Plan Amendment Approval;
3. Tentative Parcel Map Approval;

4. Planned Development Permit Approval;
5. Building Plans/Permits Approval;
6. Grading Plans/Permits Approval;
7. Certificates of Occupancy Approval;
8. Infrastructure Plans/Permits Approval;
9. Landscape Plan Approval;
10. Drainage Plan Approval;
11. Water and Sewer Plan Approval;
12. Site Development Plan Approval;
13. Water Quality Management Plan Approval;
14. Native Tree or Plant Removal Permit Approval;
15. California Department of Transportation (Caltrans) Encroachment Permit Approval;
16. County Encroachment Permit;
17. West Valley Water District (WVWD) Sphere of Influence Amendment and Jurisdictional Change Approval;
18. San Bernardino Valley Water District (SBVMWD) Annexation Approval;
19. City of Rialto Sphere of Influence Amendment Approval;
20. Annexation to County Service Area 70 GH Approval; and
21. Approval 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

Section 2. Procedural Compliance with CEQA

As authorized in CEQA Guidelines Section 15084(d)(2), the County retained a consultant to assist with the preparation of the environmental documents. The County, acting as Lead Agency, has directed, reviewed, and edited, as necessary, all materials prepared by the consultant, and such materials, including the Final SEIR and supporting technical reports, reflect the County's independent judgment.

The key milestones associated with preparation of the SEIR are summarized in **Section 2.1, Public Review and Outreach**, below, including public meetings, public comment periods, and the public involvement and

agency notification efforts that were conducted to solicit input on the scope and content of the SEIR and to solicit comment on the results of the environmental analysis presented in the Draft SEIR.

2.1 Public Review and Outreach

The County has conducted an extensive review of this Project which included the Draft SEIR, Final SEIR and supporting technical studies, along with a public review and comment period first during the circulation of the Notice of Preparation (NOP) and then through the circulation of the Draft SEIR. In addition, the County has solicited input from the public and various State, regional, County, and local government agencies and other interested parties on the Project throughout the process. The following is a summary of the environmental review of this Project:

1. On June 14, 2023, the County circulated a NOP that identified environmental issues that the County anticipated would be analyzed in the Project's Draft SEIR to the State Clearinghouse, responsible and trustee agencies; State, regional, County, and local agencies; Native American Tribes, and the public.

2. The NOP public review period ran for 30 days, from June 14, 2023 to July 14, 2023. A scoping meeting was held to discuss the Project on June 27, 2023 between 6:00 P.M. and 7:30 P.M. at Paakuma' K-8 School, located at 17825 Sycamore Creek Loop Pkwy, San Bernardino, CA 92407. A presentation was provided, including an overview of the Project and the CEQA process. Following the presentation, participants were encouraged to provide oral or written comments to aid the County in refining the scope of issues to be addressed in the Draft EIR. A total of eight (8) written comment letters were received in response to the NOP (see Appendix A of the Draft SEIR) from the Native American Heritage Commission (NAHC), California Department of Fish and Wildlife, the Agua Caliente Band of Cahuilla Indians Tribal Historic Preservation Office (THPO), the South Coast Air Quality Management District, and three (3) comment letters from the public.

3. In accordance with CEQA Guidelines Section 15085, upon completion of the Draft SEIR and publication on December 4, 2024, the County, serving as the Lead Agency: (1) prepared and transmitted a Notice of Completion (NOC) to the State Clearinghouse; (2) published a Notice of Availability (NOA) of a Draft SEIR which indicated that the Draft SEIR was available for public review at the County's Planning Division Counter; (3) provided copies of the NOA and Draft SEIR to the High Desert Government Center, San Bernardino Government Center, and San Bernardino County Library; (4) posted the NOA and the Draft SEIR on the County's Planning Division website: https://lus.sbcounty.gov/planning-home/environmental/valley-region/; (5) sent a NOA to all property owners within 700 feet of the Project Site boundary; (6) sent a NOA to the last known name and address of all organizations and individuals who previously requested such notice in writing or attended the public scoping meeting about the Project; and (7) filed the NOA with the County Clerk.

4. In compliance with CEQA Guidelines Section 15105(a), the Draft SEIR was circulated for a 48-day public review period between December 19, 2023 and February 5, 2024.

5. The County received three comment letters on the Draft SEIR through written correspondence.

2.2 Final SEIR and County Proceedings

Pursuant to CEQA Guidelines Section 15088, the County reviewed all comments received during the Draft SEIR review period and provided a written response to each comment in the Final SEIR. The Final SEIR dated March 5, 2024, consists of the following documents:

- Draft SEIR and Technical Appendices dated December 15, 2023
- Final SEIR dated March 5, 2024 which includes:
  - A list of persons, organizations, and public agencies that commented on the Draft SEIR;
  - Comments on the Draft SEIR and written responses to comments.
  - Corrections and additions to the Draft SEIR; and
  - Other information beyond the scope of CEQA provided by the County for context and information to the decision makers, agencies, and the public.

The Final SEIR document was posted for viewing and download with the previously posted Draft SEIR prior to the County's consideration of the Final SEIR and Project recommendations at https://lus.sbcounty.gov/planning-home/environmental/valley-region/. In addition, a hard copy can be viewed at: the County's Planning Division Counter at the San Bernardino Government Center, located at 385 N Arrowhead Avenue, San Bernardino, CA 92415; the High Desert Government Center, located at 15900 Smoke Tree Street, Hesperia, CA 92345; and the San Bernardino County Library, located at 8437 Sierra Avenue, Fontana, CA 92335. In addition, pursuant to CEQA Guidelines Section 15088(b), the County has prepared responses to the comments received on the Draft SEIR and the comments to the agency commenters on the Draft SEIR at least 10 days prior to certification of the Final SEIR. All commenters on the Draft SEIR were notified of completion of the Final SEIR.

2.3 Record of Proceedings and Custody of Documents

For purposes of CEQA and these Findings, the Administrative Record of Proceedings for the Project includes, without limitation, the following documents:

- NOP and NOA for the Draft SEIR, and all other public notices issued by the County in conjunction with the Project;
- The Draft SEIR for the Project;
- All written comments received during the Draft SEIR public review comment period;
- All responses to written comments received during the Draft SEIR public review comment period;
- The Final SEIR for the Project;
- The MMRP;
- Matters of common knowledge to the County, including, but not limited to, federal, State, and local laws and regulations;
- Any documents expressly cited in these Findings or the Final SEIR; and

- Any other relevant materials required to be in the record of proceedings by PRC Section 21167.6(e).

The documents and other materials that constitute the record of proceedings on which the Project Findings are based are located at the County Land Use Services Department in the San Bernardino Government Center located at 385 N. Arrowhead Avenue, First Floor, San Bernardino, CA 92415. The custodian for these documents is the Project's Senior Planner, Jon Braginton. This information is provided in compliance with PRC Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e).

Section 3. Description of the Project

This section provides the Project location, setting and history, Project objectives and a description of the Project characteristics. This section summarizes information contained in the Draft SEIR Chapter 3, Project Description.

3.1 Project Location

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 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. 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 area that surrounds the Project encompasses private and public lands, including approximately 1,900 acres occupied by Glen Helen Regional Park and the San Bernardino County Sheriff Training Facility and Rehabilitation Center. The Project site is also adjacent to single-family residences north of the site, vacant undeveloped open space to the south, east, and west, and the Glen Helen Regional Park to the east. Further south, a residential community (Rosena Ranch) is along Clearwater Parkway, about one-half mile south of the Project site. Paakuma' K-8 School is located within this community and lies approximately 0.9-mile south of the Project site. Paakuma' K-8 School is part of the San Bernardino City Unified School District (SBCUSD) and is the closest school to the Project site. The Glen Helen Regional Park lies between the Project site and the Cajon Wash. The Glen Helen Regional Park, located east of the Project site across the Glen Helen Parkway right-of-way, contains the Glen Helen Regional Park Swim Complex, the Glen Helen Regional Park Large Fishing Lake, and the Glen Helen Amphitheater.

The Cajon Wash lies approximately 0.5 mile north/northeast of the Project site. The Cajon Wash is a tributary of Lytle Creek in the County of San Bernardino and flows out of the San Gabriel Mountains into the San Bernardino Valley. Lytle Creek lies approximately 1.35 miles southwest of the Project site. These portions of Lytle Creek and the Cajon Wash are characterized by broad floodplains. Further downstream, the Cajon Wash joins with Lytle Creek. This junction called the Lytle Creek Floodway, lies about 2.4 miles southeast of the Project site and is a broad floodplain of about 2 miles at its widest point. Despite its proximity to these floodplains, the Project site lies in an area of relatively higher relief and lies in an area designated by the Federal Emergency Management Agency (FEMA) as Flood Zone D, denoting areas in

which flood hazards are undetermined due to the relative elevation of the Project site to other areas that are included within the determined FEMA flood zones.

3.2 Project Objectives

CEQA Guidelines Section 15124(b) states that a project description shall contain "a statement of the objectives sought by the proposed project." In addition, CEQA Guidelines Section 15124(b) further states that "the statement of objectives should include the underlying purpose of the project."

The objectives that the Project seeks to achieve are as follows:

- **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.

3.3 Project Description

The Project to be addressed in the Subsequent EIR consists of a Specific Plan Amendment (SPA, Project #: PROJ-2023-00096), a Planned Development Permit (PDP, Project #: PROJ-2023-00012), and a Tentative Parcel Map (TPM, Project # PROJ-2023-00100) to allow for development of approximately 202,900 square feet of commercial and retail center land uses on an approximately 33-acre site in unincorporated San Bernardino County. The applicant proposes a minor clarification/text amendment to the existing DR zone of the Glen Helen Specific Plan (GHSP) to provide greater flexibility and more accurately reflect the proposed commercial development (these minor edits will be reflected in a Specific Plan Amendment [SPA]). The GHSP was adopted in November 2005 and amended in May 2017 and December 2020 by the Board of Supervisors. The GHSP covers approximately 3,400 acres in the Glen Helen area and contains 14 land use designations. The approved GHSP notes that the GHSP'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 onsite, and future market potentials identified for the area. The Project consists of a SPA to expand on the allowed uses under the GHSP for the Destination Recreation (DR) designation on the Project site, as well as a PDP and a Tentative Parcel Map (TPM 20748). This amendment to the GHSP would allow for a broader range of uses, similar to what is allowed in the approved GHSP, to provide flexibility in providing services to an area that is currently underserved and to provide transit-related service to regional travelers and visitors to the area. Specifically, the proposed SPA would amend the Destination Recreation land use to allow for professional services (such as financial services, medical/dental offices, and mail centers), government/civic uses, coffee shops or quick-serve restaurants with a drive-thru, small, and large format grocery stores and specialty food stores, and pharmacy/drug stores with or without a drive-thru. Further, the proposed SPA does not propose amendments to the established development standards including building site requirements, height, and area limitations, building and landscape setbacks, off-street parking, and design guidelines.

Under the San Bernardino County Development Code (County Code Section 85.10), PDPs are appropriate on sites with unique site characteristics, such as difficult topography (i.e., varied terrain, steep slopes, etc.), to establish enhanced development standards that provide a more efficient use of the land. The County has determined that a PDP is appropriate for the Project site. The Project proposes a PDP to allow for the development of a Shopping Center consisting of a hotel, retail stores, a gym, a joint police/fire station, two gasoline service stations with car washes, and multiple drive through restaurants on approximately 33 acres of undeveloped land. The PDP will be facilitated by the proposed SPA to expand on the allowed uses under the GHSP for the Recreation Destination designation on the Project site, and a TPM to consolidate four (4) parcels and subdivide into 14 newly created parcels.

Section 4. Findings Required under CEQA

The following sections (Sections 4.1 through 4.4) set forth the County's findings from the FEIR's determinations regarding significant environmental impacts and the mitigation measures proposed to reduce the significant impacts associated with the Project. Although PRC Section 21081 and CEQA Guidelines Section 15091 require findings only to address significant environmental effects, in practice findings often address impacts that were found to be less than significant and, therefore, these Findings will account for all impacts identified in the SEIR.

These Findings provide the written analysis and conclusions of the Board regarding the environmental impacts of the Project, the mitigation measures included as part of the SEIR and adopted by the Board as part of the Project, and the alternatives that have been analyzed within the Draft SEIR. These Findings refer to the analysis contained within the SEIR to avoid duplication and redundancy. Because the Board agrees with, and hereby adopts, the conclusions in the Final SEIR, which includes the analysis provided in the Draft SEIR, these Findings will not repeat the analysis and conclusions in the Final SEIR, but instead incorporates them by reference in these Findings and relies upon them as substantial evidence supporting these Findings.

In preparing the Approvals for this Project, County staff incorporated the mitigation measures recommended in the SEIR as applicable to the Project. In the event that the Approvals do not use the exact wording of the mitigation measures recommended in the SEIR, in each such instance, the adopted

Approvals are intended to be identical or substantially similar to the recommended mitigation measure. Any minor revisions were made for the purpose of improving clarity or to better define the intended purpose.

All mitigation measures recommended by the SEIR will be adopted in the MMRP. In addition, unless specifically stated to the contrary in these Findings, all Approvals repeating, or rewording mitigation measures recommended in the Final SEIR are intended to be substantially similar to the mitigation measures recommended in the Draft SEIR and are found to be equally effective in avoiding or lessening the identified environmental impact. In each instance, the Approvals contain the final wording for the mitigation measures.

4.1 Findings of No Impact or Less than Significant Impact Without Mitigation

The County determined the Project would result in no impact or less than significant impact without mitigation on the following resource areas. Refer to Draft SEIR Sections 4.1 through 4.7 for more detail.

A. Air Quality

Impact AQ-4 ***Would the Project Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Draft SEIR pgs. 4.1-36 to 4.1-37)***

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.

Regarding operation, the South Coast Air Quality Management District (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, impacts related to odors associated with the Project's construction-related and operational activities would be less than significant.

B. Biological Resources

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? (Draft SEIR pgs. 4.2-25 to 4.2-27)***

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? (Draft SEIR pgs. 4.2-25 to 4.2-27)***

According to the United States Fish and Wildlife Service (USFWS) National Wetland Inventory (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 California Department of Fish and Wildlife (CDFW). A Jurisdiction Delineation Report (Draft EIR Appendix C3) was conducted for the Project site, to determine if the ephemeral drainage feature would be considered jurisdictional.

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, would not qualify as waters of the United States under the regulatory authority of the United States Army Corps of Engineers (USACE).

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 Clean Water Act (CWA) Section 404 permit would not be required for the proposed project.

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.

Lastly, 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 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. Impacts would be less than significant.

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? (Draft SEIR pg. 4.2-28)***

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. A less than significant impact would occur.

Impact BIO-5 ***Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Draft SEIR pgs. 4.2-28 to 4.2-29)***

Similar to the Glen Helen Specific Plan (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. 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, a less than significant would occur.

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? (Draft SEIR pg. 4.2-29)***

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.

C. Cultural and Tribal Cultural Resources

Impact CUL-1 ***Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5? (Draft SEIR pgs. 4.3-18 to 4.3-21)***

A **Cultural Resources Assessment (Draft SEIR Appendix D**) was conducted for the Project site to identify any potential cultural resources the Project may impact. During the field survey as part of the Cultural Resources Assessment, one historic-period road segment known as the Cajon Connection, and as the Devore Cutoff and Devore Road, was identified within the Project site. Due to resource's lack of ability to meet any California Register criteria and diminished integrity it was determined that it is not eligible for the National Register and is therefore not a potential historic property under Section 106 of the National Historic Preservation Act (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 result in an adverse effect to any historical resources under CEQA. Impacts would be less than significant.

D. Geology and Soils

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? (Draft SEIR pgs. 4.4-29 to 4.4-30)***

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. The Project site would connect to existing sewer lines in Clearwater Parkway. Therefore, a less than significant impact would occur.

Impact GEO-6 ***Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Draft SEIR pgs. 4.4-30 to 4.4-31)***

According to the **Cultural Resources Assessment – Draft SEIR Appendix D**, 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 and impacts would be less than significant.

E. Greenhouse Gas Emissions

No less than significant impacts without mitigation were identified.

F. Noise

Impact NOI-2 ***Generation of excessive groundborne vibration or groundborne noise levels? (Draft SEIR pgs. 4.6-18 to 4.6-19)***

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted to construct the Project. Based on Federal Transit Authority (FTA) recommendations, limiting vibration levels to below 0.2 in/sec Peak Particle Velocity (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. Furthermore, the Project does not include substantial vibration associated with operation. Therefore, temporary vibration impacts associated with the roller (and other potential equipment) and operational vibration impacts would be less than significant.

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? (Draft SEIR pg. 4.6-19)***

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.

G. Transportation

Impact TRANS-2 Would the Project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)? (Draft SEIR pgs. 4.7-19 to 4.7-21)

The County of San Bernardino *Transportation Impact Study Guidelines* provide screening criteria to determine whether a detailed Vehicle Miles Traveled (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 types of projects are listed in the Draft SEIR**, pg.4.719**.

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. Impacts related to VMT would be less than significant.

4.2 Environmental Impacts Mitigated to a Level of Less Than Significant

The following issues from the environmental categories analyzed in the SEIR were found to be potentially significant but can be mitigated to a less than significant level with the implementation of mitigation measures: Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Noise, and Transportation. The San Bernardino County Board of Supervisors (Board) hereby finds pursuant to PRC Section 21081 that all potentially significant impacts listed below can and will be mitigated to below a level of significance by implementation of the mitigation measures in the SEIR; and that these mitigation measures are included as Conditions of Approval and set forth in the MMRP adopted by the Board. Specific Findings for each category of such impacts are set forth in detail below.

H. Air Quality

Impact AQ-3 Would the Project expose sensitive receptors to substantial pollutant concentrations? (Draft SEIR pgs. 4.1-28 to 4.1-36)

As shown in **Draft SEIR Tables 4.1-11** and **4.1-12**, pollutant emissions on the peak day of construction and operations would not result in significant concentration of pollutants at nearby sensitive receptors. Accordingly, therefore localized significance thresholds (LSTs) would not be exceeded during construction or operations. 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. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA) and distance to the nearest sensitive receptor (**Draft SEIR, p. 4.1-32**).

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. An evaluation of wind roses, 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." 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, Mitigation Measure (**MM**) **AQ-2** was 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 South Coast Air Quality Management District (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. Additionally, based on EnviroScreen 4.0 results, the Project is located in an area that falls within the 8th percentile for California in Diesel Particulate Matter (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. Lastly, the Project would not produce the volume of traffic required to generate a carbon monoxide (CO) hot spot in the context of SCAQMD's CO Hotspot Analysis. As such, impacts would be reduced to a less than significant level with implementation of **MM AQ-2**.

Finding.

The Project would not expose sensitive receptors to substantial pollutant concentrations with implementation of Project **MM AQ-2**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

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.
- 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 miles per hour (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.

Basis for Finding. Mitigation Measure 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 South Coast Air Quality Management District (SCAQMD) Rule 403 which would control PM_{10} emissions from the Project site during construction. With implementation of **MM AQ-2**, exposure to sensitive receptors would be less than significant.

I. 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? (Draft SEIR pgs. 4.2-19 to 4.2-24)***

Several special-status plan surveys, literature review, and records searches conducted for the Project site in 2019 and 2021 and updated in 2023 identified special-status plant species as having the potential to occur within the Devore quadrangle. 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.

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 California Native Plant Society (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.

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.

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.

According to the CNDDB, three special-status plant communities have been identified 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.

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.

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 Project site are expected to be directly or indirectly impacted with implementation of GHSP EIR **MMs 4.8-2, 4.8 5, 4.8-6**, GHSP EIR 2020 Addendum **MMs 5-5** and **5-8** and Proposed Project **MM 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. Impacts would be reduced to less than significant levels.

Finding.

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 with implementation of Project **MM BIO-1**, GHSP EIR **MMs 4.8-2, 4.8 5, 4.8-6**, and GHSP EIR 2020 Addendum **MMs 5-5** and **5-8**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

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.

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.

Basis for Finding. The requirements of GHSP EIR **MMs 4.8-2, 4.8 5, 4.8-6**, GHSP EIR 2020 Addendum **MMs 5-5** and **5-8** would ensure a less than significant impact would occur on-site. Project **MM BIO-1** would require a pre-construction clearance survey be conducted prior to any ground disturbance or vegetation removal activities that may disrupt the species. GHSP EIR **MM 4.8-2** requires that for every acre of RSS impacted, the project proponent will replace at a 2:1 ratio; GHSP EIR **MM 4.8-5** and **MM 4.8-6** ensures protection of raptor nests. GHSP EIR 2020 Addendum **MM 5-5** and **MM 5-6** ensures the protection of nesting birds. With implementation of Project **MM BIO-1,** GHSP EIR **MMs 4.8-2, 4.8 5, 4.8-6,** and GHSP EIR 2020 Addendum **MMs 5-5** and **5-8**, impacts would be less than significant.

Cumulative Biological Resources Impacts (Draft SEIR pg. 4.2-29)

All Project impacts to biological resources would be less than significant or less than significant with the incorporation of Proposed Project **MM BIO-1**, GHSP EIR **MMs 4.8-2, 4.8-5** and GHSP EIR 2020 Addendum **MMs 5.5** and **5.8** in consideration of compliance with existing laws, ordinances, regulations and standards. 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 to species that have any potential to occur on the Project site.

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 Project taken in sum with past, present, and reasonably foreseeable projects would not result in cumulatively considerable impacts on biological resources.

J. Cultural 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? (Draft SEIR pgs. 4.3-21 to 4.3-25)

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 conducted as part of the **Cultural Resources Assessment** (**Draft SEIR Appendix D**). 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 GHSP EIR **MM 4.9-4**. Additionally, in the event that a potentially significant archaeological resource is encountered during Project-related ground-disturbing activities, the Draft SEIR included Proposed Project **MMs CUL-1** through **-4** would apply to the Project, ensuring impacts regarding a substantial adverse change of an archaeological resource would be reduced to less than significant levels.

During the Draft SEIR public review period, the County received four comment letters total, three of these letters regarding Cultural and Tribal Cultural Resources, on the Draft SEIR. One comment letter received on January 24, 2024, from Bernadette Ann Brierty, Tribal Historic Preservation Officer Morongo Band of Mission Indians, suggested revisions to the Proposed Project **MMs CUL-1** through **4.** These revisions were included in the Final SEIR and are indicated below as shown with ~~strikethrough~~ and additions are shown with <u>double underline</u>.

Finding.

The Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 with implementation of Project **MM CUL-1** through **MM CUL-4**, and GHSP EIR **MM 4.9-4**. Impacts would be less than significant with mitigation incorporated.

<u>Mitigation Measures</u>

Proposed Project MM CUL-1: Native American Monitoring.

Morongo Band of Mission Indians

<u>Tribal Monitoring Services Agreement.</u> <u>Prior to the issuance of grading permits, the applicant shall enter into a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians (MBMI) for the Project. The Tribal Monitor shall be on-site during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources.</u>

<u>Cultural Resource Management Plan.</u> <u>Prior to any ground-disturbing activities the project Archaeologist shall develop a Cultural Resource Management Plan (CRMP) and/or Archaeological Monitoring and Treatment Plan (AMTP) to address the details, timing, and responsibilities of all archaeological and cultural</u>

resource activities that occur on the project site. This Plan shall be written in consultation with the consulting Tribe[s] and shall include the following: approved Mitigation Measures (MM)/Conditions of Approval (COA), contact information for all pertinent parties, parties' responsibilities, procedures for each MM or COA, and an overview of the project schedule.

Pre-Grade Meeting. The retained Qualified archeologist and Consulting Tribe[s] representative shall attend the pre-grade meeting with the grading contractors to explain and coordinate the requirements of the monitoring plan.

On-site Monitoring. During all ground-disturbing activities the Qualified Archaeologist and the Tribal Monitor shall be on-site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of Tribal Cultural Resources as defined in California Public Resources Code Section 21074. Archaeological and Tribal Monitoring will be discontinued when the depth of grading and the soil conditions no longer retain the potential to contain cultural deposits. The Qualified Archaeologist, in consultation with the Tribal Monitor, shall be responsible for determining the duration and frequency of monitoring.

~~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.

Proposed Project MM CUL-2: Inadvertent Discovery of Archaeological Resources

Morongo Band of Mission Indians ~~and~~

Inadvertent Discovery of Cultural Resources. In the event that previously unidentified cultural resources are unearthed during construction, the Qualified Archaeologist and the Tribal Monitor shall have the authority to temporarily divert and/or temporarily halt ground-disturbance operations in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

If a potentially significant cultural resource(s) is discovered, work shall stop within a 60-foot perimeter of the discovery and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. All work shall be diverted away from the vicinity of the find, so that the find can be evaluated by the Qualified

Archaeologist and Tribal Monitor[s]. The Archaeologist shall notify the Lead Agency and consulting Tribe[s] of said discovery. The Qualified Archaeologist, in consultation with the Lead Agency, the consulting Tribe[s], and the Tribal Monitor, shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the Tribal Cultural Resource shall be made by the Qualified Archaeologist in consultation with the Tribe[s] and the Tribal Monitor[s] and be submitted to the Lead Agency for review and approval. Below are the possible treatments and dispositions of significant cultural resources in order of CEQA preference:

A. Full avoidance.

B. If avoidance is not feasible, Preservation in place.

C. If Preservation in place is 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.

D. If all other options are proven to be infeasible, data recovery through excavation and then curation in a Curation Facility that meets the Federal Curation Standards (CFR 79.1)

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.

MM CUL-3: Retention of Archaeologist. Prior to any ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post replacement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind), and prior to the issuance of grading permits, the Applicant shall retain a Qualified Archaeologist who meets the U.S. Secretary of the Interior Standards (SOI). The Archaeologist shall be present during all ground-disturbing activities to identify any known or suspected archaeological and/or cultural resources. The Archaeologist will conduct a Cultural Resource Sensitivity Training, in conjunction with the Tribe[s] Tribal Historic Preservation Officer (THPO), and/or designated Tribal Representative. The training session will focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event.

MM CUL-4: FINAL REPORT. The final report[s] created as a part of the project (AMTP, isolate records, site records, survey reports, testing reports, etc.) shall be submitted to the Lead Agency and Consulting Tribe[s] for review and comment. After approval of all parties, the final reports are to be submitted to the Eastern Information Center, and the Consulting Tribe[s].

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.

Basis for Finding. GHSP EIR **MM 4.9-4** and Project **MM CUL-1** through **MM CUL-4** requires Native American Monitoring, service agreements, a cultural resource management plan, pre-grading, on-site monitoring, and overall protection of Cultural and Tribal cultural resources. With implementation of Project **MM CUL-1** through **MM CUL-4,** and GHSP EIR **MM 4.9-4**, impacts would be less than significant.

Impact CUL-3 Would the Project disturb any human remains, including those interred outside of dedicated cemeteries? (Draft SEIR pgs. 4.3-26 to 4.3-27)

If human remains are encountered during the undertaking, those remains would require proper treatment in accordance with applicable laws, including Health and Safety Code (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 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-5**, 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.

Finding.

The Project would not disturb any human remains, including those interred outside of dedicated cemeteries with implementation of Project **MM CUL-5**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Proposed Project MM CUL-~~3~~5: Inadvertent Discovery of Human Remains and Associated Funerary Materials.

Gabrieleño Band of Mission Indians-Kizh Nation

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.

Morongo Band of Mission Indians

The Morongo Band of Mission Indians requests the following specific conditions to be imposed in order to protect Native American human remains and/or cremations. No photographs are to be taken except by the coroner, with written approval by the consulting Tribe[s].

A. Should human remains and/or cremations be encountered on the surface or during any and all ground-disturbing activities (i.e., clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all water supply, electrical, and irrigation lines, and landscaping phases of any kind), work in the immediate vicinity of the discovery shall immediately stop within a 100-foot perimeter of the discovery. The area shall be protected; project personnel/observers will be restricted. The County Coroner is to be contacted within 24 hours of discovery. The County Coroner has 48 hours to make his/her determination pursuant to State and Safety Code §7050.5. and Public Resources Code (PRC) § 5097.98.

B. In the event that the human remains and/or cremations are identified as Native American, the Coroner shall notify the Native American Heritage Commission within 24 hours of determination pursuant to subdivision (c) of HSC §7050.5.

C. The Native American Heritage Commission shall immediately notify the person or persons it believes to be the Most Likely Descendant (MLD). The MLD has 48 hours, upon being granted access to the Project site, to inspect the site of discovery and make his/her recommendation for final treatment and disposition, with appropriate dignity, of the remains and all associated grave goods pursuant to PRC §5097.98

D. If the Morongo Band of Mission Indians has been named the Most Likely Descendant (MLD), the Tribe may wish to rebury the human remains and/or cremation and sacred items in their place of discovery with no further disturbance where they will reside in perpetuity. The place(s) of reburial will not be disclosed by any party and is exempt from the California Public Records Act (California Government Code § 6254[r]). Reburial location of human remains and/or cremations will be determined by the Tribe's Most Likely Descendant (MLD), the landowner, and the City Planning Department.

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 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]).

Basis for Finding. Project **MM CUL-5** requires proper procedures are enacted for the inadvertent Discovery of Human Remains and Associated Funerary Materials. With implementation of Project **MM CUL-5**, impacts would be less than significant.

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. (Draft SEIR pgs. 4.3-27 to 4.3-30)

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. Lastly, the Morongo Band of Mission Indians sent a letter on January 24, 2024 during the Draft EIR's public review cycle requesting that certain mitigation measures be included in the Project's Final SEIR.

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. Accordingly, the Project would provide for cultural resource monitoring as requested by the tribes (see GHSP EIR **MM 4.9-4** and Proposed Project **MMs CUL-1** through **-5** above); note that mitigation measures have been updated per the Morongo Band of Mission Indians request for additional mitigation. With implementation of these measures, impacts to tribal cultural resources would be less than significant.

Finding.

The Project would not 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, with implementation of Project **MM CUL-1** through **MM CUL-5** and GHSP EIR **MM 4.9-4**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Refer to GHSP EIR **MM 4.9-4** and Proposed Project **MMs CUL-1** through **-5** above.

Basis for Finding. GHSP EIR **MM 4.9-4** and Project **MM CUL-1** through **MM CUL-5** requires Native American Monitoring, service agreements, a cultural resource management plan, pre-grading, on-site monitoring, and overall protection of Cultural and Tribal cultural resources. With implementation of Project **MM CUL-1** through **MM CUL-5,** and GHSP EIR **MM 4.9-4**, impacts would be less than significant.

Cumulative Cultural and Tribal Cultural Resources Impacts (Draft SEIR pgs. 4.3-30 to 4.3-31)

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, GHSP EIR **MM 4.9-4** and **MMs CUL-1** through **-5** 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 GHSP EIR **MM 4.9-4** and **MMs CUL-1** through **-5**, 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.

K. 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?

(Draft SEIR pgs. 4.4-13 to 4.4-26)

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. 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.

Seismic Ground Shaking

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. More specifically, 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. 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 impacts would be reduce to less than significant impacts.

Liquefaction

According to the Draft EIR Geotechnical Investigation and Rock Evaluation (**Draft SEIR Appendix E1**) and Geotechnical Information Report (**Draft SEIR 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. Additionally, the Project is not identified within an area for having high or medium liquefaction susceptibility. However, the Geotechnical Information Report (**Draft SEIR 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. Impacts would be reduced to less than significant levels.

Landslides

The Project site is in an area designated by the County as having a moderate to high landslide susceptibility. 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**. Lastly 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** to further reduce potential for slope instability. Therefore, impacts related to landslides would be mitigated to less than significant levels.

Finding.

The Project would not 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 Division of Mines and Geology Special Publication 42; Strong seismic ground shaking; Seismic-related ground failure, including liquefaction; and Landslides, with implementation of Project **MM GEO-1** through **MM GEO-5** and GHSP EIR **MM 4.1-3** and GHSP 2020 Addendum EIR **MM 4.1-10**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

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 (c) (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, whichever occurs first, 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, whichever occurs first, 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, whichever occurs first.

If Holocene-active faults, age-undetermined faults, or fault-related ground deformation is found onsite, 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.

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, whichever occurs first, 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, whichever occurs first, 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.

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, whichever occurs first, 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, whichever occurs first.

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 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.

Basis for Finding. Project **MM GEO-1** requires each proposed parcel of the Project be shown to contain buildable space in relation to geologic and geotechnical hazards, prior to issuance of any grading and/or construction permit. Project **MM GEO-2** requires additional investigation be completed by the applicant and approved by the County Geologist. Project **MM GEO-3** requires further evaluation of potential groundwater impacts is required. Project **MM GEO-4** requires project geotechnical consultant complete an evaluation of the liquefaction/lateral spreading potential for the project. **MM GEO-5** would require site specific recommendations for proposed slopes, along with preliminary foundation design

recommendations be required prior to any grading and/or construction permit issuance. GHSP EIR **MM 4.1-3** requires all design and construction be designed to withstand ground shaking forces. GHSP EIR 2020 Addendum **MM 4.1-10** requires foundation and earthwork 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. With implementation of Project **MM GEO-1** through **MM GEO-5** and GHSP EIR **MM 4.1-3** and GHSP 2020 Addendum EIR **MM 4.1-10**, impacts would be less than significant.

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?***

(Draft SEIR pgs. 4.4-26 to 4.4-29)

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.

Liquefaction and Lateral Spreading

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, impacts associated with liquefaction and lateral spreading would be reduced to less than significant levels.

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 (**Draft SEIR 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, impacts due to subsidence would be reduced to a less than significant level.

Expansive Soil

According to the Geotechnical Investigation and Rock Evaluation (**Draft SEIR Appendix E2**), expansive soils would 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.

Finding.

The Project would not result in substantial soil erosion or the loss of topsoil; the Project would not 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; and the Project would not 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, with implementation of Project **MM GEO-3** through **MM GEO-5** and GHSP EIR 2020 Addendum **MM 4.1-10**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Refer to GHSP EIR 2020 Addendum **MM 4.1-10** and Proposed Project **MMs GEO-3** through **-5** discussed above.

Basis of Finding. Project **MM GEO-3** requires further evaluation of potential groundwater impacts is required. Project **MM GEO-4** requires project geotechnical consultant complete an evaluation of the liquefaction/lateral spreading potential for the project. **MM GEO-5** would require site specific recommendations for proposed slopes, along with preliminary foundation design recommendations be required prior to any grading and/or construction permit issuance. GHSP EIR 2020 Addendum **MM 4.1-10** requires foundation and earthwork 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. With implementation of Project **MM GEO-3** through **MM GEO-5** and GHSP 2020 Addendum EIR **MM 4.1-10**, impacts would be less than significant.

Cumulative Geology and Soils Impacts (Draft SEIR pgs. 4.4-31 to 4.4-32)

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.

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.

L. 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? (Draft SEIR pgs. 4.5-19 to 4.3-24)

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.

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. As shown in **Draft SEIR Table 4.5-2**, the Project would result in 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. The amortized Project construction emissions would be 669 $MTCO_2e$ per year. Once construction is complete, construction related GHG emissions would cease.

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 would generate approximately 70,123 $MTCO_2e$ annually from both construction and operations without including mitigation. With implementation of GHSP EIR **MMs 4.6-1** through **4.6-11**, the Project would generate approximately 67,279 $MTCO_2e$ annually from both construction and operations.

The Project would exceed the screening threshold of 3,000 MTCO2e/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.**

Finding.

The Project would not generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment, with implementation of Project **MM GHG-1** and GHSP EIR **MMs 4.6-1** through **MM 4.6-11**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Refer to GHSP EIR **MMs 4.6-1** through **4.6-11** and Proposed Project **MM AQ-1** in Impact AQ-1.

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.

Basis of Finding. Project **MM AQ-1,** and GHSP EIR **MMs 4.6-1** through **4.6-11**, requires measures which would reduce Project emissions. Project **MM GHG-1** requires final plans and designs include all Screening Table Measures selected to achieve a minimum of 100 points. With implementation of Project **MM GHG-1** and GHSP EIR **MMs 4.6-1** through **MM 4.6-11**, impacts would be less than significant.

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? (Draft SEIR pgs. 4.5-24 to 4.5-28)

The County's GHG Reduction Plan includes a review standard of 3,000 $MTCO_2e$ per year, which is used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. The purpose of the Screening Tables is to provide guidance in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. Projects that exceed the 3,000 $MTCO_2e$/year of GHG emissions are required to either achieve a minimum 100 points per the Screening Tables or a 31 percent reduction over 2007 emissions levels. As shown in **Draft SEIR Table 4.5-4** and pursuant to Proposed Project **MM GHG-1**, the Project would earn 102 points on the County's GHG emissions reduction plan.

Therefore, the Project would be consistent with the County's GHG emissions reduction plan. Additionally, the Project would be consistent with all applicable Southern California Association of Governments (SCAG) Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) goals. 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. The Project's consistency with applicable California Air Resources Board (CARB) 2022 Scoping Plan Measures was also analyzed. As discussed previously, the County of San Bernardino has adopted a CEQA-qualified CAP and, as required by Proposed Project **MM GHG-1**, the Project must achieve a minimum of 100 Screening Tables Points, ensuring consistency with the San Bernardino Climate Action Plan (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. Furthermore, compliance with applicable State standards (e.g., continuation of the Cap-and-Trade regulation; CARB's Mobile Source Strategy, Sustainable Freight Action Plan, and Advanced Clean Truck Regulation; Executive Order N-79-20; Senate Bill (SB) 100/renewable electricity portfolio improvements that require 60 percent renewable electricity by 2030 and 100 percent renewable by 2045, etc.) would ensure consistency with State and regional GHG reduction planning efforts. Overall, impacts would be reduced to a less than significant level.

Finding.

The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases, with implementation of Project **MM GHG-1**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Refer to Proposed Project **MM GHG-1** above.

Basis of Finding. Project **MM GHG-1** requires final plans and designs include all Screening Table Measures selected to achieve a minimum of 100 points. With implementation of Project **MM GHG-1**, impacts would be less than significant.

Cumulative Greenhouse Gas Emissions Impacts (Draft SEIR pgs. 4.5-28 to 4.3-29)

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.

Each development within the Project would be required to earn a minimum 100 points on the County's GHG Screening Tables. Therefore, Proposed Project **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.

M. Noise

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? (Draft SEIR pgs. 4.6-14 to 4.6-18)***

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. In accordance with GHSP EIR 2020 Addendum **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 **Draft SEIR Table 4.6-7**, construction noise could be as high as approximately 66 decibels A (dBA) Leq 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 Leq and construction noise impacts would be less than significant. Nevertheless, GHSP EIR 2020 Addendum **MM 4.5-3** 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 GHSP EIR 2020 Addendum **MM 4.5-3**. Therefore, with implementation of GHSP EIR 2020 Addendum **MM 4.5-3** and **MM NOI-1**, impacts associated with temporary increase in ambient noise levels would be less than significant.

With regard to 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.

With regard to on-site operational stationary sources, as shown in **Draft SEIR Table 4.6-8**, the combined noise level is estimated to be up to 37 Leq, which would not exceed the residential nighttime threshold of 45 dBA Leq. 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. 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.

Concerning off-site operational traffic noise, the Project would generate new vehicle trips that would increase noise levels on nearby roadways. However, the Project would not make substantial alterations to roadway alignments or substantially change the vehicle classifications mix on local roadways. Impacts would be less than significant.

Overall, impacts concerning the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project would be less than significant with implementation of **MM NOI-1** and GHSP EIR 2020 Addendum 4.5-1 through 4.5-3.

Finding.

The Project would not 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, with implementation of Project **MM NOI-1** and GHSP EIR 2020 Addendum **MM 4.5-1** through **MM 4.5-3**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

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.
- 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.

Basis of Finding. Project **MM NOI-1** requires 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, prior to the start of construction activities. Additionally, **MM NOI-1** requires all off-site businesses and residents within 500 feet of the Project site be notified of the planned construction activities, prior to the start of construction activities. GHSP EIR 2020 Addendum **MM 4.5-1** through **4.5-3** requires conformance with County performance standards in which construction, demolition, and development activities are conducted within specific time frames, as well as a construction related noise mitigation plan be submitted for the County's review and approval. With implementation of Project **MM NOI-1** and GHSP EIR 2020 Addendum **MM 4.5-1** through **MM 4.5-3,** impacts would be less than significant.

Cumulative Noise Impacts (Draft SEIR pgs. 4.6-19 to 4.3-22)

As indicated in **Draft SEIR, pg. 4.6-20**, 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).

Draft SEIR Table 4.6-11 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.

N. 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? (Draft SEIR pgs. 4.7-14 to 4.7-19)

The Project would be consistent with SB 375 by complying with SCAG's RTP/SCS and San Bernardino County Transportation Authority (SBCTA)'s Congestion Management Plan (CMP). 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 multimodal transportation system and minimizing travel delay, providing technical consistency in multimodal transportation system analysis and providing consistent procedures to identify and evaluate the effectiveness of mitigation measures; and by providing for adequate funding of mitigations through payment of development impact fees. The Project would also comply with the Complete Streets Act of 2008 by being consistent with the Countywide Plan. More specifically, the Project's circulation system 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 circulation system. 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, street lighting, and pedestrian and bicycle facilities pursuant to the County's Development code.

The Project's on-site and off-site circulation/roadway improvements identified in the Project's Traffic Study (pursuant to GHSP EIR **MM 4.4-3** and further discussed in Draft SEIR, pg. 4.7-15) would be constructed in accordance with all applicable Countywide development code circulation and transportation regulations and in support of Countywide transportation-related policies to minimize impacts to traffic and circulation during construction activities.

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.

Therefore, construction-related impacts associated with the Project's proposed roadway improvements would not conflict with an applicable program plan, ordinance, or policy addressing the circulation system.

Once operational, 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. 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. Furthermore, the Project would provide parking facilities between the various project uses (different retail businesses) in compliance with Policy TM-4.10 and 4.11. Sidewalks would ensure safe pedestrian connectivity would be provided between the various buildings.

Overall, the Project would not conflict with a program, plan, ordinance, or policy, addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The Project includes roadway improvements that would be designed in accordance with applicable federal, state, and local provisions, design requirements, and policies. Furthermore, roadway improvements may include a combination of fee payments to established programs, construction of specific improvements, and payment of a fair-share contribution toward future improvements. Therefore, impacts under the Project would be less than significant with implementation of GHSP EIR **MM 4.4-3**.

Finding. The Project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, with implementation GHSP EIR **MM 4.4-3**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

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.

Basis of Finding. GHSP EIR **MM 4.4-3** requires specific projects and development applications within the Glen Helen Specific Plan area 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. With implementation of GHSP EIR **MM 4.4-3,** impacts would be less than significant.

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)? (Draft SEIR pgs. 4.7-21 to 4.7-23)

Concerning 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**. Furthermore, grading and hauling of earthwork is an anticipated activity during construction and frequent trips to and from the Project site would already be expected. 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 GHSP EIR 2020 Addendum **MM 6-1** through **MM 6-3**.

Concerning on-site construction, the Project's construction would occur in conformance with the County of San Bernardino Development Code and to the standards of the County Department of Public Works.

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.

During the Project's operational phase, the Project will 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.

Overall, impacts associated with hazards due to a geometric design feature would be less than significant with implementation of GHSP EIR 2020 Addendum **MMs 6-1** through **6-3**.

Finding.

The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), with implementation of GHSP

EIR 2020 Addendum **MMs 6-1** through **MM 6-3**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

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 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.

Basis of Finding. GHSP EIR 2020 Addendum **MM 6-1** requires the Applicant 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** requires trucks to enter and exit 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. GHSP EIR 2020 Addendum **MM 6-3** requires the Applicant shall submit and, when deemed acceptable, the County shall approve a construction traffic mitigation plan (CTMP), if requires by the County, prior to the issuance of the final grading permit. 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. With implementation of GHSP EIR 2020 Addendum **MMs 6-1** through **MM 6-3,** impacts would be less than significant.

Impact TRANS-4 Would the Project result in inadequate emergency access? (Draft SEIR pgs. 4.7-24 to 4.7-25)

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 CAL/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 GHSP EIR 2020 Addendum **MMs 6-2** and **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. Impacts during construction would be reduced to less than significant levels.

During operations, 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 GHSP EIR 2020 Addendum **MMs 6-2** and **6-3**.

Finding.

The Project would not result in inadequate emergency access, with implementation of GHSP EIR 2020 Addendum **MMs 6-2** and **MM 6-3**. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

See GHSP EIR 2020 Addendum **MMs 6.2** and **6.3** above.

Basis of Finding. GHSP EIR 2020 Addendum **MM 6-2** requires trucks to enter and exit 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. GHSP EIR 2020 Addendum **MM 6-3** requires the Applicant shall submit and, when deemed acceptable, the County shall approve a construction traffic mitigation plan (CTMP), if requires by the County, prior to the issuance of the final grading permit. 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. With implementation of GHSP EIR 2020 Addendum **MMs 6-2** and **MM 6-3,** impacts would be less than significant.

Cumulative Transportation Impacts (Draft SEIR pgs. 4.7-25 to 4.7-26)

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.

4.3 Effects Which Remain Significant and Unavoidable After Mitigation

The County of San Bernardino having reviewed and considered the information contained in the Final SEIR, Technical Appendices and the administrative record, finds, pursuant to California Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), that specific economic, legal, social, technological, or other considerations, makes infeasible the mitigation measures identified in the Final SEIR, and therefore, the Project would cause significant and unavoidable impacts to the categories of:

A. Air Quality

Impact AQ-1 Would the Project conflict with or obstruct implementation of the applicable air quality plan? (Draft SEIR pgs. 4.1-21 to 4.1-23)

Criteria to determine consistency with the applicable air quality plan are provided on **Draft SEIR p. 4.1-22**. As shown in **Draft SEIR Table 4.1-8**, the Project's construction-related emissions with implementation of GHSP EIR 2020 Addendum **MMs 7-1** through **7-10** and **MM AQ-1** would reduce impacts below SCAQMD's construction standards (Draft EIR, pgs. 4.1-24 and 4.1-25). However, the Project's operational emissions would continue to exceed the SCAQMD's operational standards for reactive organic gases (ROG), Nitrogen Oxides (NO_X), and CO, despite implementation of GHSP EIR **MMs 4.6-1** through **4.6-11**, and GHSP EIR 2020 Addendum **MMs 7-10, 7-12**, and **7-16**. Therefore, the Project would potentially contribute to an existing air quality violation. Thus, the Project is not consistent with the first criterion. In addition, 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.

Project emissions levels would remain significant and would contribute to the nonattainment designations in the South Coast Air Basin (SCAB). Therefore, the Project would be inconsistent with the AQMP, resulting in a significant and unavoidable impact despite the implementation of mitigation.

Finding.

The Project would conflict with or obstruct implementation of the applicable air quality plan, despite implementation of **Project MM AQ-1,** GHSP EIR **MMs 4.6-1** through **4.6-11**, and GHSP EIR 2020 Addendum **MMs 7-10, 7-12,** and **7-16**. Impacts would be significant and unavoidable, despite the implementation of mitigation.

Mitigation Measures

Proposed Project 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.

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.

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.
- 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.

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.

Basis of Finding. Project **MM AQ-1** requires the applicant to prepare and submit documentation to the County of San Bernardino that demonstrate that 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 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) be provided to the County at the time of mobilization of each applicable unit of equipment; and all construction equipment and delivery vehicles be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour. Additionally, GHSP EIR **MM 4.6-1** through **MM 4.6-11** requires limitations on vehicle idling, provide dedicated turn lanes as appropriate and provide roadway improvements at heavily congested roadways, installation of energy efficient lighting, landscape with native or drought-resistant species, provisions for local public transportation, utilization of AQMP advanced transportation technologies, trip reduction plans, synchronized traffic signals, and encourage the use of alternative fuel or low emission vehicles. GHSP EIR 2020 Addendum **MM 7-1** through **MM 7-16** requires all active grading areas be watered, limits

amount of grading per day, construction equipment be properly maintained, maintain and operate construction equipment so as to minimize exhaust emission, using line power instead of diesel- or gas-, promote, support, and encourage the scheduling of deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods, due consideration be given to the provision of safe and convenient pedestrian and bicycle access to transit stops and to public transportation facilities, and 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, 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. Despite implementation of Project **MM AQ-1,** GHSP EIR **MMs 4.6-1** through **4.6-11**, and GHSP EIR 2020 Addendum **MMs 7-10, 7-12,** and **7-16,** impacts would remain significant and unavoidable.

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? (Draft SEIR pgs. 4.1-23 to 4.1-28)***

Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area are O3-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. Implementation of GHSP EIR 2020 Addendum **MMs 7-1** through **7-10** and **MM AQ-1** would reduce impacts below SCAQMD's construction standards (Draft SEIR, pgs. 4.1-24 and 4.1-25).

The Project's operational emissions would continue to exceed the SCAQMD's operational standards for ROG, NO_X, and CO, despite implementation of GHSP EIR **MMs 4.6-1** through **4.6-11**, and GHSP EIR 2020 Addendum **MMs 7-10, 7-12**, and **7-16** and compliance with applicable Plans, Programs, Policies (PPP)s-1 through -PPP-5. Mitigation measures from GHSP EIR **4.6-1** through **4.6-11** are required to reduce operational emissions to the maximum extent feasible. However, 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.

Finding.

The Project would 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, despite implementation of Proposed Project **MM AQ-1**, GHSP EIR **MMs 4.6-1** through **4.6-11**, and GHSP EIR 2020 Addendum **MMs 7-1** through **7-10**. Impacts would be significant and unavoidable, despite the implementation of mitigation.

Mitigation Measures

Refer to Proposed Project **MM AQ-1**, GHSP EIR **MMs 4.6-1** through **4.6-11**, and GHSP EIR 2020 Addendum **MMs 7-1** through **7-10**, **7-12**, and **7-16** in Impact AQ-1 above.

Basis of Finding. Project **MM AQ-1** requires the applicant to prepare and submit documentation to the County of San Bernardino that demonstrate that 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 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) be provided to the County at the time of mobilization of each applicable unit of equipment; and all construction equipment and delivery vehicles be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour. Additionally, GHSP EIR **MM 4.6-1** through **MM 4.6-11** requires limitations on vehicle idling, provide dedicated turn lanes as appropriate and provide roadway improvements at heavily congested roadways, installation of energy efficient lighting, landscape with native or drought-resistant species, provisions for local public transportation, utilization of AQMP advanced transportation technologies, trip reduction plans, synchronized traffic signals, and encourage the use of alternative fuel or low emission vehicles. GHSP EIR 2020 Addendum **MM 7-1** through **MM 7-16** requires all active grading areas be watered, limits amount of grading per day, construction equipment be properly maintained, maintain and operate construction equipment so as to minimize exhaust emission, using line power instead of diesel- or gas-, promote, support, and encourage the scheduling of deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods, due consideration be given to the provision of safe and convenient pedestrian and bicycle access to transit stops and to public transportation facilities, and 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, 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. Despite implementation of Project **MM AQ-1,** GHSP EIR **MMs 4.6-1** through **4.6-11**, and GHSP EIR 2020 Addendum **MMs 7-10, 7-12,** and **7-16,** impacts would remain significant and unavoidable.

Cumulative Air Quality Impacts (Draft SEIR pgs. 4.7-25 to 4.7-26)

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. 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 Federal Clean Air Act (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 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.

The Project's 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.

4.4 Environmental Impacts Previously Analyzed as Part of the GHSP EIR and/or the 2020 Addendum to the GHSP EIR Which Are Not "New" or "Substantially More Severe" as a Result of Project Implementation

The County determined that the Project would result in no impact or less than significant impact on the following resource areas: aesthetics, agriculture and forestry services, energy, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, utilities and service systems, and wildfire. In accordance with CEQA Guidelines

Section 15128, these issues were not discussed in detail in the Draft SEIR (refer to **Draft SEIR Chapter 7.0, Effects Found Not to be Significant**, for more detail). The Project and these resource areas listed above were previously analyzed as part of the Glen Helen Specific Plan Program EIR (SCH# 2000011093), which was certified on November 15, 2005, and its 2020 Addendum. Further, pursuant to State CEQA Guidelines Section 15150, the Findings of Fact for the GHSP are herein incorporated by reference to this document. Pursuant to State CEQA Guidelines Section 15162, the Draft SEIR focuses on issues that represent "new" or "substantially more severe" significant environmental impacts than evaluated in the GHSP Program EIR or the 2020 Addendum to the GHSP EIR.

Some of the resource areas analyzed in the previous GHSP EIR identified mitigation measures that would be required to be implemented to reduce impacts to less than significant. The Draft SEIR identified that there was no new information of substantial importance, which was not known or could not have been known at the time of the previous GHSP EIR, and with the implementation of the previously approved mitigation measures there would be no new or substantially more severe impacts. As such, these resource areas were determined by the County to result in no impact or less than significant impact considering the proposed Project.

B. Aesthetics

Regarding scenic resources, while the San Bernardino Countywide Plan's Policy Plan does not officially designate any scenic vistas near the Project site, 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 (refer to **Page 7-3** of the **Draft SEIR**). 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.

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.

Further, the Project would comply with the development standards and design guidelines concerning building height, architectural facades, and landscaping that are identified in the GHSP which were developed with the intent to protect the existing visual character of this region of the County.

The Project would comply with the development standards found within Chapter 83.06 (Fences, Hedges, and Walls), Chapter 83.07 (Glare and Outdoor Lighting), Chapter 83.10 (Landscaping Standards), and Chapter 83.13 (Sign Regulations) of the County's Development Code. Additionally, the Project is within the North Glen Helen sub-planning area of the GHSP.

The Project would implement **MM 13-4** and **MM 13-5** of the 2020 Addendum to the GHSP EIR (refer to **Page 7-5** of the **Draft SEIR**).

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. 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. The Project would adhere to this 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.

Regarding visual character, 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.

Adherence to the design standards of the County Development Code Section 83.07.030 would ensure that light and glare from the Project would be minimized.

Pursuant to CEQA Guidelines Section 15162, impacts related to aesthetic resources would not consist of new or substantially more severe impacts than what was previously analyzed by the GHSP EIR or the 2020 Addendum to the GHSP EIR.

C. Agriculture and Forestry Services

The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The adjacent land is designated as urban and built-up land. The Project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project site does not contain lands designated for agricultural use of a Williamson Act contract. The Project site is designated for Glen Helen Specific Plan – Destination Recreation and is not zoned for agricultural uses. The Project does not contain lands designated for forest land or timberland. 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)). 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. Pursuant to CEQA Guidelines Section 15162, impacts related to agriculture and forestry resources would not consist of new or substantially more severe impacts than what was previously analyzed by the GHSP EIR or the 2020 Addendum to the GHSP EIR.

D. Energy

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. Existing and planned transportation fuel supplies would be sufficient to serve the Project's temporary construction demand. Adherence to air quality **MM 7-3** and **MM 7-5** from the 2020 Addendum EIR and **MM AQ-1** from the Draft SEIR will reduce fuel consumption by ensuring construction equipment is maintained and that engine

within a State scenic highway. 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. The Project would adhere to this 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.

Regarding visual character, 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.

Adherence to the design standards of the County Development Code Section 83.07.030 would ensure that light and glare from the Project would be minimized.

Pursuant to CEQA Guidelines Section 15162, impacts related to aesthetic resources would not consist of new or substantially more severe impacts than what was previously analyzed by the GHSP EIR or the 2020 Addendum to the GHSP EIR.

C. Agriculture and Forestry Services

The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The adjacent land is designated as urban and built-up land. The Project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project site does not contain lands designated for agricultural use of a Williamson Act contract. The Project site is designated for Glen Helen Specific Plan – Destination Recreation and is not zoned for agricultural uses. The Project does not contain lands designated for forest land or timberland. 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)). 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. Pursuant to CEQA Guidelines Section 15162, impacts related to agriculture and forestry resources would not consist of new or substantially more severe impacts than what was previously analyzed by the GHSP EIR or the 2020 Addendum to the GHSP EIR.

D. Energy

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. Existing and planned transportation fuel supplies would be sufficient to serve the Project's temporary construction demand. Adherence to air quality **MM 7-3** and **MM 7-5** from the 2020 Addendum EIR and **MM AQ-1** from the Draft SEIR will reduce fuel consumption by ensuring construction equipment is maintained and that engine

idling is reduced to a minimum (refer to **Page 4.1-20** and **Page 4.1-28** of the **Draft SEIR**). There are no aspects of the Project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities.

During operation, the Project would comply with applicable energy standards and new capacity would not be required. The Project would be required to comply with California's Energy Efficiency Standards for Residential and Non-Residential Buildings which would reduce the growth in electricity and natural gas usage. Further, the Project would comply with and implement **MM 4.6-3** and **MM 4.6-4** from the GHSP EIR and install energy efficient lighting (refer to **Page 7-19** of the **Draft SEIR**). Additionally, the GHSP EIR included Energy Efficient mitigation measures, **4.6-3** through **4.6-11**, to further reduce impacts to less than significant (refer to **Page 7-19** of the **Draft SEIR**). None of the Project energy uses exceed one percent of the corresponding uses within the County. All Project buildings will comply with energy and fuel efficiency laws and regulations; thus, the Project would not be wasteful or inefficient. Pursuant to CEQA Guidelines Section 15162, impacts related to energy resources would not consist of new or substantially more severe impacts than what was previously analyzed by the GHSP EIR or the 2020 Addendum to the GHSP EIR.

E. Hazards and Hazardous Materials

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. The two gas stations proposed under the Project would be installed under oversight by the County Fire Department. 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.

The Project would not release hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The nearest school is Paakuma' K-8 School at 17825 Sycamore Creek Loop Parkway, 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.

The Project site is not listed under the California Hazardous Waste and Substance Site List (Cortese List). Materials and substances would all be subject to applicable health and safety requirements under the Occupational Safety and Health Administration (OSHA).

Regarding potential hazards near an airport, 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.

The Project is not anticipated to interfere or impair an adopted emergency response or evacuation plan. 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. Furthermore, the Project would construct 30-foot-wide driveways throughout the Project site to provide circulation to the individual developments.

Regarding wildlife hazards, the Project site is located within a State Responsibility Area (SRA), Very High Fire Hazard Severity Zone (VHFHSZ) and 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. 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. 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.

Pursuant to CEQA Guidelines Section 15162, impacts related to hazards and hazardous materials would not consist of new or substantially more severe impacts than what was previously analyzed by the GHSP EIR or the 2020 Addendum to the GHSP EIR.

F. Hydrology and Water Quality

Regarding water quality standards, the Project would implement temporary and permanent best management practices (BMPs) which would prevent or substantially limit the runoff of pollutants and as such the Project would not violate any water quality standards.

Regarding groundwater supplies and groundwater recharge, the Project site has been zoned and accounted for in the County's general plan documents and analyses as well as the Water District's planning documents, the assumed water consumptions have been accounted for in the available water supplies. Further, the Project would construct underground detention and infiltration basins which would allow at captured stormwater from the Project site to infiltrate into the soils and provide the opportunity to recharge groundwater supplies.

Regarding the existing drainage patterns, the Project site generally consists of two hills and all stormwaters would drain away from the Project site toward its boundaries. The Project would implement BMPs and landscaping which would stabilize slopes within the Project site such that erosion and siltation would not occur. Additionally, the Project would be designed to accommodate and infiltrate the 100-year storm events. This would result in the Project not contributing to the exceedance of capacity for existing stormwater drainage infrastructure in the area and region.

Concerning Project inundation and flood hazards, the Project site is not located within a flood hazard area, nor is it located within proximity to the ocean such that tsunami could be a risk, nor is it located adjacent to standing bodies of water such that seiche during ground shaking events could risk the release of pollutants due to Project inundation. Further, the Project site is located at a relative high point such that flood depths would need to be so substantial that there would be regional disruption and catastrophe.

Despite these facts, the Project, as it is located within a previously approved and analyzed specific plan area, would implement **MM 4.2-6** and **MM 4.2-7** from the GHSP EIR and **MM 4.2-1**, **MM 4.2-2**, **MM 4-2**, and **MM 4-3** from the 2020 Addendum to the GHSP EIR (refer to **Page 7-33** through **Page 7-36** of the **Draft SEIR**). Pursuant to CEQA Guidelines Section 15162, impacts related to hydrology and water quality would not consist of new or substantially more severe impacts than what was previously analyzed by the GHSP EIR or the 2020 Addendum to the GHSP EIR.

G. Land Use and Planning

The Project would provide for minor modifications to the GHSP-DR zoning. These modifications would modernize and expand the allowable uses and the conditionally allowable uses within the GHSP-DR zone. There are no established communities directly adjacent to the Project site such that development of the Project would physically divide these established communities. While the Project is generally consistent with the Countywide Policy Plan goals and policies, it is partially located within the San Bernardino National Forest boundary. As such, the Project would comply with **MM 1-7** through **MM 1-9** from the 2020 Addendum to the GHSP EIR (refer to **Page 7-37** of the **Draft SEIR**).

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. Pursuant to CEQA Guidelines Section 15162, impacts related to land use and planning would not consist of new or substantially more severe impacts than what was previously analyzed by the GHSP EIR or the 2020 Addendum to the GHSP EIR.

H. Mineral Resources

A portion of the Project site is located on lands designated as Mineral Resource Zone 3 (MRZ-3) by the County, which designates land that has areas containing known or inferred mineral deposits that may qualify as mineral resource. The Project site is not designated for mineral extraction uses nor would mineral extraction be allowed without the approval of a conditional use permit. 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. Pursuant to CEQA Guidelines Section 15162, impacts related to mineral resources would not consist of new or substantially more severe impacts than what was previously analyzed by the GHSP EIR or the 2020 Addendum to the GHSP EIR.

I. Population and Housing

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. Pursuant to CEQA Guidelines Section 15162, impacts related to population and housing would not consist of new or substantially more severe impacts than what was previously analyzed by the GHSP EIR or the 2020 Addendum to the GHSP EIR.

J. Public Services

Regarding fire services, the Project would provide land and prepare for the construction and operation of 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.

In addition, the Project, as it is part of a previously approved and analyzed specific plan area and would implement **MM 4.11-1** through **MM 4.11-3** from the GHSP EIR, and **MM 10-1** and **MM 10-2** from the 2020 Addendum to the GHSP EIR.

Regarding police services, law enforcement services are provided by the San Bernardino County Sheriff's Department. 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. The implementation of the Project would not require new police services to be added, regardless, the Project is providing the means for a new Fire/Sheriff Station to be constructed on-site.

Regarding schools, the Project does not consist of land uses which would increase the demand on school systems, such as residential uses, within the area, however, the Project would be required to comply with **MM 9-6** of the 2020 Addendum to the GHSP EIR.

Refer to **Section 4.4.K, Recreation** of these Findings below for information regarding parks.

Concerning other public facilities, 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 public facilities, or that there is a mechanism in place to expand and provided services should a project require expanded uses. However, the Project would not increase demands on public facilities and services beyond those previously analyzed in the GHSP EIR and the 2020 Addendum to the GHSP EIR. Pursuant to CEQA Guidelines Section 15162, impacts related to public services would not consist of new or substantially more severe impacts than what was previously analyzed by the GHSP EIR or the 2020 Addendum to the GHSP EIR.

K. Recreation

The Project does not include a residential component such that there would be an increase demand on parks and recreational uses. There are no changes, and no expansion of urban land uses beyond what was previously analyzed in the GHSP EIR and the 2020 Addendum to the GHSP EIR. The Project would not directly result in a need for additional recreational facilities. Pursuant to CEQA Guidelines Section 15162, impacts related to recreation would not consist of new or substantially more severe impacts than what was previously analyzed by the GHSP EIR or the 2020 Addendum to the GHSP EIR.

L. Utilities and Service Systems

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. With regards to water services and water supply, the Project site is within West Valley Water District's (WVWD) sphere of influence and therefore would be served by WVWD. WVWD services would be extended and upsized as necessary to service the Project site. 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.

Regarding stormwater infrastructure, the Project would connect to existing stormwater infrastructure and would not require regional or capital improvement of stormwater drainage infrastructure. All stormwater

drainage infrastructure developed within the Project site would be designed to capture and infiltrate the design storm event, specifically the 100-year storm event.

Regarding sanitary services, the Project would be required to construct new sanitary infrastructure (refer to **Figure 3-7** of the **Draft SEIR**). The County Special Districts Service Area 70 GH Glen Helen existing wastewater treatment plant capacity would be able to adequately serve the additional sanitary demand caused by the Project.

With regards to electrical services, the Project site is currently served with electric power through electricity distribution lines that are both aboveground and buried. Additional electrical infrastructure would be installed to provide electricity to the Project site and individual developments within the Project site. Southern California Edison (SCE) has provided the Project Applicant with a will serve letter notifying that electrical services would be provided to the Project site.

Regarding telecommunications services, the construction of substantial new telecommunication infrastructures would not be required. The Project site is served by existing 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 natural gas and telecommunication facilities of which could cause significant environmental effects to meet the Projects utility demand.

Solid waste services for the Project site would be provided by Burrtec, a privately held solid waste company. Solid waste generated by the Project would not exceed state or County standards, nor would it be in excess of the capacity of local solid waste infrastructure. As the Project site is located within a previously approved and analyzed specific plan area, the Project would be required to comply with and implement all applicable mitigations measures identified in the GHSP EIR and the 2020 Addendum to the GHSP EIR which can be found in **Table 1-1** of the **Draft SEIR**.

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 **MM 10-4** of the 2020 Addendum to the GHSP EIR (refer to **Page 7-54** of the **Draft SEIR**). Pursuant to CEQA Guidelines Section 15162, impacts related to utilities and service systems would not consist of new or substantially more severe impacts than what was previously analyzed by the GHSP EIR or the 2020 Addendum to the GHSP EIR.

M. Wildfire

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. 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. 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.

Regarding the spread of wildfire, Project construction, along with the removal of any brush, trees, and grasses would limit the potential for wildfire spreading by removal of source materials. In addition, the Project, as it is part of a previously approved and analyzed specific plan area and would implement **MM 4.11-2** of the GHSP EIR (refer to **Table 1-1** of the **Draft SEIR**). 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.

Regarding post-fire slope instability, the Project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes, due to the removal of steep slopes from the Project site. Pursuant to CEQA Guidelines Section 15162, impacts related to wildfire would not consist of new or substantially more severe impacts than what was previously analyzed by the GHSP EIR or the 2020 Addendum to the GHSP EIR.

Section 5. Other CEQA Considerations

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. Please refer to Section 5.4 of the Draft SEIR for an analysis of the potential growth-inducing impacts of the Project.

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.

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 San Bernardino 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.

Additionally, 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. The GHSP EIR determined that impacts related to population, housing, and employment would be less than significant.

Based upon these considerations, the Project will not result in significant growth-inducing impacts.

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).

Build-out of the Project would commit nonrenewable resources during Project construction and operation. 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. The Project proposes two fueling stations and would store fossil fuels on the Project 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. However, those commitments would occur in accordance with the adopted goals, policies, and implementation measures

of the San Bernardino Countywide Plan, as a matter of public policy, those commitments have been determined to be acceptable. 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 San Bernardino Countywide Plan. Compliance with the San Bernardino County Countywide Plan ensures that any irreversible environmental changes associated with those commitments will be minimized.

Mandatory Findings of Significance

Regarding impacts on habitat or species, 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** of the Draft SEIR) and Special-Status Plant Survey Report (**Appendix C2** of the Draft SEIR), 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** of the Draft SEIR) 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.

Regarding short-term versus long-term 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.

Regarding cumulatively considerable impacts, 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.

Regarding substantial adverse effects on human beings, the following topic areas were determined to be significant and unavoidable with respect to adverse effects on human beings:

- Project-Related Operation Emissions
- AQMP Consistency
- Cumulative Emissions
- Project-Related GHG Emissions

Section 6. Evaluation of Alternatives

In accordance with CEQA Guidelines Section 15126.6(a), an EIR shall describe a range of reasonable alternatives to the project or to the location of the project that could feasibly avoid or lessen any significant environmental impacts of the project while attaining most of the project's basic objectives and evaluate the comparative merits of the alternatives. The Project's objectives are provided in **Section 3.2, Project Objectives** and below. CEQA Guidelines Section 15126.6(b) states that the selection of project 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." As described in CEQA Guidelines Section 15126.6(f)(1), among the factors that may be taken into account when addressing the feasibility of alternatives are environmental impacts, site suitability, economic viability, social and political acceptability, technological capacity, availability of infrastructure, Countywide Plan consistency, specific plan consistency, regulatory limitations, jurisdictional boundaries, and whether the project proponent could reasonably acquire, control, or otherwise have access to an alternative site. If an alternative has effects that cannot be reasonably identified, if its implementation is remote or speculative, or if it would not achieve the basic project objectives, it need not be considered in the EIR.

The Projects potentially significant impacts are defined in **Section 4.1: Air Quality** through **Section 4.7: Transportation** of the 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. In response to the potentially significant impacts that were identified, the SEIR includes the following alternatives for consideration by decision-makers upon action related to the Project:

1. No Project Alternative
2. Existing Specific Plan Alternative
3. Reduced Density Alternative

CEQA Guidelines Section 15126.6(e)(2) indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR, and that

if the "no project" alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives. In general, the environmentally superior alternative is the alternative with the least adverse impacts on the environment.

The impacts of each alternative evaluated in detail in the Draft SEIR are compared to the Project's impacts in Draft SEIR **Section 6.0: Alternatives**, with a summary of comparative impacts provided in **Draft SEIR Table 6-2**.

The County finds that a good faith effort was made to evaluate all feasible alternatives in the EIR that are reasonable alternatives to the Project and could feasibly obtain the basic objectives of the Project, even if alternatives might impede attainment of the Project objectives or be more costly. As a result, the scope of alternatives analyzed in the Final SEIR is not unduly limited or narrow. The County also finds that all reasonable alternatives were reviewed, analyzed, and discussed in the review process of the EIR and the ultimate decision on the Project.

Project Objectives

In identifying potentially feasible alternatives to the Project, the following Project objectives were considered:

- **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.

6.1 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 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.

Additionally, 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.

As identified in PRC Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), findings are required only for "alternatives identified in the environmental impact report." Alternatives that are not reviewed in detail in the EIR because they have been determined to be infeasible need not be discussed in the findings. Therefore, findings are not provided for alternatives considered in the Draft SEIR and rejected from detailed analysis.

6.2 Alternatives Analyzed in the SEIR

6.2.1 Alternative 1: No Project – No Development Alternative

Pursuant to CEQA Guidelines Section 15126.6(e)(3)(B), 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.

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.

Finding. The County finds that the No Project Alternative is infeasible because it would not meet any of the Project Objectives and would not provide any of the benefits associated with the Project, and thus rejects this alternative.

Basis for Finding. 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.

6.2.2 Alternative 2: Existing Specific Plan Alternative

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. 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.

Finding. The County finds that the Existing Specific Plan Alternative would generally meet the Project objectives, but some important objectives would be met to a lesser extent than the Project while resulting in mostly similar or greater environmental impacts, and thus rejects this alternative.

Basis for Finding. 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.

6.2.3 Alternative 3: Reduced Intensity Alternative

The Reduced Density Alternative (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 that what was proposed for the Project. For the purposes of this analysis, a 25 percent reduction in density was assumed.

Finding. The County finds that the Reduced Density Alternative is infeasible because it fails to meet important Project objectives, would result in greater impacts for most environmental resource areas as compared to the Project, and would require additional approvals by other agencies, and thus rejects this alternative.

Basis for Finding. 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.

6.2.4 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires the designation of an environmentally superior alternative to the Project and, if the environmentally superior alternative is the No Project Alternative, selection of an environmentally superior alternative from among the remaining alternatives.

Of the alternatives listed above, Alternative 3, Reduced Density Alternative, is conservatively considered as the environmentally superior alternative, as Alternative 3 would reduce the development footprint by 25 percent, therefore, Alternative 3 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. However, 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 bypass 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.

Section 7. Findings Regarding the Final SEIR

Chapter 2.0, Comment Letters and Responses to Comments, of the Final SEIR provides the comments received during the public review period on the Draft SEIR, as well as San Bernardino County's responses to these comments. The focus of the responses to comments is on the disposition of significant environmental issues as raised in the comments, as specified by CEQA Guidelines Section 15088(c). The County provided a written proposed response to each public agency on comments made by that public agency pursuant to CEQA Guidelines Section 15088(b).

One commenter requested to work with the County and/or developer to ensure a historic marker, Pioneer Woman, located within the Project boundary, is properly preserved. County staff coordinated with this commenter as requested. On February 7, 2024, the commentor sent a follow up email stating that on February 6, 2024, the San Bernardino Historical & Pioneer Society held a special board meeting. The Board unanimously approved moving the Pioneer Women monument from its previous location, at the intersection of Glen Helen Parkway and the northbound Interstate-15 (I-15) freeway on-ramp, to a site in Glen Helen Park, near the existing Sycamore Grove Monument, at the Applicant's expense. See Section 2.0, Comment Letters and Responses to Comments for further detail.

The purpose of the Final SEIR is to respond to all comments received by the County regarding the environmental information and analyses contained in the Draft SEIR. Chapter 3.0, Corrections and Additions to the SEIR, of the Final SEIR includes any clarifications/corrections to the text of the SEIR generated either from responses to comments or independently by San Bernardino County. San Bernardino County finds that comments made on the Draft SEIR, the responses to these comments, and revisions to the EIR clarify or update the analysis presented in the document but do not change the analysis or conclusions of the SEIR. Accordingly, no significant new information, as described in CEQA Guidelines Section 15088.5, was added to the SEIR after the Draft SEIR was made available for public review.

The comments, responses to comments, and the clarifications to the SEIR do not trigger the need to recirculate the EIR pursuant to CEQA Guidelines Section 15088.5. These changes merely clarify or update the discussion but do not change the analysis or conclusions of the SEIR. Based on the analysis in the Draft SEIR, the comments received, and the responses to these comments, no substantial new environmental issues have been raised that have not been adequately addressed in the SEIR. Also, no

changes to the analysis or conclusions of the SEIR are necessary based on the comments, the responses to the comments, and the revisions to the SEIR.

Section 8. Findings Regarding the Mitigation Monitoring and Reporting Program

PRC Section 21081.6 requires that when a public agency is making the finding required by PRC Section 21081(a)(1), the public agency shall adopt a reporting or monitoring program for the changes made to the Project or conditions of Project approval adopted in order to mitigate or avoid significant effects on the environment.

The mitigation measures in the MMRP would serve to avoid or reduce environmental impacts associated with implementation of the Project to less than significant levels, as supported by substantial evidence in the Record of Proceedings for the Project. The MMRP ensures implementation of the mitigation measures and provides the following information: (1) the full text of the mitigation measure and the impact statement(s) to which it applies; (2) the timing/phase of the Project during which the measure would be implemented; (3) the agency responsible for monitoring implementation of the mitigation measure; and (4) the procedure to demonstrate implementation and compliance of the mitigation measure. Thus, the County hereby finds that the MMRP meets the requirements of PRC Section 21081.6.

Section 9. Statement of Overriding Considerations

9.1 Introduction

The California Environmental Quality Act (CEQA) and the CEQA Guidelines provide in part the following:

(a) CEQA requires that the decision maker balance the benefits of a Project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of the Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

(b) Where the decision of the public agency allows the occurrence of significant effect that are identified in the Final EIR but are not mitigated, the agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. This statement may be necessary if the agency also makes the findings under Section 15091(a)(2) or (a)(3) of the CEQA Guidelines.

(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 (Section 15093 of the CEQA Guidelines).

The County of San Bernardino, having reviewed and considered the information contained in the Final SEIR for the Project, Responses to Comments and the public record, adopts the following Statement of Overriding Considerations that have been balanced against the unavoidable adverse impacts in reaching a decision on this Project.

9.2 Overriding Considerations

To the extent that the significant effects of the Project are not avoided or substantially lessened to below a level of significance, the County of San Bernardino, having reviewed and considered the information contained in the EIR and the public record, and having balanced the benefits of the Project against the unavoidable effects which remain, finds that such unmitigated effects to be acceptable in view of the following overriding considerations. CEQA Guidelines Section 15093(a) requires the Lead 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 outweigh the unavoidable adverse environmental effect, the adverse environmental effects may be considered acceptable. The following are a list Project benefits:

1. All feasible mitigation measures have been imposed to lessen Project impacts to less than significant levels; and furthermore, that alternatives to the Project are infeasible because while they have similar or less environmental impacts, they do not provide the benefits of the Project, when compared to the Project, as described in the Statement of Facts and Findings.

2. The Project as proposed includes the development of approximately 202,900 square feet of potential commercial and retail uses including overnight accommodations for travelers/visitors to the area such as hotels; fitness facilities such as health clubs; markets and shops that will serve the local community; auto service stations such as car washes and gas stations; and restaurants.

3. The Project as proposed includes the development of a joint public facility for the Fire and Sheriff Departments.

4. All commercial buildings in the Project will be designed to comply with California Green Building Standards Code (CCR, Title 24, Part 11), which promote healthy, highly efficient, and sustainable green buildings.

5. The Project will provide all necessary infrastructure to enable solar photovoltaic systems when applicable on the roofs of the commercial buildings.

6. The Project would encourage alternative modes of transportation and accessibility with 5-foot-wide sidewalks proposed along the interior streets and a 5-foot wide sidewalk along Glen Helen Parkway, adjacent to The Oasis at Glen Helen Parkway.

7. The Project is consistent with, and will contribute to, achieving the goals and objectives established by the County's General Plan – referred to as the "Countywide Plan". Implementing the County's Countywide Plan as a policy is a legal and social prerogative of the County.

8. As the Project includes commercial and retail uses, approval of the Project will create local and regional employment-generating opportunities for citizens of the County and surrounding communities. In addition, construction of the Project will result in temporary employment for individuals in the construction field.

9. Construction-related spending for materials, hardware, etc. and spending by construction workers at restaurants, service stations, and similar businesses will create an ongoing stimulus to the local and regional economies during the development of the Project over the course of several years.

10. Approval of the Project will contribute towards maximizing employment opportunities within the County to improve the jobs-housing balance and to reduce systemic unemployment within the County. The Project will include the development of businesses that will serve consumers and businesses in the County and region.

11. Approval of the Project will enhance the fiscal performance of the County. It will also contribute to the City of Rialto's fiscal sustainability as it is within that city's Sphere of Influence. The Project would help stabilize the County's fiscal health.

12. Approval of the Project will result in improved infrastructure to keep pace with local and regional development and will enhance the quality of life for the County's and neighboring cities' residents by interconnecting various land uses through the improvement of existing roadways and construction of new signals. As the Project is in the Sphere of Influence of the City of Rialto, it will positively contribute to the well-being of Rialto's residents and business community.

13. The Project is strategically located in close proximity to Interstate 15 (I-15) and Interstate 215 (I-215), roads, and nearby airports such as Ontario International Airport and the development of locally accessible retail and commercial uses will reduce vehicle miles traveled.

14. The Project will provide a network of fully improved internal driveways for the mobility of visitors and customers.

15. The Project will pay fair share contributions towards future regional circulation improvements.
16. The Project is in alignment with the original intent of the Glen Helen Specific Plan as with its implementation it will provide low-intensity retail and commercial uses.
17. New retail and commercial development within the Project will not exceed the maximum Floor Area Ratio of 0.20 allowed in the Glen Helen Specific Plan.

Although significant impacts will remain, the County will mitigate any significant adverse impacts to air quality to the maximum extent practicable. In its decision to approve the Project, the County has considered the Project benefits to outweigh the environmental impacts.

Section 10. Certification of the Final SEIR

10.1 Findings

The County certifies that the Final SEIR was prepared in compliance with CEQA and the CEQA Guidelines and that the County has complied with CEQA's procedural and substantive requirements.

The County further certifies that it has reviewed and considered the Final SEIR in evaluation the Project and that the Final SEIR reflects the independent judgment and analysis of the County. The County further finds that no new significant information as defined by CEQA Guidelines Section 15088.5, has been received by the County after the circulation of the Draft EIR that would require recirculation.

Accordingly, the County certifies the Final SEIR for The Oasis at Glen Helen Parkway Project.

As the decision-making body for approval, the County has reviewed and considered the information contained in the Findings and supporting documentation. The County determines that the Findings contain a complete and accurate reporting of the unavoidable impacts and benefits of the Project as detailed in the Statement of Overriding Considerations.

10.2 Significant Unavoidable Impacts

10.2.1 GHSP EIR and 2020 GHSP EIR Addendum

A summary of the impacts identified in the GHSP EIR indicated that implementation of the GHSP project would result in significant and unavoidable impacts in the areas of Traffic and Circulation, Climate and Air Quality, and Visual Resources/Aesthetics.

Traffic and Circulation

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. 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.

The GHSP EIR (SCH# 2000011093), as amended in December 2020 (2020 GHSP EIR Addendum), included mitigation measures. The 2020 GHSP EIR Addendum 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.

Climate and Air Quality

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. The GHSP EIR (SCH# 2000011093), as amended in December 2020 (2020 GHSP EIR Addendum), included mitigation measures. The GHSP EIR 2020 Addendum 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 GHSP EIR 2020 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 GHSP EIR 2020 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.

Visual Resources/Aesthetics

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. 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.

10.2.2 Proposed Project

The Project will have significant adverse impacts even following adoption of all feasible mitigation measures which are required by the County. The following significant environmental impacts have been identified in the Final SEIR and will require mitigation but cannot be mitigated to a level of insignificance:

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 construction and operational emissions; (2) result in a cumulatively considerable net increase in criteria pollutants for which the region is non-attainment, due to construction and operational emissions; and (3) although localized impacts would be less than significant for both Project-related construction and operational emissions, a significant and unavoidable cumulative impact would result due to regional criteria pollutant emissions.

Details of these significant unavoidable adverse impacts were discussed in the Draft SEIR (refer to **pages 4.1-21** through **4.1-23** of the Draft SEIR) and are summarized, or were otherwise provided in *Section 4.3, Environmental Effects Which Remain Significant and Unavoidable After Mitigation and Findings*, in the Facts and Findings and Statement of Statement of Overriding Considerations.

The County has eliminated or substantially reduced environmental impacts where feasible as described in the Findings, and the County determines that the remaining unavoidable significant adverse impacts are acceptable due to the reasons set forth in the Statement of Overriding Considerations (See Section 9.0).

10.3 Conclusions

1. Except as to those impacts stated above relating to air quality, all other significant environmental impacts from the implementation of the Project have been identified in the SEIR and, with implementation of the mitigation measures identified, will be mitigated to less than significant levels.

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
Section 7.13, Wildfire				
Refer to **GHSP EIR 2020 Addendum MM 4.11-2** above.	Pre-construction	County Land Use Services Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	

2. Alternatives to the Project, which could potentially achieve the basic objectives of the Project, have been considered and rejected in favor of the Project.
3. Environmental, economic, social, and other considerations and benefits derived from the development of the Project override and considered any alternatives to the Project or further mitigation measures beyond those incorporated into the Project were rejected in favor of the Project.

Section 11. Adoption of Mitigation Monitoring and Reporting Program

Pursuant to *Public Resources Code* Section 21081.6, the County hereby adopts, as conditions of approval of the Project, the Mitigation Monitoring and Reporting Plan (MMRP). In the event of any inconsistencies between the mitigation measures set forth herein and the attached MMRP, the MMRP shall control, except to the extent that a mitigation measure contained herein is inadvertently omitted from the MMRP, in which case such mitigation measure shall be deemed as if it were included in the MMRP.

EXHIBIT D

Mitigation Monitoring and Reporting Plan

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP), which is provided in **Table 1: Mitigation Monitoring and Reporting Program**, below, has been prepared pursuant to Public Resources Code (PRC) Section 21081.6 and CEQA Guidelines Section 15097, which require adoption of an MMRP for projects where the Lead Agency has adopted mitigation to avoid significant environmental effects. The County of San Bernardino (County) is the Lead Agency for the Subsequent Environmental Impact Report for The Oasis at Glen Helen Parkway Project (Project), and therefore is responsible for administering and implementing the MMRP. The decision-makers must define specific reporting and/or monitoring requirements to be enforced during Project implementation prior to final approval of the proposed Project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the EIR are implemented, thereby minimizing identified environmental effects.

Final clearance shall require all applicable verification as indicated in **Table 1**. The County will have primary responsibility for monitoring and reporting the implementation of the mitigation measures unless otherwise indicated. The mitigation measures are identified by the impact category and number that correspond with the Draft EIR.

Table 1: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
Section 4.1, Air Quality				
Project 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.	Prior to issuance of grading permits	County Land Use Services Department Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino.	
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	Prior to the approval of the grading permit	County Land Use Services Department Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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				

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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.				
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.	Prior to issuance of grading permits	County Building and Safety Department County Planning Division Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino	
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.	Prior to issuance of grading permits	County Traffic Department County Building and Safety Department County Planning Division Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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.	Prior to the issuance of grading permits	County Building and Safety Department County Planning Division Project Applicant	Applicant shall prepare and submit documentation the County of San Bernardino	
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.	Prior to the issuance of grading permits	County Building and Safety Department County Planning Division Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino	
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.	Prior to issuance of grading permits	County Transportation Authority County Building and Safety Department County Planning Division Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino County Transportation Authority	
GHSP EIR MM 4.6-6: Employers should provide bicycle lanes, storage areas, and amenities, and ensure efficient parking management.	Prior to issuance of grading permits	County Transportation Authority	Applicant shall prepare and submit documentation to the County of San Bernardino County Transportation Authority	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
• 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.		County Building and Safety Department County Planning Division Project Applicant		
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.	Prior to the issuance of grading permits	South Coast Air Quality Management District County Planning Division Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino Building and Safety Department	
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.	Prior to the issuance of grading permits	South Coast Air Quality Management District County Planning Division Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino Building and Safety Department	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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.	Prior to the issuance of grading permits	South Coast Air Quality Management District County Planning Division Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino Building and Safety Department	
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.	Prior to the issuance of grading permits	County Traffic Planning Department County Building and Safety Department County Planning Division Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino Building and Safety Department	
GHSP EIR MM 4.6-11: Encourage the use of alternative fuel or low emission vehicles to comply	Prior to the issuance of grading permits	South Coast Air Quality Management District	Applicant shall prepare and submit documentation to the County of	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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.		County Planning Division County Building and Safety Department Project Applicant	San Bernardino Building and Safety Department	
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).	During grading	County Land Use Services Department Project Applicant	Applicant shall document through the duration of grading as part of compliance with the general construction permit and provide documentation to the County of San Bernardino Land Use Services Department upon request,	
GHSP EIR 2020 Addendum MM 7-2: All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specification.	Prior to the issuance of grading permits	County Land Use Services Department Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino	
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.	Prior to the issuance of grading permits	County Land Use Services Department Project Applicant	Applicant shall prepare and submit documentation related to construction phasing and scheduling to the County of San Bernardino Land Use Services Department	
GHSP EIR 2020 Addendum MM 7-4: The Applicant shall use line power instead of diesel- or gas-powered	Prior to the issuance of grading permits	County Land Use Services Department	Applicant shall prepare and submit documentation related to procurement of electricity to the	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
generators at all construction sites wherever line power is reasonably available.		Project Applicant	County of San Bernardino Land Use Services Department	
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.	During construction	County Land Use Services Department Project Applicant	Applicant shall prepare and submit documentation upon request to the County of San Bernardino regarding compliance with this measure	
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.	Prior to issuance of grading permits	County Land Use Services Department Project Applicant	Applicant shall prepare and submit documentation upon request to the County of San Bernardino regarding compliance with this measure	
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 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.	Prior to issuance of grading permits	County Land Use Services Department Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino Building and Safety Department	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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.	Prior to the issuance of grading permits	County Land Use Services Department Project Applicant	Applicant shall prepare and submit documentation upon request to the County of San Bernardino regarding compliance with this measure	
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.	Prior to the issuance of grading permits	County Land Use Services Department Project Applicant	Applicant shall prepare and submit documentation upon request to the County of San Bernardino regarding compliance with this measure	
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.	During site plan review	County Land Use Services Department Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino Building and Safety Department	
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.	Prior to the issuance of grading permits	County Land Use Services Department Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino Building and Safety Department	
Section 4.2, Biological Resources				

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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.).	Prior to any ground disturbance or vegetation removal activities that may disrupt the species	County Land Use Services Department Project Applicant Qualified biologist	Compliance shall be demonstrated by a letter report containing the results of the survey. If necessary, consultation with the CDFW and/or USFWS. Compliance shall be demonstrated by an Incidental Take Permit(s) from the CDFW and/or USFWS.	
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 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.	Prior to the removal or disturbance of RSS	Qualified Biologist County Planning Division California Department of Fish and Game and U.S. Fish and Wildlife Service Project Applicant	Compliance shall be demonstrated by a letter report containing the results of the survey. If necessary, consultation with the CDFW and/or USFWS. Compliance shall be demonstrated by an Incidental Take Permit(s) from the CDFW and/or USFWS.	
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 on-site at the time of tree removal.	Prior to the removal of any stand of trees	Qualified Biologist County Planning Division California Department of Fish and Game and U.S. Fish and Wildlife Service Project Applicant	Compliance shall be demonstrated by a letter report containing the results of the survey. If necessary, consultation with the CDFW and/or USFWS. Compliance shall be demonstrated by an Incidental Take Permit(s) from the CDFW and/or USFWS.	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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.	Prior to the removal of any vegetation	Qualified Biologist County Planning Division California Department of Fish and Game and U.S. Fish and Wildlife Service Project Applicant	Compliance shall be demonstrated by a letter report containing the results of the survey. Evidence of USFWS and/or CDFW determination and payment of required fees shall be submitted to the County.	
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 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.	Prior to the removal of all suitable habitat	County Land Use Services Department Project Applicant Qualified biologist	Compliance shall be demonstrated and verified through periodic inspections by the County. If necessary, consultation with the CDFW and/or USFWS.	
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)	Prior to the commencement of any grubbing or grading activities	County Land Use Services Department Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino .	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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 and Tribal Cultural Resources				
Project MM CUL-1 Native American Monitoring **Morongo Band of Mission Indians** **Tribal Monitoring Services Agreement:** Prior to the issuance of grading permits, the applicant shall enter into a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians (MBMI) for the Project. The Tribal Monitor shall be on-site during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources.	Prior to the issuance of grading permits Prior to any ground-disturbing activities	County Land Use Services Department Project Applicant Tribal Monitor Project Archaeologist	The Applicant shall submit the Executed Tribal monitoring services agreement prior to the issuance of grading permit. Upon discovery, coordination with the Morongo Band of Mission Indians Cultural Resources Department and Gabrieleño Band of Mission Indians – Kizh Nation. 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	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
Cultural Resource Management Plan Prior to any ground-disturbing activities the project Archaeologist shall develop a Cultural Resource Management Plan (CRMP) and/or Archaeological Monitoring and Treatment Plan (AMTP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the project site. This Plan shall be written in consultation with the consulting Tribe[s] and shall include the following: approved Mitigation Measures (MM)/Conditions of Approval (COA), contact information for all pertinent parties, parties' responsibilities, procedures for each MM or COA, and an overview of the project schedule. **Pre-Grade Meeting** The retained Qualified archeologist and Consulting Tribe[s] representative shall attend the pre-grade meeting with the grading contractors to explain and coordinate the requirements of the monitoring plan. **On-site Monitoring** During all ground-disturbing activities the Qualified Archaeologist and the Tribal Monitor shall be on-site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of Tribal Cultural Resources as defined in California Public Resources Code Section 21074. Archaeological and Tribal Monitoring will be discontinued when the depth of grading and the soil conditions no longer retain the potential to contain cultural deposits. The Qualified Archaeologist, in consultation with the Tribal Monitor, shall be responsible for determining the duration and frequency of monitoring. **Gabrieleño Band of Mission Indians-Kizh Nation**			on the project site or in connection with the project are complete 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	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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.				

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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.				
Project MM CUL-2: Inadvertent Discovery of Archaeological Resources **Morongo Band of Mission Indians** **Inadvertent Discovery of Cultural Resources** In the event that previously unidentified cultural resources are unearthed during construction, the Qualified Archaeologist and the Tribal Monitor shall have the authority to temporarily divert and/or temporarily halt ground-disturbance operations in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed. If a potentially significant cultural resource(s) is discovered, work shall stop within a 50-foot perimeter of the discovery and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. All work shall be diverted away from the vicinity of the find, so that the find can be evaluated by the Qualified Archaeologist and Tribal Monitor[s].	During construction	County Land Use Services Department Project Applicant Tribal Monitor	Upon discovery, a Monitoring and Treatment Plan prepared by Qualified Archaeologist shall be submitted to the Director of the Planning Division for review and comment. Compliance report by Qualified Archaeologist. Upon discovery, coordination with the Morongo Band of Mission Indians Cultural Resources Department, Gabrieleño Band of Mission Indians – Kizh Nation, and Yuhaaviatam of San Manuel Nation.	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
The Archaeologist shall notify the Lead Agency and consulting Tribe[s] of said discovery. The Qualified Archaeologist, in consultation with the Lead Agency, the consulting Tribe[s], and the Tribal Monitor, shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the Tribal Cultural Resource shall be made by the Qualified Archaeologist in consultation with the Tribe[s] and the Tribal Monitor[s] and be submitted to the Lead Agency for review and approval. Below are the possible treatments and dispositions of significant cultural resources in order of CEQA preference: A. Full avoidance. B. If avoidance is not feasible, Preservation in place. C. If Preservation in place is 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. D. If all other options are proven to be infeasible, data recovery through excavation and then curation in a Curation Facility that meets the Federal Curation Standards (CFR 79.1) **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				

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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 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				

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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.				
Project MM CUL-3: Retention of Archaeologist. Prior to any ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post replacement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind), and prior to the issuance of grading permits, the Applicant shall retain a Qualified	Prior to any ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post replacement and removal, construction excavation, excavation for all utility and	County Land Use Services Department Project Applicant Qualified Archaeologist	Upon discovery, a Monitoring and Treatment Plan prepared by Qualified Archaeologist shall be submitted to the Director of the Planning Division for review and comment.	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
Archaeologist who meets the U.S. Secretary of the Interior Standards (SOI). The Archaeologist shall be present during all ground-disturbing activities to identify any known or suspected archaeological and/or cultural resources. The Archaeologist will conduct a Cultural Resource Sensitivity Training, in conjunction with the Tribe[s] Tribal Historic Preservation Officer (THPO), and/or designated Tribal Representative. The training session will focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event.	irrigation lines, and landscaping phases of any kind), and prior to the issuance of grading permits		Compliance report by Qualified Archaeologist.	
Project MM CUL-4: FINAL REPORT: The final report[s] created as a part of the project (AMTP, isolate records, site records, survey reports, testing reports, etc.) shall be submitted to the Lead Agency and Consulting Tribe[s] for review and comment. After approval of all parties, the final reports are to be submitted to the Eastern Information Center, and the Consulting Tribe[s].	Upon completion of field work	County Land Use Services Department Project Applicant Qualified Archaeologist	Upon discovery, a Monitoring and Treatment Plan prepared by Qualified Archaeologist shall be submitted to the Director of the Planning Division for review and comment. Compliance report by Qualified Archaeologist.	
Project MM CUL-~~3~~5: Inadvertent Discovery of Human Remains and Associated Funerary Materials **Gabrieleño Band of Mission Indians-Kizh Nation** 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	During grading	County Land Use Services Department Project Applicant Tribal Monitor	Upon discovery, a Monitoring and Treatment Plan prepared by Qualified Archaeologist shall be submitted to the Director of the Planning Division for review and comment. Compliance report by Qualified Archaeologist. Upon discovery, coordination with the Morongo Band of Mission Indians Cultural Resources	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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. **Morongo Band of Mission Indians** The Morongo Band of Mission Indians requests the following specific conditions to be imposed in order to protect Native American human remains and/or cremations. No photographs are to be taken except by the coroner, with written approval by the consulting Tribe[s]. A. Should human remains and/or cremations be encountered on the surface or during any and all ground-disturbing activities (i.e., clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all water supply, electrical, and irrigation lines, and landscaping phases of any kind), work in the immediate vicinity of the discovery shall immediately stop within a 100-foot perimeter of the discovery. The area shall be protected; project personnel/observers will be restricted. The County Coroner is to be contacted within 24 hours of discovery. The County Coroner has 48 hours to make his/her determination pursuant to State and Safety Code §7050.5. and Public Resources Code (PRC) § 5097.98.			Department, Gabrieleño Band of Mission Indians – Kizh Nation, and Yuhaaviatam of San Manuel Nation.	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
B. In the event that the human remains and/or cremations are identified as Native American, the Coroner shall notify the Native American Heritage Commission within 24 hours of determination pursuant to subdivision (c) of HSC §7050.5. C. The Native American Heritage Commission shall immediately notify the person or persons it believes to be the Most Likely Descendant (MLD). The MLD has 48 hours, upon being granted access to the Project site, to inspect the site of discovery and make his/her recommendation for final treatment and disposition, with appropriate dignity, of the remains and all associated grave goods pursuant to PRC §5097.98 D. If the Morongo Band of Mission Indians has been named the Most Likely Descendant (MLD), the Tribe may wish to rebury the human remains and/or cremation and sacred items in their place of discovery with no further disturbance where they will reside in perpetuity. The place(s) of reburial will not be disclosed by any party and is exempt from the California Public Records Act (California Government Code § 6254[r]). Reburial location of human remains and/or cremations will be determined by the Tribe's Most Likely Descendant (MLD), the landowner, and the City Planning Department. 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				

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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]).				
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 of the find shall be suspended or diverted. The project proponent/applicant shall retain an archeologist that meets Secretary of Interior (SOI) professional qualifications in archaeology to perform an assessment of the resource.	During grading	Qualified Archaeologist Project Applicant	Upon discovery, a Monitoring and Treatment Plan prepared by Qualified Archaeologist shall be submitted to the Director of the Planning Division for review and comment. Compliance report by Qualified Archaeologist. Upon discovery, coordination with the Morongo Band of Mission Indians Cultural Resources Department, Gabrieleño Band of	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
			Mission Indians – Kizh Nation, and Yuhaaviatam of San Manuel Nation.	
Section 4.4, Geology and Soils				
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, whichever occurs first, each proposed parcel of this Project shall be shown to contain buildable space in relation to geologic and geotechnical hazards.	Prior to issuance of any grading and/or construction permit, whichever occurs first	County Land Use Services Department County Geologist Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino.	
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	Prior to issuance of any grading and/or construction permit, whichever occurs first Prior to commencing the required fault investigation	County Land Use Services Department County Geologist Project Applicant	County shall be consulted prior to commencing the required fault investigation. Compliance shall be demonstrated through submission of a faulting study. The project geotechnical consultant shall notify the County Geologist at least 48 hours in advance of the availability of field exposures for review	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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, whichever occurs first, 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, whichever occurs first. 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				

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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				

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
fault trace or as recommended by the project geologist and approved by the County Geologist or individual designated by the Building Official.				
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, whichever occurs first, 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, whichever occurs first, 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.	Prior to issuance of any grading and/or construction permit, whichever occurs first	County Land Use Services Department County Geologist Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino	
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, whichever occurs first, the project geotechnical consultant shall complete an evaluation of the liquefaction/lateral spreading potential for the	Prior to the issuance of any grading and/or construction permit, whichever occurs first	County Land Use Services Department County Geologist Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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.				
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-	Prior to the issuance of any grading and/or construction permit, whichever occurs first	County Land Use Services Department County Geologist Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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, whichever occurs first.				
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 shaking forces of a minor earthquake without damage, of a moderate earthquake without structural damage, and a major earthquake without collapse.	Prior to the issuance of any grading and/or construction permit, whichever occurs first	County Building and Safety Department County Geologist County Planning Division Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino .	
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.	Prior to the issuance of any grading and/or construction permit, whichever occurs first	County Building and Safety Department Planning Division Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino.	
Section 4.5, Greenhouse Gas Emissions				
Refer to **GHSP EIR MM 4.6-1** through **4.6-11,** and **Project MM AQ-1** above. **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	Prior to the issuance of any grading and/or construction permit, whichever occurs first	South Coast Air Quality Management District County Planning Division County Building and Safety Department Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino.	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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.				
Section 4.6, Noise				
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.	At least 21 days prior to the start of construction activities and during	County Land Use Services Department Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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.				

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
• 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.				
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.	Prior to the issuance of any grading and/or construction permit, whichever occurs first	County Public Works Project Applicant	Applicant shall document through the duration of grading/or construction as part of compliance with the County performance standards and send to the County of San Bernardino Land Use Services Department upon request, .	
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	Prior to the issuance of any grading and/or construction permit, whichever occurs first	County Public Works Project Applicant	Applicant shall document through the duration of grading/or construction as part of compliance with the County performance standards and send to the County of San Bernardino Land Use Services Department upon request, .	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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.	Prior to the issuance of any grading permits	County Environmental Health Services Department Public Works Division Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
Section 4.7, Transportation				
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.	Prior to the issuance of grading permits	County Traffic Planning Public Works Division Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino.	
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.	Prior to the issuance of final grading permits	County Land Use Services Department Project Applicant	Compliance shall be demonstrated and verified through final inspections by the County upon completion.	
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 dwelling	Prior to the issuance of the final grading plan	County Land Use Services Department Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino Building and Safety Department	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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	Prior to the issuance of the final grading permit	County Land Use Services Department Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino Building and Safety Department	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
and maintenance-related traffic so that it does not unduly create any safety hazards to children, to pedestrians, and to other parties.				
Section 7.2, Aesthetics				
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.	Prior to the issuance of grading permits	County Land Use Services Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
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.	Prior to the issuance of grading permits	County Land Use Services Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
Section 7.4, Energy				
GHSP EIR 2020 Addendum MM 4.6-3: Install energy-efficient lighting.	Prior to the issuance of building permits	County Building and Safety Department County Planning Division Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
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.	Prior to the issuance of grading permits	County Building and Safety Department	Compliance shall be demonstrated and verified through periodic inspections by the County.	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
		County Planning Division Project Applicant		
GHSP EIR 2020 Addendum MM 4.6-5: Employers should provide local shuttle and transit shelters, and ride matching services.	Prior to the issuance of grading permits	County Transportation Authority County Building and Safety Department County Planning Division Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
GHSP EIR 2020 Addendum MM 4.6-6: Employers should provide bicycle lanes, storage areas, and amenities, and ensure efficient parking management.	Prior to the issuance of grading permits	County Transportation Authority County Building and Safety Department County Planning Division Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
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.	Prior to the issuance of grading permits	County Land Use Services Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
GHSP EIR 2020 Addendum MM 4.6-8: Employers should develop a trip reduction plan to comply with SCAQMD rule 2202.	Prior to the issuance of grading permits	South Coast Air Quality Management District County Planning Division	Compliance shall be demonstrated and verified through periodic inspections by the County.	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
		Project Applicant		
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.	Prior to the issuance of grading permits	South Coast Air Quality Management District County Planning Division Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
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.	Prior to the issuance of grading permits	County Land Use Services Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
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.	Prior to the issuance of grading permits	County Land Use Services Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
Section 7.6, Hydrology and Water Quality				
GHSP EIR 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.	Prior to the issuance of grading permits	Regional Water Quality Control Board (RWQCB) Project Applicant	Applicant shall prepare and submit documentation to the County of San Bernardino upon request .	
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	Prior to the issuance of grading permits	County Building and Safety Department Flood Control Division	Compliance shall be demonstrated and verified through periodic inspections by the County.	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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.		County Planning Division Project Applicant		
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.	Prior to the issuance of grading permits	County Building and Safety Department County Planning Division Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
GHSP EIR 2020 Addendum MM 4.2-2: Individual projects within the specific plan area shall be reviewed by the San Bernardino County Land Use Services Land Division for the inclusion of appropriate structural and nonstructural BMPs to control storm water discharges and protect water quality.	Prior to the issuance of grading permits	County Building and Safety Department Flood Control Division County Planning Division	Compliance shall be demonstrated and verified through periodic inspections by the County.	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
		Project Applicant		
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	Prior to the issuance of grading permits	County Land Use Services Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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	Prior to the issuance of any grading permits	County Land Use Services Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
place for the life of the project and would be subject to the Operations & Maintenance protocols of the WQMP.				
Section 7.7, Land Use and Planning				
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 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.	Prior to the approval of any tentative tract map on lands abutting the National Forest	County Land Use Services Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
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.	Prior to the issuance of grading permits	County Land Use Services Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
Landscape plans for the setback area shall, to the extent feasible, utilize plant materials indigenous to the San Bernardino National Forest.				
Section 7.10, Public Services				
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.	Prior to the issuance of grading permits	County Fire Department County Building and Safety Department County Planning Division Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
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).	Prior to the issuance of grading permits	County Fire Department County Building and Safety Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
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.	Concurrent with the issuance of building permits	County Fire Department County Building and Safety Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
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	Prior to the issuance of any building permits for residential and/or non-residential uses	County Land Use Services Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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.				
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 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.	Prior to the issuance of any grading permits	County Fire Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
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.	Prior to the issuance of any grading permits	County Fire Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
Section 7.12, Utilities and Service Systems				
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	Prior to the issuance of any building permits	County Land Use Services Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	

Mitigation Measure	Timing	Monitoring Responsibility	Compliance/Monitoring Procedure	Monitor (Signature Required) (Date of Compliance)
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.	Prior to the issuance of any building permits	County Land Use Services Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	
Section 7.13, Wildfire				
Refer to **GHSP EIR 2020 Addendum MM 4.11-2** above.	Prior to the issuance of grading permits	County Land Use Services Department Project Applicant	Compliance shall be demonstrated and verified through periodic inspections by the County.	

EXHIBIT E

AMENDMENT TO GLEN HELEN SPECIFIC PLAN

Glen Helen Specific Plan

Prepared for:

County of San Bernardino
Land Use Services Department Planning Division
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415-0182

Prepared by:

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In Association with:
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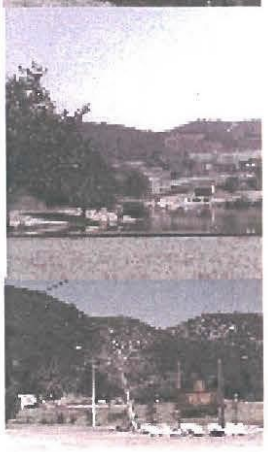
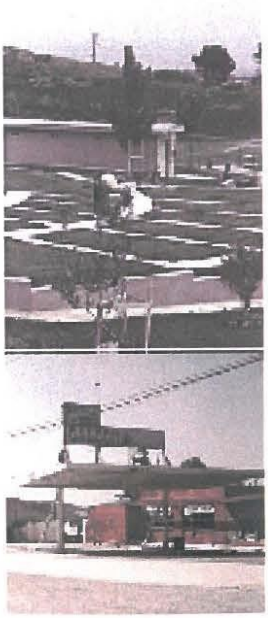


Amended by:
~~**KTGY Group, Inc.**~~
~~Irvine, CA~~
~~Mark Hickner~~

Kimley Horn and Associates



Adopted November 15, 2005

Effective December 15, 2005

Revised December 2020

Revised November 2023

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A. Environmental Impact Report (Under Separate Cover)

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PREFACE

Glen Helen is a special place that provides a unique environment for residents, businesses, and visitors at a major gateway to the Southern California metropolis. It reflects a balance between intensive activities at the juncture of two major freeways and the stewardship of significant open space and natural resources adjacent to the San Bernardino National Forest. It is several places bound together by a common theme, which yields an overall sense of place.

VISION FOR THE GLEN HELEN SPECIFIC PLAN

The Vision for Glen Helen responds to the many constituencies the area serves. When the plan is implemented, perhaps 15 or 20 years from now, this is what those constituents will see and experience:

PROMINENT GATEWAY AND STAGING AREA – Glen Helen will be a well-known destination and key stopover at the entrance to the Southern California metropolis. It will be a welcoming beacon to the traveling public as well as a center of activity for local residents. Recreation enthusiasts with a wide variety of interests will use Glen Helen as a staging area for access to nearby outdoor recreation attractions in the mountains and resort areas.

REGIONAL ENTERTAINMENT/RECREATION DESTINATION – Glen Helen Regional Park will continue as a major entertainment and recreation center with a mix of regionally significant active and passive recreation activities. Entertainment events may be more intimate than originally conceived, occurring much more often and attracting a wider range of performers. The annual schedule of events will be more consistent than in the early years of the Amphitheater's operation. The Regional Park will host multiple cultural/historic festivals throughout the year, drawing thousands of families for a weekend event. The Recreation Vehicle facilities in Glen Helen will be known as a haven for RV enthusiasts and space must be reserved well in advance. Major equestrian and hiking trails will link to regional routes along the Cajon Wash and into the National Forest. Linkage to the Santa Ana River Trail will complete an important connection to an extensive regional trail system. The example set by the small fishing lakes in the Regional Park may spark a water- oriented theme for much of the other development in the area. While small in area, the recurring water features can become a hallmark of the Glen Helen area.

COMPREHENSIVE OPEN SPACE SYSTEM – A combination of land use patterns, topographic detail, and careful landscaping will communicate a strong sense of open space, even within developed areas. Activities adjacent to open space areas will contribute to the open space system by providing a sensitive edge treatment that enhances open space resources. Significant habitat areas will be preserved, allowing sensitive plant and animal species to thrive. With an aggressive reforestation program undertaken by community activists and local students, in response to landscaping plans prepared for an updated park master plan as well as new private development, Glen Helen can become an oasis, with substantial, attractive plantings of mature trees and pleasant, shady alcoves. Native plants can be reintroduced in selected areas, which will delight botanical enthusiasts.

EFFICIENT LAND USE PATTERN – The mixture of uses should create a synergy and reinforce the economic value of the area as well as its attractiveness for visitors and residents alike. The development of high-quality lodging, RV facilities, food services, golf and other supporting uses will offer a "complete experience" for visitors and travelers. In addition, Glen Helen may become a magnet for making and assembling equipment appealing to the recreation market.

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PREFACE

Special development standards entail moderate improvement costs yet create an attractive visual quality in the area. This even includes screening of outside storage, which has been a big problem in the past.

QUALITY PUBLIC FACILITIES – A program of improving public facilities concurrent with development will be implemented in close collaboration with the City of San Bernardino. Development will be well serviced by water, sewer, drainage, and access facilities. A loop circulation system will be developed to provide access to all major activity areas within the Regional Park and tie them to the freeway system. This system will provide all-weather access to the entertainment/recreation portions of the site, as well as the Sheriff's complex.

COORDINATED RESOURCE MANAGEMENT – Phasing of the sand and gravel excavations in the Cajon Wash and Lytle Creek watercourses will continue in the implementation of a quality rehabilitation strategy in which the land will become both a visual and recreational asset. Agreements between owners of open space parcels will provide for a comprehensive open space management program within and adjacent to the Specific Plan.

WORLD-CLASS LAW ENFORCEMENT CENTER – The Glen Helen Sheriff's complex continues to be acknowledged as a respected center for state-of-the-art law enforcement training. Law enforcement agencies throughout the state and nation and some from other countries will continue to schedule their officers for training programs here. The correctional facility at Glen Helen will expand and continue to provide comprehensive rehabilitation programs, including basic skills education, computer training, an ROP body shop, landscape maintenance program, state-of-the-art bakery and culinary training.

INTERNATIONALLY ACCLAIMED OFF-HIGHWAY RACEWAY – The Glen Helen Raceway Park will continue to be an internationally recognized off-highway attraction with a reputation for environmental responsibility and an excellent rider safety record. Special programs to engage youth in this exciting activity, coupled with serious training in safety and individual responsibility, will be particularly successful.

RESPECTED SENSE OF HISTORY – Even with the changes that have taken place, Glen Helen is known as an area that respects and retains its historic roots. Its connection with old Route 66 and rural roots, as part of the historic Devore community, will be carried through in its design themes and cultural activities. An ongoing Glen Helen Community Improvement Organization could oversee implementation of the Plan and flag the need for actions, including its update or modification when needed.

AGGRESSIVE ECONOMIC DEVELOPMENT – After experiencing a period of relative economic stagnation, the area is now poised to become an economically sound enclave of specialized businesses and commercial recreation/entertainment venues. While not as substantial as some developments along freeway corridors, the special character of Glen Helen will enable it to carve a small but solid niche in the area's economy. Promotional programs to attract specific recreation and sport vehicle equipment manufacturers may make Glen Helen a well-known center for related companies.

EXCEPTIONAL CITY/COUNTY COOPERATION – Glen Helen will emerge as a prominent example of local government collaboration because of the continuous integration of development policy and plan implementation between the City and County of San Bernardino. Planning and infrastructure strategies in both the incorporated and unincorporated areas should be coordinated as a basis for this cooperative approach.

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DIVISION 1
INTRODUCTION AND BACKGROUND

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Chapter 1: Project Overview and Purpose

GH1.0105 General Provisions

In April of 1998, the County of San Bernardino Board of Supervisors called for preparation of the Glen Helen Specific Plan for approximately 3,400 acres of unincorporated territory in the Devore area, located south of the inter- section of the I-15 and I-215 freeways (Exhibit 1-1, Regional Setting). The site, located adjacent to the foothills of the San Gabriel and San Bernardino Mountains, is highly visible from the freeways and enjoys a strategic location at the entrance to the Los Angeles Basin. The San Bernardino National Forest extends into portions of the northwestern boundary of the Specific Plan area (Exhibit 1-2, Local Setting). The Specific Plan area (or project area) is flanked by two major drainage courses: Cajon Wash and Lytle Creek Wash. Other major topographical features include the Lower Lytle Creek Ridge running from northwest to southeast through the Glen Helen Regional Park; Sycamore Canyon west of I-15; and Sycamore Flat, which includes a large riparian area.

View of Glen Helen Specific Plan area looking north on I-15 near Glen Helen Parkway. Lower Lytle Creek Ridge is on the east in the foreground and the San Bernardino Mountains are in the background.

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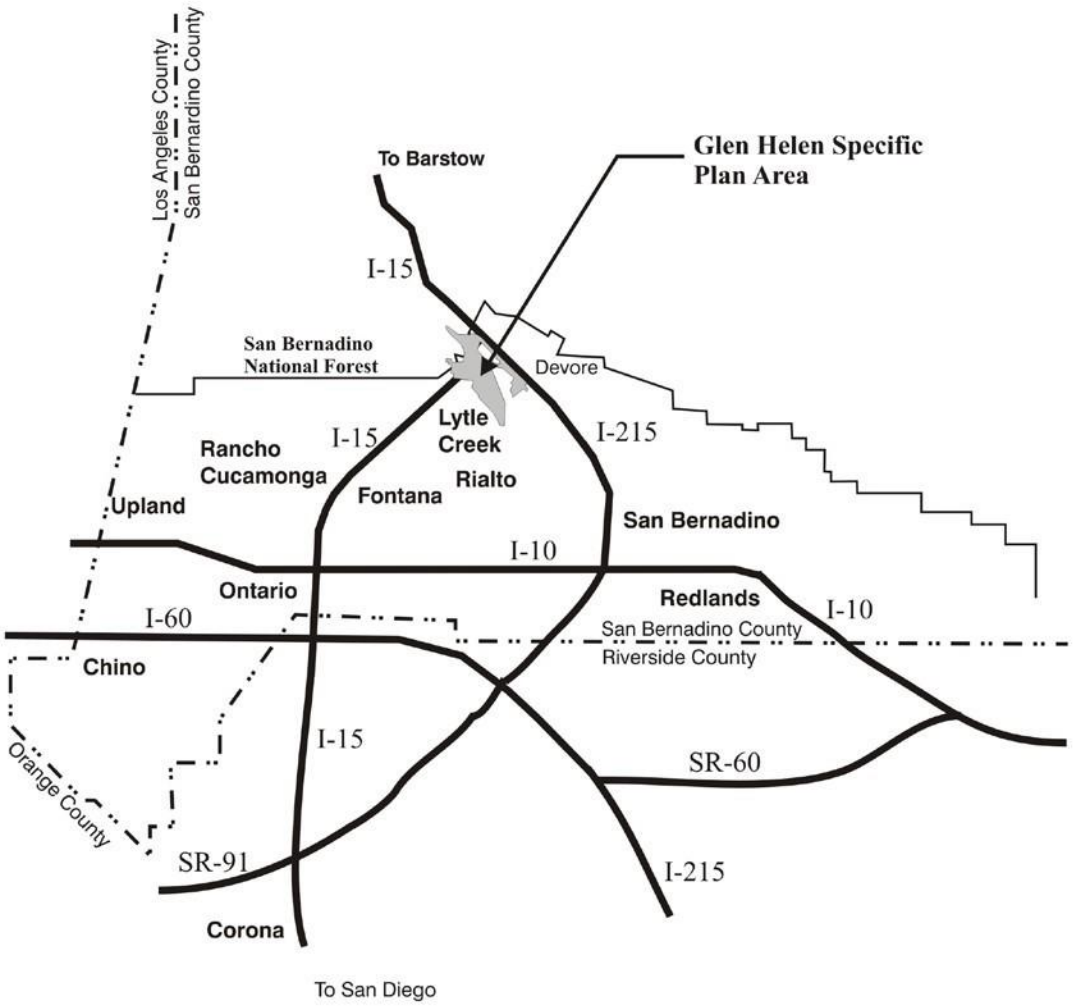
GLEN HELEN SPECIFIC PLAN
County of San Bernardino

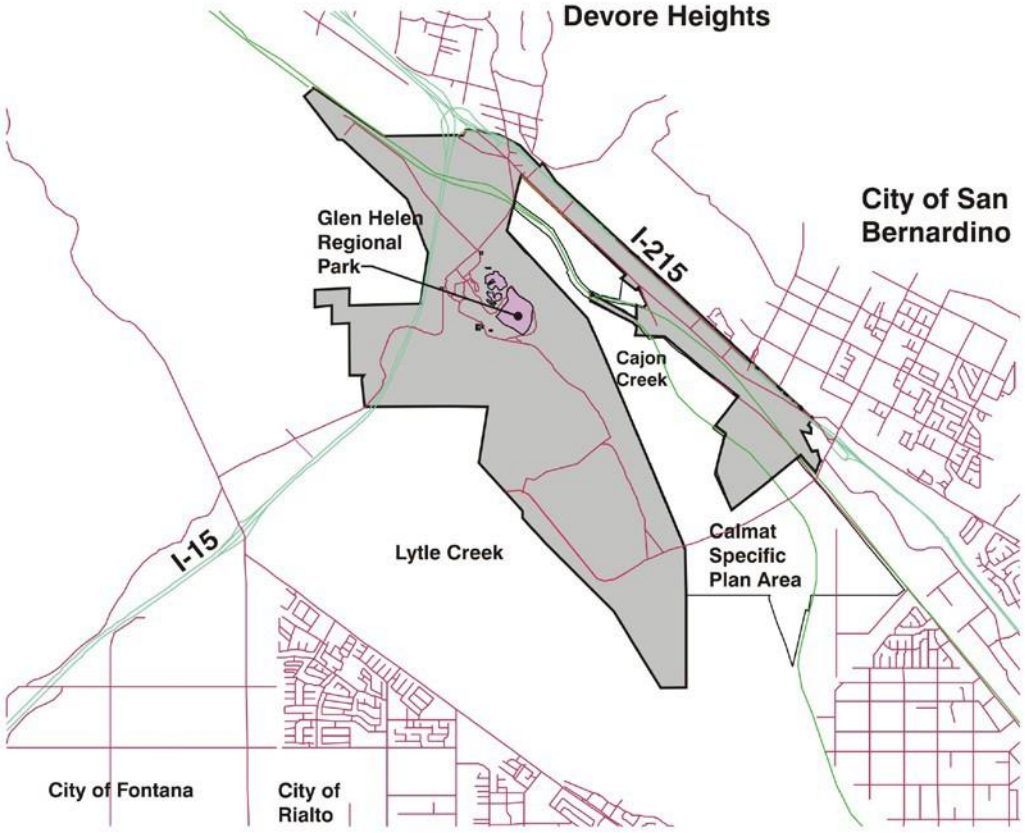


THE PLANNING CENTER
PSOMAS

REGIONAL SETTING
Exhibit 1-1

5/31/00

GLEN HELEN SPECIFIC PLAN
County of San Bernardino



THE PLANNING CENTER
PSOMAS

LOCAL SETTING
Exhibit 1-2

5/31/00

The residential community of Devore Heights is adjacent to the project area on the northeast. The historic Devore Tract extends into the project area and is designated the Devore Planning sub-area. The City of San Bernardino extends around portions of the Specific Plan area, creating a long peninsula of unincorporated land along Cajon Boulevard and Kendall Drive. This stretch of the Specific Plan area is within the City of San Bernardino Sphere of Influence. Residents and business owners from the Devore Tract as well as those along Cajon and Kendall have played an active role in shaping this Plan. The western portion of the Specific Plan area includes San Bernardino County territory that is within the City of Rialto Sphere of Influence (Exhibit 1-3, Spheres of Influence).

The project area encompasses private and public lands, including approximately 1,900 acres occupied by Glen Helen Regional Park and the San Bernardino County Sheriff Training Facility and Rehabilitation Center. The project area is divided by physical features and jurisdictional boundaries, including the Cajon Wash, railroad lines, the I-15 freeway, and territory within the City of San Bernardino that surrounds portions of the project area.

View of Glen Helen Regional Park

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GLEN HELEN SPECIFIC PLAN
County of San Bernardino

LEGEND

Sphere of Influence Areas

Surrounding Cities

THE PLANNING CENTER

PSOMAS

SPHERES OF INFLUENCE MAP
Exhibit 1-3

5/31/00

"This Specific Plan is intended to be practical in economic terms and visionary in terms of creating and responding to future market potentials"

The primary purpose of the Glen Helen Specific Plan is to implement the Vision for the project area. In essence, it is to create a comprehensive guide for quality land development with a viable program for building and financing the infrastructure necessary to support it. The challenge is to create a plan that has appeal in the marketplace and meets the County's economic development and planning objectives. Land use designations have been tailored to the physical and environmental conditions, existing activities and uses that will remain, and future market potentials identified for the area. In many ways, this Plan is as much a strategic plan as it is a specific plan through its focus on how to bring about desired changes as well as providing for what and how changes can occur. The Specific Plan is intended to be practical in economic terms and visionary in terms of its ability to create and respond to future market opportunities.

Whenever property within the plan changes ownership from public to private ownership or vice versa and the proposed use is not currently permitted, a Specific Plan Amendment must be submitted to evaluate the appropriate land use designation for the property. As economic patterns and market conditions change in the future, it is important to provide this flexibility in the plan to respond to changing conditions. The Specific Plan Amendment process can address the appropriate land use designation to assign to a property when a new use has been proposed.

The Specific Plan provides for the following development and open space potential:

Development and Open Space Potential of the Glen Helen Specific Plan

260 acres of industrial development along Cajon Boulevard and Kendall Drive;

100 acres of traveler services at freeway interchanges and business support services for nearby employees;

260 acres of destination entertainment and recreation uses within private and public lands that will complement and reinforce the activities at the regional park;

1,700 acres of open space.

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Chapter 2: Authority and Scope

GH1.0205 General Provisions

The California Government Code establishes the authority for cities and counties to adopt specific plans either by resolution as policy or by ordinance as regulation. A specific plan is one of many policy or regulatory tools used by local governments to guide community development or revitalization. A specific plan is a customized set of policies and regulations tailored to address unique issues encountered in a particular area.

The Glen Helen Specific Plan and any amendments to the plan are adopted by ordinance by the San Bernardino County Board of Supervisors. As so adopted, the Specific Plan constitutes zoning for the properties in the project area. Proposed planned development, site plans, tentative parcel maps, tract maps, and use permits must be consistent with the Specific Plan. If a development agreement is sought, it must also be consistent with this Plan and the County's General Plan.

A specific plan must also be consistent with and implement a city or county's General Plan. Because the County of San Bernardino uses a single General Plan/Zoning Map, adoption of this Specific Plan will include a General Plan Map amendment. Additional amendments to the General Plan may be required to incorporate other provisions of the Specific Plan, including circulation and infrastructure plans and land use policies. When adopted, the Specific Plan will be consistent with goals, policies, and programs of the County's General Plan. A General Plan Consistency Analysis, as required by law, is on file in the County Land Use Services Department.

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Chapter 3: Relationship to the Glen Helen Regional Park Master Plan

GH1.0305 General Provisions

The County approved a Master Plan for the Glen Helen Regional Park in 1986. The objective of the Master Plan was to identify and conceptually plan for the highest and best use of the parkland based on recreation demands, economic feasibility, compatibility with surrounding communities, and conservation of the physical qualities of the land. The Master Plan calls for the new development of numerous recreational facilities including an Aquatic Park, archery range, western village, BMX raceway, and international raceway. Many of these facilities have not been implemented and some never will become a reality for various reasons. The aquatic park was implemented and is known as the Glen Helen Swim Park. The Master Plan also called for the modification of certain existing facilities including the expansion of the bowl amphitheater, relocation of campgrounds, and the expansion of the equestrian center. In 1994, the existing amphitheater was reconstructed into a major concert venue named the Amphitheater, which can accommodate up to 65,000 people for a single event. The Master Plan also included a circulation plan, signage program, and land acquisition program— some of which is outdated and needs revision either due to changes in long- range planning within the Department of Public Works responding to shifts in the entertainment industry and recreation preferences or based on new provisions within the Specific Plan.

"In 1994, the existing amphitheater was reconstructed into a major concert venue named the Pavilion" which is now called the Amphitheater

The Master Plan is not part of the General Plan, but rather a companion document that supports and implements the policies and programs in the General Plan. The Glen Helen Specific Plan has been prepared using the policies and provisions of the current Glen Helen Regional Park Master Plan. The Specific Plan does not replace or amend the Park Master Plan. However, the Specific Plan does include some new policies, plans, and recommendations for the Regional Park that should be folded into a Park Master Plan update in order to ensure consistency between the two documents. A future amendment to the Glen Helen Regional Park Master Plan is needed, as described in Division 4, Chapter 9 (Update Recommendations for the Glen Helen Regional Park Master Plan). Upon amendment, the Regional Park Master Plan will implement the applicable goals, policies and standards of the Specific Plan.

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Chapter 4: Relationship to the Master Plan for Sheriff's Facilities at Glen Helen (1992-2012)

GH1.0405 General Provisions

"The Specific Plan recognizes the significance of the Sheriff's operation… and the need to continue without constraints due to access, noise…or other issues"

Within the almost 1,900 acres of County land including Glen Helen Regional Park, is a 640-acre sheriff's complex, which is assumed to remain an active and vital component of the Glen Helen Specific Plan. As with the Regional Park facilities, the Sheriff's complex is also guided by the provisions of a current Master Plan document. The Master Plan for County Sheriff's Facilities at Glen Helen, adopted in 1992, is a 20-year plan that provides for the expansion and development of modern facilities for inmate housing and for state-of-the-art training of law enforcement officers. The plan provides a program for the long-range expansion of the Glen Helen Rehabilitation Center that responds to the housing and support needs of an ever-growing inmate population within the County. It also provides a program for the 20- year expansion of the Glen Helen Regional Training Center. The primary goal is to provide a nationally recognized training center that will better train its own staff, as well as generate revenues by drawing trainees from other counties and municipalities. That goal is currently advancing toward achievement.

The Glen Helen Specific Plan has been prepared using the provisions of the Master Plan for Sheriff's Facilities. The Specific Plan recognizes the significance of the Sheriff's operations from a regional standpoint, and the need for the operations to continue without constraints due to access, noise, land use incompatibility, or other issues. Firearms practice, ordnance detonation and driver training with sirens are all necessary activities that will continue at the Sheriff's complex in Glen Helen. The Specific Plan does not replace or amend the Sheriff's Master Plan. However, the Specific Plan does include new plans and provisions impacting the master plan area. In particular, the Specific Plan includes an updated plan for circulation and other infrastructure, the preservation of open space for public safety purposes, and policies and conditions for the development of new uses that would be impacted by the sheriff's operations. A future amendment to the Sheriff's Master Plan is needed to update circulation, land use, and infrastructure plans, in order to ensure consistency between the two documents. The amendment procedures are further discussed in Division 4, Chapter 9 (Update Recommendations for the Sheriff's Master Plan). Upon amendment, the Master Plan will implement the applicable goals, policies, and standards of the Glen Helen Specific Plan.

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Chapter 5: Site Conditions and Existing Land Uses

GH1.0505 General Provisions

The site consists of approximately 60% public lands and 40% private property. This distribution of land ownership can be described generally as follows (acreages are approximate):

County Facilities 1,900 acres

In the center of the project site are approximately 1,900 acres owned by San Bernardino County and occupied by two separate county facilities: Glen Helen Regional Park and the San Bernardino County Sheriff. Glen Helen Regional Park, in the northern portion of the property, is an active park with day use, fishing, camping and picnicking. Concessionaires operate an off- road racing park and an amphitheater facility that seats 10,000 with room for 65,000 people on the grounds. The San Bernardino County Sheriff occupies the southern portion of the property, which contains the Glen Helen Rehabilitation Center, a 1,200-inmate detention facility, and the Regional Training Center, an academy for law enforcement and public safety training facility.

Westerly Private Property 460 acres

Located west/northwest of the San Bernardino County facilities are 460 acres of private land. The majority of this area (345 acres) is vacant land commonly known as Sycamore Canyon and Sycamore Flat. The remainder of this area consists of a few single-family residential properties, a small nudist camp, and some other vacant parcels available for new development.

Sycamore Canyon from I-15

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I-215 Corridor 1,100 acres

The remaining 1,100 acres in the eastern part of the project site are concentrated at the interchange of the I-15/I-215 and along a corridor adjacent to the I-215. Most of this area is developed with a mixture of residential, commercial, and industrial uses, as well as some vacant parcels. Much of the land in this area is private, with the exception of properties owned by the County for flood control and other purposes, including a 120- acre closed disposal site. Portions of this area are affected by significant blight.

Private property along the I-215 corridor

Preparation of the Specific Plan has involved a detailed analysis of the existing physical and environmental conditions of the project area and surrounding vicinity. An opportunities and constraints analysis were conducted early in the process, focusing on environmental, circulation, infrastructure, and land use conditions. More detailed information on existing conditions is contained in Section 3 of the Environmental Impact Report, Appendix A. A summary of the key opportunities and constraints that influenced the Plan is provided as follows:

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GH1.0510 Existing Conditions

(a) Environmental Conditions

The Specific Plan area is flanked by two major floodways: the Cajon Wash and the Lytle Creek Wash. Portions of the broad floodplain areas of both washes are situated within the Specific Plan Area. The watercourse in the Cajon Wash has in recent years shifted toward the Glen Helen Regional Park property and has damaged the main parking lot for the amphitheater. This pattern is typical for both washes. The paths of flooding waters meander from year to year despite some constraints provided by deflection berms to direct the flow. Planning and negotiation with California State agencies are underway to acquire permits to rebuild a small portion of the parking lot and create a berm to protect the parking lot and the hillsides within the park from further erosion. The County of San Bernardino Flood Control District takes over facilities within the washes when built (by private development projects required to install berms or levees as a condition of approval). Both washes are significant constraints to development. Sections of Institution Road, Glen Helen Parkway, and Devore Road are subject to seasonal flooding, which severely restricts access to the park and sheriff facilities.

View of Cajon Wash from Glen Helen Parkway

Earthquake Faults

A number of active or potentially active faults cross through the Specific Plan Area and surrounding area. These faults have been designated in Alquist-Priolo Earthquake Fault Zones, which cover nearly half of the Specific Plan Area. These zones are associated with the San Andreas and San Jacinto systems that extend through the general Cajon Pass area. Development within these zones is subject to detailed fault investigations, which define the hazards and affect locations of structures.

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Fire Hazards

The Specific Plan Area is located in special fire safety review areas pursuant to the General Plan Hazard Maps for the area. Existing and future development is exposed to the impacts of wildland fires and therefore, development will need to comply with special fire safety provisions in the Development Code. Proximity to the extensive San Bernardino National Forest makes this issue particularly critical.

Biological Resources

"The Master Plan for Sheriff's Facilities at Glen Helen set-aside 150 acres…as a habitat reserve for sensitive plant resources"

The Specific Plan Area is situated between two major wash systems, Lytle Creek Wash and Cajon Wash, and contains several sensitive biological habitats including Riversidean sage scrub, alluvial fan sage scrub, and mulefat scrub plant communities. A mature southern cottonwood willow riparian forest and a valley freshwater marsh are located within the Sycamore Flats portion of the site. Sensitive plant species known to occur in the specific plan area include the federal endangered Santa Ana River woolly-star and the federal endangered slender-horned spineflower. Sensitive wildlife species occurring or potentially occurring include the federal and state endangered least Bell's vireo, federal endangered southwestern willow flycatcher, federal endangered San Bernardino kangaroo rat, federal endangered arroyo southwestern toad, federal threatened California gnatcatcher and its proposed critical habitat, federal threatened California red-legged frog, and the federal proposed endangered mountain yellow- legged frog. State Species of Special Concern found on-site include Bell's sage sparrow, southern California rufous-crowned sparrow, coast horned lizard, orange-throated whiptail, and Los Angeles pocket mouse. As part of the Master Plan for Sheriff's Facilities at Glen Helen, approximately 150 acres south of the sewage treatment facility has been set aside as a habitat reserve for sensitive plant resources. This area is currently maintained and studied by the California State University at San Bernardino. In addition, the Sheriff's Facilities Master Plan calls for the remaining undeveloped County property on Lower Lytle Creek ridge to remain as undeveloped open space for public safety purposes. This hillside area provides a natural safety buffer between the Sheriff's training activities involving live ammunition and the surrounding regional park uses. The Department of Public Works has proposed the set- aside of approximately 42 acres on the west side of I-15, north of the railroad right-of-way as mitigation for rebuilding the levee in Cajon Wash that protects the main parking lot at the Regional park. This area contains relatively undisturbed inland sage scrub vegetation. The Specific Plan Area contains other large parcels where sensitive resources are expected to exist, which may be a further constraint to development. Sycamore Flat is the most sensitive biological area within the Specific Plan boundaries. A perched water table supports a mature southern cottonwood willow riparian forest and a valley freshwater marsh system. These sensitive plant communities provide habitat for most of the above listed species.

The Glen Helen Specific Plan provides an opportunity to comprehensively address habitat conservation measures for the area within the context of the Resource Management Plan developed by the County (see Appendix A of the FEIR). Measures include the recognition of the sensitivity and biological uniqueness of the area, the set aside of open space areas for conservation,

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maintenance and enhancement of wildlife corridors through the area, and compliance with federal and state resource laws. Without the specific plan, a piecemeal approach would continue, resulting in the gradual loss of most of these sensitive biological resources.

Winds

The Specific Plan Area is subject to strong winds from Cajon Pass. Winds can reach 50 to 80 miles per hour or more, with gusts sometimes approaching 100 miles per hour. Such severe winds are normally limited to no more than a couple of weeks during the year. Wind advisories, of course, affect traffic along the I-15 and I-215. The strongest winds generally occur between the months of November through February, as is the case in other foothill communities at the base of the San Bernardino and San Gabriel Mountains. The winds may be a factor in private sector decisions to develop certain uses within the Specific Plan Area, particularly uses involving outdoor activities conducted during wind impacted months of the year.

Views

The Specific Plan Area offers considerable view opportunities. The natural topographic features in the North and Central Glen Helen areas create a strong visual statement when entering the Specific Plan Area. The views from the northern portion of the Cajon Canyon provide significant gateway opportunities. Within the Specific Plan Area, the general slope toward the southeast provides unobstructed views of the greater San Bernardino Basin. Extensive views of the San Bernardino and San Gabriel Mountains are also provided to the east and west of the Specific Plan Area. The Sycamore Flat/ Sycamore Canyon area provides strong southerly views with excellent freeway visibility. The Central Glen Helen area contains elevations in excess of 2,300 feet, providing extensive view opportunities toward the San Bernardino National Forest to the north and the San Bernardino Basin to the south. The North Glen Helen area provides view opportunities throughout the Cajon Canyon with freeway visibility provided from the I-15 and I-215 Freeways. The County General Plan designates the segments of both I-15 and I-215 that pass through the Specific Plan Area as scenic highways. The area extending 200 feet on both sides of the highways are subject to additional land use and aesthetic controls under the County's Open Space Overlay in the Development Code. That is, of course, respected in this specific plan.

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View of San Bernardino National Forest from Glen Helen Road looking northwest

View of San Bernardino National Forest from the Pavilion

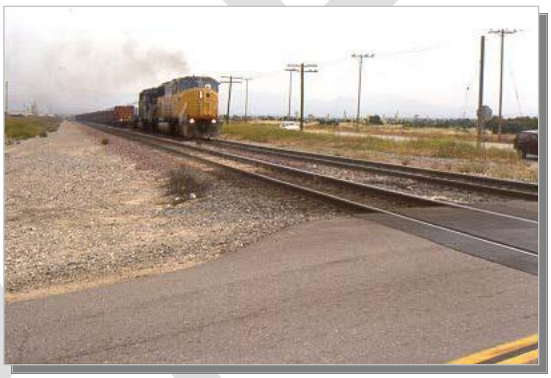
Noise

The sheriff's facilities, the Amphitheater, the freeways and the aggregate mining operation on the adjacent property to the southwest are noise generators that will likely affect noise sensitive land uses within the Specific Plan Area, and on adjacent properties. Mitigation of noise impacts or modifications of the project may need to occur as part of any residential development in the area. Other noise generators affecting private properties in the Specific Plan Area include the railroad operations, the Raceway Park, the driver-training course and firing range operated by the Sheriff's Department, and the animal shelter adjacent to the closed County of San Bernardino disposal site. Residential properties along Cajon Boulevard and Kendall Drive are particularly affected by noise and vibration from the railroad and I-215 freeway.

(b) Circulation and Infrastructure Conditions

Circulation

Regional access to the Specific Plan Area is excellent in terms of freeway and rail systems. Once exited from the freeways however, local access into and around the regional park and Sheriff's facilities is constrained, given the variety and intensity of uses occurring in the area and limitations of the street system. This is particularly the case regarding the Amphitheater when concerts are held. In addition to special event traffic, Glen Helen Parkway is sometimes used as a bypass for commuters who want to avoid the traffic at the I-15/I-215 interchange. In general, the local street system is incomplete and requires substantial improvements, such as widening, bridge construction, signalization, repaving, and intersection improvements. The at- grade railroad crossings along Glen Helen Parkway and Institution Road are also an access constraint in the area. Drivers are often required to wait up to 45 minutes at either of the two crossing. These crossings are also a constraint to emergency access for both fire and sheriff service. The Specific Plan provides an opportunity to design and implement an improved access plan that better serves the variety of activities in the Specific Plan Area. It also contains traffic control strategies for conducting major events at the Regional Park.



Train crossing at Institution Road.

Accessibility of Sheriff's Facilities

The only designated access to the Sheriff's facilities is along Institution Road, which is particularly constrained. The road is frequently flooded during the winter months from the Cajon Wash. Emergency access to and from the Sheriff's facilities is often delayed (or impossible) along Institution Road during certain periods of the year and during major events at the amphitheater and the off-road vehicle facility (Glen Helen Raceway Park). The segment of Institution Road in the City of San Bernardino is classified as a private drive and therefore not maintained by the City. The County Sheriff's Department keeps the road passable but does no structural maintenance. The Sheriff's facilities generate a significant number of trips—all the personnel involved in training or exercises do not stay overnight at the site but in hotels nearby. On weekends, 400 to 800 inmates drive to the site on a work release program (up to six trips per inmate each weekend). The Specific Plan provides an opportunity to develop cooperative solutions to improving access for the Sheriff's facilities, including the design of a new secondary access road.

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Water Service

Water service to the regional park and sheriff facilities is provided by a system of County operated ground water wells. The ground water is part of the Lytle Creek Ground Water Basin. Water tanks are located on ridges where they can provide gravity flow to the user. Build-out of the Master Plan for Sheriff's Facilities will require additional water service capacity. The approved Lytle Creek North Planned Development project will provide an opportunity to jointly develop a wastewater recycling system. Additional development in the western portion of the regional park and any new development in the Sycamore Flat area will require new infrastructure for water service. Water service to the Cajon Corridor and Kendall Corridor planning sub-areas is provided by the City of San Bernardino and appears to be adequate to support future development. The Devore Mutual Water Company serves properties in the Devore planning sub-area. (Note: a description and exhibit of the "planning sub-areas" noted here can be found in Division 2, Chapter 2 of the Specific Plan). State water from Northern California and the Colorado River is also available.

Sewer Facilities

The Cajon/Kendall Corridor is serviced by sewer provided by the City of San Bernardino. Wastewater generated in the North Glen Helen and Devore planning sub-areas is disposed of by means of septic systems. A package wastewater plant serves the Amphitheater and some of the Regional Park restrooms. It generates some water for irrigation use on-site but is challenging to operate because of intermittent flows and their impact on the treatment process. This system is not adequate to handle major events (generally, any event larger than approximately 20,000) at the Regional Park, so portable sanitation facilities are brought in. The Glen Helen Raceway Park is similarly serviced by portable facilities. The wastewater recycling plant that serves the Sheriff's facilities is being upgraded and expanded to accommodate the uses approved in their Master Plan. Additionally, the Lytle Creek North development will provide a fair-share contribution to the increased capacity of the wastewater recycling plant.

Cajon Disposal Site

The rail line divides the now closed County of San Bernardino disposal site at the southerly end of the Cajon Corridor, and each portion is accessible by separate entrances. The westerly segment is accessed from Institution Road, and the easterly segment from Cajon Boulevard. The County's Solid Waste Management Division currently has no reuse plans for the property. The disposal site has been designated for and occasionally used as an overflow parking lot for the Regional Park. However, the County Solid Waste Management Division is reconsidering this designation due to concerns about differential settlement. Another interest in reuse is from a group of model airplane enthusiasts who need a field for model airplane operations. Currently, they meet in the parking lot at Raceway Park when it is not in use.

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Flood Control

Flood Control Flood control and drainage improvements consist of a series of levees or berms within the Cajon and Lytle Creek washes that divert water flows during the flood season. Uses planned for the Glen Helen Specific Plan areas and adjacent area may necessitate changes or improvements to the existing flood control system.

(c) Land Use Conditions

Project Area Configuration

The project area is physically divided by the I-15 Freeway, Cajon Wash, rail lines, power transmission lines, ridges, and earthquake fault zones. Portions of the area are also within the Spheres of Influence for both the City of San Bernardino and the City of Rialto. Consequently, planning and implementation of the Specific Plan requires a high level of coordination and cooperation among affected agencies.

Surrounding Uses

Development plans have either been approved or proposed immediately adjacent to each side of the project area. Potential land use conflicts, circulation and traffic, water and sewer infrastructure, and flood control are predominating issues that encompass both the approved Lytle Creek North Planned Development area and Calmat Specific Plan area. Sand and gravel recovery operations within the Calmat Specific Plan area will be a constraint on certain kinds of development until those operations are completed and reclamation plans are implemented. Sand and gravel operations are visually 21enerator21ve, noisy dust 21enerator, and may limit the types of industries that choose to locate in the area. Given circulation system limitations, added truck traffic must be managed carefully.

Land Ownership

There is an unusually low proportion of privately owned property in the area as the basis for economic development. In addition, many of the privately owned parcels are small, making comprehensive development challenging. The larger privately owned parcels are somewhat constrained by topography and potentially sensitive habitat. On the other hand, the high proportion of County ownership provides an opportunity for the County to control and better influence what happens within the project area.

Sheriff's Operations

Land use compatibility is a primary issue for the Sheriff's facilities. Their training activities (including driving, shooting, SWAT exercises, live fire training, FBI training), jail facilities, work release and rehab operations would not be compatible with nearby residential uses, noise sensitive uses, or other activities that would bring the general public in the vicinity of their operations. Their facilities are highly regarded and attract law enforcement officials from other areas for training purposes. Ongoing expansion in buildings and activities is imminent. Industrial uses are the most compatible type of development to be located near the Sheriff's facilities. The Sheriff's facilities have an extreme need for privacy and a need to be protected from surrounding uses that inhibit their operations. On the other hand, new development adjacent to their operations also provides an opportunity for jointly developing and sharing infrastructure facilities.

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Regional Park Uses

The Glen Helen Regional Park and its uses constitute a major public recreation investment that can attract other commercial recreation and support commercial uses. During Summer 1998, approximately 36,000 people visited the park to enjoy the fishing, camping, hiking, swimming, and other recreation activities offered. The Amphitheater has been performing at lower levels than were originally anticipated. Infrastructure facilities may, in part, be a constraint to the Amphitheater's successful operation. The lack of improved parking facilities and restroom facilities, and the inconvenience of delays in arriving and leaving especially large events, are factors that reduce the "quality of the experience." The Amphitheater has the potential for becoming a landmark entertainment facility and could serve as the centerpiece of a commercial recreation complex.

Development Conditions

Development conditions are generally blighted within the Devore, Cajon Corridor, and Kendall Corridor planning sub-areas, which discourages new investment that would significantly improve land use mix and economic vitality. Parcels along the north side of Cajon Boulevard and Kendall Drive are predominately narrow, deep lots, one acre in size. Absentee ownership is about 50%, with a number of absentee owners located in nearby communities. Parcel assembly for large-scale, freeway-oriented development is a major constraint to private sector development, particularly given the abundance of "ready to build" industrial land in the region. Existing uses within this area are a mix of residential, industrial, abandoned, and vacant properties. A few commercial properties, particularly restaurants, enjoy a steady tourist business from the historic Route 66 travelers. Code violations are an ongoing problem that further deters new investment. The County disposal site is a significant portion of the Kendall Corridor, yet it cannot be used to stimulate economic development in the Specific Plan Area unless/until a re-use plan is approved by the County Integrated Waste Management Board (CIWMB), the Santa Ana Regional Water Quality Control Board (RWQCB) and the County Local Enforcement Agency (LEA).

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Non-residential development conditions along Cajon and Kendall

There is evidence of increased developer interest in the area as indicated by recent developer applications and inquiries. The Specific Plan project and process has the potential to stimulate more interest in the area. The FEIR can provide a master environmental assessment that will make it easier for future development to become entitled (a unique benefit of the Specific Plan as opposed to other regulatory tools). As mentioned previously, the FEIR can also comprehensively address the need for habitat conservation and mitigation.

GH1.0515 Market Demand Analysis

A market analysis for the Glen Helen Specific Plan area was undertaken early in the process of preparing this Specific Plan in order to understand the development potential of a variety of potential land uses. The report, Market Feasibility Analyses Relating to the Creation of the 3,400 Acre Glen Helen Specific Plan, dated November 9, 1998, was prepared by Robert Charles Lesser & Co. The report analyzed the key economic indicators for the San Bernardino/Riverside Metropolitan Statistical Area including, employment patterns, industry group trends, unemployment, population, and income. Also analyzed was a range of land use types being considered for the project area including, industrial, golf, family entertainment, hotel, and RV Resort Park. The market conclusions resulting from this analysis guided the amount, distribution and anticipated phasing of land uses within the Specific Plan area. The primary opportunities for development in the near term were in the areas of golf, RV facilities, and support commercial uses.

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GH1.0520 Existing Land Use Designations

The existing General Plan land use designations for the project area consists of eleven designations: Resource Conservation, Rural Living (one dwelling unit per five acres), Rural Living (one dwelling unit per 20 acres), Multiple Residential (14 dwelling units per acre), Multiple Residential (14 dwelling units per acre, one acre minimum), Neighborhood Commercial, General Commercial, Community Industrial, Regional Industrial, Institutional, and Floodway. These designations are being replaced with the designations defined in the Specific Plan (Division 2, Chapter 3 Land Use Plan) in order to tailor the development standards and uses to achieve the desired development pattern and character of development within the project area.

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Chapter 6: Public Participation Process

GH1.0605 General Provisions

The process for preparing the Glen Helen Specific Plan included a series of three public workshops conducted at key stages during the project. The first public workshop was held to introduce the planning program and present the opportunities and constraints related to the site. A draft Vision for the project area was also presented. Small group discussions among the workshop participants were conducted in order to obtain input on the issues and information presented. Comments received at the workshop were then folded into the process of developing land use alternatives for the Specific Plan Area.

The second public workshop focused on two alternative land use plans, the Concentrated Activity Alternative, and the Dispersed Development Alternative. Workshop participants formed small groups to work together on evaluating each of the alternatives. The alternatives were rated based on how well each satisfied the goals/vision for the project. Participants recorded their findings along with ideas for improving/creating the preferred plan. Input from the workshop was tabulated and used in the formulation of the Draft Preferred Land Use Plan.

A third public workshop was conducted to present the preferred plan and the related infrastructure plans. In addition, a draft of the permitted and conditional uses for each land use designation and development standards was also presented for comment. Input from this final workshop was used in preparing the Specific Plan.

All three public workshops were well attended, ranging from 45 to 75 people including residents, business owners, and landowners in and around the area. Public workshops were also attended by many County officials and staff members from the various departments involved in the project. Staff and elected official(s) from the City of San Bernardino also took part in the workshops.

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Chapter 7: Specific Plan Organization

GH1.0705 General Provisions

The Glen Helen Specific Plan has been prepared in accordance with the California Government Code and consists of the following Divisions:

Division 1: Introduction and Background
Division 2: Land Use Plan and Development Standards
Division 3: Design Guidelines
Division 4: Specific Plan Implementation and Administration
Appendices

The Preface consists of the Vision for the Glen Helen Specific Plan area. The vision was formulated early in the planning process and will remain the primary focus in carrying out the regulations and implementing actions for the specific plan. Division 1 sets forth an overview of the project area, the intent of the Specific Plan, and the underlying issues and conditions that have been addressed in the Specific Plan and/or accompanying Environmental Impact Report. Division 2 provides the land use plan and new land use designations for the project area. Allowable uses are defined, and the development standards are established for each land use designation. The infrastructure plans—circulation, water and wastewater facilities, and flood control improvements—necessary to support the land use plan are also described.

Division 3 contains the design guidance for the project area. The guidance includes site planning principles for new development, as well as guidelines on the physical improvements and aesthetic treatment for streetscapes, entry points, views, lighting, architecture, and screening. Division 4 stipulates how the County will administer the specific plan and contains the tools and actions needed to implement the plan. Lastly, the Appendices contain the technical documentation underlying the specific plan.

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DIVISION 2
LAND USE PLAN AND DEVELOPMENT STANDARDS

Chapters:

1. Development Concept 2-1
2. Planning Sub-Areas 2-3
3. Land Use Plan 2-6
4. Development Standards 2-13
5. Overlays 2-98
6. Infrastructure and Open Space Management Plans 2-117
7. General Development Regulations 2-149

Chapter 1: Development Concept

GH2.0105 General Provisions

The development concept is a collection of main objectives or themes that are derived from the Vision for the Glen Helen Specific Plan. The Specific Plan serves a wide variety of public and private interests, each with its own set of needs and long-range objectives. The Land Use Plan, development standards, infrastructure plans, and design guidelines, together, seek to achieve the following:

- A prominent gateway to and from the Los Angeles Basin;
- A destination recreation and entertainment attraction;
- A strong traveler serving attraction;
- A mixed-use area where private and public uses flourish;
- A carefully managed and coordinated open space system;
- Reinforcement of the Sheriff's Training Center and Rehabilitation Center;
- Extensive visual improvement of private and public lands;
- A special landscape/streetscape experience along Glen Helen Parkway that establishes its prominence within the Specific Plan area;
- Phased road, water, sewer, and drainage systems to support growth;
- Owner initiated transition from residential to industrial and commercial uses as market demand evolves;
- Site development standards that are sensitive to existing parcelization, yet facilitates quality development; and
- Performance standards and incentives to stimulate and reward quality development.

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Chapter 2: Planning Sub-Areas

GH2.0205 General Provisions

The Specific Plan area has been divided into smaller sub-areas that are distinguishable in terms of existing uses, terrain, and access considerations. Six planning sub-areas have been identified as follows and are shown on Exhibit 2-1, Planning Sub-Areas:

Cajon and Kendall Corridors

These planning sub-areas comprise a long, narrow strip of County of San Bernardino territory along Cajon Boulevard and Kendall Drive, sandwiched between the City of San Bernardino extension along Cajon Creek and the I-215 Freeway. It is characterized by long, narrow lots generally backing up to the freeway. Because of its location in the unincorporated peninsula, the County of San Bernardino disposal site area is included in the Kendall Corridor planning sub-area, despite the fact that it differs substantially in character from the remainder of the corridor.

Devore

This planning sub-area is located at a pivotal location within the Specific Plan Area at the upper end of the Cajon Corridor within the historic Devore Tract and adjacent to the community of Devore Heights. Direct freeway access, linkage to other key portions of the Specific Plan Area, configuration of the area and properties within it, and highly visible location make this planning sub-area a prime candidate as a commercial center reinforcing other uses in the vicinity.

View of the Devore Planning Sub-Area looking south towards Glen Helen Regional Park.

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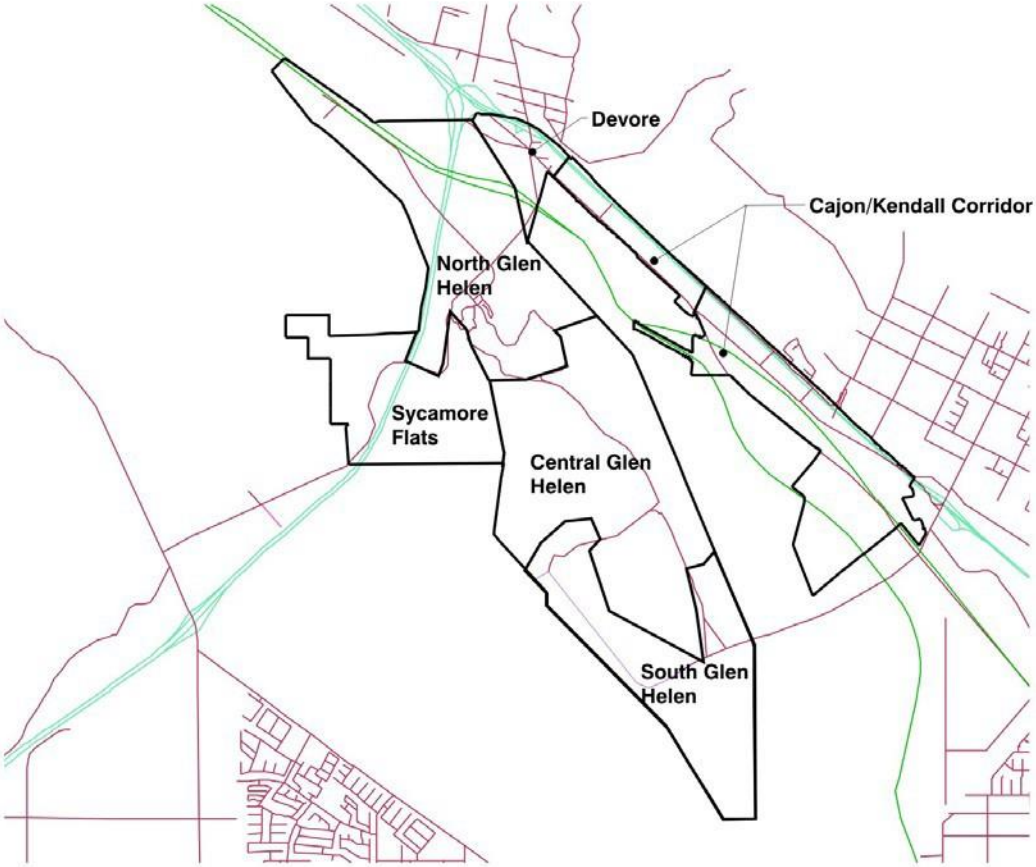
GLEN HELEN SPECIFIC PLAN
County of San Bernardino



THE PLANNING CENTER

PSOMAS

PLANNING SUB-AREAS
Exhibit 2-1

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North Glen Helen	This planning sub-area is the center of regional recreation activities within and adjacent to the Glen Helen Regional Park. It encompasses mostly active recreation spaces (except for the nature area and boardwalk), including the dominant Amphitheater. This planning sub-area also extends west of the I-15 freeway and includes some private property because of the close relationship of uses. The single-family homes and nudist colony in this area are within the San Bernardino National Forest. It is logical to assume that land uses in this area will be related to land uses at the park because its primary access goes through park property.
Central Glen Helen	Constituting the natural highland portion of the site, steep hills and canyons characterize this planning sub-area. Most slopes in this area are in excess of 25 to 30% and rise to heights of 300 to 400 feet above surrounding grades. This area includes existing fire roads, water storage facilities, and a few off-road trails connected with the Raceway Park.
South Glen Helen	This planning sub-area consists largely of two important developments: the extensive Sheriff's Training Facility and Rehabilitation Center and the Glen Helen Raceway Park. The Sheriff's facility encompasses approximately 650 acres and is the top-rated training academy in California. The facility offers basic, advance, and driver training to law enforcement officers throughout the state. The Glen Helen Rehabilitation Center houses approximately 1,200 male and female inmates. The off-road racing facility encompasses approximately 256 acres and has a capacity of 3,000 to 8,000 spectators.
Sycamore Flat	This is actually two undeveloped areas of somewhat different characteristics: Sycamore Flat, along the east side of the I-15 Freeway, and Sycamore Canyon, a topographically varied area of private property on the west side of the freeway in the San Bernardino National Forest. Sycamore Flat is characterized by gently sloping terrain, a stream with a ponded freshwater marsh and surrounding riparian vegetation near the I-15 freeway. These two areas have a strong visual, biological and historical identity within the Glen Helen area.

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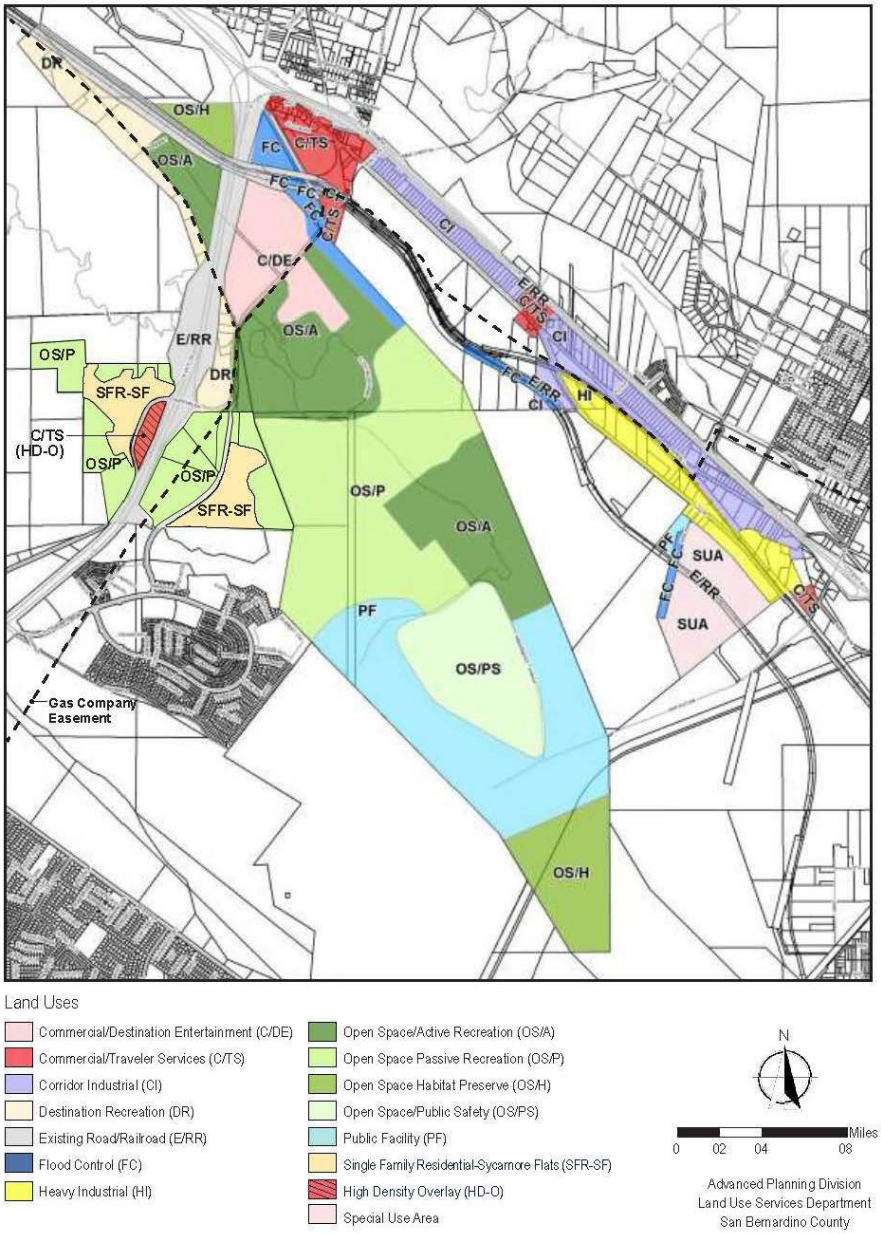
Chapter 3: Land Use Plan

GH2.0305 General Provisions

The Land Use Plan contains 13 land use zoning designations (Exhibit 2-2). Most of these have some similarity to certain land use zoning districts in the County of San Bernardino Development Code, but each has been customized for the future uses and kind of development envisioned for the Glen Helen Specific Plan Area.

Exhibit 2-2 – Land Use Plan



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The Land Use Plan contains two types of commercial designations: Commercial/Traveler Services and Commercial/Destination Entertainment. There is also a Commercial/Traveler Services Floating Zone, but it only differs from the Commercial/Traveler Services designation in terms of its flexibility as to where it is ultimately located along Cajon Boulevard and Kendall Drive. The Commercial/Traveler Services zones are strategically concentrated near freeway interchanges to take advantage of freeway visibility and the demands for goods and services that are generated by both travelers passing through the area and visitors to the various attractions. The Commercial/Destination Entertainment designation is concentrated within and adjacent to the Regional Park and is intended to be the focus of long-term development for a wide range of recreation, entertainment, and support commercial uses. A total of 220 acres is devoted to these commercial designations.

Corridor Industrial is expected to occur over 15 to 20 years, as parcels are consolidated, market niches are discovered, and some existing uses transition over time.

The Land Use Plan also provides for development of a sizeable industrial sector along the Cajon and Kendall corridors, designated as Corridor Industrial. This development is expected to occur over 15 to 20 years, as parcels are consolidated, market niches are discovered, and some existing uses transition over time. Ultimately, this area is expected to provide jobs for several thousand employees. Although this land is in competition with other undeveloped industrial land in the County, this particular area is strategically located at the entrance to the Los Angeles Basin, enjoys exceptional freeway visibility, and offers opportunities for start-up businesses that don't require higher-priced industrial park settings. The Corridor Industrial designation totals approximately 262 acres along Cajon Boulevard and Kendall Drive. Future uses will be complemented and strengthened by the industrial development planned for the Calmat Specific Plan area, adjacent to this designation in the City of San Bernardino.

One recreation-oriented designation~~s~~ is contained in the Plan: Destination Recreation. The Destination Recreation zone is situated between the National Forest and a long stretch of the railroad in the northwestern corner of the planning sub-area. Over time, as year-round activities increase in and around the park, and as additional services are required within the Plan area, this area provides an opportunity for lower-intensity recreation/entertainment, ~~and~~ service retail, hospitality, government/civic uses, residential and commercial uses.

The Land Use Plan provides two residential designations: 1) the Single Family Residential – Sycamore Flats (SFR-SF) Zone and 2) the High-Density Overlay (HD-O) Zone. The 94.7-acre Single Family Residential – Sycamore Flats (SFR-SF) zone is located on both sides of I-15 in the Sycamore Flats sub-area. This designation allows for the development of up to 418 single- family homes with a minimum lot size of 4050 square feet. The Multiple Residential Overlay Zone occurs in the 12-acre Commercial/Traveler Services designation in the Sycamore Flats subarea and allows up to 336 multi-family units as an alternative to the commercial uses permitted within the Commercial/Traveler Services designation.

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"Open space categories cover nearly 40% of the Specific Plan area"

Four categories of open space are distinguished on the Land Use Plan: Open Space/Active Recreation, Open Space/Passive Recreation, Open Space/Habitat Preserve, and Open Space/Public Safety. These areas are all on County-owned properties and provide a new level of distinction for the long-range management of open space lands. Open space management is the focus of the standards and recommendations set forth in Division 2, Chapter 6 (Infrastructure and Open Space Management Plans). The Open Space categories cover nearly 40% of the Specific Plan area, totaling some 1,330 acres.

The public facilities that exist within the Specific Plan area are identified in three categories of land use: Public Facility, Special Use Area, and Flood Control. The Public Facility designation encompasses the County Sheriff's Glen Helen Regional Training Center and Rehabilitation Center. One of the main objectives of the Specific Plan is to provide improvements to circulation, water, and sewer facilities to enable the Sheriff's complex to expand its facilities and operate more efficiently. The Special Use Area designation contains the Cajon Disposal Site, which ceased accepting waste in December 1980, with the final cap being installed in 1981. The land is viewed as not suitable for any reuse of the property that would propose structures to be built: however, the land may be reused for certain very limited projects that would have to be considered on a case-by-case basis. Such a project would have to be coordinated through and approved by the County Solid Waste Management Division and would also have to comply with the provisions of Section GH2.0435 of this Plan. The Flood Control designation recognizes the lands and flood control facilities owned by the Flood Control District, and other lands in the floodplain. Together, these three public designations represent nearly 20% of the planning sub-area, totaling over 650 acres.

A Statistical Summary of the Land Use Plan is contained in Table 2-1. Both a probable and maximum level of development is provided in order to identify the expected range in which development will occur. Environmental impacts analyzed in the Glen Helen Specific Plan FEIR (Appendix A) assumed a maximum level of development. The maximum number of dwelling units and total square footage of non-residential development provided for in the Specific Plan are prescribed in the Statistical Summary and further defined in the following regulations sections. Calculation of development potential is based on net acreage, which excludes land devoted to arterial and collector roadways, railroad right-of-way, and flood control land as identified in the Circulation Plan.

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Table 2-1
Land Use Plan Statistical Summary

Code	Land Use Designation	Net Acreage	Maximum Density	Dwelling Units[9]	Probable FAR	Maximum FAR [1]	Square Footage
C/TS	Commercial/Traveler Services	96.2	35DU/AC[8]	336[8]	0.3	0.4	1,257,142 – 1,676,189
C/DE	Commercial/Destination Enter.	123.7			0.2	0.35	1,077,674 – 1,885,930 [5]
CI	Corridor Industrial	132.9			0.35	0.5	2,026,193 – 2,894,562
HI	Heavy Industrial	129.0					1,966,734 – 2,809,620
GH/SP-SFR-SF	Glen Helen/Specific Plan-Single Family Residential-Sycamore Flats	94.7	7DU/AC	418	NA	NA	
PF	Public Facility	398.8			NA	NA[2]	
SUA	Special Use Area	119.0			NA	NA[3]	
DR	Destination Recreation	132.8	1DU/5AC	17	0.2	0.25	1,156,953 – 1,446,192 [6]
OS/A	Open Space/Active	458.9			NA	NA[4]	
OS/P	Open Space/Passive	726.6			NA	NA[4]	
OS/H	Open Space/Habitat Preserve	185.5			NA	NA[4]	
OS/PS	Open Space/Public Safety	209.0			NA	NA[4]	
FC	Flood Control	97.5			NA	NA[4]	
E/RR	Existing Roads/Railroad ROW[7]	434.7					
	TOTAL	3339.3		771			7,484,696 – 10,712,493

[1] The Maximum intensity shall be used for purposes of the FEIR and traffic analysis to evaluate "most case" – levels of development is the gross floor area of all buildings on a parcel divided by the net acreage of a parcel.
[2] Intensity standards to be determined in the Master Plan for County Sheriff's Facilities at Glen Helen.
[3] Long-term uses are not identified owing to the condition of the disposal site.
[4] Intensity standards are not useful here. Rather, specification of the limited improvements applicable to each category in the Specific Plan Regulations defines the intent regarding intensity.
[5] Square footage range reflects a .2 to .35 FAR overall within the private land area and the additional development of up to 20 acres within the Regional Park.
[6] The table reflects an addendum to the FEIR that transferred 45.47 acres from the C/DE land use zoning district to the DR land use zoning district.
[7] E/RR is not a land use zoning district, but the area is included in the total acreage.
[8] Residential units permitted per the HD overlay zone.
[9] To allow for development flexibility, transfer and adjustment of residential units shall be permitted to occur between land uses provided that the overall total number of units within any land use designation does not exceed to maximum density permitted and that the total number of units within the Specific Plan Area does not exceed 771.

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Chapter 4: Development Standards

GH2.0405 General Provisions

This section specifies the standards and regulations that will apply to new development and redevelopment of existing uses. Future review of concept plans, site plans, and subdivisions will assure that these standards are realized. Development incentives and performance standards are also included for commercial and industrial designations to further encourage the quality and character desired from future development. Building setbacks and landscape setbacks are defined as setbacks measured from the property line or edge of right-of-way.

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GH2.0410 Commercial/Traveler Services (C/TS)

(a) Definition

This designation provides for uses that serve the traveling public, typically during transit from one destination to another outside of the immediate area. Though some of the uses would be similar to those found in the Destination/ Entertainment designation, the focus would be more on serving people as they pass through, rather than people who stay for local events. Restaurants, convenience services, automobile and truck service stations, lodging, retail goods, and commercial recreation uses are typical uses to be found in this designation. Commercial uses in these areas would also be serving the large employment population located along the Cajon and Kendall corridors.

View of Commercial/Traveler Services area at the Devore Interchange

View of well-known local eatery within the Commercial/Traveler Services designation

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(b) Commercial/ Traveler Services Floating Zone Definition

This designation is intended to provide for commercial uses within the heart of the industrial development along the Cajon Corridor and Kendall Corridor. The precise location is flexible, within an approximate one mile stretch of Cajon Boulevard and Kendall Road, adjacent to the I-215 freeway. The ultimate location of the commercial development cannot occur within one mile of the Devore Interchange or within one mile from the Specific Plan boundary at I-215 near Institution Road. The commercial development must be clustered together, not spread out along the corridor. The intent is to establish a commercial node of activity that serves employees and visitors alike. A Conditional Use Permit will be required for master planning the commercial development, involving coordination of access points, interior access and parking, and building location for an area of at least five acres.

(c) Conditional Uses (MUP)

The following uses are permitted within the Commercial/Traveler Services designation; subject to approval of Minor Use Permit application:

1. Professional Services, such as:
   - Architect/Engineer Offices
   - Banks and Financial Institutions
   - Copy/Film Centers
   - Insurance Offices
   - Medical/Dental Offices
   - Photography Studios
   - Real Estate Offices
   - Travel Agency

2. Retail Trade/Personal Services, such as:
   - Antique Shops
   - Apparel Stores
   - Appliance and Hardware Stores
   - Art Galleries
   - Automobile Service Stations (gas and minor auto repair)
   - Automobile Parts and Supplies (no installations)
   - Bakeries/Ice Cream Shops
   - Beauty Salons
   - Books/Gift/Stationary Stores
   - California Welcome Center
   - Coffee Houses/Cafes
   - Convenience Stores
   - Delicatessens
   - Drug Stores/Pharmacies
   - Dry Cleaners
   - Electronics Stores
   - Florists
   - General Retail Stores
   - Health Clubs
   - Hobby Shops

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- Home Improvement Stores
- Household Goods and Services
- Jewelry Stores
- Locksmiths
- Office Supplies and Equipment Stores
- Pet Stores/Supplies/Grooming
- Restaurants with Drive-Thru
- Recreational Vehicle/Boat Storage (indoor or outdoor)
- Restaurants, Family and Specialty w/o Drive-Thru
- Self-Storage Facility
- Small Animal Hospitals
- Specialty Retail Stores
- Sporting Goods, sales/rentals
- Supermarket/Grocery Stores
- Tailor Shops

3. Lodging Services, such as:
   - Hotels/Motels
   - Motor Courts
   - Recreational Vehicle Parks

4. Recreation/Entertainment Services, such as:
   - Arcades
   - Fairs (non-permanent), including art fairs, craft fairs, farmers markets
   - Family Entertainment Centers
   - Ice Skating Rinks/In-line or roller hockey
   - Meeting Halls
   - Miniature Golf Courses
   - Model Hobby Complex, sales, but with outside display of trains only
   - Private/Non-Profit cultural facilities such as art galleries, music halls, museums
   - Virtual-Reality facilities

5. Repair Services, such as:
   - Appliance Repair Shops
   - Limited Repair Services, such as jewelry, bicycle, audio
   - Minor Auto/Motorcycle/RV Repairs exclusive of overhauls (enclosed building)

6. Additional Uses, such as:
   - Historic Monuments and Sites.

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(d) Conditional Uses (CUP)

The following uses are conditionally permitted within the Commercial/ Traveler Services designation; subject to approval of a Conditional Use Permit (CUP):

1. Retail Trade/Personal Services, such as:
   - Car Washes
   - On-Site Alcoholic Beverage Sale Establishments including Bars, Taverns, Cocktail Lounges

2. Outdoor Commercial Services, such as:
   - Automobile Sales
   - Recreational Vehicle Sales
   - Small Equipment Rental
   - Towing Services with accessory impound area, subject to the outdoor storage screening requirements in Division 3, Chapter 3, of the Design Guidelines

3. Recreation/Entertainment Services, such as:
   - Live Performance facilities, night clubs

4. Repair Services, such as:
   - Muffler, Tire Shops (enclosed building)

5. Additional Uses: The following uses shall be allowed in this zoning designation subject to a CUP:
   - Temporary and permanent government facilities and enterprises (Federal, State and Local) where buildings and/or property are publicly owned or leased.
   - Transportation facilities principally involved in the movement of people together with the necessary buildings, apparatus, or appurtenances incidental thereto, including but not limited to, airports, heliports, train stations, bus stations, carpool facilities and parking lots.
   - Institutional uses including but not limited to schools, colleges and universities, conference centers, hospitals, churches, rehabilitation centers and organizational camps.
   - Museums, art galleries, and libraries.
   - Planetariums, aquariums, zoos, botanical gardens and arboretums.
   - Racetracks or stadiums.
   - Campgrounds not exceeding a density of four (4) sites per acre.
   - Sports-oriented recreational uses requiring remote locations including but not limited to: rifle, pistol and archery ranges, sky diving jumpsites, off-road and recreational vehicle parks, marinas, golf courses, hunting and fishing clubs, ski resorts and recreational camps.
   - Arenas, field houses, auditoriums, rodeo facilities.
   - Recreation and community centers, gymnasiums, athletic clubs.

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- Wildlife and nature preserves, lakes, general recreation, leisure and ornamental parks open to the general public.

(e) Special Use Permit (SUP)

The following uses are permitted within the C/TS designation; subject to approval of a Special Use Permit (SUP)

1. Interim Uses such as support facilities associated with highway construction, infrastructure development and logistic facilities including but not limited to, batch plants, equipment storage yards, and storage for truck trailers and containers.

   a. Interim Uses shall be permitted for a period not to exceed 10 years.

   b. A de-commissioning plan detailing the dismantling of the interim facilities shall be including as part of the SUP application and approval process. Additional measures such as security requirements, lighting plans and bonds to guarantee decommissioning may be require at the discretion of the Director of Land Use Services

(f) Prohibited Uses

The following uses are prohibited uses within the Commercial/Traveler Services designation because of the relatively small area designated for this use and the need to maintain a particularly traveler-friendly environment within this District:

1. Bail bond operations.
2. Cemeteries, including pet cemeteries.
3. Correctional Institutions.
4. Development of natural resources.
5. Electrical generating stations.
6. Emergency and transitional shelters for the homeless.
7. Hazardous waste operations.

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8. Industrial land uses per the Industry, Manufacturing & Processing, Wholesaling sections of Tables 82-4, 82-7, 82-11 and 82-17 of the County Development Code.

9. Radio and television stations and towers.

10. Sewer plants and sewage disposal sites.

11. Residential care facilities.

12. Solid waste disposal sites, rubbish incinerators, and recycling centers.

13. Temporary support facilities associated with highway construction and other public facilities including, but not limited to, batch plants and equipment storage yards.

14. Off-site signs.

(g) Site Development Standards

1. Building Site Requirements

a) Minimum lot size shall be two acres, calculated per Subsection 83.02.050(e) of the County Development Code.

b) Existing lots that are less than two acres in size as of the adoption of this Specific Plan are "grandfathered" as legal building sites and can be built upon according to the standards of this Plan.

c) Consolidation of lots to achieve the minimum lot size for development is essential in order to minimize the number of access points along Kendall Drive, Cajon Boulevard and Glen Helen Parkway. In lieu of lot consolidation, property owners may be conditioned to provide a reciprocal access agreement for an adjacent property so that future joint access to the two properties is assured. See Division 3, Chapter 2 (Site Planning Guidelines) of this Plan for further on-site development guidelines and incentives.

d) Property owners that consolidate lots to achieve a five-acre or greater lot size, are eligible to receive a floor area ratio bonus and, other types of assistance with the provisions under Land Assembly/Coordinated Planning, below.

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e) Within the Commercial/Traveler Services Floating Zone, site development provisions are the same as for the base district, except the minimum lot size shall be five acres. However, the location of the Floating Zone shall be determined by the first site to be approved by a Conditional Use Permit and a Specific Plan Amendment to change the map in Exhibit 2-2 of this plan to reflect the approved site of the zone.

f) Minimum lot width measured at the front property line, is 100 feet.

g) Minimum lot depth is 100 feet.

2. Building Height and Area Limitations

a) Maximum structure height is 35 feet. Uninhabited architectural projections such as roof peaks, parapets, and towers may extend up to ten feet above this limit.

b) Maximum lot coverage is 85%. This includes the surface area of a lot that is paved or covered by a building, in accordance with the County Development Code. This would include parking areas and hardscaped outdoor storage areas.

c) Maximum floor area ratio (FAR) is .4. FAR is defined as the total gross square footage of a building divided by the net parcel size.

3. Building Setbacks

a) Minimum front setback, measured from the property line, is 25 feet for major highways and secondary highways and 15 feet for collector and local roads.

b) Minimum interior side setback is 15 feet. This setback is required on only one side to provide for emergency access. If the adjacent property is not designated commercial or industrial, an interior side setback shall be required along that side of the property as well.

c) Minimum street side setback is ten feet for collector and local roads and 15 feet for major highways and secondary highways. Conformance with the Clear Site Triangle provisions of the County Development Code Section 83.02.030 must be maintained.

d) Minimum rear yard, measured from the property line, is ten feet, except for properties with a freeway edge the minimum rear yard is 30 feet. See Division 3, Chapter 1 (Landscape Architecture Guidelines) in this Plan for additional freeway landscaping guidance.

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e) For the Commercial/Traveler Services Floating Zone, the minimum structural setbacks are consistent with the standard Commercial/Traveler Services requirements.

f) Minimum building separation on-site: None required. However, configuration and dimensions between buildings must permit access to all areas of the property by fire equipment.

4. Landscape Setbacks

a) From major highways and secondary highways, the landscape setback is 15 feet from ultimate right-of-way.

b) From collector and local roads, the landscape setback is ten feet from ultimate right-of-way.

c) From freeways the landscape setback is 30 feet from ultimate right-of-way.

5. Off-Street Parking

Refer to Division 3, Chapter 2 (Site Planning Guidelines) of this Plan as applicable.

6. Signage

Refer to Division 3, Chapter 5 (Signage Guidelines) of this Plan as applicable. Accessory sign standards shall be the same as Highway Commercial sign standards per Subsection 83.13.050(c)(9) of the County Development Code, except for free-standing signs. The size of a free-standing sign shall be based on a ratio of 1:3 (building frontage to sign area) up to a maximum of 200 square feet.

7. Other General Development Regulations

Refer to Division 2, Chapter 7 (General Development Regulations) of this Plan as applicable.

8. Design Guidelines

Refer to Division 3 (Design Guidelines) of this Plan as applicable.

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(h) Development Guidelines and Special Provisions

1. Land Assembly/Coordinated Planning

a) Consolidation of existing small parcels in the commercial and industrial districts is highly desirable because of the ability to design larger parcels more successfully. An alternative to lot consolidation is the preparation of comprehensive site development plans for adjacent parcels under multiple ownerships. That option is acceptable should the property owners involved elect to invest in preparing such a plan and recording its provisions as deed restrictions on the property.

b) Incentives for lot consolidation to achieve a five-acre or greater lot size are based on the following principles:

1) Incentives are to be real and not symbolic: they must translate into usable value.

2) Landowners/developers should have a menu of options from which they can select the most desirable incentives according to their circumstance, including rejecting incentives entirely.

3) Use of incentives are not intended to justify development standards or Conditions of Approval beyond the requirements of the Code, nor are they intended to make a project more vulnerable to legal challenge.

4) The County may negotiate combinations of incentives according to the circumstances that prevail. Applicants should not expect that all incentives will be used concurrently. In some cases, increments of incentive specified may vary, depending upon the circumstances and the number of incentives being sought. The general intention is that all consolidation projects will benefit from the Processing Time and Parcel Map incentives and one of the other three incentives.

c) The menu of incentives shall include:

1) Intensity Bonuses. Increases in intensity shall be in 10% increments, adding 10% additional gross square footage of use for each parcel added to the initial parcel of land. For example, combining three lots would generate a 20% intensity bonus, 10% for each of the two lots added.

2) Application Fee Reduction. Fee reductions for application processing shall be in 25% increments for each parcel added to the initial parcel of ownership up to 75%. For example, fees for adding three parcels in a lot consolidation would be reduced by 75%.

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3) Public Improvement Assistance. The County may assume responsibility for selected infrastructure improvements as an incentive for lot consolidation. Because each situation varies so significantly, no specific amount can be stated. However, the County intends to seek funding from the State Infrastructure Bank and other sources to assist in the improvement of this area.

4) Processing Time. Projects that involve lot consolidation will automatically get priority processing, irrespective of the number of lots involved.

5) Lot Merger Process. Projects that are built on two or more existing legal building sites require a parcel map or lot merger to convert them to a single property under current County procedures. Where consolidation occurs under this Specific Plan, the County will incur costs associated with this process.

2. Fire Safety Overlay

The provisions of Division 2, Chapter 5, Section GH2.0510 of this Plan shall apply.

3. Geologic Hazard Overlay

The provisions of Division 2, Chapter 5, Section GH2.0520 of this Plan shall apply.

4. Scenic Resources Overlay

The provisions of Division 2, Chapter 5, Section GH2.0525 of this Plan shall apply.

5. Biological Resources Management

Refer to the natural plant community's assessment and mitigation implementation measures of the Glen Helen Resource Management Plan (Appendix A of the FEIR), as applicable. In addition, the provisions of Division 2, Chapter 5, Section GH2.0530 of this Plan shall apply.

6. Floodplain Safety Overlay Provisions

The provisions of the Floodplain Safety Overlay of Division 2, Chapter 5, Section GH2.0515 of this Plan shall apply.

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(i) Performance Standards for Commercial and Industrial Districts

1. Intent

The intent of these performance standards is to:

a) Protect the health and safety of persons from hazards and nuisances,

b) Contribute to the quality of the built environment,

c) Stimulate investment in the area through assurances that quality features will protect those investments, and

d) Stimulate creativity in design that leads to a special character in the living environment.

Performance standards set maximum limits on adverse impacts of permitted uses or development of the land. These standards operate in combination with required site development standards in achieving their intent. Except as noted, these provisions take precedence over provisions in the County of San Bernardino Development Code. References to applicable State and Federal standards, however, shall be as specified in the Development Code.

2. Exemptions

The following sources of hazards and nuisances are exempt from these requirements:

a) Emergency equipment, vehicles and devices; and

b) Temporary construction, maintenance or demolition activities conducted between the hours of 6:30 a.m. and 8:00 p.m. However, this exemption does not apply on Sundays and national holidays.

3. Topical Standards

a) Accessory Structures

Any ground structures accessory to the main buildings are subject to the same site development regulations as the main buildings. They shall be designed and located so as to:

1) Blend with the other structures on the site,

2) Avoid impeding access to buildings, loading, or parking areas on the site, and

3) Be consistent with the other performance standards specified in this Section.

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b) Air Quality

Operations or activities shall not cause the emission of any ash, dust, fumes, gases, vapors, or other forms of pollutants that can cause damage to people, animals, vegetation or other property. Emission levels shall not exceed the levels permitted by the rules and regulations of the South Coast Air Quality Management District or the requirements of any Air Quality Plan or the Greenhouse Gas Emissions Reduction Plan adopted by the County of San Bernardino.

c) Electrical Interference

Operations or activities that generate, emit or transmit electrical energy shall be carried out in such a way that it does not cause magnetic, electrical, electronic or electromagnetic radiation, interference or disturbance that adversely affects persons or the operation of any equipment or conduct of any process employed by any use beyond the site boundary. Such operations or activities must also comply with regulations of the Federal Communications Commission.

d) Fire or Explosive Hazard

Operations, activities or equipment involving the storage of flammable or explosive materials shall be provided with adequate safety devices against the hazard of fire or explosion. Safety procedures associated with such hazards shall be clearly posted and personnel shall be properly trained in these procedures. Adequate fire alarms, fire-fighting and fire suppression equipment and devices must be provided on-site in accordance with the requirements of the California Building Code and the California Fire Code. Storage standards defined in Section 83.01.060 of the Development Code related to Regional Industrial (IR) shall apply here to Commercial/Traveler Services.

e) Fissionable or Radioactive Materials

Operations or activities shall not at any time produce the release or emission of any fissionable or radioactive materials onto the ground or into the atmosphere or any public or private sewerage disposal system.

f) Heat or Cold

Operations or activities shall not emit a heating or cooling effect that would cause a temperature increase or decrease on any adjacent property in excess of ten degrees Fahrenheit, whether the change is measured in the air, on the ground, or on the surface of any structure.

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g) Liquid and Solid Wastes

Operations or activities shall not discharge any liquid or solid waste material onto the ground, into any watercourse, or into any public or private sewerage disposal system unless said discharge complies with the requirements of the San Bernardino County Development Code Section 83.01.100.

h) Light and Glare

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

i) Loading

Loading docks or areas shall be located and designed to adequately accommodate the vehicles that serve the use. They shall be oriented in such a way that they do not impede access to adjacent properties. Loading areas shall be located, designed and operated to avoid nuisance to adjacent visitor serving accommodations.

j) Maintenance of Open Areas

Open areas devoted to landscape or hardscape shall be maintained in a weed-free condition. Soil areas shall be landscaped in such a way that dirt and dust are not picked up by high winds.

k) Mechanical and Electrical Equipment

Except for solar collectors, equipment such as air conditioners, refrigeration equipment, antennas, pumps, transformers, heating and ventilating equipment and ducts, pipes, and conduits shall be located, designed and operated to avoid disturbance of uses and activities on adjacent properties. Where such equipment is visible from either the I-15 or I-215 Freeway, Cajon Boulevard, Kendall Drive, or Glen Helen Parkway, it shall be shielded from view by architectural treatment. Shielding shall also be provided for the benefit of adjacent visitor serving uses.

l) Noise

Provisions of Section 83.01.080 of the County of San Bernardino County Development Code shall be observed except as specified below. Existing uses, including the Amphitheater as of the adoption date of this Specific Plan, shall be exempt from these noise provisions. Future business operations and activities within or

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adjacent to visitor serving designations shall be conducted to comply with the following noise standards, measured at the site property line:

1) Industrial and commercial operations and activities shall not create any noise that would exceed an exterior noise level of 55dBA during the hours of 10:00 p.m. to 7:00 a.m. and 60dBA during the hours of 7:00 a.m. to 10:00 p.m.

2) No loading or unloading operation, handling of containers or materials, or moving of items in a manner that would disturb occupants of nearby lodgings shall be conducted between the hours of 10:00 p.m. to 7:00 a.m.

3) No repair, rebuilding, modifying or testing of any type of equipment or vehicle, including their engines, shall be conducted in such a manner as to increase a noise disturbance for occupants of nearby lodgings between the hours of 10:00 p.m. and 7:00 a.m.

m) Odors

Operations or activities shall not be permitted to emit odorous fumes, gasses or other odorous matter in such amounts as to be dangerous, injurious, noxious, or otherwise objectionable and readily detectable without the aid of instruments beyond the site boundary.

n) Outdoor Storage, Trash and Service Areas

All areas for outdoor storage of equipment or vehicles, industrial materials, refuse; collection, recycling or service areas, shall be enclosed or effectively screened from public view by use of fencing, solid walls, landscaping, berms, or some combination of these devices. The height of screened material shall not exceed the height of the screening device.

o) Smoke and Dust

Operations or activities shall not emit smoke, fumes or dust that exceeds the limits specified by the South Coast Air Quality Management District.

p) Vibration

Operations or activities shall not create vibration noticeable without instruments at the site boundary.

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GH2.0415 Commercial Destination Entertainment (C/DE)

(a) Definitions

This designation is applied to properties within the Glen Helen Regional Park and surrounding properties along Glen Helen Parkway. It is intended to support and enhance the existing large-scale attractions. It provides for uses that attract visitors for recreation and entertainment in the form of either a single event or extended-stay activities. An example of the former would be a performance at the San Manuel Amphitheater. An example of the latter would be a Recreational Vehicle Park. Commercial recreation uses, restaurants and other food services, hotels and specialty retail, service uses, and similar uses would be accommodated.

The C/DE land use designation is applied to publicly owned land. Should the land ownership change from public to private and the intended use is not a permitted use, then a Specific Plan Amendment would be required to change the land use designation. This would allow for a thorough analysis of the proposed use on the subject property to remain consistent with the goals of the Glen Helen Specific Plan.

View of Commercial/Destination Entertainment Designation looking southwest from Glen Helen Road

View of Commercial/Destination Entertainment area within Glen Helen Regional Park

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(b) Allowed Uses

Any use that is accessory to or made a part of the normal operation of the Glen Helen Regional Park or the San Manuel Amphitheater, including temporary uses, shall be allowed without an additional land use approval subject to the approval of the County Regional Parks Department.

(c) Conditional Uses (MUP)

The following uses are permitted within the Commercial Destination Entertainment designation; subject to approval of Minor Use Permit application:

1. Retail Trade/Personal Services, such as:
   - Antique Shops
   - Art Galleries
   - Bakeries/Ice Cream Shops
   - Books/Gift/Stationary Stores
   - California Welcome Center
   - Coffee Houses/Cafes
   - Hobby Shops
   - Restaurants, Family and Specialty w/o Drive-Thru
   - Specialty Retail Stores
   - Sporting Goods, sales/rentals.

2. Lodging Services, such as:
   - Hotels/Motels
   - Motor Courts
   - Recreational Vehicle Parks.

3. Recreation/Entertainment Services, such as:
   - Amusement Park, aquatic park
   - Arcades
   - Bowling Alleys
   - Equestrian Centers (boarding stables, performance, horse rentals)
   - Fairs (non-permanent) including art fairs, craft fairs, farmers markets
   - Fairs (permanent)
   - Family Entertainment Centers
   - "For-Fee" sports such as batting cages, tennis club, fishing
   - Ice Skating Rinks/In-line or roller hockey
   - Live Performance facilities, night clubs
   - Meeting Halls
   - Miniature Golf Courses
   - Model Hobby Complex, sales, but with outside display of trains only
   - Private/Non-Profit cultural facilities such as art galleries, music halls, museums
   - Training Centers
   - Virtual-Realty facilities.

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4. Additional Uses, such as:
    - Active and passive recreational uses associated with public parkland
    - Historic monuments and sites
    - Wildlife and nature preserves, lakes, watercourses.

(d) Conditional Uses (CUP)

The following uses are conditionally permitted within the Commercial Destination Entertainment designation; subject to approval of a Conditional Use Permit (CUP):

1. Retail Trade/Personal Services, such as:
    - Automobile Service Station (gas and minor auto repair)
    - On-Site Alcoholic Beverage Sale Establishments including Bars, Taverns, Cocktail Lounges
    - Restaurants with Drive-Thru.

2. Recreation/Entertainment Services, such as:
    - Arenas, amphitheaters, auditoriums, rodeo facilities, convention center
    - Golf Clubhouse, including restaurant, snack bar, ancillary pro shop
    - Golf Course, including driving range, golf school, caretakers quarters
    - Zoo.

3. Off-site signs, subject to the development standards of the State Outdoor Advertising Act and Regulations (California Business and Professions Code, Sections 5200 et. seq.).

4. Additional Uses: The following uses shall be allowed in this zoning designation subject to a CUP:
    - Temporary and permanent government facilities and enterprises (Federal, State and Local) where buildings and/or property are publicly owned or leased.
    - Temporary support facilities associated with highway construction and other public facilities including, but not limited to, batch plants and equipment storage yards.
    - Transportation facilities principally involved in the movement of people together with the necessary buildings, apparatus, or appurtenances incidental thereto, including but not limited to, airports, heliports, train stations, bus stations, carpool facilities and parking lots.
    - Museums, art galleries, and libraries.
    - Planetariums, aquariums, zoos, botanical gardens and arboretums.
    - Radio and television stations and towers.
    - Racetracks or stadiums.
    - Campgrounds not exceeding a density of four (4) sites per acre.

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- Sports-oriented recreational uses requiring remote locations including but not limited to: rifle, pistol and archery ranges, sky diving jump sites, off-road and recreational vehicle parks, marinas, golf courses, hunting and fishing clubs, ski resorts and recreational camps.
- Arenas, field houses, auditoriums, rodeo facilities.
- Recreation and community centers, gymnasiums, athletic clubs.

(e) Prohibited Uses

The following uses are prohibited uses within the Commercial/Destination Entertainment designation because of the need to maintain a particularly visitor-friendly environment within this District:

1. Cemeteries, including pet cemeteries.
2. Correctional institutions.
3. Development of natural resources.
4. Electrical generating stations.
5. Emergency and transitional shelters for the homeless.
6. Hazardous waste operations.
7. Industrial uses the Industry, Manufacturing & Processing, Wholesaling sections of Tables 82-4, 82-7, 82-11 and 82-17 of the County Development Code.
8. Residential care facilities.
9. Solid waste disposal sites, rubbish incinerators, and recycling centers.

(f) Site Development Standards

The following Site Development Standards shall apply to private property only. However, within the Glen Helen Regional Park the County shall consider applying the same or similar standards to achieve a consistent quality of development.

1. Building Site Requirements

a) Minimum lot size shall be five acres, calculated per Subsection 83.02.050(e) of the County Development Code. Within the Glen Helen Regional Park area that is designated Commercial Destination Entertainment, a five-acre minimum lease area is recommended.

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b) Existing lots that are less than five acres in size as of the adoption of this Specific Plan are "grandfathered" as legal building sites, and can be built upon according to the standards of this Plan.

c) Consolidation of lots to achieve the minimum lot size for development is essential. In lieu of lot consolidation, property owners may be conditioned to provide a reciprocal access agreement for an adjacent property so that future joint access to the two properties is assured. See Division 3, Chapter 2 (Site Planning Guidelines) of this Plan for further on-site development guidance.

d) Property owners that consolidate lots to achieve a five-acre or greater lot size, are eligible to receive a floor area ratio bonus and other types of assistance, in accordance with the provisions under Land Assembly/Coordinated Planning, below.

e) Minimum lot width measured at the front property line, is 100 feet.

f) Minimum lot depth is 100 feet.

2. Building Height and Area Limitations

a) Maximum structure height is 60 feet. Uninhabited architectural projections such as roof peaks, parapets, and towers may extend up to ten feet above this limit.

b) Maximum lot coverage is 80%. This includes the surface area of a lot that is paved or covered by a building, in accordance with the County Development Code. This would include parking areas and hardscaped outdoor storage areas.

c) Maximum floor area ratio (FAR) is .35. FAR is defined as the total gross square footage of a building divided by the net parcel size.

3. Building Setbacks

a) Minimum front setback, measured from the property line, is 25 feet from a major highways and secondary highways and 15 feet from a collector and local road.

b) Minimum interior side setback is 15 feet. This setback is required on only one side to provide for emergency access. If the adjacent property is not designated commercial or industrial, an interior side setback shall be required along that side of the property as well.

c) Minimum street side setback is 25 feet for major highways and secondary highways and 15 feet for collector and local roads. Conformance with the Clear Site Triangle provisions of the County Development Code Section 83.02.030 shall be maintained.

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d) Minimum rear yard, measured from the property line is 15 feet. For properties with a freeway edge the minimum rear yard is 30 feet. See Division 3, Chapter 1 (Landscape Architecture Guidelines) of this Plan for further freeway landscape guidance.

e) Minimum building separation on-site is 30 feet. However, configuration and dimensions between buildings must permit access to all areas of the property by fire equipment.

4. Landscape Setbacks

a) From a major highways and secondary highways the landscape setback is 15 feet from ultimate right-of-way.

b) From a collector and local road the landscape setback is ten feet from ultimate right-of-way.

c) From proposed Levee Road there is no landscape setback required.

d) From freeways the landscape setback is 30 feet from ultimate right-of-way.

5. Off-Street Parking

Refer to Division 3, Chapter 2 (Site Planning Guidelines) of this Plan as applicable.

6. Signage

Refer to Division 3, Chapter 5 (Signage Guidelines) of this Plan as applicable. Accessory sign standards shall be the same as Special Development sign standards per Subsection 83.13.050(e) of the County Development Code. These standards may be modified pursuant to a Sign Program brought forward by the Regional Parks Department or as part of an update to the Glen Helen Regional Park Master Plan.

7. Other General Development Regulations

Refer to Division 2, Chapter 7 (General Development Regulations) of this Plan as applicable.

8. Design Guidelines

Refer to Division 3 (Design Guidelines) of this Plan as applicable.

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(g) Development Guidelines and Special Provisions

1. Land Assembly/Coordinated Planning

Consolidation of existing small parcels in the commercial and industrial districts is highly desirable because of the ability to design larger parcels more successfully. An alternative to lot consolidation is the preparation of comprehensive site development plans for adjacent parcels under multiple ownerships. That option is acceptable should the property owners involved elect to invest in preparing such a plan and recording its provisions as deed restrictions on the property.

a) Incentives for lot consolidation to achieve a five-acre or greater lot size are based on the following principles:

1) Incentives are to be real and not symbolic: they must translate into usable value.

2) Landowners/developers should have a menu of options from which they can select the most desirable incentives according to their circumstance, including rejecting incentives entirely.

3) Use of incentives are not intended to justify development standards or Conditions of Approval beyond the requirements of the Code, nor are they intended to make a project more vulnerable to legal challenge.

4) The County may negotiate combinations of incentives according to the circumstances that prevail. Applicants should not expect that all incentives will be used concurrently. In some cases, increments of incentive specified may vary, depending upon the circumstances and the number of incentives being sought. The general intention is that all consolidation projects will benefit from the Processing Time and Parcel Map incentives and one of the other three incentives.

b) The menu of incentives shall include:

1) Intensity Bonuses. Increases in intensity shall be in 10% increments, adding 10% additional gross square footage of use for each parcel added to the initial parcel of land. For example, combining three lots would generate a 20% intensity bonus, 10% for each of the two lots added.

2) Application Fee Reduction. Fee reductions for application processing shall be in 25% increments for each parcel added to the initial parcel of ownership up to 75%. For example, fees for adding three parcels in a lot consolidation would be reduced by 75%.

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3) Public Improvement Assistance. The County may assume responsibility for selected infrastructure improvements as an incentive for lot consolidation. Because each situation varies so significantly, no specific amount can be stated. However, the County intends to seek funding from the State Infrastructure Bank and other sources to assist in the improvement of this area.

4) Processing Time. Projects that involve lot consolidation will automatically get priority processing, irrespective of the number of lots involved.

5) Processing Time. Projects that involve lot consolidation will automatically get priority processing, irrespective of the number of lots involved.

6) Lot Merger Process. Projects that are built on two or more existing legal building sites require a parcel map process or lot merger to convert them to a single property under current County procedures. Where consolidation occurs under this Specific Plan, the County will incur costs associated with this process.

2. Fire Safety Overlay

The provisions of Division 2, Chapter 5, Section GH2.0510 of this Plan shall apply.

3. Floodplain Safety Overlay

The provisions of the Floodplain Safety Overlay of Division 2, Chapter 5, Section GH2.0515 of this Plan shall apply.

4. Geologic Hazard

The provisions of Division 2, Chapter 5, Section GH2.0520 of this Plan shall apply.

5. Scenic Resources Overlay

The provisions of Division 2, Chapter 5, Section GH2.0525 of this Plan shall apply.

6. Biological Resources Management

Refer to the natural plant communities assessment and mitigation implementation measures of the Glen Helen Resource Management Plan (Appendix A of the FEIR), as applicable. In addition, the provisions of Division 2, Chapter 5, Section GH2.0530 of this Plan shall apply.

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(h) Performance Standards for Commercial and Industrial Districts

1. Intent

The intent of these performance standards is to:

a) Protect the health and safety of persons from hazards and nuisances,

b) Contribute to the quality of the built environment,

c) Stimulate investment in the area through assurances that quality features will protect those investments, and

d) Stimulate creativity in design that leads to a special character in the Specific Plan area.

Performance standards set maximum limits on adverse impacts of permitted uses or development of the land. These standards operate in combination with required site development standards in achieving their intent. Except as noted, these provisions take precedence over provisions in the County of San Bernardino Development Code. References to applicable State and Federal standards, however, shall be as specified in the Development Code.

2. Exemptions

The following sources of hazards and nuisances are exempt from these requirements:

a) Emergency equipment, vehicles and devices; and

b) Temporary construction, maintenance or demolition activities conducted between the hours of 6:30 a.m. and 8:00 p.m. However, this exemption does not apply on Sundays and national holidays.

3. Topical Standards

a) Accessory Structures

Any ground structures accessory to the main buildings are subject to the same site development regulations as the main buildings. They shall be designed and located so as to:

1) Blend with the other structures on the site,

2) Avoid impeding access to buildings, loading, or parking areas on the site, and

3) Be consistent with the other performance standards specified in this Section.

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b) Air Quality.

Operations or activities shall not cause the emission of any ash, dust, fumes, gases, vapors, or other forms of pollutants that can cause damage to people, animals, vegetation or other property. Emission levels shall not exceed the levels permitted by the rules and regulations of the South Coast Air Quality Management District or the requirements of any Air Quality Plan or the Greenhouse Gas Emissions Reduction Plan adopted by the County of San Bernardino.

c) Electrical Interference.

Operations or activities that generate, emit or transmit electrical energy shall be carried out in such a way that it does not cause magnetic, electrical, electronic or electromagnetic radiation, interference or disturbance that adversely affects persons or the operation of any equipment or conduct of any process employed by any use beyond the site boundary. Such operations or activities must also comply with regulations of the Federal Communications Commission.

d) Fire or Explosive Hazard

Operations, activities or equipment involving the storage of flammable or explosive materials shall be provided with adequate safety devices against the hazard of fire or explosion. Safety procedures associated with such hazards shall be clearly posted and personnel shall be properly trained in these procedures. Adequate fire alarms, fire-fighting and fire suppression equipment and devices must be provided on-site in accordance with the requirements of the California Building Code and the California Fire Code. Burning of waste materials in open fire is expressly prohibited. Storage standards defined in Section 83.01.060 of the Development Code related to Regional Industrial (IR) shall apply to Commercial/Destination Entertainment.

e) Fissionable or Radioactive Materials

Operations or activities shall not at any time produce the release or emission of any fissionable or radioactive materials onto the ground or into the atmosphere or any public or private sewerage disposal system.

f) Heat or Cold

Operations or activities shall not emit a heating or cooling effect that would cause a temperature increase or decrease on any adjacent property in excess of ten degrees Fahrenheit, whether the change is measured in the air, on the ground, or on the surface of any structure.

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g) Liquid and Solid Wastes

Operations or activities shall not discharge any liquid or solid waste material onto the ground, into any watercourse, or into any public or private sewerage disposal system unless said discharge complies with the requirements of the San Bernardino County Development Code Section 83.01.100.

h) Light and Glare

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

i) Loading

Loading docks or areas shall be located and designed to adequately accommodate the vehicles that serve the use. They shall be oriented in such a way that they do not impede access to adjacent properties. Loading areas shall be located, designed and operated to avoid nuisance to adjacent visitor serving accommodations.

j) Maintenance of Open Areas

Open areas devoted to landscape or hardscape shall be maintained in a weed-free condition. Soil areas shall be landscaped in such a way that dirt and dust are not picked up by high winds.

k) Mechanical and Electrical Equipment

Except for solar collectors, equipment such as air conditioners, refrigeration equipment, antennas, pumps, transformers, heating and ventilating equipment and ducts, pipes, and conduits shall be located, designed and operated to avoid disturbance of uses and activities on adjacent properties. Where such equipment is visible from either the I-15 or I-215 Freeway, Cajon Boulevard, Kendall Drive, or Glen Helen Parkway, it shall be shielded from view by architectural treatment. Shielding shall also be provided for the benefit of adjacent visitor-serving uses.

l) Noise

Provisions of Section 83.01.080 of the County of San Bernardino County Development Code shall be observed except as specified below. Existing uses as of the date of adoption of this Specific Plan, including the San Manuel Amphitheater., shall be exempt from these noise provisions. Future business operations and activities within or adjacent to visitor serving designations shall be conducted

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to comply with the following noise standards, measured at the site property line:

1) Industrial and commercial operations and activities shall not create any noise that would exceed an exterior noise level of 55dBA during the hours of 10:00 p.m. to 7:00 a.m. and 60dBA during the hours of 7:00 a.m. to 10:00 p.m.

2) No loading or unloading operation, handling of containers or materials, or moving of items in a manner that would disturb occupants of nearby lodgings shall be conducted between the hours of 10:00 p.m. to 7:00 a.m.

3) No repair, rebuilding, modifying or testing of any type of equipment or vehicle, including their engines, shall be conducted in such a manner as to increase a noise disturbance for occupants of nearby lodgings between the hours of 10:00 p.m. and 7:00 a.m.

m) Odors

Operations or activities shall not be permitted to emit odorous fumes, gasses or other odorous matter in such amounts as to be dangerous, injurious, noxious, or otherwise objectionable and readily detectable without the aid of instruments beyond the site boundary.

n) Outdoor Storage, Trash and Service Areas

All areas for outdoor storage of equipment or vehicles, industrial materials, refuse; collection, recycling or service areas, shall be enclosed or effectively screened from public view by use of fencing, walls, landscaping, berms, or some combination of these devices. The height of screened material shall not exceed the height of the screening device.

o) Smoke and Dust

Operations or activities shall not emit smoke, fumes or dust that exceed the limits specified by the South Coast Air Quality Management District.

p) Vibration

Operations or activities shall not create vibration noticeable without instruments at the site boundary.

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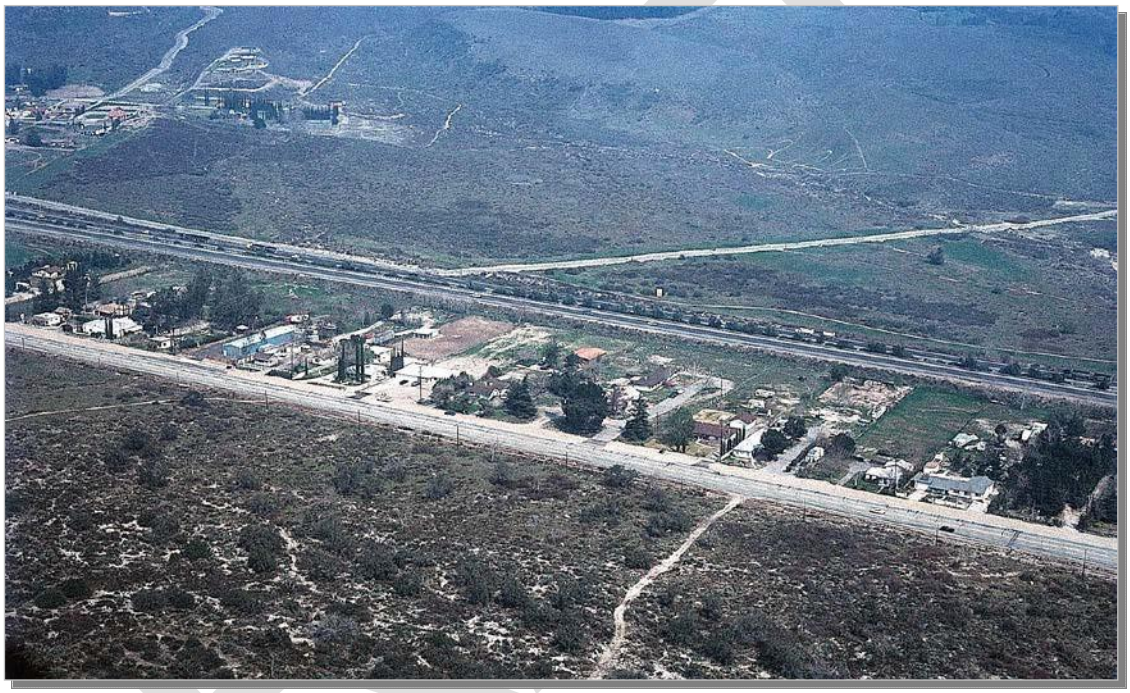
GH2.0420 Corridor Industrial (CI)

(a) Definition

This designation allows a range of general industrial uses, including research and development activities, small parts and equipment manufacturing, assembly, processing, repair services for goods and equipment, and supporting office/administrative uses. All such uses shall be in totally enclosed buildings. Limited outdoor commercial services, including recreational vehicle sales and manufactured home sales, are allowed with a Conditional Use Permit. Also, special development standards are included for limited outside storage related to screening, landscaping, and location of uses.



Corridor Industrial area along Cajon Boulevard.

(b) Conditional Uses (MUP)

The following uses are permitted within the Corridor Industrial designation; subject to approval of Minor Use Permit application:

1. Professional Services, such as:
   - Architect/Engineer Offices
   - Communications Contractor

2. Retail Trade/Personal Services, such as:
   - Barber and Beauty Shops
   - Building and Landscape Materials Sales -- Indoor
   - Clothing Rental
   - Commercial Entertainment – Indoor

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- Copy/Film Centers
- Dry Cleaning Pick Up Stores with limited equipment
- Fitness/Health Facilities
- Home Electronics and Small Appliance Repair
- Kennel or Cattery
- Laundromats (self-service laundries)
- Locksmiths
- Massage (Licensed, Therapeutic)
- Meeting Facilities – public or private
- Office Supplies and Equipment Stores
- Pet Grooming with no boarding
- Photography Studios.
- Psychics, Palm Readers
- Restaurant, Café, Coffee Shop
- Shoe Repair
- Tailors
- Tanning Salons
- Tattoo and Body Piercing Services.
- Veterinary Clinic, Small Animal Hospitals

3. Convenience/Support Services, such as:
   - Convenience/Support Services, such as:
   - Limited Food Services
   - Gasoline and Propane Sales
   - Limited Retail Services.

4. Repair Services, such as:
   - Appliance Repair Shops
   - Limited Repair Services, such as jewelry, bicycle, audio
   - Reupholstery, Furniture Repair.
   - Vehicle Services -- Minor Auto/Motorcycle/RV Repairs exclusive of overhauls, Muffler, Oil Change, Tire Shops

5. General Industrial, such as:
   - Auto Paint Shops
   - Blue Printing, Reproduction and Copying Services, Bookbinding, Photoengraving, and Printing
   - Electronic Equipment Testing and Repair Services
   - Experimental/Prototype Design, Assembly and Testing Facilities
   - Industrial/Commercial Business Incubator (flexible) Buildings
   - Mail order Businesses
   - Research and Development Facilities (including laboratories and product development)
   - Software Design Uses
   - Technology Exchange/Transfer Services
   - Welding and Metal Repair.

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6. General Industrial, such as:
   - Specialized—computer products, food packaging, knitting mills, garments, cabinet shops, furniture assembly, paper products, pottery, scientific labs/instruments, jewelry, printing/publishing
   - General—flour mills, fabric mills, furniture manufacture, plastics, brick products, vehicle parts assembly.

7. Recycling Operations, such as:
   - Small Collection Facilities (see Section 84.19.060 of the Development Code).

8. Storage/Warehouse Operations, such as:
   - General—warehouse, lumber yards
   - Limited—mini-storage, discount wholesale stores, recreational vehicle storage.

9. Wholesaling and Distribution, such as:
   - Agents, Merchandise or Commodity Brokers, and Commission Merchants
   - Assemblers, Buyers and associations engaged in the cooperative marketing of farm products
   - Merchant Wholesalers
   - Stores primarily selling electrical, plumbing, heating and air conditioning supplies and equipment.
   - Storage, Processing, Packaging, and Shipping Facilities for mail order and e-commerce retail establishments.

10. Transportation and Communication such as:
    - Ambulance, Taxi or Limousine Dispatch Facilities
    - Broadcasting studio
    - Parking Structures
    - Transportation Facility
    - Truck Terminal

11. Other Uses, such as:
    - Historic monuments and sites
    - Live/work Units
    - Wildlife and Nature Preserves, Lakes, Watercourses.

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(c) Conditional Uses (CUP)

The following uses are conditionally permitted within the Corridor Industrial designation; subject to approval of a Conditional Use Permit (CUP):

1. Outdoor Commercial Services, such as:
   - Auto and Vehicle Sales and Rental
   - Recreational Vehicle Sales
   - Small Equipment Sales and Rental
   - Manufactured Home Sales.

2. Repair Services, such as:
   - Major Auto/Motorcycle/RV Repair, including overhaul.

3. Recycling/Salvage Operations, such as:
   - Large Collection Facilities (see Section 84.19.070 of the Development Code).
   - Salvage Operations within an enclosed structure.

4. Additional Uses: The following uses shall be allowed in this zoning designation subject to a CUP:
   - Temporary and permanent government facilities and enterprises (Federal, State and Local) where buildings and/or property are publicly owned or leased.
   - Temporary support facilities associated with highway construction and other public facilities including, but not limited to, batch plants and equipment storage yards.
   - Institutional uses including but not limited to schools, colleges and universities, conference centers, hospitals, churches, rehabilitation centers and organizational camps.
   - Museums, art galleries, and libraries.
   - Planetariums, aquariums, zoos, botanical gardens and arboretums.
   - Residential care facilities with seven (7) or more clients.
   - Radio and television stations and towers.
   - Sports-oriented recreational uses requiring remote locations including but not limited to: rifle, pistol and archery ranges, sky diving jumpsites, off-road and recreational vehicle parks, marinas, golf courses, hunting and fishing clubs, ski resorts and recreational camps.
   - Arenas, field houses, auditoriums, rodeo facilities.
   - Recreation and community centers, gymnasiums, athletic clubs.
   - Emergency and transitional shelters for the homeless.

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(d) Prohibited Uses

The following uses are prohibited:

1. Ammunition/Fireworks.
2. Bail Bond Services.
3. General Salvage Operations.
4. Impound Yard
5. Petroleum Refining and Related.
6. Poultry Dressing Plants.
7. Primary Metal Industries.
8. Primary Outdoor Storage.
9. Off-site signs.
10. Slaughter Houses, Rendering.

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(e) Transitional Uses

The following uses are defined as transitional uses:

1. Single Family Dwelling Unit.

2. Multiple Family Dwelling Unit.

Existing residential uses and structures may be maintained and improved as permitted uses until the property owner decides to replace them with Corridor Industrial uses. Legal existing residential units shall include dwellings for which permits have already been issued, or dwellings for which permit applications have been accepted for processing by the County prior to the date of adoption of this provision.

A combination of residential and industrial uses is not allowed on a parcel.

No new residential dwelling units are allowed, except for Dependent Housing, as allowed in accessory uses.

A single-family dwelling unit may be expanded by up to 25% of its size as it was permitted on the date of adoption of this provision. Multiple family dwelling units may not be expanded. Replacement of residential structures destroyed by fire, earthquake, or other catastrophe may be rebuilt and the use continued until a change is sought by the property owner.

The following accessory uses are allowed for single family transitional uses:

- Accessory Animal Keeping pursuant to Section 84.04.090 of the Development Code.
- Dependent Housing pursuant to Chapter 84.08 of the Development Code.
- Home Occupations pursuant to Chapter 84.12 of the Development Code.

The following accessory use is allowed for multiple family transitional uses:

- Home Occupations pursuant to Chapter 84.12 of the Development Code.

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(f) Accessory Uses

The following uses are allowed as accessory uses within the Corridor Industrial designation:

1. Caretaker housing pursuant to Subsection 84.01.040(b) of the Development Code, except that an existing dwelling shall be exempt from the locational requirements.
2. Parking structures and lots
3. Reverse Vending and Small Collection Recycling Facilities, with appropriate permit, pursuant to Chapter 84.19 of the Development Code.
4. Outdoor storage, limited to 1,000 square feet or 25% of the primary use gross floor area, whichever is less, and screened as specified in Chapter 3 (Design Guidelines) of Division 3 of this Plan.

(g) Temporary Uses

The following uses are allowed as temporary uses:

1. Construction Office Structure pursuant to Chapters 84.25 and 85.15 of the Development Code.
2. Nonresidential Structure pursuant to Chapters 84.25 and 85.15 of the Development Code.
3. Special Events pursuant to Chapter 85.16 of the Development Code.

(h) Site Development Standards

1. Building Site Requirements

a) Minimum lot size shall be two acres, calculated per Subsection 83.02.050(e) of the County Development Code.

b) Existing lots that are less than two acres in size as of the adoption of this Specific Plan are "grandfathered" as legal building sites and can be built upon according to the standards of this Plan.

c) Consolidation of lots to achieve the minimum lot size for development is essential to minimize the number of access points along Kendall Drive and Cajon Boulevard. In lieu of lot consolidation, property owners may be conditioned to provide a reciprocal access agreement for an adjacent property so that future joint access to the two properties is assured. See Division 3, Chapter 2 of the Site Planning Guidelines, below for further on-site development guidance.

d) Property owners that consolidate lots to achieve a two-acre or greater lot size, are eligible to receive a floor area ratio bonus and other incentives, in accordance with the under-Land Assembly/ Coordinated Planning, below.

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e) Minimum lot width, measured at the front property line, is 100 feet.

f) Minimum lot depth is 200 feet.

2. Building Height and Area Limitations

a) Maximum structure height is 75 feet.

b) Uninhabited architectural projections such as roof peaks, parapets, and towers may extend up to ten feet above this limit.

c) Maximum lot coverage is 85%. This includes the surface area of a lot that is paved or covered by a building, in accordance with the County Development Code. This would include parking areas and hardscaped outdoor storage areas.

d) Maximum floor area ratio (FAR) is .5. FAR is defined as the total gross square footage of a building divided by the net parcel size.

3. Building Setbacks

a) Minimum front setback, measured from the property line, is 25 feet from a major highways and secondary highways and 15 feet from a collector and local road.

b) Minimum interior side setback is ten feet. This setback is required on only one side to provide for emergency access. If the adjacent property is not designated commercial or industrial, the interior side setback shall be required along that side of the property as well.

c) Minimum street side setback is ten feet for collector and local roads and 15 feet for major highways and secondary highways.

d) Minimum rear yard, measured from the property line, is ten feet, except for properties with a freeway edge the minimum rear yard is 25 feet.

e) Minimum building separation on-site is 20 feet. However, configuration and dimensions between buildings must permit access to all areas of the property by fire equipment.

4. Landscape Setbacks

a) From a major highway and secondary highways the landscape setback is 15 feet from ultimate right-of-way.

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b) From a collector and local road, the landscape setback is ten feet from ultimate right-of-way.

c) From a freeway the landscape setback is 25 feet. This setback may be reduced at the discretion of the Director of Land Use Services, if screening landscape is added within the freeway right-of-way.

5. Off-Street Parking

Refer to Division 3, Chapter 2 (Site Planning Guidelines) as applicable.

6. Signage

Refer to Division 3, Chapter 5 (Signage Guidelines) as applicable. Accessory sign standards shall be the same as Community Industrial Land Use Zoning District Development Standards per Subsection 83.13.050(c)(12) of the County Development Code, except for free-standing signs. The size of a free-standing sign shall be based on a ratio of 1:4 (building frontage to sign area) up to a maximum of 200 square feet.

7. Other General Development Regulations

Refer to Division 2, Chapter 7 (General Development Regulations) of this Plan as applicable.

8. Design Guidelines

Refer to Division 3 (Design Guidelines) of this Plan as applicable.

(i) Development Guidelines and Special Provisions

1. Land Assembly/Coordinated Planning

Consolidation of existing small parcels in the commercial and industrial districts is highly desirable because of the ability to design larger parcels more successfully. An alternative to lot consolidation is the preparation of comprehensive site development plans for adjacent parcels under multiple ownerships. That option is acceptable should the property owners involved elect to invest in preparing such a plan and recording its provisions as deed restrictions on the property.

a) Incentives for lot consolidation to achieve a two-acre or greater lot size are based on the following principles:

1) Incentives are to be real and not symbolic: they must translate into usable value.

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2) Landowners/developers should have a menu of options from which they can select the most desirable incentives according to their circumstance, including rejecting incentives entirely.

3) Use of incentives are not intended to justify development standards or Conditions of Approval beyond the requirements of the Code, nor are they intended to make a project more vulnerable to legal challenge.

4) The County may negotiate combinations of incentives according to the circumstances that prevail. Applicants should not expect that all incentives will be used concurrently. In some cases, increments of incentive specified may vary, depending upon the circumstances and the number of incentives being sought. The general intention is that all consolidation projects will benefit from the Processing Time and Lot Merger incentives.

b) The menu of incentives shall include:

1) Intensity Bonuses. Increases in intensity shall be in 10% increments, adding 10% additional gross square footage of use for each parcel added to the initial parcel of land. For example, combining three lots would generate a 20% intensity bonus, 10% for each of the two lots added.

2) Application Fee Reduction. Fee reductions for application processing shall be in 25% increments for each parcel added to the initial parcel of ownership, up to 75%. For example, fees for adding three parcels in a lot consolidation would be reduced by 75%.

3) Public Improvement Assistance. The County may assume responsibility for selected infrastructure improvements as an incentive for lot consolidation. Because each situation varies so significantly, no specific amount can be stated. However, the County intends to seek funding from the State Infrastructure Bank and other sources to assist in the improvement of this area.

4) Processing Time. Projects that involve lot consolidation will automatically get priority processing, irrespective of the number of lots involved.

5) Lot Merger Process. Projects that are built on two or more existing legal building sites require a parcel map or lot merger to convert them to a single property under current

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County procedures. Where consolidation occurs under this Specific Plan, the County will incur costs associated with this process.

2. Fire Safety Overlay

The provisions of Division 2, Chapter 5, Section GH2.0510 of this Plan shall apply.

3. Floodplain Safety Overlay

The provisions of the Floodplain Safety Overlay of Division 2, Chapter 5, Section GH2.0515 of this Plan shall apply.

4. Geologic Hazard Overlay

The provisions of Division 2, Chapter 5, Section GH2.0520 of this Plan shall apply.

5. Scenic Resources Overlay

The provisions of Division 2, Chapter 5, Section GH2.0525 of this Plan shall apply.

6. Biological Resources Management

Refer to the natural plant community's assessment and mitigation implementation measures of the Glen Helen Resource Management Plan (Appendix A of the FEIR), as applicable. In addition, the provisions of Division 2, Chapter 5, Section GH2.0530 of this Plan shall apply.

(j) Performance Standards for Commercial and Industrial Districts

1. Intent

The intent of these performance standards is to:

a) Protect the health and safety of persons from hazards and nuisances,

b) Contribute to the quality of the built environment,

c) Stimulate investment in the area through assurances that quality features will protect those investments, and

d) Stimulate creativity in design that leads to a special character in the living environment.

Performance standards set maximum limits on adverse impacts of permitted uses or development of the land. These standards operate in combination with required site development standards in achieving their intent. Except as noted, these provisions take precedence over

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provisions in the County of San Bernardino Development Code. References to applicable State and Federal standards, however, shall be as specified in the Development Code.

2. Exemptions

The following sources of hazards and nuisances are exempt from these requirements:

a) Emergency equipment, vehicles and devices; and

b) Temporary construction, maintenance or demolition activities conducted between the hours of 6:30 a.m. and 8:00 p.m. However, this exemption does not apply on Sundays and national holidays.

3. Topical Standards

a) Accessory Structures: Any ground structures accessory to the main buildings are subject to the same site development regulations as the main buildings. They shall be designed and located so as to:

1) Blend with the other structures on the site;

2) Avoid impeding access to buildings, loading, or parking areas on the site; and

3) Be consistent with the other performance standards specified in this Section.

b) Air Quality

Operations or activities shall not cause the emission of any ash, dust, fumes, gases, vapors, or other forms of pollutants that can cause damage to people, animals, vegetation or other property. Emission levels shall not exceed the levels permitted by the rules and regulations of the South Coast Air Quality Management District or the requirements of any Air Quality Plan or the Greenhouse Gas Emissions Reduction Plan adopted by the County of San Bernardino.

c) Electrical Interference

Operations or activities that generate, emit or transmit electrical energy shall be carried out in such a way that it does not cause magnetic, electrical, electronic or electromagnetic radiation, interference or disturbance that adversely affects persons or the operation of any equipment or conduct of any process employed

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by any use beyond the site boundary. Such operations or activities must also comply with regulations of the Federal Communications Commission.

d) Fire or Explosive Hazard

Operations, activities or equipment involving the storage of flammable or explosive materials shall be provided with adequate safety devices against the hazard of fire or explosion. Safety procedures associated with such hazards shall be clearly posted and personnel shall be properly trained in these procedures. Adequate fire alarms, fire-fighting and fire suppression equipment and devices must be provided on-site in accordance with the requirements of the California Building Code and the California Fire Code. Burning of waste materials in open fire is expressly prohibited. Storage standards defined in Section 83.01.060 of the Development Code related to Regional Industrial (IR) shall apply here to Corridor Industrial.

e) Fissionable or Radioactive Materials

Operations or activities shall not at any time produce the release or emission of any fissionable or radioactive materials onto the ground or into the atmosphere or any public or private sewerage disposal system.

f) Heat or Cold

Operations or activities shall not emit a heating or cooling effect that would cause a temperature increase or decrease on any adjacent property in excess of ten degrees Fahrenheit, whether the change is measured in the air, on the ground, or on the surface of any structure.

g) Liquid and Solid Wastes

Operations or activities shall not discharge any liquid or solid waste material onto the ground, into any watercourse, or into any public or private sewerage disposal system unless said discharge complies with the requirements of the San Bernardino County Development Code Section 83.01.100.

h) Light and Glare

Lights shall be designed, oriented, and shielded so that glare does not extend beyond the property line to any adjacent property, roadway or freeway. In particular, no glare shall be produced that would be distracting to motorists on the I-15 and I-215 Freeways and their associated transition roads. Lighting levels on the

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property shall be sufficient to provide for safe operations according to commonly accepted specifications for proper security.

i) Loading

Loading docks or areas shall be located and designed to adequately accommodate the vehicles that serve the use. They shall be oriented in such a way that they do not impede access to adjacent properties. Loading areas shall be located, designed and operated to avoid nuisance to adjacent visitor serving accommodations.

j) Maintenance of Open Areas

Open areas devoted to landscape or hardscape shall be maintained in a weed-free condition. Soil areas shall be landscaped in such a way that dirt and dust are not picked up by high winds.

k) Mechanical and Electrical Equipment

Except for solar collectors, equipment such as air conditioners, refrigeration equipment, antennas, pumps, transformers, heating and ventilating equipment and ducts, pipes, and conduits shall be located, designed and operated to avoid disturbance of uses and activities on adjacent properties. Where such equipment is visible from either the I-15 or I-215 Freeway, Cajon Boulevard, Kendall Drive, or Glen Helen Parkway, it shall be shielded from view by architectural treatment. Shielding shall also be provided for the benefit of adjacent visitor serving uses.

l) Noise

Provision of Section 83.01.080 of the County of San Bernardino County Development Code shall be observed except as specified below. Business operations and activities within or adjacent to visitor serving designations shall be conducted to comply with the following noise standards, measured at the site property line:

1) No loading or unloading operation, handling of containers or materials, or moving of items in a manner that would disturb occupants of nearby lodgings shall be conducted between the hours of 10:00 p.m. to 7:00 a.m.

2) No repair, rebuilding, modifying or testing of any type of equipment or vehicle, including their engines, shall be conducted in such a manner as to increase a noise

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disturbance for occupants of nearby lodgings or dwellings between the hours of 10:00 p.m. and 7:00 a.m.

m) Odors

Operations or activities shall not be permitted to emit odorous fumes, gasses or other odorous matter in such amounts as to be dangerous, injurious, noxious, or otherwise objectionable and readily detectable without the aid of instruments beyond the site boundary.

n) Outdoor Storage, Trash and Service Areas

All areas for outdoor storage of equipment or vehicles, industrial materials, refuse; collection, recycling or service areas, shall be enclosed or effectively screened from public view by use of fencing, walls, landscaping, berms, or some combination of these devices. The height of screened material shall not exceed the height of the screening device.

o) Smoke and Dust

Operations or activities shall not emit smoke, fumes or dust that exceeds the limits specified by the South Coast Air Quality Management District.

p) Vibration

Operations or activities shall not create vibration noticeable without instruments at the site boundary.

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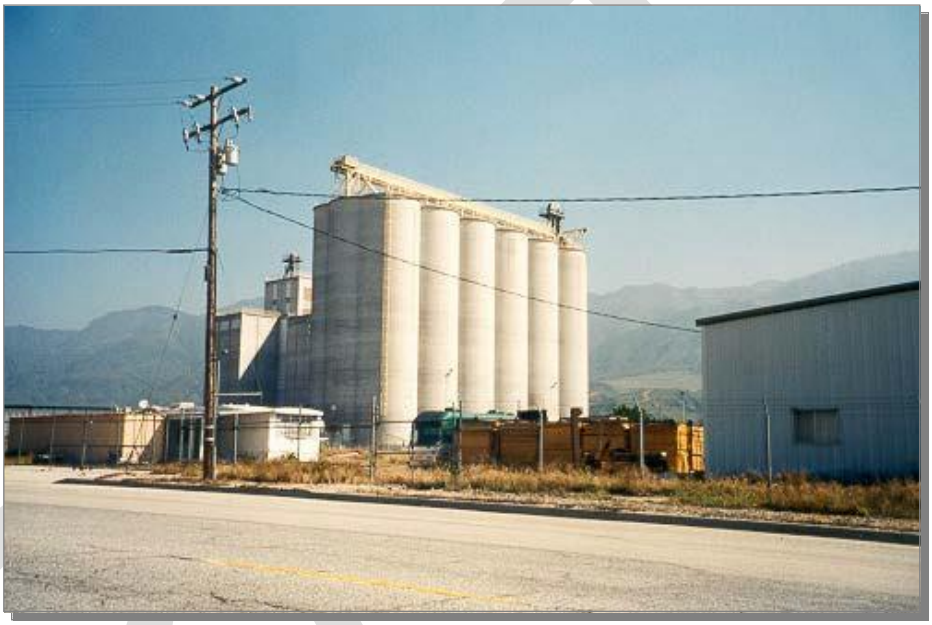
GH2.0422 Heavy Industrial (HI)

(a) Definition

The Heavy Industrial designation addresses the limited locations where heavier industrial uses can be located along Cajon Boulevard and Kendall Drive. The Heavy Industrial designation totals approximately 129 acres.

The intent of the Heavy Industrial zone is to provide for certain industrial uses that include primary outdoor storage. The Heavy Industrial zone is generally located in areas that are served by the railroad, are not visible from Scenic Corridors, and/or allow for additional screening from public views.



Existing heavy industrial use within the Heavy Industrial designation

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(b) Conditional Uses (MUP)

The uses permitted pursuant to Section GH2.0420(b) of this Plan shall be permitted in the Heavy Industrial designation subject to approval of Minor Use Permit application.

(c) Conditional Uses (CUP)

The uses permitted pursuant to Section GH2.0420(c) of this Plan shall be permitted in the Heavy Industrial designation subject to approval of Conditional Use Permit application. The following uses shall also be permitted subject to a Conditional Use Permit:

1. Impound Yard.
2. Contract Construction Services.
3. Construction Equipment Sales and Repair.
4. Large Collection Facilities (per Development Code Chapter 84.19, except for the screening provisions which shall be per this Specific Plan).
5. Light Processing Facilities (per Development Code Chapter 84.19, except for the screening provisions which shall be per this Specific Plan).
6. Heavy Processing Facilities (per Development Code Chapter 84.19, except for the screening provisions which shall be per this Specific Plan).
7. Lumber and Building Materials Yard.
8. General Repair Services (repair in enclosed building but with overnight exterior storage).
9. Manufacturing with Outdoor Storage.
10. Mineral Extraction and Processing.
11. Poultry dressing plant
12. Recreational Vehicle Storage.

(d) Prohibited Uses

The following uses are prohibited:

1. Ammunition/fireworks.
2. Animal keeping
3. General Salvage Operations.
4. Off-site signs.

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5. Petroleum refining and related.
6. Primary metal industries.
7. Residential of any type.
8. Slaughterhouses, rendering.
9. Retail and service commercial

(e) Development Standards

Site development standards shall be consistent with the Corridor Industrial designation [GH2.0420(h)], except for the following: Open storage of materials and products may exceed the area limits of the CI designation (Subsection GH2.0420 Corridor Industrial) if properly screened from view from public streets and highways. Open storage and loading areas shall be screened with a combination of solid walls and landscaping. No stored materials or products may extend higher than the required screening materials.

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GH2.0425 Single-Family Residential – Sycamore Flats (SFR-SF)

(a) Definition

The Single-Family Residential – Sycamore Flats (SFR-SF) designation provides for single-family detached residential development, at a density of up to 7 dwelling units per acre, within the Sycamore Flats subarea. This product may consist of standard residential single-family detached subdivision development or may consist of a residential single family detached condominium style development (as displayed in detached condominium exhibit) or a combination thereof. Any new residential development will be required to satisfy conditions related to regional park, sheriff's facilities, open space, and natural resources impacts.

(b) Allowed Uses

The following uses are allowed within the SFR-SF designation (no planning permit required):

- Accessory structures and uses
- Childcare – small family daycare home
- Licensed Residential Care Facility (six or fewer clients)
- Standard Single Family Dwelling Unit
- Single Family Detached Condominium Dwelling Unit
- Open Space

(c) Permitted Uses

The following uses are permitted within the SFR-SF designation; subject to approval of a Site Plan Permit (P) review:

- Park, playground
- Active and passive recreational uses associated with public parkland or private common recreation facilities

(d) Conditional Uses (MUP)

The following uses are conditionally permitted within the SFR-SF designation; subject to approval of a Minor Use Permit (MUP) review:

- Equestrian Centers (boarding stables, horse rentals
- Animal keeping – Small animal ranches/farms/animal sanctuary
- Agricultural accessory structure – 1,000 sf max.
- Crop production, horticulture, orchard, vineyard, nurseries
- Historic monuments and sites
- Wildlife and nature preserves, lakes, watercourses.
- Childcare – Large family daycare home
- Public Safety Facility
- Historic monuments and sites

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SFR-SF

(e) Special Use Permit (SUP)

The following uses are permitted within the SFR-SF designation; subject to approval of a Special Use Permit (SUP).

1. Home Occupations

2. Interim Uses such as support facilities associated with highway construction, infrastructure development and logistic facilities including but not limited to, batch plants, equipment storage yards, and storage for truck trailers and containers.

   a. Interim Uses shall be permitted for a period not to exceed 10 years.

   b. A de-commissioning plan detailing the dismantling of the interim facilities shall be included as part of the SUP application and approval process. Additional measures such as security requirements, lighting plans and bonds to guarantee de-commissioning may be required at the discretion of the Director of Land Use Services

(f) Prohibited Uses (SUP)

The following uses are prohibited within the SFR-SF designation due to a need to maintain an environment within this District that is conducive to residential development:

1. Commercial uses per Sections GH2.0410 and GH2.0415 of this Plan, except as provided for in this Section.

2. Development of natural resources.

3. Electrical generating stations.

4. Emergency and transitional shelters for the homeless.

5. Hazardous waste operations.

6. Industrial uses per the Industry, Manufacturing & Processing, and Wholesaling sections of Tables 82-4, 82-7, 82-11, and 82-17 of the County Development Code.

7. Radio and television stations and towers.

8. Solid waste disposal sites, rubbish incinerators, and recycling centers.

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SFR-SF

(g) Site Development Standards

1. Building Site Requirements

Standard Single Family Detached

a) Minimum lot size shall be 4050 SF, calculated per Subsection 83.02.050(e) of the County Development Code.

b) Minimum lot width: 40 feet.

c) Minimum lot depth: 90 feet.

d) Maximum lot coverage: 70%

Detached Single Family Condominium

e) Minimum lot area per dwelling unit shall be 2000 square feet

f) Minimum lot area width: 30 feet

g) Minimum lot area depth: 65 feet

h) Minimum spacing between buildings: 10 feet

i) Maximum lot coverage: 80%

2. Building Height and Area Limitations

Maximum Housing Density: 7 dwelling unit per acre.

3. Building Setbacks

Standard Single Family Detached

a) Minimum front setback, measured from the property line, is 10 feet.

b) Minimum interior side setback is 5 feet.

c) Minimum street side setback is 10.

d) Minimum rear yard, measured from the property line, is 10 feet (3 feet to garage for alley loaded homes). For properties with a freeway edge, the minimum building setback is 20 feet from the freeway right-of-way. Landscaping within the freeway landscape zone will be required of the master developer. See Division 3, Chapter 1 (Landscape Architecture Guidelines) of this Plan for additional freeway landscaping guidance.

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e) Minimum on-site building separation is 10 feet. However, configuration and dimensions between buildings must permit access to all areas of the property by fire equipment.

Detached Single Family Condominium

f) Minimum Street setback, measured from the property line, is 10 feet.

g) Minimum rear yard setback is 10 feet.

h) Minimum outdoor space required is 120 square feet with a minimum backyard width of 8 feet between dwelling unit and property boundary.

4. Landscape Setbacks

a) From a major highway and secondary highways, the landscape setback is 10 feet from ultimate right-of-way.

b) From a collector and local road, the landscape setback is 10 feet from ultimate right-of-way.

c) From a freeway the landscape setback is 30 feet from ultimate right-of-way.

5. Off-Street Parking

Refer to Division 3, Chapter 2 (Site Planning Guidelines) as applicable.

6. Signage

Refer to Division 3, Chapter 5 (Signage Guidelines) of the Plan as applicable. Accessory sign standards shall be the same as Special Development sign standards per Subsection 83.13.050(e) of the County Development Code. These standards may be modified by a Planned Development or Conditional Use Permit.

7. Other General Development Regulations

Refer to Division 2, Chapter 7 (General Development Regulations) of this Plan as applicable.

8. Design Guidelines

Refer to Division 3 (Design Guidelines) of this Plan as applicable.

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(h) Development Guidelines and Special Provisions

1. Preservation and Restoration of Riparian Habitat for Least Bell's Vireo

Neighborhood I encompass a riparian corridor, Sycamore Flats, which will be preserved and enhanced as part of the proposed project. The northernmost portion of the corridor is not included in the preservation/enhancement area for this Specific Plan since it is San Bernardino County's land. Mitigation for riparian habitat impacts elsewhere in the project area will include restoration and enhancement to approximately 18.9 acres of the riparian corridor and the adjacent floodplain. This area serves as habitat for the least Bell's vireo.

2. Protection of Nesting Birds

To protect nesting birds regulated by the federal Migratory Bird Treaty Act, efforts will be made to schedule vegetation removal 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) and will be avoided until the nesting cycle is complete or it is determined by the monitoring biologist that the nest has failed. In addition, 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.

3. Protection of Burrowing Owls

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 ground disturbance activities (California Burrowing Owl Consortium 1993). This pre-construction survey will 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 80 feet of the impact area, on-site passive relocation would be conducted during the non-breeding season in accordance with the establishment protocol (California Burrowing Owl Consortium, 1993).

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4. Fire Safety Overlay

The provisions of Division 2, Chapter 5, Section GH2.0510 of this Plan shall apply.

5. Floodplain Safety Overlay

The provisions of the Floodplain Safety Overlay of Division 2, Chapter 5, Section GH2.0515 of this Plan shall apply.

6. Geology and Soils

Refer to the Geology and Soils Section (Appendix A).

7. Scenic Resource Overlay

The provisions of Division 2, Chapter 5, Section GH2.0525 of this Plan shall apply.

8. Biological Resources

Refer to the Biological Resources Section (Appendix A).

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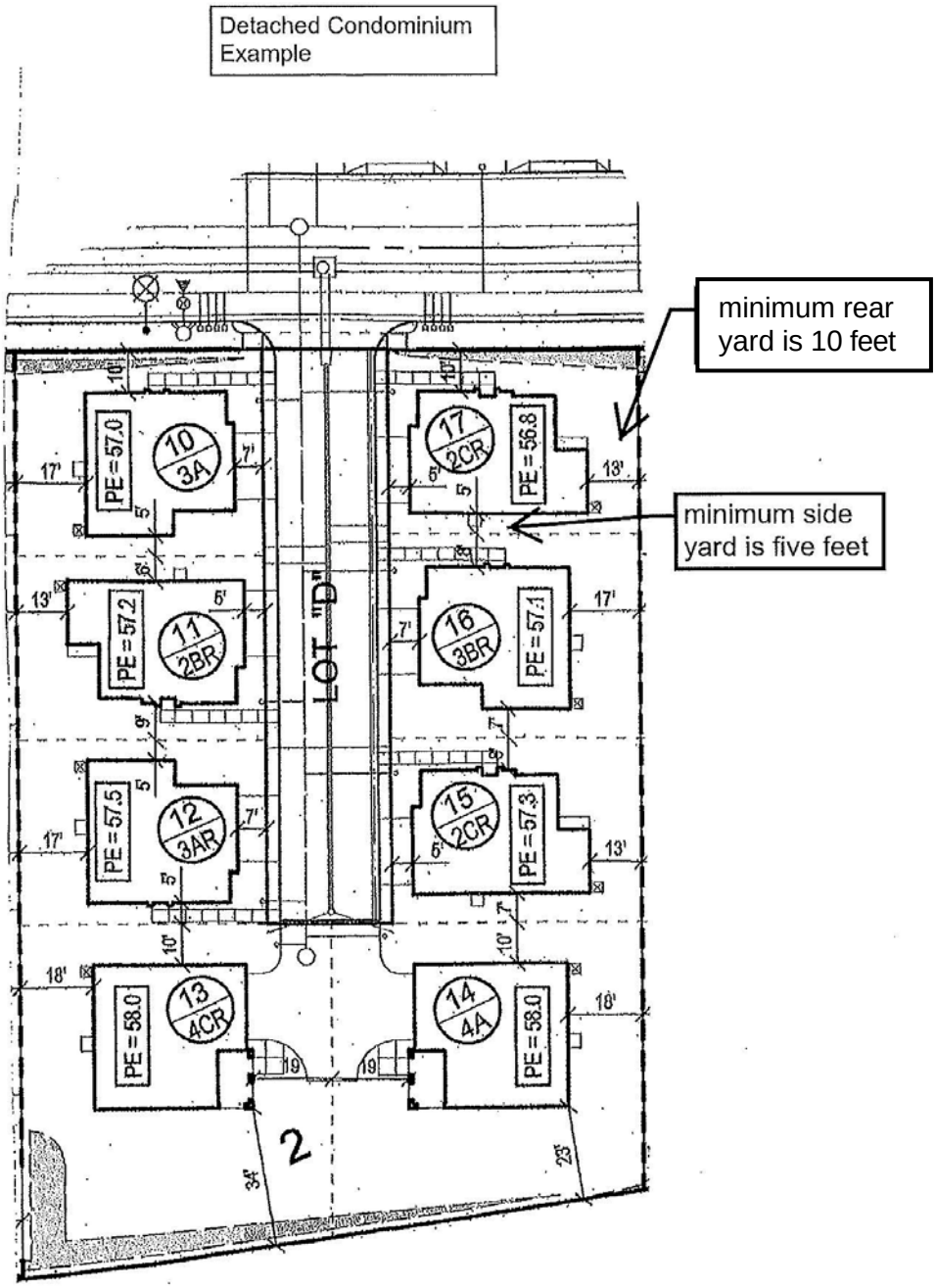
Detached Condominium Example
minimum rear yard is 10 feet
minimum side yard is five feet
LOT "D"
10 3A PE=57.0
11 2BR PE=57.2
12 3AR PE=57.5
13 4CR PE=58.0
14 4A PE=58.0
15 2CR PE=57.3
16 3BR PE=57.1
17 2CR PE=56.8
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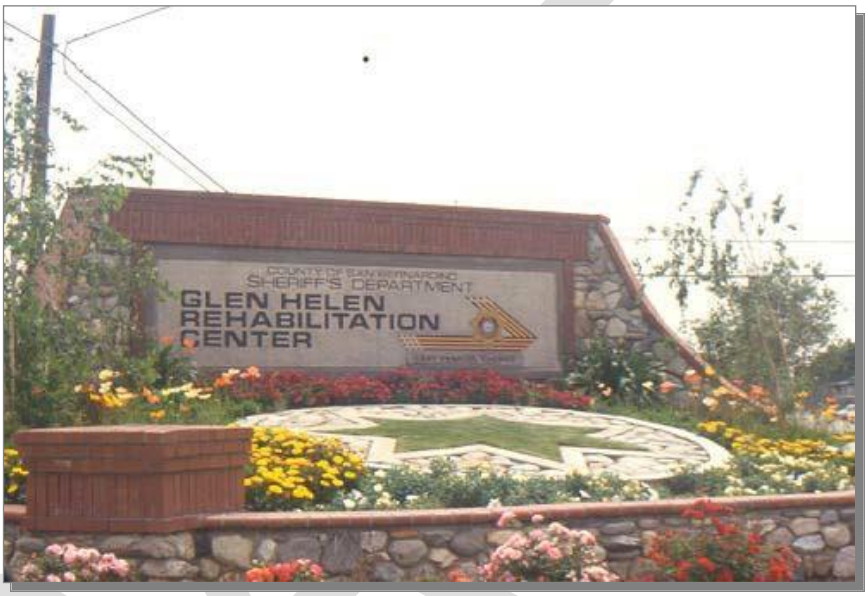
GH2.0430 Public Facilities (PF)

(a) Definition

This designation provides for the development, maintenance, and operation of facilities devoted to advanced law enforcement training and the management and housing of prisoners. All related master planned uses contained in the Master Plan for Sheriff's Facilities at Glen Helen are assumed to operate 24 hours per day as needed, and are accommodated within this designation.



Glen Helen Rehabilitation Center

(b) Conditional Uses (MUP)

The following uses are permitted within the Public Facilities designation; subject to approval of Minor Use Permit application:

1. Active and passive recreational uses associated with public parkland.
2. Animal keeping – Small animal ranches/farms/animal sanctuary.
3. Bomb detonation site.
4. Fire Stations.
5. Historic monuments and sites.
6. Law enforcement/public safety training facilities, including firearms training, helicopter operations and firefighter training.
7. Temporary and Permanent government facilities including, but not limited to, government offices.

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8. Wildlife and nature preserves, lakes, watercourses.

(b) Conditional Uses (CUP)

The following uses are conditionally permitted within the Public Facilities designation; subject to approval of a Conditional Use Permit (CUP):

1. Correctional institution.

2. Emergency and transitional shelters for the homeless.

3. Emergency vehicle drivers training.

4. Recreation and community centers, gymnasiums, athletic clubs.

5. Sewer plants and sewage disposal sites.

6. Additional Uses: The following uses shall be allowed in this zoning designation subject to a CUP:
   - Temporary support facilities associated with highway construction and other public facilities including, but not limited to, batch plants and equipment storage yards.
   - Transportation facilities principally involved in the movement of people together with the necessary buildings, apparatus, or appurtenances incidental thereto, including but not limited to, airports, heliports, train stations, bus stations, car pool facilities and parking lots.
   - Institutional uses including but not limited to schools, colleges and universities, conference centers, hospitals, churches, rehabilitation centers and organizational camps.
   - Sewer plants and sewage disposal sites.
   - Electrical generating stations.
   - Public utilities and public service uses or structures including but not limited to: reservoirs, pumping plants, electrical substations, central communications offices, microwave and repeater huts, towers and satellite receiving stations. A multiple site network may be submitted as one project.
   - Racetracks or stadiums.
   - Campgrounds not exceeding a density of four (4) sites per acre.
   - Sports-oriented recreational uses requiring remote locations including but not limited to: rifle, pistol and archery ranges, sky diving jumpsites, off-road and recreational vehicle parks, marinas, golf courses, hunting and fishing clubs, ski resorts and recreational camps.
   - Gas pressure control stations, water treatment plants (purification), water storage tanks, gas production plants, petroleum pipelines and pressure control stations.
   - Arenas, field houses, auditoriums, rodeo facilities.
   - Recreation and community centers, gymnasiums, athletic clubs.
   - Emergency and transitional shelters for the homeless.

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(d) Prohibited Uses

The following uses are prohibited uses within the Public Facilities designation because of the special nature of the Sheriff's complex located within this District:

1. Development of natural resources.

2. Industrial uses per the Industry, Manufacturing & Processing, Wholesaling section of Table 82-4, 82-7, 82-11 and 82-17 of the County Development Code, except vocational training programs at the Glen Helen Regional Center at the Sheriff's Facilities.

3. Museum, art galleries, libraries.

4. Planetariums, aquariums, zoos, botanical gardens and arboretums.

5. Solid waste disposal sites.

(e) Site Development Standards

Site development standards shall comply with the provisions of the Master Plan or County Sheriff's Facilities at Glen Helen: 1992-2012 and any updates thereafter.

1. Relocation of Bomb Detonation Site

The Sheriff's Department must occasionally dispose of ordnance and other explosive items at its training facility in Glen Helen. Because of the volatile nature of these emergency disposals, the detonation site must be isolated from the public. With the potential growth of the area identified in this Plan, and proposed development adjacent to the Plan area, the Sheriff's Department relocated the bomb disposal facility into an isolated and protected area. The following steps were followed as part of the planning process to relocate the bomb facility:

a) Noise studies were conducted at the proposed site.

b) Air quality emissions were modeled for the proposed site based on emission factors presented in AP-42, A Compilation of Air Pollutant Emission Factors (USEPA, 1995).

c) The noise and air quality model measurements for the proposed detonation site were evaluated with the land use compatibility standards in the Glen Helen Specific Plan to confirm the suitability of the proposed site.

2. Dedication of Institution Road

Institution Road is currently designated as a Private Road within the City of San Bernardino. This roadway is the primary access road for the County Sheriff's facilities. Therefore, the County should encourage the

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dedication of Institution Road to the City of San Bernardino and develop a joint road maintenance agreement to ensure the roadway is adequately maintained throughout the year.

3. Fire Safety Overlay

The provisions of Division 2, Chapter 5, Section GH2.0510 of this Plan shall apply.

4. Floodplain Safety Overlay

The provisions of the Floodplain Safety Overlay of Division 2, Chapter 5, Section GH2.0515 of this Plan shall apply.

5. Geologic Hazard Overlay

The provisions of Division 2, Chapter 5, Section GH2.0520 of this Plan shall apply.

6. Biological Resources Management

Refer to the natural plant communities assessment and mitigation implementation measures of the Glen Helen Resource Management Plan (Appendix A of the FEIR), as applicable. In addition, the provisions of Division 2, Chapter 5, Section GH2.0530 of this Plan shall apply.

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GH2.0435 Special Use Area (SUA)

(a) Definition

This designation accommodates the ongoing monitoring of the Cajon Disposal Site, which ceased accepting waste in December of 1980, and is officially closed. The final cap for this facility was installed in 1981. Local groundwater is being monitored to ensure the water quality is maintained. The SUA designation provides for limited use of the County disposal site for periodic, non-intensive uses, such as overflow parking for major events in the Regional Park. Any use of the site would need to be approved by the California Department of Resources Recycling and Recovery (CalRecycle), the Santa Ana Regional Water Quality Control Board (RWQCB), and the County Solid Waste Management Division and Local Enforcement Agency (LEA), to ensure cover integrity and minimize surface erosion. The intent of the designation is to encourage the adoption of a Reuse Study for the site that addresses a range of possible future uses that would contribute to the vision for the Glen Helen Specific Plan. Potential additional uses, other than solid waste disposal are predicated on stabilization of the fill area and certification as a toxic-free area by appropriate authorities.

View of Cajon Disposal Site from Cajon Boulevard (only berm is visible)

(b) Permitted Uses

The following uses are permitted within the Special Use Area designation, subject to re-use clearance from responsible agencies listed above:

1. Active and passive recreational uses associated with public parkland.
2. Animal keeping – Small animal ranches/farms/animal sanctuary.
3. Fire Stations.
4. Historic monuments and sites.

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(c) Conditional Uses

The following uses are conditionally permitted within the Special Use Area designation, subject to re-use clearance from responsible agencies listed above:

1. Model Hobby Complex, with outside operation of model airplanes, cars, and trains.

2. Solid waste disposal sites, rubbish incinerators, and recycling centers.

3. Temporary and Permanent government facilities including, but not limited to, government offices, sheriff facilities.

4. Additional Uses: The following uses shall be allowed in this zoning designation subject to a CUP:
   - Temporary support facilities associated with highway construction and other public facilities including, but not limited to, batch plants and equipment storage yards.
   - Transportation facilities principally involved in the movement of people together with the necessary buildings, apparatus, or appurtenances incidental thereto, including but not limited to, airports, heliports, train stations, bus stations, car pool facilities and parking lots.
   - Cemeteries, including pet cemeteries, subject to Design Standards and the mapping requirements specified by the Development Code. A Conditional Use Permit and a Tentative Tract Map filed concurrently shall be required.
   - Sewer plants and sewage disposal sites.
   - Electrical generating stations.
   - Public utilities and public service uses or structures including but not limited to: reservoirs, pumping plants, electrical substations, central communications offices, microwave and repeater huts, towers and satellite receiving stations. A multiple site network may be submitted as one project.
   - Radio and television stations and towers.
   - Gas pressure control stations, water treatment plants (purification), water storage tanks, gas production plants, petroleum pipelines and pressure control stations.
   - Correctional institutions.
   - Bail bond operation located within one (1) mile of a correctional institution.
   - Emergency and transitional shelters for the homeless.

(d) Prohibited Uses

The following uses are prohibited uses within the Special Use Area designation because of the special nature of constraints on development within this District: All uses not specifically permitted or conditionally permitted, pending amendment to this Specific Plan pursuant to a Reuse Study.

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(f) Site Development Standards

Development standards shall be subject to an approved Reuse Study for the Disposal Site (see below). To the extent feasible, the standards for building height, building setbacks, and landscape setbacks shall be in accordance with the surrounding Corridor Industrial designation (Division 2, Chapter 4 of the Development Standards).

(g) Special Provisions

1. The San Bernardino County Solid Waste Management Division should prioritize the preparation of a Reuse Study for the Cajon Disposal Site, and seek completion of the Reuse Study.

2. The Reuse Study should include an evaluation of a wide variety of recreational uses, including leasing property for hard-to-locate uses such as model hobby activities. Such uses should also be evaluated in terms of noise generation. Negative noise impacts on the adjacent animal shelter shall be avoided.

3. Prior to preparation of the Reuse Study, the County Solid Waste Management Division should coordinate with the SARWQCB and CIWMB to consider what interim activities can occur on-site. The intent is to be proactive in allowing for temporary uses of the site that can benefit the Glen Helen Specific Plan area and contribute to the vision.

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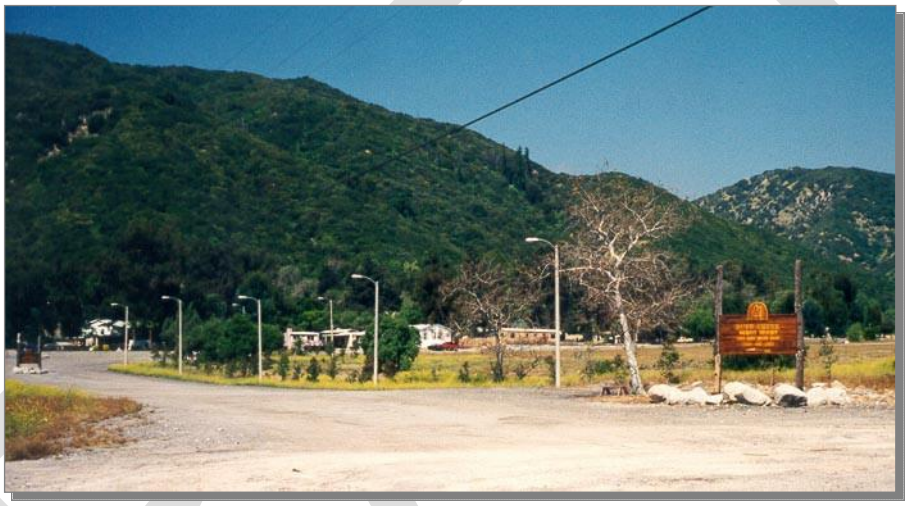
GH2.0440 Destination Recreation (DR)

(a) Definition

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



View of existing uses within the Destination Recreation Area

(b) Permitted Uses

The following uses are permitted within the Destination Recreation designation:

Single Residential Uses, such as:

- Single-Family Dwelling Unit
- Residential Care Facility (6 or fewer clients)
- Crop production, horticulture, orchard, vineyard, nurseries.

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(c) Conditional Uses (MUP)

The following uses are permitted within the Destination Recreation designation; subject to approval of Minor Use Permit (MUP):

1. Retail Trade/Personal Services, such as:
   - Antique Shops
   - Apparel Stores
   - Art Galleries
   - Bakeries/Ice Cream Shops
   - Books/Gift/Stationary Stores
   - Coffee Houses/Cafes
   - Hobby Shops
   - Jewelry Stores
   - Restaurants, Family and Specialty w/o Drive-Thru, may include outdoor seating
   - Specialty Retail Stores
   - Sporting Goods, sales/rentals.

2. Lodging Services, such as:
   - Motor Courts
   - Private Campgrounds
   - Recreational Vehicle Parks.

3. Recreation/Entertainment Services, such as:
   - Arcades
   - Bowling Alleys
   - Equestrian Centers (boarding stables, performance, horse rentals)
   - Fairs (non-permanent) including art fairs, craft fairs, farmers markets
   - Fairs (permanent)
   - Family Entertainment Centers
   - "For-Fee" sports such as batting cages, tennis club, fishing
   - Ice Skating Rinks/In-line or roller hockey
   - Meeting Halls
   - Miniature Golf Courses
   - Model Hobby Complex, sales, but with outside display of trains only
   - Private/Non-Profit cultural facilities such as art galleries, music halls, museums
   - Training Centers
   - Virtual-Reality facilities.

4. Additional Uses, such as:
   - Historic monuments and sites
   - Wildlife and nature preserves, lakes, watercourses.

(d) Conditional Uses (CUP)

The following uses are conditionally permitted within the Destination Recreation designation; subject to approval of a Conditional Use Permit (CUP):

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1. Residential, such as:
   - Mobilehome Parks
   - Residential Care Facility (7 or more clients).

2. Retail Trade/Personal Services, such as:
   - Health Clubs
   - On-Site Alcoholic Beverage Sale Establishments including Bars, Taverns, Cocktail Lounges.
   - Coffee shops/quick serve restaurants with Drive- Thru
   - Small and large format grocery stores and specialty food stores
   - Pharmacy's/drug store with or without drive-thru

3. Outdoor Commercial Services, such as:
   - Recreational Vehicle Storage.

4. Lodging Services, such as:
   - Hotels/Motels.

5. Recreation/Entertainment Services, such as:
   - Amusement Park, aquatic park
   - Arenas, amphitheaters, auditoriums, rodeo facilities
   - Convention Centers
   - Live Performance facilities, night clubs
   - Zoo
   - Planetariums, aquariums, botanical gardens and arboretums
   - Recreation and community centers, gymnasiums, athletic clubs
   - Sports-oriented recreational uses requiring remote locations including, but not limited to: sky diving jumpsites, off-road and recreational vehicle parks, marinas, golf courses, hunting and fishing clubs, and recreational camps.

6. Additional Uses: The following uses shall be allowed in this zoning designation subject to a CUP:
   - Institutional uses including but not limited to schools, colleges and universities, conference centers, hospitals, churches, rehabilitation centers and organizational camps.
   - Museums, art galleries, and libraries.
   - Planetariums, aquariums, zoos, botanical gardens and arboretums.
   - Racetracks or stadiums.
   - Campgrounds not exceeding a density of four (4) sites per acre.
   - Sports-oriented recreational uses requiring remote locations including but not limited to: rifle, pistol and archery ranges, sky diving jumpsites, off-road and recreational vehicle parks, marinas, golf courses, hunting and fishing clubs, ski resorts and recreational camps.
   - Arenas, field houses, auditoriums, rodeo facilities.
   - Recreation and community centers, gymnasiums, athletic clubs.
   - Emergency and transitional shelters for the homeless.
   - Government/Civic Facilities

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(e) Planned Development Uses

The following uses are conditionally permitted within the Destination Recreation designation; subject to approval of a Planned Development (PD) review: Single- and multiple family-dwelling units in conjunction with a recreational/ commercial use and/or recreational amenities, as well as the following uses:

1. Professional Services, such as:
   - Banks, Financial Services, Real Estate Offices
   - Medical and Dental offices
   - Copy and mail centers
2. 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 with offsite consumption alcoholic beverage sales
   - Digital Screen Billboards
   - Mini storage, car condos, and indoor/outdoor RV storage (may not be located within 300 feet of Glen Helen Parkway or adjacent to residentially zoned property)
   - Offsite 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 (or other accessory uses such as a car wash) including offsite consumption alcoholic beverage sales
   - Warehouse retail, (large format warehouse retailers with storage and sales onsite)

(f) Prohibited Uses

The following uses are prohibited uses within the Destination Recreation designation because of the relatively small area designated for this use and the need to maintain a special environment within this District that provides a natural experience consistent with its location adjacent to the San Bernardino National Forest:

1. Cemeteries, including pet cemeteries.
2. Development of natural resources.
3. Electrical generating stations.
4. Gas production plants.
5. Hazardous waste operations.
6. Industrial uses per the Industry, Manufacturing & Processing, Wholesaling sections of Tables 82-4, 82-7, 82-11 and 82-17 of the County Development Code.

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7. ~~Radio and television stations and towers~~.
8. Sewer plants and sewage disposal sites.
9. Solid waste disposal sites, rubbish incinerators, and recycling centers.
10. Temporary support facilities associated with highway construction and other public facilities including, but not limited to, batch plants and equipment storage yards.
11. Transportation facilities.

(g) Site Development Standards

1. Building Site Requirements

a) Minimum lot size shall be five acres, calculated per Subsection 83.02.050(e) of the County Development Code.

b) Existing lots that are less than five acres in size as of the adoption of this Specific Plan are "grandfathered" as legal building sites, and can be built upon according to the standards of this Plan.

c) Minimum lot width measured at the front property line is 150 feet.

2. Building Site Requirements

a) Minimum lot size shall be five acres, calculated per Subsection 83.02.050(e) of the County Development Code.

b) Existing lots that are less than five acres in size as of the adoption of this Specific Plan are "grandfathered" as legal building sites, and can be built upon according to the standards of this Plan.

c) Minimum lot width measured at the front property line is 150 feet.

d) Minimum lot depth: 100 feet.

3. Building Height and Area Limitations (unless otherwise modified per the standards within an approved PDP)

a) Maximum structure height: 60 feet.

b) Uninhabited architectural projections such as roof peaks, parapets, and towers may extend up to ten feet above this limit.

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c) Maximum lot coverage is 25%. This includes the surface area of a lot that is paved or covered by a building, in accordance with the County Development Code. This would include parking areas and hardscaped outdoor storage areas.

d) Maximum floor area ratio (FAR) is .25. FAR is defined as the total gross square footage of a building divided by the net parcel size.

4. Building Setbacks (unless otherwise modified per the standards within an approved PDP)

a) Minimum front setback, measured from the property line, is 25 feet for major highways and secondary highways and 15 feet for collector and local roads.

b) Minimum interior side setback is 15 feet. This setback is required on only one side to provide for emergency access.

c) Minimum rear setback, measured from the property line, is 25 feet, except for properties with a freeway edge the minimum rear yard is 30 feet.

d) Minimum on-site building separation is 30 feet. Configuration and dimensions between buildings in any case must permit access to all areas of the property by fire equipment, including accessory structures.

5. Landscape Setbacks (unless otherwise modified per the standards within an approved PDP)

a) From major highways and secondary highways the landscape setback is 15 feet from ultimate right-of-way.

b) From collector and local roads the landscape setback is ten feet from ultimate right-of-way.

c) From freeways the landscape setback is 30 feet from ultimate right-of-way.

6. Off-Street Parking (unless otherwise modified per the standards within an approved PDP)

Refer to Division 3, Chapter 2 (Site Planning Guidelines) as applicable.

7. Signage (unless otherwise modified per the standards within an approved PDP)

Refer to Division 3, Chapter 5 (Signage Guidelines) of this Plan as applicable. Accessory sign standards shall be the same as Rural Commercial District Development Standards per Subsection 83.13.050(c)(6) of the County Development Code.

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8. Other General Development Regulations

Refer to Division 2, Chapter 7 (General Development Regulations) of this Plan as applicable.

9. Design Guidelines

Refer to Division 3 (Design Guidelines) of this Plan as applicable.

(h) Development Guidelines and Special Provisions

1. Fire Safety Overlay

The provisions of Division 2, Chapter 5, Section GH2.0510 of this Plan shall apply.

2. Geologic Hazard Overlay

The provisions of Division 2, Chapter 5, Section GH2.0520 of this Plan shall apply.

3. Scenic Resources Overlay

The provisions of Division 2, Chapter 5, Section GH2.0525 of this Plan shall apply.

4. Biological Resources Management

Refer to the natural plant community's assessment and mitigation implementation measures of the Glen Helen Resource Management Plan (Appendix A of the FEIR), as applicable. In addition, the provisions of Division 2, Chapter 5, Section GH2.0530 of this Plan shall apply.

(i) Special Use Permit (SUP)

The following uses are permitted within the DR designation; subject to approval of a Special Use Permit (SUP)

1. Interim Uses such as support facilities associated with highway construction, infrastructure development and logistic facilities including but not limited to, batch plants, equipment storage yards, and storage for truck trailers and containers.

   a. Interim Uses shall be permitted for a period not to exceed 10 years.

   b. A de-commissioning plan detailing the dismantling of the interim facilities shall be included as part of the SUP application and approval process. Additional measures such as security requirements, lighting plans and bonds to guarantee de- commissioning may be required at the discretion of the Director of Land Use Services.

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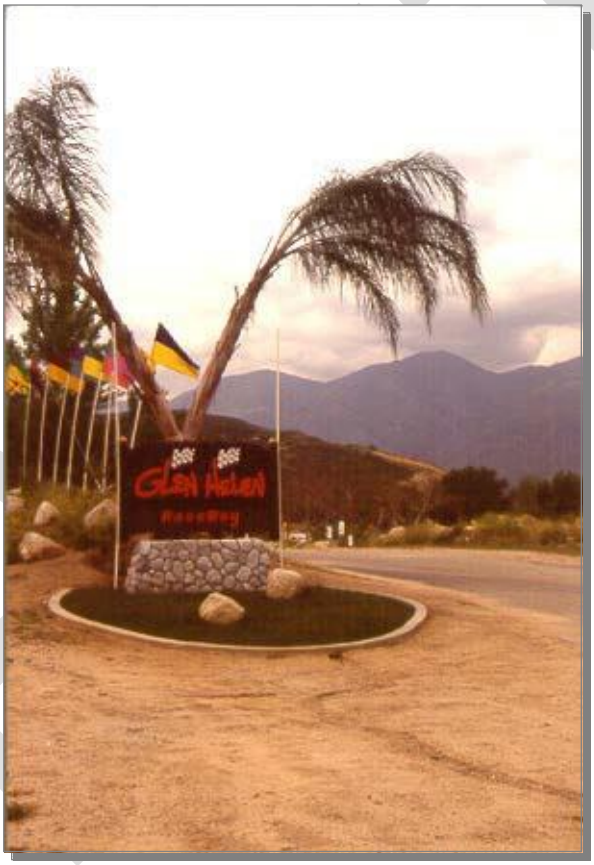
GH2.0445 Open Space/Active (OS/A)

(a) Definition

This designation provides for recreation facilities and activities in the Glen Helen Regional Park that involve relatively intensive use of the parkland, at least periodically. Examples include festivals, the Aquatic Park, sports fields and other recreation facilities, campgrounds, parking areas, and equipment/material storage areas. This designation also includes some visual open space and natural habitat areas as well, but the predominant intent is to accommodate more intensive recreation activities.



Glen Helen Raceway in Glen Helen Regional Park

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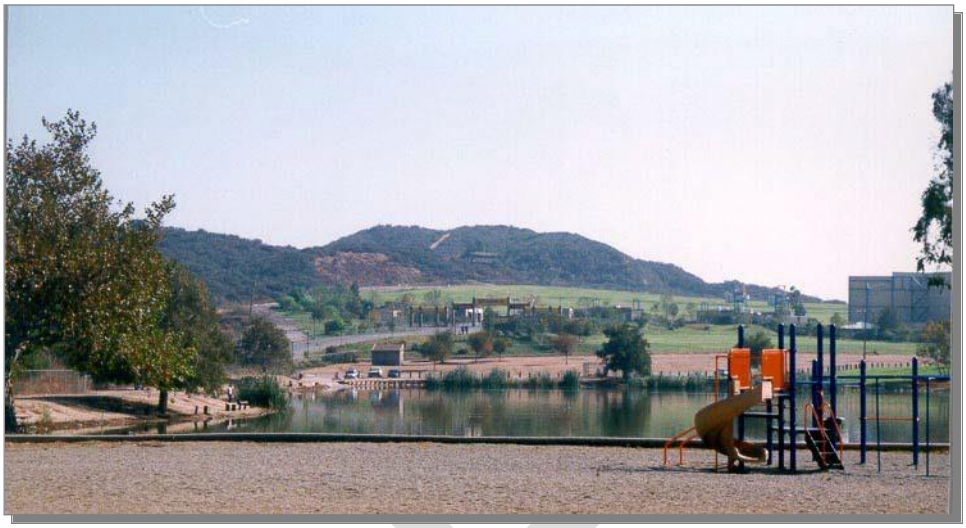

View of fishing lakes and other recreation activities at Glen Helen Regional Park

(b) Allowed Uses

Any use that is accessory to or made a part of the normal operation of the Glen Helen Regional Park or the San Manuel Amphitheater, including temporary uses, shall be allowed without an additional land use approval subject to the approval of the County Regional Parks Department.

(c) Conditional Uses (MUP)

The following uses are permitted within the Open Space/Active designation, subject to approval of Minor Use Permit application:

1. Lodging Services, such as:
   - Recreational Vehicle Parks.

2. Recreation/Entertainment Services, such as:
   - Amusement Park, aquatic park
   - Equestrian Centers (boarding stables, performance, horse rentals)
   - Fairs (non-permanent) including art fairs, craft fairs, farmers markets
   - Fairs (permanent)
   - Golf Clubhouse, including restaurant, snack bar, ancillary pro shop
   - Golf Course, including driving range, golf school, caretakers quarters
   - Meeting Halls
   - Model Hobby Complex, sales, but with outside display of trains only
   - Off-Road Vehicle Park.

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3. Additional Uses, such as:
   - Active and passive recreational uses associated with public parkland
   - Animal keeping – Small animal ranches/farms/animal sanctuary
   - Fire Stations
   - Historic monuments and sites
   - Temporary and Permanent government facilities including, but not limited to, government offices, sheriff facilities
   - Wildlife and nature preserves, lakes, watercourses.

(d) Conditional Uses (CUP)

The following uses are conditionally permitted within the Open Space/Active designation; subject to approval of a Conditional Use Permit (CUP):

1. Recreation/Entertainment Services, such as:
   - Arenas, amphitheaters, auditoriums, rodeo facilities, convention centers
   - Zoo
   - Planetariums, aquariums, botanical gardens and arboretums
   - Recreation and community centers, gymnasiums, athletic clubs
   - Sports-oriented recreational uses requiring remote locations including, but not limited to rifle, pistol and archery ranges, sky diving jump sites, off-road and recreational vehicle parks, marinas, golf courses, hunting and fishing clubs, and recreational camps.

2. Additional Uses: The following uses shall be allowed in this zoning designation subject to a CUP:
   - Historic and monument sites.
   - Cemeteries, including pet cemeteries, subject to Design Standards and the mapping requirements specified by the Development Code. A Conditional Use Permit and a Tentative Tract Map filed concurrently shall be required.

(e) Prohibited Uses

The following uses are prohibited uses within the Open Space/Active designation because of the need to balance intensive, periodic active recreation uses against a natural environmental setting within this District:

1. Correctional Institutions.

2. Development of natural resources.

3. Electrical generating stations.

4. Emergency and transitional shelters for the homeless.
5. Gas production plants.

6. Hazardous waste operations.

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7. Industrial uses per the Industry, Manufacturing & Processing, Wholesaling sections of Tables 82-4, 82-7, 82-11 and 82-17 of the County Development Code.

8. Residential care facilities.

9. Solid waste disposal sites, rubbish incinerators, and recycling centers.

10. Temporary support facilities associated with highway construction and other public facilities including, but not limited to, batch plants and equipment storage yards.

(f) Site Development Standards

1. Building Height and Setback Requirements

a) Maximum structure height: None required.

b) Minimum front setback, measured from the property line, is 25 feet from a major highways and secondary highways and 15 feet from a collector and local road.

c) Minimum interior side setback is 15 feet.

d) Minimum street side setback is 15 feet for collector and local roads and 25 feet for major highways and secondary highways.

e) Minimum rear yard, measured from the property line, is 25 feet.

f) Minimum on-site building separation: None required except as required for emergency equipment access.

2. Landscape Setbacks

a) From a major highway and secondary highways, the landscape setback is 15 feet from ultimate right-of-way.

b) From a collector and local road, the landscape setback is ten feet from ultimate right-of-way.

3. Off-Street Parking

Refer to Division 3, Chapter 2 (Site Planning Guidelines) as applicable.

4. Signage

Refer to Division 3, Chapter 5 (Signage Guidelines) of this Plan as applicable. Accessory sign standards shall be the same as Special Development sign standards per Subsection 83.13.050(e) of the County Development Code. These standards may be modified pursuant to a

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Sign Program brought forward by the Regional Parks Department or as part of an update to the Glen Helen Regional Park Master Plan.

5. Other General Development Regulations

Refer to Division 2, Chapter 7 (General Development Regulations) of this Plan as applicable.

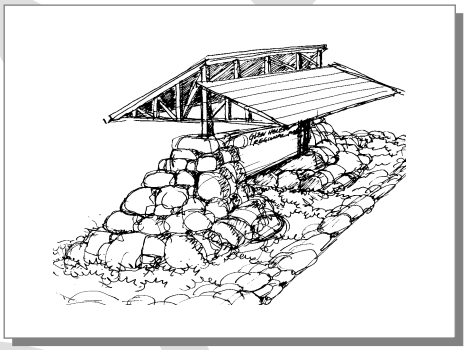
6. Design Guidelines

Refer to Division 3 (Design Guidelines) of this Plan as applicable.

(g) Development Guidelines and Special Provisions

1. Main Entry Redesign

There is an opportunity to redesign and update the main entrance to be compatible with the new streetscape/landscape treatment along Glen Helen Parkway. A conceptual design sketch incorporating local river rock for the new main entry is provided below.



2. Pedestrian Access

Safe and convenient pedestrian access across Glen Helen Parkway into the Regional Park and between the various activities at the park shall be provided. Refer to Division 3 (Design Guidelines), for further guidance on pedestrian crossings, landscaping of entryways and intersection treatments.

3. Lakes & Ecology Trail

Future uses within the open space/active area of the Glen Helen Regional Park shall not disrupt or cause the elimination of the existing lakes for fishing or use of the existing ecology trail.

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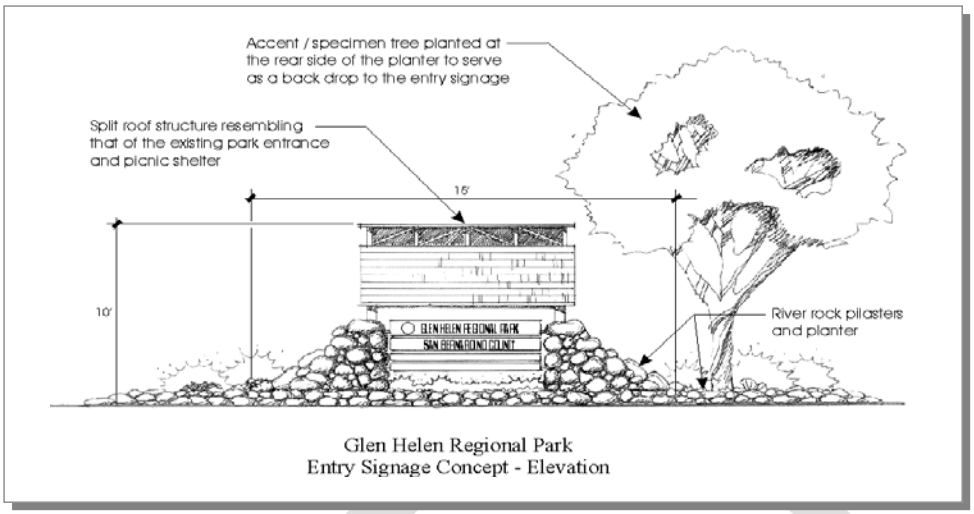

Glen Helen Regional Park
Entry Signage Concept - Elevation

4. Fire Safety Overlay

The provisions of Division 2, Chapter 5, Section GH2.0510 of this Plan shall apply.

5. Floodplain Safety Overlay

The provisions of the Floodplain Safety Overlay of Division 2, Chapter 5, Section GH2.0515 of this Plan shall apply.

6. Geologic Hazard Overlay

The provisions of Division 2, Chapter 5, Section GH2.0520 of this Plan shall apply.

7. Scenic Resources Overlay

The provisions of Division 2, Chapter 5, Section GH2.0525 of this Plan shall apply.

8. Biological Resources Management

Refer to the natural plant community's assessment and mitigation implementation measures of the Glen Helen Resource Management Plan (Appendix A of the FEIR), as applicable. In addition, the provisions of Division 2, Chapter 5, Section GH2.0530 of this Plan shall apply.

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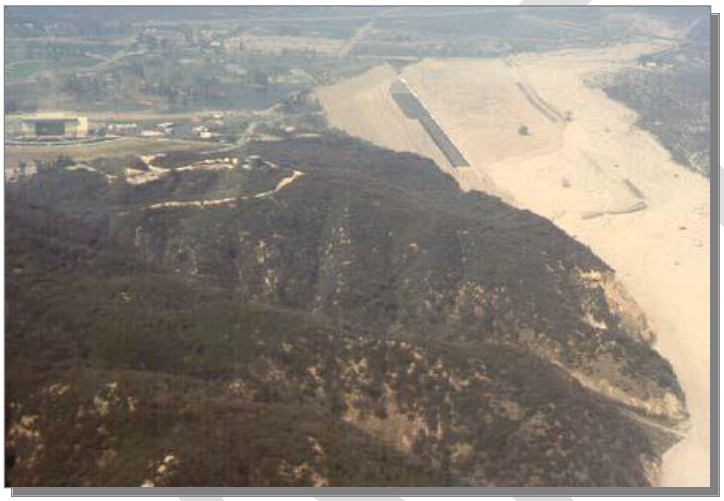
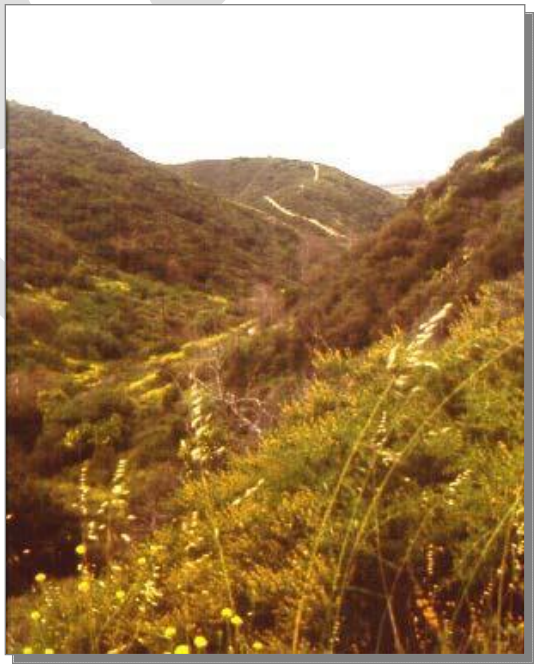
GH2.0450 Open Space/Passive (OS/P)

(a) Definition

This designation provides for relatively unstructured and low-intensity recreation activities at the Regional Park, such as horseback riding, hiking, nature observation, and casual picnicking. The intent is to enable park users to enjoy being part of the natural environment and interacting with it in as non-intrusive a manner as possible.



Aerial view of Open Space/Passive area adjacent to the Cajon Wash



Natural environment within the Open Space/Passivedesignation

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(b) Conditional Uses (MUP)

The following uses are permitted in the Sycamore Flats subarea without any additional land use approval:

1. Wildlife and Nature preserves.

2. Detention and Water quality basins

The following uses are permitted within the Open Space/Passive designation; subject to approval of Minor Use Permit application:

(c) Conditional Uses (MUP)

1. Active and passive recreational uses associated only with public parkland.

2. Animal keeping – Small animal ranches/farms/animal sanctuary

3. Historic monuments and sites.

4. Lakes and watercourses.

(d) Prohibited Uses

All uses not specifically permitted are prohibited uses within the Open Space/Passive designation because of the need to maintain an environment as conducive to natural systems within this District as can be achieved.

(e) Site Development Standards

Site development standards shall comply with the provisions of the Glen Helen Regional Park Master Plan and the Open Space Management provisions of Division 2, Chapter 6 of this Plan.

(f) Special Provisions

1. Fire Safety Overlay

The provisions of Division 2, Chapter 5, Section GH2.0510 of this Plan shall apply.

2. Floodplain Safety Overlay

The provisions of the Floodplain Safety Overlay of Division 2, Chapter 5, Section GH2.0515 of this Plan shall apply.

3. Geology and Soils
Refer to Geology and Soils Section (Appendix A)

4. Biological Resources
Refer to Biological Resources Section (Appendix A)

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GH2.0455 Open Space/Habitat Preserve (OS/H)

(a) Definition

This designation provides for preservation and enhancement of selected natural habitats to sustain plants and wildlife requiring protection. These are areas in which people are asked to restrain their activities and permit native wildlife and plant communities to be maintained in a self-sustaining manner.

Sage scrub habitat typical of the Habitat Preserveareas

(b) Conditional Uses (MUP)

The following uses are permitted within the Open Space/Habitat Preserve designation; subject to approval of Minor Use Permit application:

1. Passive recreational uses associated with public parkland.

2. Wildlife and nature preserves, lakes, watercourses.

(c) Prohibited Uses

All uses not specifically permitted or conditionally permitted are prohibited uses within the Open Space/Habitat Preserve designation because of the need to maintain an environment as conducive to natural systems within this District as can be achieved.

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OS/H

(d) Site Development Standards

Site development standards shall comply with the provisions of the Glen Helen Regional Park Master Plan and the Open Space Management provisions contained in Division 2, Chapter 6 of this Specific Plan.

(e) Special Provisions

1. Fire Safety Overlay

The provisions of Division 2, Chapter 5, Section GH2.0510 of this Plan shall apply.

2. Floodplain Safety Overlay

The provisions of the Floodplain Safety Overlay of Division 2, Chapter 5, Section GH2.0515 of this Plan shall apply.

3. Open Space and Biological Resources Management

Refer to the natural plant community's assessment and mitigation implementation measures of the Glen Helen Resource Management Plan (Appendix A of the FEIR), as applicable. In addition, the provisions of Division 2, Chapter 5, Section GH2.0530 of this Plan shall apply.

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GH2.0460 Open Space/Public Safety (OS/PS)

(a) Definition

This designation encompasses a prominent landform within the Regional Park that helps to buffer and contain certain training activities conducted by the Sheriff's Department. The hillside is to remain as a special category of open space. Unlike other open space uses within the Regional Park, for the protection of the public's health and safety, this area is not intended to be accessed or used by the general public. The uses allowed include public infrastructure, such as water and sewer facilities, as well as other public facilities deemed compatible with the operations of the Sheriff's Department, while preserving the natural landscape features.

Hillside area within Open Space/Public Safety designation adjacent to Sheriff's firing range

(b) Conditional Uses (MUP)

The following uses are permitted within the Open Space/Public Safety designation, subject to approval of Minor Use Permit application:

1. Temporary and Permanent sheriff facilities.
2. Wildlife and nature preserves, lakes, watercourses.
3. Infrastructure in support of the Sheriff Facilities, such as water and sewer facilities.

OS/PS

(c) Conditional Uses (CUP)

The following uses are conditionally permitted within the Open Space/Public Safety designation; subject to approval of a Conditional Use Permit (CUP):

1. Sewage treatment plant.

2. Bomb detonation site associated with sheriff facilities subject to provisions of the Public Facilities designation in Section GH2.0430(f)1.

3. Heliport in connection with the Sheriff Facilities.

(d) Prohibited Uses

All uses not specifically permitted or conditionally permitted are prohibited uses within the Open Space/Public Safety designation because of the need to maintain an open space buffer for public safety.

(e) Site Development Standards

Site Development Standards shall comply with the provisions of the Sheriff's Master Plan and the Open Space Management provisions contained in Division 2, Chapter 6 of this Specific Plan.

(f) Special Provisions

1. Bomb Detonation Site

Refer to the Public Facilities designation in Section GH2.0430(f)1 of this Plan for provisions related to the relocation of the bomb detonation site for the County Sheriff.

2. Geologic Hazard Overlay

The provisions of Division 2, Chapter 5, Section GH2.0520 of this Plan shall apply.

3. Open Space and Biological Resources Management

Refer to the natural plant communities assessment and mitigation implementation measures of the Glen Helen Resource Management Plan (Appendix A of the FEIR), as applicable. In addition, the provisions of Division 2, Chapter 5, Section GH2.0530 of this Plan shall apply.

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GH2.0465 Flood Control (FC)

(a) Definition

This designation provides for the management of watercourses to achieve optimum flood control benefits, minimize damage to improved property and natural resources, and protect property and life. It encompasses lands and flood control facilities owned by the County and the Flood Control District, as well as some private property in the floodplain.

Flood control facilities within the site

(b) Conditional Uses (MUP)

The following uses are permitted within the Floodway designation, subject to approval of Minor Use Permit application:

1. Agricultural Uses, such as:
   - Crop production, horticulture, orchard, vineyard, nurseries.

2. Additional Uses, such as:
   - Public utilities/facilities
   - Wildlife and nature preserves, lakes, watercourses.

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(c) Conditional Uses (CUP)

The following uses are conditionally permitted within the Flood Control designation; subject to approval of a Conditional Use Permit (CUP):

1. Pipelines.

2. Sand and gravel mining operations.

(d) Prohibited Uses

All uses not specifically permitted or conditionally permitted — are prohibited uses within the flood control designation because of the need to maintain flood control capacity within this District.

(e) Development Standards

All provisions of Chapter 82.03 (Agriculture and Resource Management Land Use Zoning Districts) of the Development Code as they relate to the Floodway Land Use Zoning District, shall apply.

(f) Special Provisions

Open Space and Biological Resources Management

Refer to the open space management strategies and biological resource mitigation measures of the Glen Helen Resource Management Plan (Appendix A of the FEIR) as applicable.

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Chapter 5: Overlays

GH2.0505 General Provisions

The following five overlays are applied to various locations in the Specific Plan area based on existing environmental conditions. The requirements of each overlay are in addition to the Development Standards contained in Division 2, Chapter 4 of this Plan. The Fire Safety Overlay, the Floodplain Safety Overlay, the Geologic Hazards Overlay, the Scenic Resources Overlay and the Biotic Resources Overlay are based upon the provisions of the San Bernardino County General Plan and Development Code.

GH2.0510 Fire Safety Overlay

The intent of the Fire Safety Overlay is to provide greater public safety in areas prone to wildland brush fires by establishing additional development standards for these areas. The application of this overlay in the Glen Helen Specific Plan is consistent with the provisions, standards and mapping of fire hazards contained in the County of San Bernardino General Plan and Development Code.

(a) Locational Requirements

The Fire Safety Overlay applies to high fire hazards areas based on locations derived from the California Department of Forestry and U.S. Forest Service. The Overlay is divided into two review areas, each of which represents a different level of wildland hazard. Fire Safety Area 1 (FS-1) includes wildland areas that are marginally developable or are not likely to be developed. Natural hazards are prevalent throughout Area 1, especially in areas with natural ungraded slopes greater than 30%. Area 1 includes areas of very high to extreme fire hazard. Fire Safety Area 3 (FS-3) includes relatively flat land at the wildland-urban interface that is exposed to wildland fire hazards due to its proximity to FS-1, and due to the Santa Ana winds.

All of the Glen Helen Specific Plan area is included in either FS-1 or FS-3. The boundary for Area 1 is congruous with the National Forest Boundary, which includes undeveloped Sycamore Canyon and properties along the western edge of the Specific Plan area in the Destination Recreation and Commercial/Destination Entertainment designations. FS-3 encompasses the remainder of the Specific Plan area. All proposed projects or subdivision applications must be submitted to the responsible fire authority, in accordance with the provisions of the Development Code.

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(b) Development Requirements

The development requirements delineated in the County Development Code for the Fire Safety Overlay include provisions related to construction and use 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 Areas 1 and 3, as described above and shown on the San Bernardino County General Plan Hazard Overlay Maps. These development requirements are applicable to proposed projects located within the Fire Safety Areas delineated for the Glen Helen Specific Plan area.

GH2.0515 Floodplain Safety Overlay

The intent of the Floodplain Safety Overlay is to provide regulations for development within flood prone areas that will protect public safety, promote public health, and minimize economic losses due to flooding. The application of this overlay is consistent with the provisions, standards and mapping of special flood hazards contained in the County San Bernardino General Plan and Development Code.

(a) Locational Requirements

The Floodplain Safety Overlay applies to areas of special flood hazard defined by the Federal Emergency Management Agency (FEMA) or the Federal Insurance Administration in a scientific and engineering report entitled "Flood Insurance Study for San Bernardino County, California and Incorporated Areas," initially prepared in 1978, which has subsequent updates, with accompanying Flood Insurance Rate Maps (FIRMs). The most current copies of the Flood Insurance Study and the FIRMs is on file with the Department of Public Works.

The Flood Insurance Study establishes the minimum areas in which the Floodplain Safety Overlays may be located. Additional areas may be added after the Flood Control District or other governmental agencies such as the Army Corp of Engineers prepare studies for such areas.

Areas within the 100-year floodplain and 500-year floodplain have been delineated on the San Bernardino County General Plan Hazard Overlays Maps. There are no areas designated within the 500-year floodplain within or adjacent to the Glen Helen area. The areas within the 100-year floodplain are generally located either within or adjacent to Cajon Wash, Lytle Creek, and Sycamore Canyon. Proposed projects within this area shall be subject to a Flood Hazard Development Review or a Floodplain Development Standards Review, in accordance with the provisions of the Development Code. New construction and substantial improvement of any structure shall be elevated above the base flood elevation or highest adjacent grade, in accordance with the provisions of the Code.

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(b) Development Requirements

The development requirements delineated in the County Development Code for the Floodplain Safety Overlay include provisions related to the anchoring of structures, construction materials and methods, elevation and floodproofing, and utility standards. These development requirements are applicable to proposed projects in the 100-year floodplain area delineated for the Glen Helen Specific Plan area.

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GH2.0520 Scenic Resources Overlay

The intent of the Scenic Resources Overlay is to provide development standards that will protect, preserve and enhance important viewsheds within the Glen Helen Specific Plan area. Design considerations are incorporated to allow development to coexist and not substantially interfere with the preservation of unique natural resources, roadside views and scenic corridors within the Specific Plan area. The Scenic Resources Overlay also implements state and federal programs and regulations regarding scenic highway routes.

The application of this overlay within the Specific Plan area is consistent with the provisions of the San Bernardino County General Plan and Development Code. In general, a feature or vista within the Glen Helen area can be considered scenic if it:

1. Provides a vista of undisturbed natural areas.

2. Includes a unique or unusual feature which comprises an important or dominant portion of the viewshed.

3. Offers a distant vista that provides relief from less attractive views of nearby features (such as views of mountain backdrops from developed areas).

(a) Locational Requirements

The Scenic Resources Overlay applies to the following areas:

1. Long-range southbound views of the Glen Helen area from I-15 in the Cajon Pass.

This viewshed encompasses most of the active areas of the Regional Park and future commercial development. It is desirable that this wide scale overview offers an oasis scene containing both services and an aesthetically pleasing environment. Extensive planting of trees and avoidance of glare in development are methods to enhance this existing viewshed.

2. I-15 Scenic Corridor

I-15 Scenic Corridor, which extends 200 feet on either side of the freeway.

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3. I-215 Scenic Corridor

I-215 Scenic Corridor, which extends 600 feet on the west side of the freeway.

The following are identified as scenic resources.

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

(b) Development Requirements

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:

1. 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.

2. Grading

The alteration of the natural topography of the site shall be minimized and shall avoid detrimental effects to the visual setting of the designated area and the existing natural drainage system. Alterations of the natural topography should be screened from view from either the scenic highway or the adjacent scenic and recreational resource by landscaping and plantings which harmonize with the natural landscape of the designated area, and which are capable of surviving with a minimum of maintenance and supplemental water.

3. 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 are capable of surviving with a minimum of maintenance and supplemental water.

4. Utilities

All utilities shall be placed underground.

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GH2.0530 High Density Residential (HDR) Overlay

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

(a) Allowed Uses

Within the HDR Overlay designation, the following residential uses are permitted without a planning permit:

- Multiple dwellings, 2 to 35 units, attached or detached.
- Accessory structures and uses.
- Guest Housing
- Park, playground
- Childcare – Small family day care home
- Licensed Residential Care Facility of 6 or fewer persons.

(b) Conditional Uses (MUP)

The following uses are permitted within the HDR Overlay designation, subject to approval of a Minor Use Permit application:

- Childcare – Large family day care home

(c) Conditional Uses (CUP)

The following uses are permitted within the HDR Overlay designation, subject to approval of a Conditional Use Permit application:

- Place of worship
- Childcare – Day Care Center
- Emergency Shelter
- Licensed Residential Care Facility of 7 or more persons.

(d) Special Uses (SUP)

The following uses are permitted within the HDR Overlay designation, subject to approval of a Special Use Permit application:

- Home Occupation
- Lodging – Bed and Breakfast Inn (B&B)

(e) Site Development Standards

1. **Building Site Requirements**

   a) Minimum size of development are phase shall be 1 acre, calculated per Subsection 83.02.050 of the County Development Code.

   b) There is no minimum lot width or lot depth required.

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2. Building Height and Area Limitations

a) Maximum Structure Height for residential buildings is 55 feet. Special architectural features including but not limited to chimneys, towers, domes, cupolas, elevator penthouses, and stairways, fire apparatus, etc. shall be permitted up to 65 feet in height and shall not exceed 15 percent of the roof area.

b) Maximum lot coverage is 85%. This including surface area of a lot that is paved or covered by building, in accordance with County Development Code. This would include parking areas and hardscape outdoor areas.

3. Building Setbacks

a) Minimum setback, measured from the property line, is 5 feet for local, collector, or arterial roads.

b) Minimum setback, measured from the property line, is 10 feet adjacent to off-site open space.

c) Minimum setback, measured from the property line, is 15 feet adjacent to off-site residential uses.

d) Minimum setback, measured from the property line, is 25 feet adjacent to off-site commercial, office, or light industrial uses.

4. Minimum Building Separations

a) The minimum distance from side of primary building to side of primary building shall be 10 feet; all other building separations shall be 20 feet.

b) Porches and decks at front elevations may encroach up to 10 feet in to the 20-foot building separation.

c) The minimum distance between primary buildings and accessory buildings shall be 10 feet.

d) The minimum distance between opposite buildings on alleys shall be 28 feet.

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5. Minimum Average Floor Area of Each Dwelling Unit

The minimum average floor area of each type of dwelling unit shall be as follows:

- Bachelor and Studies: 550 sf average
- One bedroom: 650 sf average
- Two bedrooms: 850 sf average
- Three bedrooms: 1000 sf average
- Four bedrooms: 1200 sf average

6. Landscape Setbacks

a) From local, collector, or arterial roads, the landscape setback is 5 feet.

b) From adjacent off-site uses, the landscape setback is 5 feet.

7. Minimum Private Outdoor Space

a) Minimum private outdoor space shall be provided for each dwelling unit.

b) Ground level outdoor space (patios, decks, and porches) shall have a minimum width of 8 feet, a minimum depth of 6 feet, a minimum area of 60 square feet.

c) Outdoor space above ground level (balconies) shall have a minimum width of 6 feet, minimum depth of 4 feet, and minimum area of 48 square feet. This standard applies to usable balconies only; there are no minimum dimensions for decorative balconies.

8. Common Open Space and Facilities

a) The project master developer or builder shall implement one of the following:

- Centralized laundry facilities, including washers and dryers, installed in one or more central locations within each multi-family complex and hookups to accommodate washers and dryers installed in each dwelling unit

- Washers and dryers installed in each unit.

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b) Because the Specific Plan provides substantial public/common open space in proximity to the RM overlay zone in the form of parks, greenbelts and more, the amount of common open space required is limited to 100 square feet per residential unit excluding private balconies, patios, and yards.

c) The minimum dimension for common open space area shall be 25 feet in each direction.

d) Common open space may include, but is not limited to, turf area, landscaped area, hardscape area (excluding parking area and public/private driveways), gardens, sitting area, game courts, swimming pools, spas, sauna baths, tennis courts, basketball courts, play lots, bocce ball courts, outdoor cooking area, lawn bowling, and other recreational uses. The square footage of common rooms and clubhouses may also be counted toward this requirement.

e) Public or private driveways, parking area, required trash area, laundry facilities, and other area designed for operational functions shall not be considered open space.

f) The gradient or slope of all required outdoor living space shall not be greater than five percent in any direction except when grade variations are used as landscape features which do not interfere with proper drainage of the site.

Open space created pursuant to the provisions of this chapter shall remain open and available for such use through the life of the development.

9. Pedestrian Circulation

A pedestrian circulation system shall be incorporated into the development design for the purpose of providing direct access to and from all individual dwelling units, trash storage areas, parking areas, recreational facilities, and all other outdoor areas. This system shall be developed with a combination of the following development standards:

- A public sidewalk system shall be developed adjacent to all public streets and installed in accordance with County Standards.

- The interior walkway system shall include pedestrian walks or paths. The minimum width of the interior pedestrian system shall be four feet. Walkway systems shall utilize materials such as concrete, brick, flagstone or other materials approved by the County.

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10. Off-Street Parking

a) A minimum of 2.1 spaces shall be provided per unit. A minimum of one parking space shall be provided in an enclosed garage.

b) Tandem garages shall be permitted.

c) Garages shall comply with all setback requirements.

11. Trash Collection Areas

a) In general, trash collection areas should be located within approximately 200 feet of the furthest residential unit they are intended to serve.

b) Consideration should be given to siting trash collection area for convenient access.

c) Avoid impacting important design features such as, but not limited to, entries, recreation area, leasing offices, and clubhouses.

d) Trash collection area shall be constructed to County standard and situated to reduce noise, odor, and visual intrusion on adjacent units and properties.

12. Lighting and Security Devices

a) All exterior lighting shall be adequately controlled and shielded to prevent glare and undesirable illumination to adjacent properties or streets.

b) The use of energy-conserving and vandal-resistant fixtures and lighting systems shall be given primary consideration.

c) Each unit shall be provided with solid core entry door(s) and equipped with a wide-angle peephole and deadbolt lock attached to the construction of studding.

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13. Fences and Walls

a) Fences may not be erected within either public or private street rights-of-way.

b) Wherever fencing is visible from public view, the finished side of the fencing shall be exposed to public view.

c) No fence or wall shall exceed six (6) feet in height, unless a higher wall is specifically required for sound attenuation purposes. The height of the fence or wall shall be measured from the highest ground level immediately adjacent to the base of the wall.

d) In instances where a side of rear yard fence or wall is located adjacent to the public right-of-way, then the minimum fence height shall be six (6) feet as measured on the public right-of-way side.

e) Privacy walls, if provided inside and rear yards, shall be a minimum of five and one-half (5-1/2) feet in height.

f) In front yard setback area, solid fences and walls shall not exceed 42 inches in height. Pilasters and columns may be provided up to six (6) feet in height.

g) All pool enclosure fencing shall conform to applicable State of California or County of San Bernardino pool code fencing requirements, whichever is more stringent.

14. Modifications

The County may approve modifications to these standards up to 15 percent for innovative and quality designs that meet the intent of the provisions of this Specific Plan; provided, however, that lot sizes, lot dimensions, and garage setbacks may not be modified.

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Chapter 6: Infrastructure and Open Space Management Plans

GH2.0605 General Provisions

The following sections of the Plan address the provision of public utilities/ infrastructure and the long-term management of open space and natural resources. Plans for water, sewer, flood control, and roadways necessary to serve the area and its development potential are identified below, in accordance with state law governing specific plans. In addition, this Plan includes a framework for an area-wide open space management program involving multiple jurisdictions.

GH2.0610 Circulation

The circulation system for the Glen Helen Specific Plan is designed to accommodate daily traffic demands as well as to improve circulation during major events at Amphitheater and other entertainment and recreation activities in the Glen Helen area. Exhibit 2-7 shows the proposed circulation network. The primary existing roadways include:

- Glen Helen Parkway – Four-lane roadway from I-15 to Lytle Creek, and two lanes from Lytle Creek to Cajon Boulevard (classified as a secondary, but built to Major Highway standards from I-15 to the east side of Glen Helen Parkway)
- Cajon Boulevard – Four-lane roadway from Devore Road to Kendall Drive and two-lane from Kendall Drive to Institution Road (classified as Major Highway)
- Kendall Drive – Two-lane roadway from Cajon Boulevard to Palm Avenue (classified as a Major Highway)
- Glen Helen Road – A two-lane roadway north of Glen Helen Parkway (classified as a Local Roadway)
- Institution Road – A two-lane roadway from Kendall Drive to the Sheriff's Facilities (classified as a Local Roadway)

No changes are recommended in the existing roadway designations. See Division 3, Landscape Architecture Guidelines, Table 3-1 for roadway standards.

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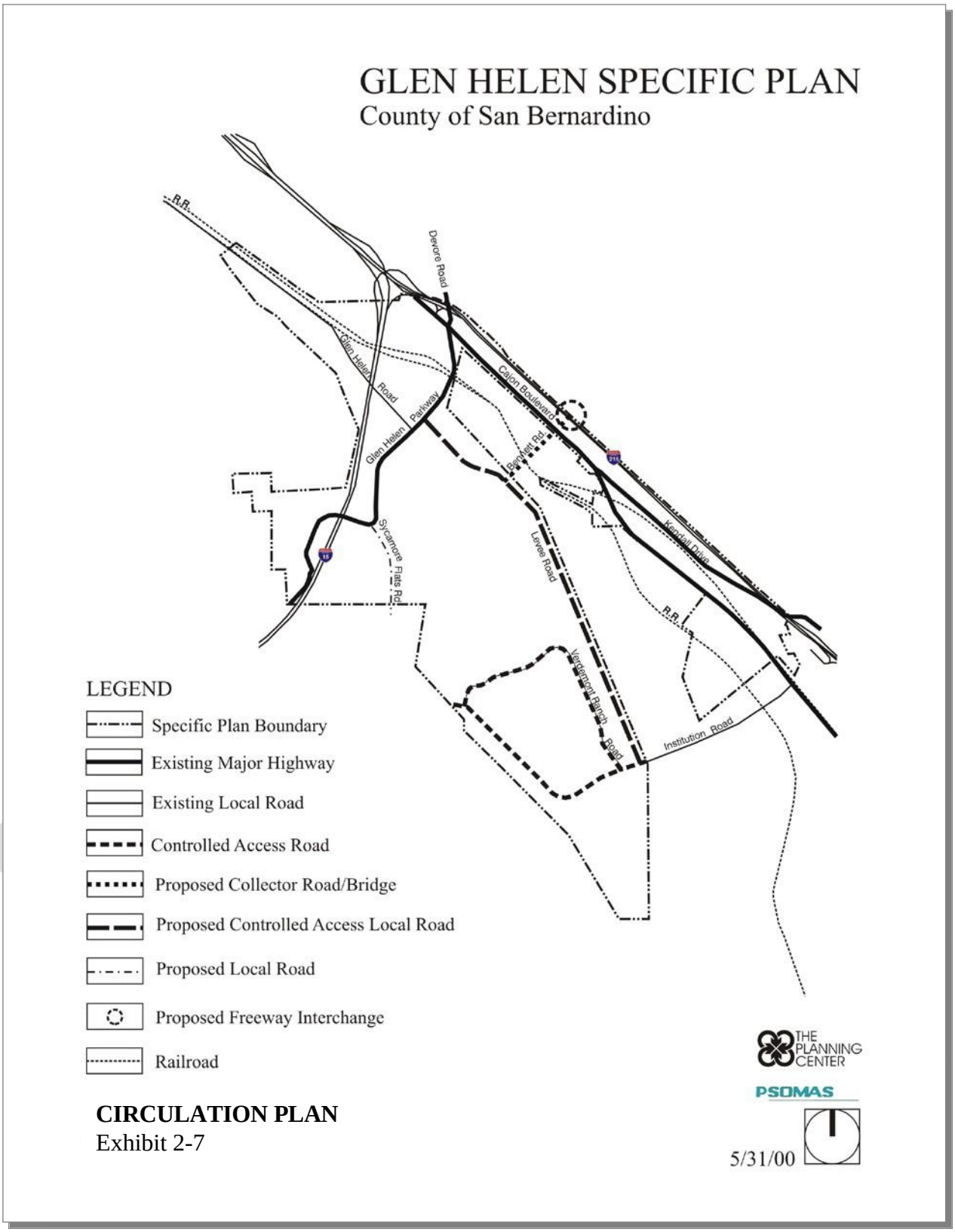

CIRCULATION PLAN
Exhibit 2-7

Existing transportation issues and concerns have been identified and include:

- Poor access from the Glen Helen Regional Park area to the east. Glen Helen Parkway east of the park is a two-lane roadway, with several sharp curves. Major events at Amphitheater create peak traffic demands, usually on Friday and Saturday evenings. Although the County has traffic management plans, the delays can be significant, particularly following events. The presence of the train tracks adds a degree of uncertainty in transportation access. Trains have been known to block traffic for up to 45 minutes.
- All-weather access for the Sheriff's training facility. With the occasional flooding of Institution Road, the only official access to the Sheriff's facility is cut off. Although there is a dirt roadway to the west that provides alternate access, the loss of Institution Road presents a substantial impediment to overall access during those periods.

Train traffic is a significant constraint that needs to be recognized. Based on 1998 data, there are approximately 70 trains per day in the train corridor between Barstow and San Bernardino (source: SCAG Freight Technical Appendix for the 1998 Regional Transportation Plan). This already high number is expected to increase in the future. While estimates are still highly speculative, the SCAG RTP indicates that the increase in train volume entering the region could be in the range of 50%. On the other hand, recent projections from the Ports of Los Angeles and Long Beach indicate an approximate tripling in container volume through the ports in the next 20 years (source: SANBAG). This will be made possible, in part, by the large increase in train capacity occurring as a result of the Alameda Corridor project. Therefore, the interruption in access to the east of Glen Helen is expected to become worse, not better. Potential grade separation and improvements to Glen Helen Parkway have been identified in the Rail Crossing Element of the Inland Goods Movement Study prepared by San Bernardino Associated Governments (SANBAG).

There are several strategic investments in new roadways that are proposed to address these issues and to enhance overall circulation and safety. The proposed additions to the roadway network include:

- Levee Road – Connects Glen Helen Parkway just to the east of Glen Helen Park with Institution Road. In addition to improving north-south circulation within the Glen Helen area, it provides an all-weather outlet for the Sheriff's facilities, for occasions when Institution Road is flooded. This roadway is proposed as a two-lane Local Roadway.
- Bennett Road – Connects Levee Road with Cajon Boulevard and potentially to I-215 at a new interchange. This roadway would provide both an all-weather crossing via a bridge across Cajon Creek as well as a crossing of the BNSF tracks. This addresses the problem of the lack of access or long delays during train blockages, and adds to the ability to accommodate traffic movements before and after major events. It also improves access for truck traffic into and out of the Glen Helen area. The bridge and interchange will involve significant expense, and

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are not currently funded. Bennett Road is proposed as a two-lane roadway, with additional turn lanes at its intersection with Cajon Boulevard and possible future interchange at I-215. It is proposed as a Collector Street.

- Road through Sycamore Flats – This roadway is proposed as part of the access for the Lytle Creek North Planned Development but must intersect with Glen Helen Parkway. It is proposed as a Local Roadway.

Cross-section requirements for Collector and Local roadways are contained in San Bernardino County Roadway Standards Manual.

1. Summary of Impacts

A summary of the impacts of the proposed Glen Helen Specific Plan includes the following:

- The build-out of the proposed Specific Plan will have lower traffic impact than would occur if the current General Plan were built out.
- All roadways in the Specific Plan study area, except for the freeways, will operate at a level of service C or better in the forecast year (year 2020). This is within County of San Bernardino standards. Traffic engineers use a "level of service" scale from A to F to describe the quality of traffic flow on roadways. It should be noted that the traffic analysis assumed build-out of the Specific Plan.
- I-15 in the study area is forecast to operate at LOS F under all scenarios, including the scenario with no growth in the Glen Helen Specific Plan area. Continuing development in the region and in this portion of San Bernardino County, plus significantly increasing through traffic, are the primary contributors to the expected level of congestion. Specific Plan traffic growth is estimated to represent approximately 5% of the traffic on I-15 in year 2020. Measure I monies are intended to address this problem.
- A high percentage of the Specific Plan traffic on I-15 will be associated with the Commercial/Travel Services land use near the Glen Helen Parkway interchange. A large percentage of trips on I-15 that stop at these future facilities (restaurants, convenience stores, gasoline stations, etc.) can be expected to be trips that are already on the freeway, not new trips. It was conservatively assumed that 50% of these trips would be pass-by trips.

2. Benefit of Proposed Roadways/Interchange

As indicated above, the existing Glen Helen internal traffic circulation system is expected to be adequate to serve the Specific Plan Land Use Plan. One of the additional circulation issues has to do with the provision of an all-weather, non-interruptible crossing to the east. The Specific Plan includes such a crossing, in the form of Bennett Road, proposed to bridge across the wash and railroad tracks and interchange with I-215. This improvement is not required as a mitigation of an impact, but

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can provide overall benefit in both normal traffic circulation needs as well as better management of event traffic. The construction of this roadway and interchange is dependent on funding and approval of Caltrans and the Federal Highway Administration. There are several reasons why such a crossing makes sense:

- It provides an all-weather connection for the Sheriff's training facility.
- It increases accessibility and traffic capacity to and from the east to accommodate various events, including concerts at the Amphitheater, the Glen Helen Raceway, and other weekend festivals at the Regional Park. This access roadway would be non-interruptible by train traffic or flooding. This additional access would relieve pressure on the Glen Helen Parkway/I-15 interchange, allowing for faster clearing of parking lots and roadways following events. Clearing of a major event typically takes two to 2.5 hours, which is a known detractor of patrons. Use of Levee Road and Bennett Road could significantly reduce exit times.
- It provides an opportunity for a future interchange on I-215, which could open additional development opportunities for both the County and the City of San Bernardino. It would help to alleviate the traffic weaving problems at the Devore interchange on I-215, which is currently much closer to the I-15/I-215 interchange than Caltrans standards normally allow.
- The access would improve general circulation in the area and provide a new access point for Calmat, which would better serve the anticipated level of truck traffic moving into and out of the area.

Despite these advantages, the principal concern governing the new access roadway is its cost. The County will need to make a tradeoff between the need for all-weather access and the cost of the improvement. Conceivably, the cost could be shared among several of the parties benefiting from the improved access.

If it is not possible to justify the new crossing, improvements will be needed to the existing Glen Helen Parkway alignment from Lytle Creek to Cajon Boulevard. Levee Road would still provide additional access benefit. This roadway provides an alternative all-weather access for the training facility to the north, via Glen Helen Parkway to the west. These improvements could be staged, building the north/south roadway first, followed by the crossing to the east to Cajon Boulevard and to a new I-215 interchange at a later date.

3. Design of New Roadway through Sycamore Flats

Several issues should also be recognized concerning the new roadway from Glen Helen Parkway into Sycamore Flats. The exact location of the intersection with Glen Helen Parkway will require an additional engineering study to ensure adequate sight distance and to deal with

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the superelevation (banking) on the curve in Glen Helen Parkway at that location. Most importantly, Glen Helen Parkway needs to retain uninterrupted flow between the Amphitheater and I-15 to facilitate the exiting of traffic after large events. This could occur by having the Sycamore Flats roadway controlled by a STOP sign or placing the traffic signal (if installed) on flash before and after events, allowing Glen Helen Parkway traffic to pass through without stopping.

GH2.0615 Water Service and Facilities

(a) Existing Conditions

Currently, water is supplied from several sources within the Glen Helen Specific Plan boundary. Private wells for the Glen Helen Regional Park, the Devore Water Company, and the City of San Bernardino Municipal Water Department serves most of the Specific Plan area. In addition, the West San Bernardino County Water District has jurisdiction over the Sycamore Flats, Sycamore Canyon, and some additional parcels, although there are no existing water facilities in their service area. Some of the private lots within the Glen Helen Specific Plan boundary may have their own wells.

The Glen Helen Regional Park and the San Bernardino County Sheriff facilities receive water primarily from two wells, located adjacent to the I-15 freeway, east of Glen Helen Road. Two additional wells provide water to the Glen Helen Raceway Park and the Glen Helen Water Park development. There are also four existing water reservoirs that currently serve the Glen Helen Regional Park and the San Bernardino County Sheriff facilities. The Glen Helen Regional Park and San Bernardino County Sheriff facilities have a total capacity of 838,000 gallons.

The Devore Water Company serves a small area located in the northeast portion of the Glen Helen Specific Plan boundary. The Devore Water Company has indicated they could increase capacity within their existing service area and that there is potential for a joint agreement with other water servers in the County areas of the Plan. Devore Water Company has one existing well within the Glen Helen Specific Plan boundary that serves as a water source for the immediate local businesses and residents.

The City of San Bernardino Municipal Water Department serves the lots adjacent to Kendall Drive and Cajon Boulevard. There are four City of San Bernardino Municipal Water Department reservoirs located within the Glen Helen Specific Plan boundary. These reservoirs have a total capacity of 18 million gallons.

(b) Domestic Water Plan

Domestic water improvements are necessary to serve the future water demands associated with build out of the Glen Helen Specific Plan. The additional water demands are primarily related to the commercial, industrial, and entertainment/recreational land uses. Existing water demands associated with existing public land uses within the regional park (existing recreation/entertainment uses), the Sheriff's facilities, and the disposal site are assumed to continue in the future and are not included in the future demand analysis for the Specific Plan improvements. The need for expansion

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of water supply for the Sheriff's facilities will require separate public funding that can and should be folded into the water expansion plans, as further discussed below.

Water demands for the proposed uses in the Glen Helen Specific Plan were estimated based on general planning criteria, specific to the land use proposed. San Bernardino water demand factors for average daily use range from 1.0 GPM/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. For the commercial and industrial land uses, the maximum daily demand factor of 3.0 is used to determine the water demand. This calculates to a maximum of 4300 GPD/ACRE (gallons per day per acre) based on the Land Use Plan. For the recreation-related land uses, the water demand is based on 2200 GPD/ACRE (gallons per day per acre).

Additional reservoir capacity is needed to meet the new water demand. There are several options for the location and/or phasing to provide this new water reservoir capacity. One option is placement of an additional water reservoir adjacent to the existing 100,000 gal. reservoir at the 2165' elevation. A new well is also needed. Exhibit 2-8, Domestic Water Plan depicts the proposed location for an additional water reservoir and the transmission water lines ranging from 12 to 16 inches to serve the area. The final size, location, phasing, and actual service providers of these water facilities will be determined as future development is approved. The design of the expansion plans will include the Sheriff's needs to accommodate any growth of the training and correctional facilities. The needs analysis, funding, and implementation will be identified and carried out through updates to the Master Plan for Sheriff's Facilities at Glen Helen.

Water service along Cajon Boulevard and Kendall Drive will continue to be served by the City of San Bernardino Municipal Water Department. Projected water demands for the Glen Helen Specific Plan along this corridor can be met through the four existing reservoirs. The transmission mains in this area, ranging in size from 12" to 24" in diameter, support planned increase in water usage.

Should a golf course be developed within the GCC designation, irrigation water for the golf course is not included in the demand for potable, domestic drinking water. New golf courses now typically utilize an irrigation pond that is incorporated into the golf course design. The irrigation pond is typically filled from a well, or wells that are specifically placed for the irrigation pond.

The golf course is irrigated at night, directly from the irrigation pond. The irrigation pond is designed to fill during the day, or off-peak hours. Typically, the irrigation pond is sized to allow the water surface to fluctuate approximately one foot. This method of irrigation is used at the Glen Helen Regional Park. Treated water from wastewater treatment facilities within the Specific Plan area may be used to irrigate parkland or a golf course.

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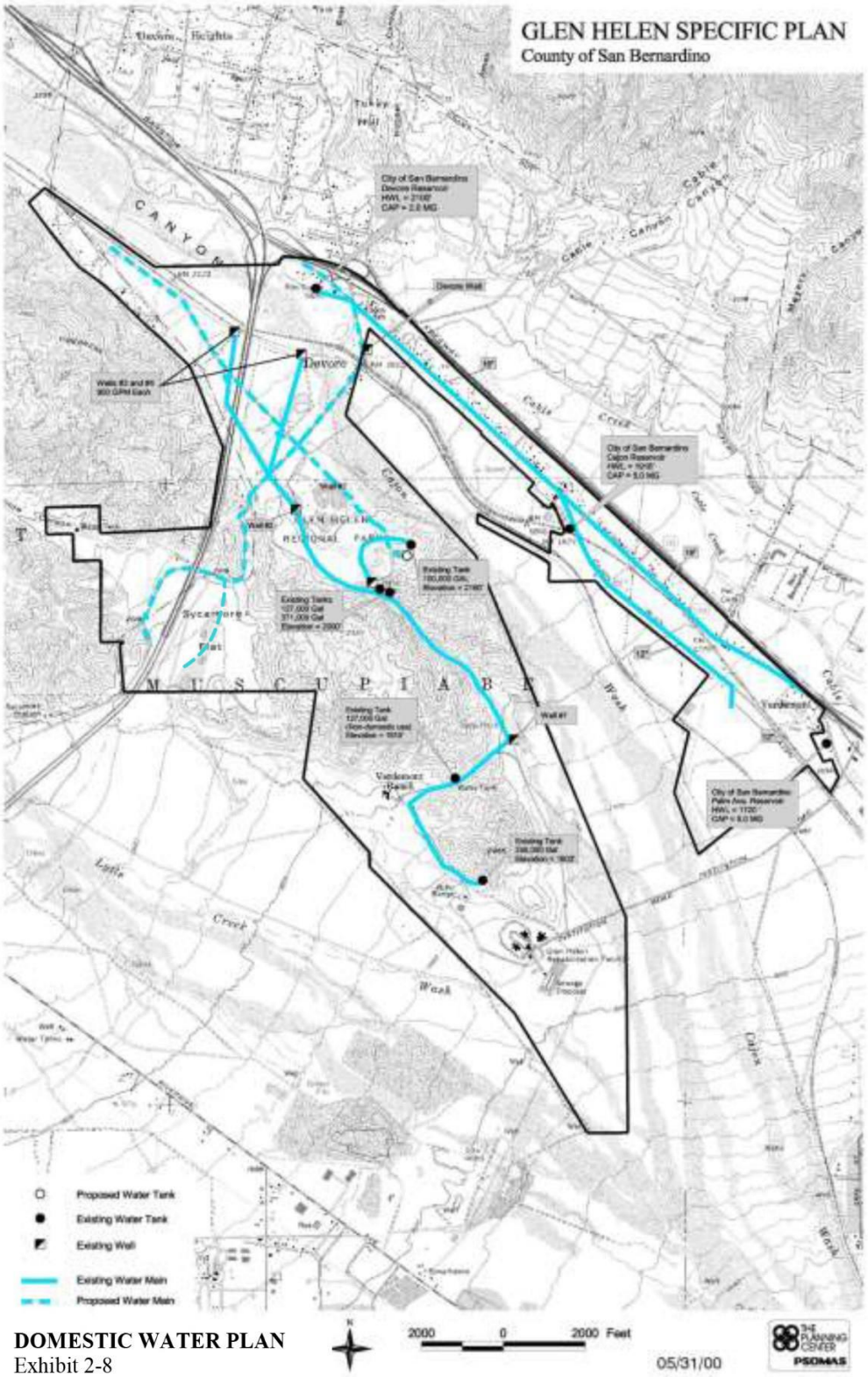
Exhibit 2-8 Domestic Water Plan



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Given the number of existing and future potential providers of domestic water within the Specific Plan area, a number of options for future water service are available. State water from Northern California and from the Colorado River is available, depending on which agency provides the water. Some options for future water service are discussed below.

1. Sycamore Flats Planning Sub-Area

This planning sub-area contains the Golf Course Community (GCC) and Commercial/Traveler Services designations. There are three suggested alternatives to provide water service to this area.

a) Expand the existing Glen Helen Regional Park water system.

A new waterline can be installed from the existing 2165' water reservoir in North Glen Helen. The existing reservoir and well systems are currently at their maximum capacity and would require additional reservoir storage capacity and possible construction of a new well.

b) Construct a new water system.

A new well and water reservoir could be constructed to service this area, separate from the Glen Helen Regional Park system. The new water system could be a private system or be an extension of service from an existing water district.

c) Develop a joint use system.

Develop a joint use system with the approved Lytle Creek North Planned Development. The Lytle Creek North project is contributing a “fair share” amount to a wastewater recycling plant to replace and expand the existing Glen Helen wastewater plant. This wastewater recycling plant will soon be under construction. Recycled water can be used for irrigation.

The approved Lytle Creek North Planned Development, adjacent to the south of the Specific Plan area, will need to construct a new water reservoir. Joint use options may be available.

d) Accommodate rural residential development.

The Specific Plan currently permits a maximum of one dwelling unit per 20 acres with the GCC designation. Residential development will receive water service from West San Bernardino County Water District. The water system could be developed as described in b) and c) above.

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2. Devore Planning Sub-Area

This planning sub-area primarily contains the Commercial/Traveler Services designation. A small area is designated as Corridor Industrial. The Devore Water Company, which currently serves this area, could expand its facilities to meet increased demand in this area. The water system to serve this area is within the same 2165' Water Pressure Zone that serves the Glen Helen Regional Park. There are two options to expand water service to meet ultimate demand.

a) Expand the existing Glen Helen Regional Park water system.

A new waterline can be installed from the existing 2165' water reservoir in North Glen Helen. The existing reservoir and well systems are currently at their maximum capacity and would require additional reservoir storage capacity and possible construction of a new well.

b) Develop a joint use system with the Glen Helen Regional Park water system.

The Devore Water Company and the County could agree to joint construction of the water improvements required to service the area. The service provider could either be the Devore Water Company, the County, or a newly created entity.

GH2.0620 Wastewater Service and Facilities

(a) Existing Conditions

There is only one wastewater treatment facility in operation in the Glen Helen Area. The facility is operated by County Service Area 70, Zone GH (CSA 70 GH) with the main users being the San Bernardino County Sheriff and the Rosena Ranch residential development. The facility has a design capacity of 2.6 million gallons per day (mgd), with a peak flow capacity of 5.2 mgd. There is currently no plan to expand the facility. Any expansion would be driven by development. A large development that would trigger the need for increased capacity would be required to contribute a fair-share of the costs of expansion.

There is an existing City of San Bernardino sewer main in Cajon Boulevard and will be extended to serve the approved Calmat Specific Plan, adjacent to the Cajon Wash. Existing development on the private lots within the Specific Plan area currently have their own private septic systems.

The Glen Helen Regional Park has a small, private wastewater collection facility. All wastewater is collected in a storage tank for delivery to an offsite treatment facility. The Regional Parks Department and County Special Districts Department are in design of facilities that interconnect the parks private collection facility to the CSA 70 GH wastewater treatment facility.

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(b) Wastewater Plan

Wastewater improvements are necessary to serve the future wastewater demands associated with build out of the Glen Helen Specific Plan. These additional wastewater demands are primarily related to the future commercial, industrial, and entertainment/recreational land uses. Existing wastewater demands associated with existing public land uses within the regional park (existing recreation/entertainment uses), and the Sheriff's facilities, are assumed to continue in the future and are not included in the future demand analysis for the Specific Plan improvements. The need for expansion of wastewater capacity for the Sheriff's facilities will require separate public funding that can and should be folded into the treatment plant expansion plans, as further discussed below.

Waste generated for the proposed uses in the Glen Helen Specific Plan were estimated based on general planning criteria, specific to the land use proposed. For the uses proposed, the waste generated is estimated at 80% of the water demand. For the commercial and industrial land uses, the maximum daily water demand is 4300 GPD/ACRE (gallons per day per acre). Based on the 4300 GPD/ACRE, 80% equates to 3400 GPD/ACRE for wastewater demand. For recreation-related land uses, the water demand is 2200 GPD/ACRE (gallons per day per acre). Based on 2200 GPD/ACRE, 80% equates to 1760 GPD/ACRE for wastewater demand.

Exhibit 2-10, Sewer Plan, provides the conceptual layout for the proposed sewer improvements. The Wastewater Plan in the Specific Plan proposed a facility that expands upon the now out-of-service Glen Helen Regional Park package plant and the Sheriff's treatment plant. However, any proposed development that would exceed existing capacity would require capacity increase at the CSA 70 GH treatment facility as noted above.

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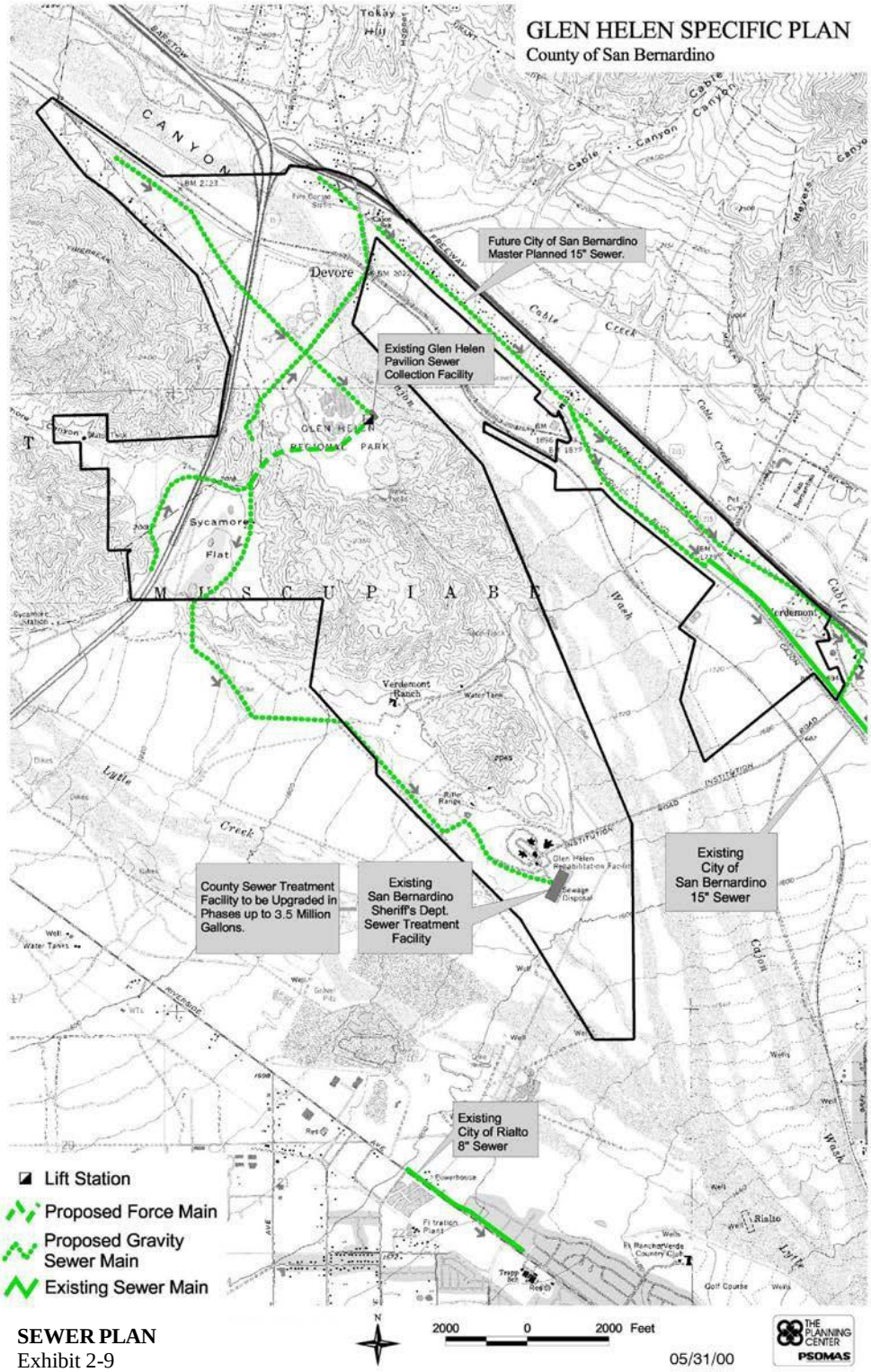
Exhibit 2-9 Sewer Plan



SEWER PLAN
Exhibit 2-9

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New sewer lines along Glen Helen Parkway and Glen Helen Road will connect to the Devore Planning Sub-Area (within the Specific Plan boundary), North Glen Helen, and Sycamore Flats Planning Sub-Areas. These gravity mains would be constructed when needed to serve future development. As existing uses expand or new development is proposed, each project will be required to evaluate wastewater generation to determine if a septic system (either existing or proposed) can accommodate the flows, or if a sewer system will be required. Anticipated phasing of sewer improve- ments and a financing strategy is included in Division 4, Chapter 9, Specific Plan Implementation).

The Wastewater Plan is based on maximizing the use of the existing facilities. The recently created sewer assessment district will set rates and collect fees for non-public users of the sewer system.

Given the mix of private and public lands and the current operation of the existing treatment facilities, a number of options for future wastewater service and uses for reclaimed water are available within certain areas.

1. Sycamore Flats Planning Sub-Area

This area is designated primarily as Golf Course Community. A portion north of the freeway is designated for Commercial/Traveler Services purposes. The commercial land use generates most of the sewer flows. There are three suggested alternatives to provide sewer disposal to this area.

a) Expand the existing Glen Helen Regional Park sewer collection system.

This is the current Wastewater Plan for the Specific Plan. A gravity line in Glen Helen Parkway, north of the freeway will serve this planning sub-area. The gravity sewer flows to a sewer lift station, located in the vicinity of the Glen Helen Parkway interchange. A force main will transport the flows to the crest in Glen Helen Parkway. At that point, a new gravity sewer main can be installed in Glen Helen Parkway from the existing system in Glen Helen Regional Park.

b) Build a small, private treatment facility to service the area.

Depending on the size of the proposed land uses, private septic systems may be an alternative.

c) Develop a joint use system with the approved Lytle Creek North Planned Development ("Rosena Ranch").

The approved Lytle Creek North Planned Development ("Rosena Ranch"), adjacent to the south of the Sycamore Flats area, has provided for the expansion of the Glen Helen wastewater recycling facility. Exhibit 2-10, Sewer Plan, shows the sewer system design

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based on upgrading the Sheriff's treatment facility to accommodate both the Specific Plan area and the Lytle Creek North Planned Development ("Rosena Ranch").

d) Accommodate rural residential development.

The Specific Plan currently permits a maximum of one dwelling unit per 20 acres with the GCC designation. Residential development at this density would use individual sewer disposal systems.

2. Central Glen Helen Planning Sub-Area

This area primarily consists of natural open space with largely vegetated hillsides. A portion is the existing Glen Helen Raceway and associated parking areas. This use is currently served by portable sanitation facilities. When the Sewer Plan (Exhibit 2-10) is implemented, a new sewer line can be extended to access the expanded wastewater recycling plant. The existing sewer line in central Glen Helen may be abandoned.

3. Cajon Corridor and Kendall Corridor Planning Sub-Areas

In this area, the existing septic systems can remain until new development proposals exceed existing capacities. This will be determined on a case-by-case basis as new project applications are submitted to the County. However, the City of San Bernardino Sewer System has master planned new 15-inch sewer mains along Cajon Boulevard, Kendall Drive, and a segment of Palm Avenue between the freeway interchange and Cajon Boulevard (See Exhibit 2-10). A portion of the sewer main along Cajon Boulevard is already installed. These lines can accommodate future wastewater demands associated with development in these planning sub-areas. Landowners within this area are currently within the City's Sphere of Influence. Once the sewer system is in place, landowners will have the option of connecting to the City's sewer system on a parcel-by-parcel basis. As a condition of the connection, landowners may be required, at the City Council's discretion, to annex into the City of San Bernardino, conduct new studies required by the City and pay all associated fees to the City. (Projects located outside of the City's Sphere of Influence requesting service by the City may also be required to annex to the Sphere of Influence and to the City prior to approval of service.)

GH2.0625 Flood Control Facilities

(a) Existing Conditions

The Glen Helen Specific Plan is located between the Cajon Wash and Lytle Creek drainage areas. Portions of both Cajon Wash and Lytle Creek are classified as flood hazards on the Flood Insurance Rate Maps (FIRM). Exhibit 2-10, Flood Hazards, shows the approximate limits of the flood hazard areas. The Glen Helen Specific Plan is within the San Bernardino County Flood

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Control District's "Comprehensive Storm Drain Plan No. 7" (CSDP#7). The plan was prepared in 1982 and has proposed storm drain systems that serve the plan area. The proposed storm drains in this plan are shown on Exhibit 2-11, Drainage Plan.

The CSDP#7 predates the current San Bernardino County Flood Control District's 1986 Hydrology Manual and should only be used as a design guide for the alignment of the drainage system. New flow rates and size of drainage facilities will need to be determined by a detailed hydraulics and hydrology study. There are two FEMA Letters of Map Revisions (LOMR) that have been done within the plan area as follows:

LOMR 08-09-1742R, effective on 8/27/09
LOMR 13-09-1112P, effective on 11/29/13.

The existing storm drain facilities are primarily existing levees, storm drains under the freeway and minor on-site private drainage systems. Special setbacks may be required for development adjacent to County Flood Control right-of-way or facilities. The setbacks will be determined on a case-by-case basis, through the flood hazard review process. Allowable uses within the floodplain will be evaluated with the provisions of the Flood section of the San Bernardino County General Plan and the Floodplain Safety Overlay section of this Specific Plan (Division 2, Chapter 5).

(b) Drainage Plan

The Drainage Plan for the Glen Helen Specific Plan, Exhibit 2-11, identifies the regional drainage improvements that are needed based on the concepts contained in the Comprehensive Storm Drain Plan No. 7. Additional on-site private systems to address collection and distribution of runoff will be needed. A Flood Hazard Development Review or a Floodplain Development Standards Review will be required for any development proposed within the Specific Plan. Detailed drainage studies, including hydrology and hydraulic calculations may be required on a case-by-case basis. The actual drainage improvements, including location, size and type of construction, will be based on these studies.

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Exhibit 2-10 Flood Hazards

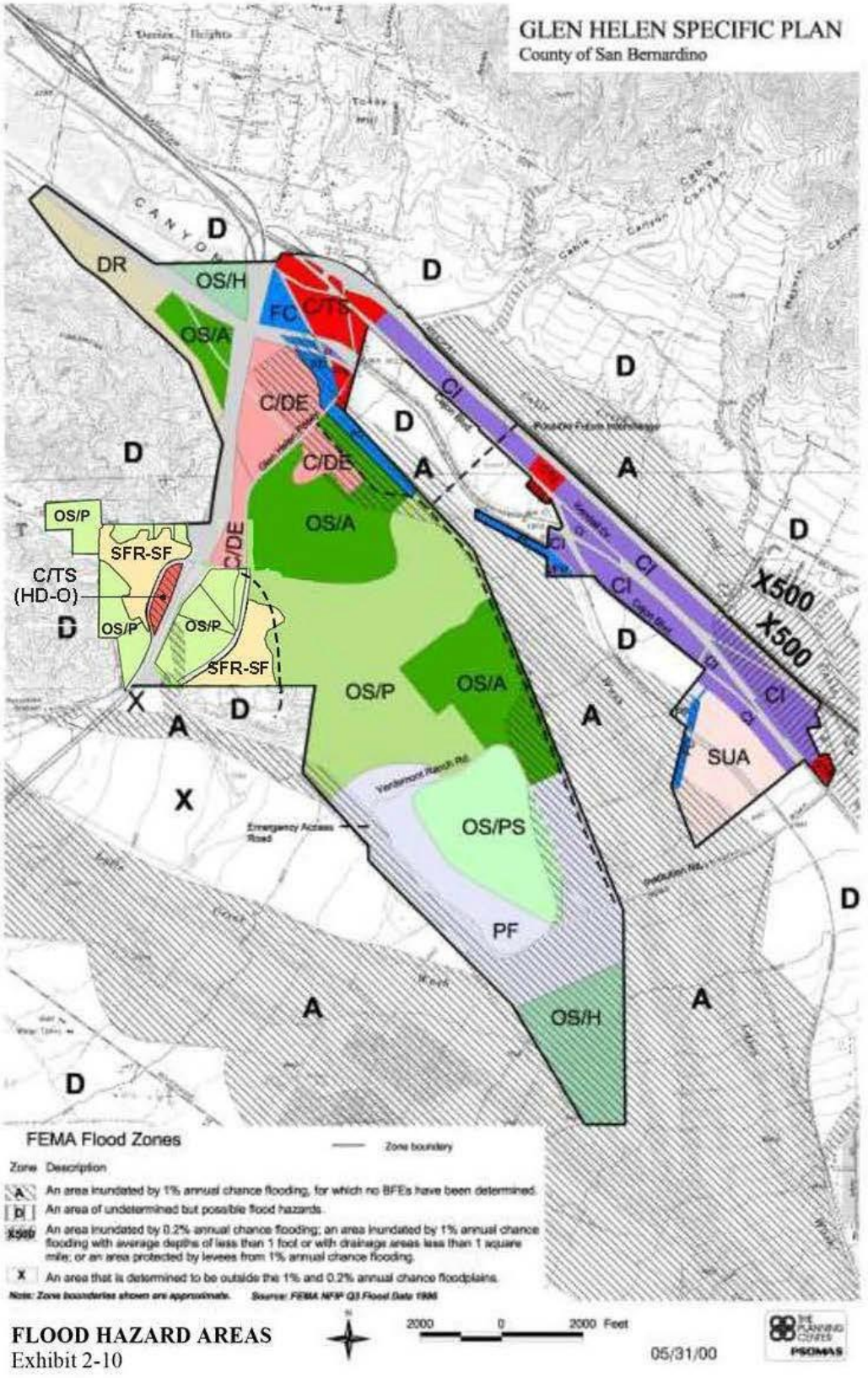

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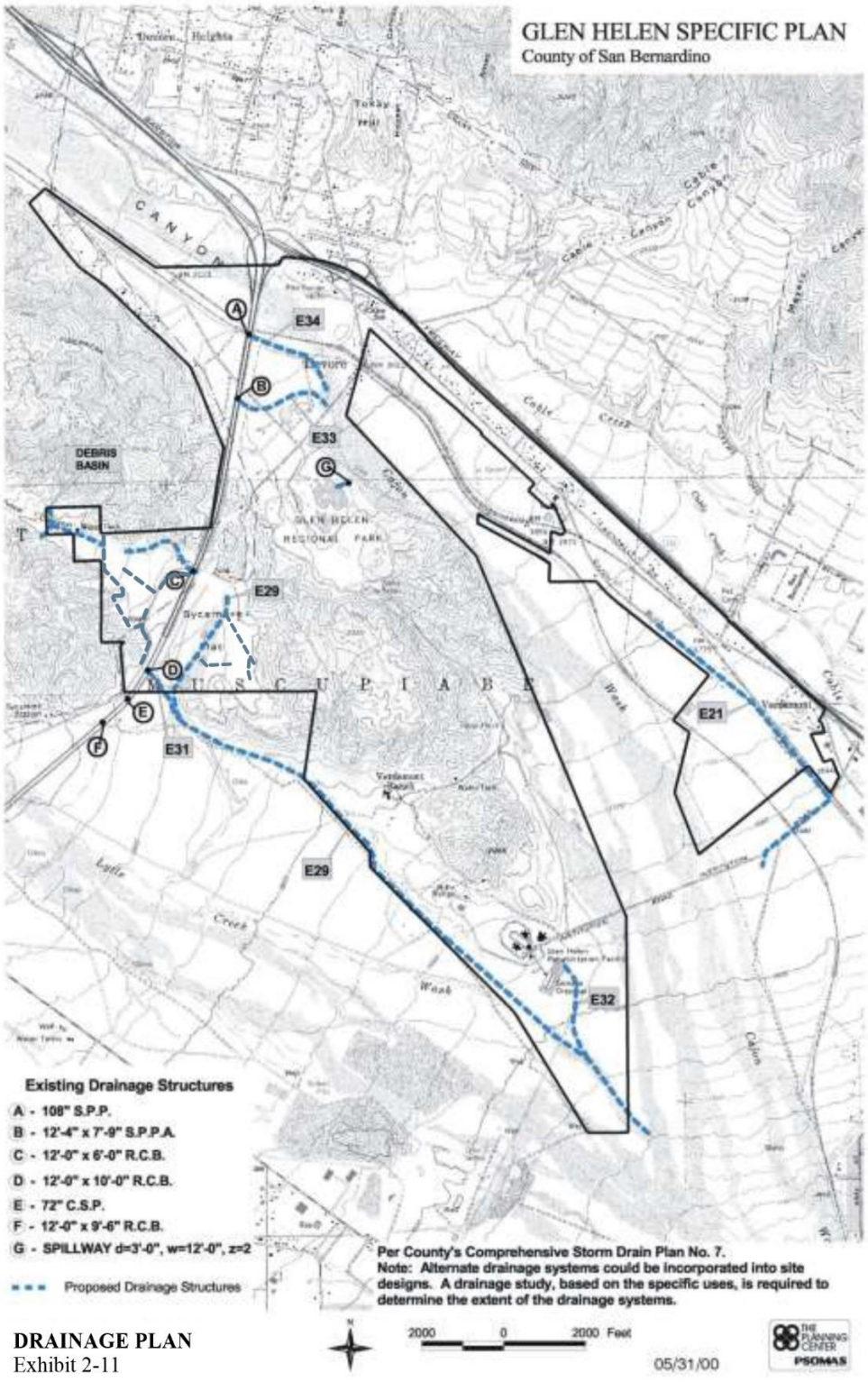
Exhibit 2-11 Drainage Plan



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The following systems are described as Project Numbers within the Glen Helen Specific Plan and identified on the Drainage Plan.

System Number	Design Q[1]	Approx. Length
E20	75 to 544 cfs	6,650 LF
E21	188 to 1051 cfs	8,500 LF
E29	558 to 4245 cfs	24,050 LF
E31	322 to 1220 cfs	1,100 LF
E32	49 to 81 cfs	2,700 LF
E33	649 cfs	2,500 LF
E34	1432 cfs	2,600 LF

[1] The Design Q is the runoff quantity for a 100-year storm, defined in cubic feet per second (cfs).

The County's Storm Drain Plan No. 7 has been evaluated in light of the proposed uses within each of the planning sub-areas. Several alternatives to the existing County plan may be desirable and further studies may be required, as discussed below.

1. Sycamore Flats Planning Sub-Area

The Sycamore Flats planning sub-area is served by systems E29 and E31, in the Comprehensive Storm Drain Plan. The proposed improvements in E29 consist of a concrete trapezoidal channel that will connect to the existing 12' x 6' reinforced concrete box (RCB) under the freeway in the vicinity of Glen Helen Parkway onramp. The proposed trapezoidal channel continues northerly to a proposed debris basin at the mouth of Sycamore Canyon. The proposed improvements for E31 consist of a concrete trapezoidal channel, southerly from an existing 12' x 10' RCB under the freeway.

This area is designated primarily as Golf Course Community (GCC). A portion north of the freeway is designated for Commercial/Travel Services purposes. The primary concern will be protection of the commercial site from the flood hazards from Sycamore Canyon, assuming the GCC area develops as a golf course. The proposed debris basin in system E29 can provide the needed protection. The trapezoidal channel is still required from the proposed debris basin to the existing RCB under the freeway, but alternate designs for E31 could be studied and incorporated into the golf course design.

The Specific Plan currently permits a maximum of one dwelling unit per 20 acres with the GCC designation. Any dwellings should be located clear of any flood hazards. The primary concern will be protection of the dwellings from the flood hazards from Sycamore Canyon. The proposed debris basin in system E29 may be needed to provide protection from flooding. The trapezoidal channel may also be required from the proposed debris basin to the existing RCB under the freeway, but alternate designs for E31 could be studied and incorporated into the residential development design.

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2. North Glen Helen Planning Sub-Area

There are four primary drainage areas within this planning sub-area. The main area is south of the freeway and includes portions of the Glen Helen Regional Park. This area drains generally to the lake and eventually to Cajon Wash. The second area is north of the freeway and west of the railroad tracks. This area drains under the freeway through an existing 108" storm drain and eventually drains into Cajon Wash. The Comprehensive Storm Drain Plan proposes a concrete trapezoidal channel, system E34, to convey the drainage from the existing 108" storm drain, approximately 2600 LF to the Cajon Wash. The third area is north of the freeway and drains under the freeway in a existing 12'-4" x 7'-9" storm drain, west of Glen Helen Road. An existing natural channel then drains to Cajon Wash. The Comprehensive Storm Drain Plan proposes a concrete trapezoidal channel, system E33, to convey the drainage from this existing storm drain, approximately 2500 LF to the Cajon Wash. The fourth area is within the Cajon Wash, generally east of the railroad tracks.

Portions of this planning sub-area are within the FIRM floodplain. The limits of the FIRM study are southerly of the freeway and there may be additional areas potentially within the floodplain that are not currently mapped. Additional studies may be required to determine the limits of the floodplain for development.

To protect this area from flooding, both systems E33 and E34, described above will be required. In addition to these improvements, additional on-site collections systems will be required. A drainage study, based on the specific land uses is required to determine the extent of this system. Portions of this area may be within the floodplain and additional drainage studies are required to determine if the floodplain affects this area.

Depending on the type and location of the proposed uses, the drainage systems described above, there may be alternate drainage systems available. Alternate drainage systems could be incorporated into the site designs to eliminate or downsize the proposed systems. Additionally, depending on the use, floodplain studies may not be required.

3. South Glen Helen Planning Sub-Area

South Glen Helen's land use is primarily the San Bernardino County Sheriff's facilities. The Comprehensive Storm Drain Plan proposes a concrete trapezoidal channel, system E29, to convey drainage along the westerly side of this planning sub-area and a small portion of the Central Glen Helen planning sub-area. The proposed system does not affect the existing uses in this planning sub-area and construction of this system is not currently needed. Development of the approved Lytle Creek project may require this system for flood protection but that is independent of the Glen Helen Specific Plan.

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The land uses for the Draft Preferred Plan are consistent with current uses. The drainage conditions are not expected to change within this area and no drainage improvements are anticipated with the Glen Helen Specific Plan. The San Bernardino County Sheriff's facilities are generally located on the fringes of the 100-year floodplain. Expansion of the San Bernardino County Sheriff's facilities will require studies of impacts from the floodplain, separately on a case-by-case basis.

4. Devore Planning Sub-Area

The majority of this planning sub-area drains to the Cajon Wash. A small portion, below the railroad tracks is also within the 100-year floodplain. The Comprehensive Storm Drain Plan has no proposed facilities within this planning sub-area.

The commercial and industrial land uses of the Specific Plan will increase runoff. On-site collection systems will be required. A drainage study, based on the specific land uses is required on a project-by- project basis to determine the extent of these systems.

5. Cajon Corridor Planning Sub-Area

The Cajon Corridor existing land use is primarily residential with single-family homes and includes some parcels that are developed with local conveniences. The areas west of Kendall Drive will drain to the west. The areas east of Kendall Drive drain to the east. The Comprehensive Storm Drain Plan proposes an underground storm drain, system E20, in Kendall Drive and Cajon Boulevard to convey drainage to Cajon Wash. This storm drain system serves the areas westerly of Cajon Boulevard and will not serve this planning sub-area.

Each proposed use will be required to prepare a drainage study to determine if on-site storm drain improvements are needed. The planning sub-area generally drains easterly to the freeway. There are several storm drain crossings under the freeway. Each proposed development will need to analyze the adequacy of the freeway crossings and determine if any off-site storm drain improvements are needed.

6. Kendall Corridor

The Kendall Corridor existing land use is primarily residential with single-family homes, light industrial and some parcels that are for local conveniences. The Comprehensive Storm Drain Plan proposes an underground storm drain, system E21, in Cajon Boulevard to convey drainage from portions of this area to Cajon Wash. A small portion of this planning sub-area is within the 500-year floodplain. In addition, each proposed use will be required to prepare a drainage study to determine if the new small, local storm drain improvements are needed.

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Additional drainage studies are required to determine the limits of the floodplain for development within the X500 portion of this area. Development is allowed in the X500 floodplain and any impacts from development will be addressed in the drainage studies.

7. Areas within the City of San Bernardino Sphere of Influence

As of 2013, a new Master Plan storm drain is being constructed along Cajon Blvd by a private developer. The developer has an agreement with the city that all future connections and fees paid by new projects that will benefit by the storm drain will be used to reimburse the costs beyond the developer's fair share. Consequently, any new connections to this system will be subject to the City's storm drain fees.

GH2.0630 Open Space Management Plan

Approximately 40% of the Glen Helen Specific Plan area is designated in some form of open space. Another 2% falls within flood control right-of-way that also provides some open space and environmental value. OS/A (Open Space – Active) areas will combine open space and some form of recreation or entertainment use. At the same time, all of the proposed development areas will contain some areas of permanent open space. There are existing open spaces adjacent to the Glen Helen Specific Plan area, including the Cajon Wash (within the City of San Bernardino) and the National Forest. The open space designations in the Glen Helen Specific Plan area provide an opportunity to maintain a connected system of open space in the greater Glen Helen area.

Not only is there a complex distribution of permanent open space designations, but existing and proposed open space areas currently operate under several public and private ownerships and open space management systems. In addition, three jurisdictions are involved: the County of San Bernardino, the City of San Bernardino, and the Federal government (San Bernardino National Forest).

The long-term vision of the Glen Helen area is highly dependent upon the quality of its total open space resources. Moreover, the environmental resources, especially those within riparian areas, are significant and must be preserved. Glen Helen can be considered, in effect, an oasis that presents an inviting and pleasant opportunity for people throughout the region to seek recreation and entertainment. While the "hard" improvements are necessary to realize this vision, it is the quality of the open space and environmental resources that will define the sustainable atmosphere that will keep people coming back.

The challenge is to organize the responsibilities and actions of numerous managers of this open space into a coherent pattern that works to the benefit of the environmental resource. This Specific Plan does not have the authority to establish such a program, except within County property and other unincorporated territory. The Glen Helen Resource Management Plan,

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presented in Appendix A of the FEIR, contains a strategy for area-wide open space management, based on several guiding principles as described below.

1. Improvements

Improvements to the open space resource in the form of vegetative renewal, new landscaping and physical improvements within open space areas shall be coordinated under the direction of a qualified biologist to ensure the continuity of the natural habitat to the maximum extent possible. Plant species to be introduced shall be selected and located in such a way that they do not overcome natural vegetation.

2. Maintenance

Maintenance programs will be coordinated so that the entire resource is adequately and evenly maintained throughout the Glen Helen area.

3. Access

Random access shall not be provided into open space areas; the preferred method is to use designated trails/roadways so that damage to the environment is kept to a minimum.

4. Grading

Grading into or within designated open space areas shall be avoided if at all possible. Where it is unavoidable, it shall be done sensitively and kept to a minimum.

5. Fire Control

Methods for coordinating fire response and handling of open space areas sustaining fire damage shall be instituted so that long term viability of the open space resources can be maintained. This includes programs for controlled burns to control underbrush.

6. Education

Steps for incorporating this open space resource into education and management programs at various educational levels shall be pursued as a means of fostering continued interest in its sustainability and as a strategy for making this resource an educational asset.

7. Design

All development projects adjacent to a designated open space area shall incorporate into any development plan specific measures to provide appropriate buffers for protection of open space resources and, where feasible, make a smooth transition from development projects to open space areas.

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8. Irrigation

Irrigation systems shall be designed so that they do not cause damaging erosion of open space areas nor inflict damage on vegetation within open space designations.

9. Theme

Accent trees and supporting plantings shall comply as much as possible with the landscape guidelines included in this Specific Plan.

10. Administration

It will be preferable to establish a joint administrative arrangement for open space management in the Glen Helen Area, according to the strategies outlined in the Glen Helen Resource Management Plan (Appendix A of the FEIR).

GH2.0635 Trails Plan

The Glen Helen Specific Plan includes a Trails Plan (Exhibit 2-12), that ties together the previous planning for local and regional trails, to create a trails system that is desirable and can be implemented. The Trails Plan is consistent with the County General Plan, as it implements segments of both the County Green Belt Trail and the Cajon Creek Trail, as generally shown in the Open Space Element. The Trails Plan is also a product of a coordinated planning effort between Glen Helen Regional Park's staff, the City of San Bernardino, and local equestrians.

The Trails Plan establishes two types of trails: 1) combined pedestrian and bike paths; and 2) combined hiking and equestrian trails. The pedestrian and bike paths are located along Glen Helen Parkway, Cajon Boulevard, Kendall Drive, and within the Glen Helen Regional Park. Connections to nearby local and regional trails are identified. The trail standards within the public right-of- way are provided for in the Streetscape Design Guidelines within Division 3, Chapter 1 of the Specific Plan. The trail standards are consistent with the County Development Code.

Equestrian and hiking trails also traverse the area. They include a loop system within the regional park; a trail along Glen Helen Road; a trail connection from the park to the utility easement through Sycamore Flats leading under the I-15 to other nearby trails; and connections to Cajon Wash leading to an ultimate potential connection to the Santa Ana River Trail. The hiking and equestrian trail standards along Glen Helen Parkway and Glen Helen Road are provided for in the Streetscape Design Guidelines within Division 3, Chapter 1 of the Specific Plan. The trail standards are consistent with the County General Plan. The County Trails Planning Staff will determine the trail design for off-road hiking and equestrian trails, based on the location and conditions of each trail segment, and the trail standards contain in the County Development Code.

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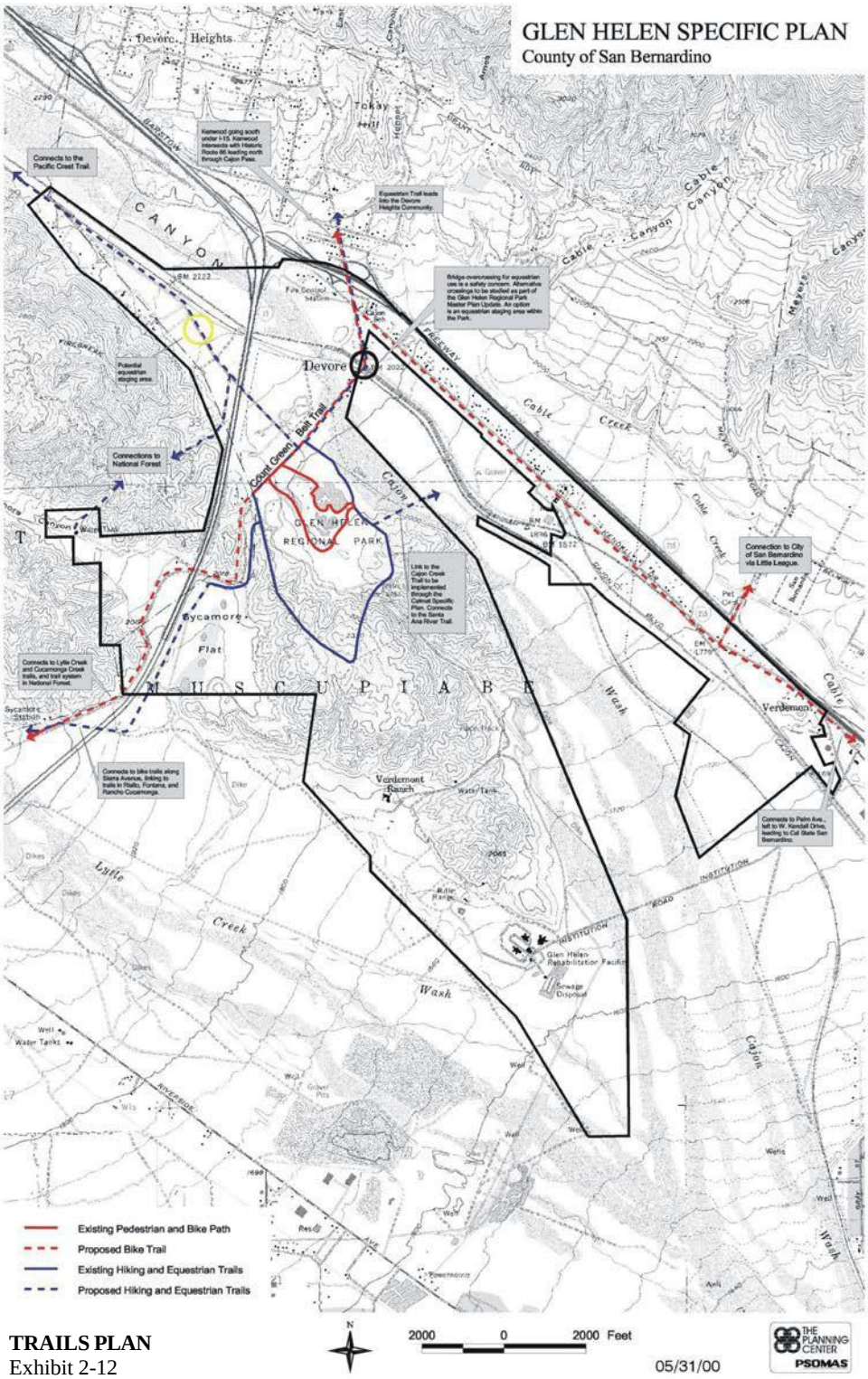
Exhibit 2-12 Trails Plan



TRAILS PLAN
Exhibit 2-12

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Chapter 7: General Development Regulations

GH2.0705 General Provisions

The provisions of Division 3 (Countywide Development Standards) of the Development Code shall regulate unless this Specific Plan specifically overrides or modifies these provisions. The following provisions in Division 7 are applicable to this Specific Plan:

- Dedication and Street Improvements
- Lot Area
- Height Regulations
- Projections into Yards
- Parking Regulations
- General Setback Regulations
- Conditional Grading Compliance
- Transportation Control Measures

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DIVISION 3
DESIGN GUIDELINES

Chapters:

1. Landscape Architecture Guidelines 3-1
2. Site Planning Guidelines 3-21
3. On-Site Landscape Requirements 3-25
4. Architectural Guidelines 3-33
5. Signage Guidelines 3-41
6. Lighting Guidelines 3-45
7. Hillside Development Requirements 3-49

The Specific Plan area is a site of regional significance, given its location at the entrance to the San Bernardino Valley region from the High Desert and beyond. It is also a site with a wide variety of existing and future planned uses each with their own design and development needs. The challenge of these design guidelines is to focus attention on what can realistically be accomplished from a design standpoint to improve the aesthetic quality of the area and thereby attract visitors and businesses alike. The guidelines apply to all private property within the Specific Plan area, as well as the entertainment and active open space edges of the regional park. They are to be used by both the public and private sector when designing streetscape improvements, deciding on trees and plants, site planning a project, determining architectural style and details, and when designing signage and lighting for a project. Compliance with these guidelines will be determined during the development review process, as indicated in Division 4, Chapter 2 of the Development Processing of this Specific Plan.

Projects with an approved Planned Development Permit (PDP) within the DR Planning Area are not subject to the provisions within Chapter 1: Landscape Architectural Guidelines, Chapter 2: Site Planning Guidelines, Chapter 3: On-Site Landscape Requirements, Chapter 4: Architectural Guidelines, Chapter 5: Signage Guidelines, Chapter 6: Lighting Guidelines and Chapter 7: Hillside Development Requirements, as the Development and Design standards will be established by the approved PDP unless otherwise stated.

Chapter 1: Landscape Architecture Guidelines

GH3.0105 General Provisions

The landscaping standards set forth in Chapter 83.10 (Landscaping Standards) of the County Development Code shall apply to all projects within the boundaries of this Specific Plan.

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GH3.0110 Streetscape

(a) Purpose

The following guidelines for major street and freeway edges are intended to:

1. Reinforce hierarchy of vehicular circulation through variation in street scenes;

2. Set design themes/ambience for land use areas;

3. Function as windbreaks, visual framework; to denote transition between uses, and activity areas such as pedestrian crossings and arrival/major access points to developments; to frame view windows to special natural or manmade features; and to screen undesirable elements from public's view;

4. Ensure a consistent/continuous look and quality of design along the major thoroughfares within the project area;

5. Ensure the intended aesthetic quality and functionality of the roadway is achieved; and

6. Minimize potential conflict between pedestrians and vehicular traffic.

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(b) General Guidelines

The following general guidelines apply to Glen Helen Parkway, Glen Helen Road, Cajon Boulevard, Kendall Drive, and the edges of the I-15 and I-215 Freeways and are illustrated on Exhibit 3-1, Landscape Conceptual Plan:

1. A hierarchy in the street scene shall be established through variation of setback width and landscape design. Landscape setbacks set forth in Division 2 of this Plan shall be those areas required to be landscaped.

2. Streetscapes shall be designed to calm traffic along the roadways especially where pedestrian crossings occur. This is particularly critical where visitor pedestrian traffic is expected to be high.

3. Focal points shall be placed at major intersections while landscaping along the roadways shall have minimal accent planting to promote a strong continuous edge.

4. Plant materials shall include species that are native or drought tolerant, good windbreaks and known to survive well in the local climate and soil.

5. Maximize windbreak effect through proper placement and spacing of plant materials.

6. All major street trees referenced in these guidelines shall be a minimum 24 inches box except Eucalyptus species which shall be five gallons. Shrubs/hedges are to be minimum one gallon when installed.
7. All other trees shall be 15 gallons.

8. Landscape berms shall average no more than four feet in height. Slopes shall average 3:1 and no steeper than 2:1.

9. Streetscape shall be maintained year-round. Deceased plants shall be replaced promptly with materials comparable in size to existing plants.

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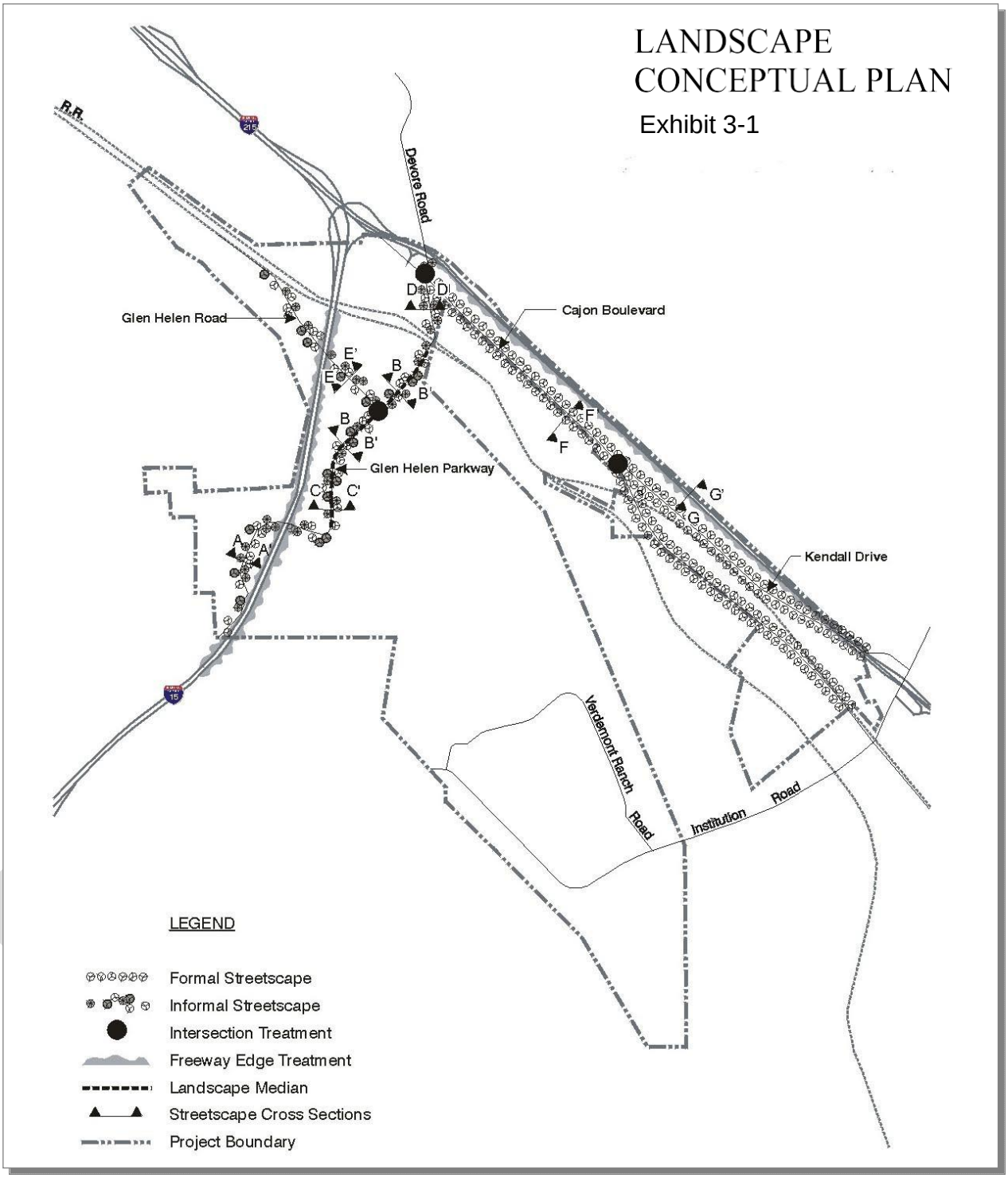
Exhibit 3-1 Landscape Conceptual Plan



10. The landscape area along the major circulation network within the Specific Plan area is summarized in Table 3.1 as follows:

Table 3-1
Streetscape Standards

Roadway	Classification	Landscape Parkway within Public R.O.W.	Landscape Setback Requirement*
Glen Helen Parkway (Sycamore Canyon Section – west of I-15)	Major Highway (104' R.O.W.)	12' (no sidewalk required)	15' minimum
Glen Helen Parkway (Sycamore Flat & Glen Helen Regional Park Section – east of 1- 15)	Major Highway (104' R.O.W.)	12' (5' sidewalk on west side of the highway)	20' minimum
Glen Helen Parkway (Between northeastern limit of Glen Helen Regional Park & I-215)	Major Highway (104' R.O.W.)	12' (5' sidewalk on both sides of the highway)	15' minimum
Glen Helen Road	Local (60' R.O.W.)	12' (includes a 5' sidewalk)	10' minimum
Cajon Blvd./ Kendall Dr.	Major Highway (104' R.O.W.)	12' (includes a 5' sidewalk)	15' minimum
I-15 / I-215	Freeway	N/A	30' minimum

*Landscape setback measured from property line/right-of-way line.

(c) Streetscape Design Guidelines

1. Glen Helen Parkway (Sycamore Canyon Segment – West of I-15)

a) This segment of Glen Helen Parkway is flanked by Golf Course Community to the west and Commercial/Travelers Services to the east.

b) The streetscape theme shall be informal, with a rural and rustic character.

c) The streetscape zone is comprised of a 12-foot public right-of-way and a 15-foot minimum landscape setback at the adjoining property. No median is required.

d) Concrete sidewalk is not required in this segment of the Glen Helen Parkway.

e) Major street trees recommended within the 12-foot right-of-way and the 15-foot landscape setback areas are informal clusters of Platanus acerifolia and Pinus halepensis, averaging 35 feet on center.

f) Informal shrub mass minimum three feet in height shall be planted along all parking areas for screening. The remaining area shall be covered with drought tolerant groundcovers.

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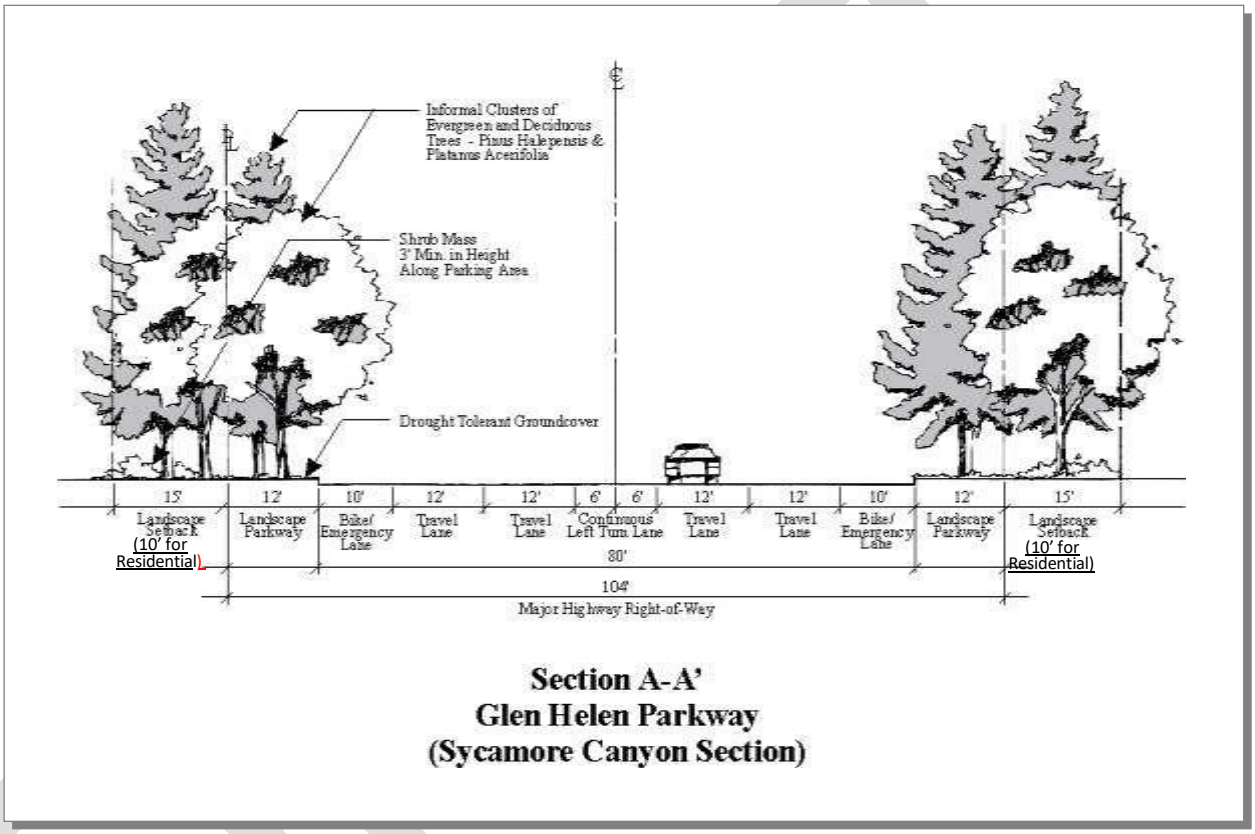
2. Glen Helen Parkway (Segment between the I-15 and the northeastern limit of Glen Helen Regional Park I-215)

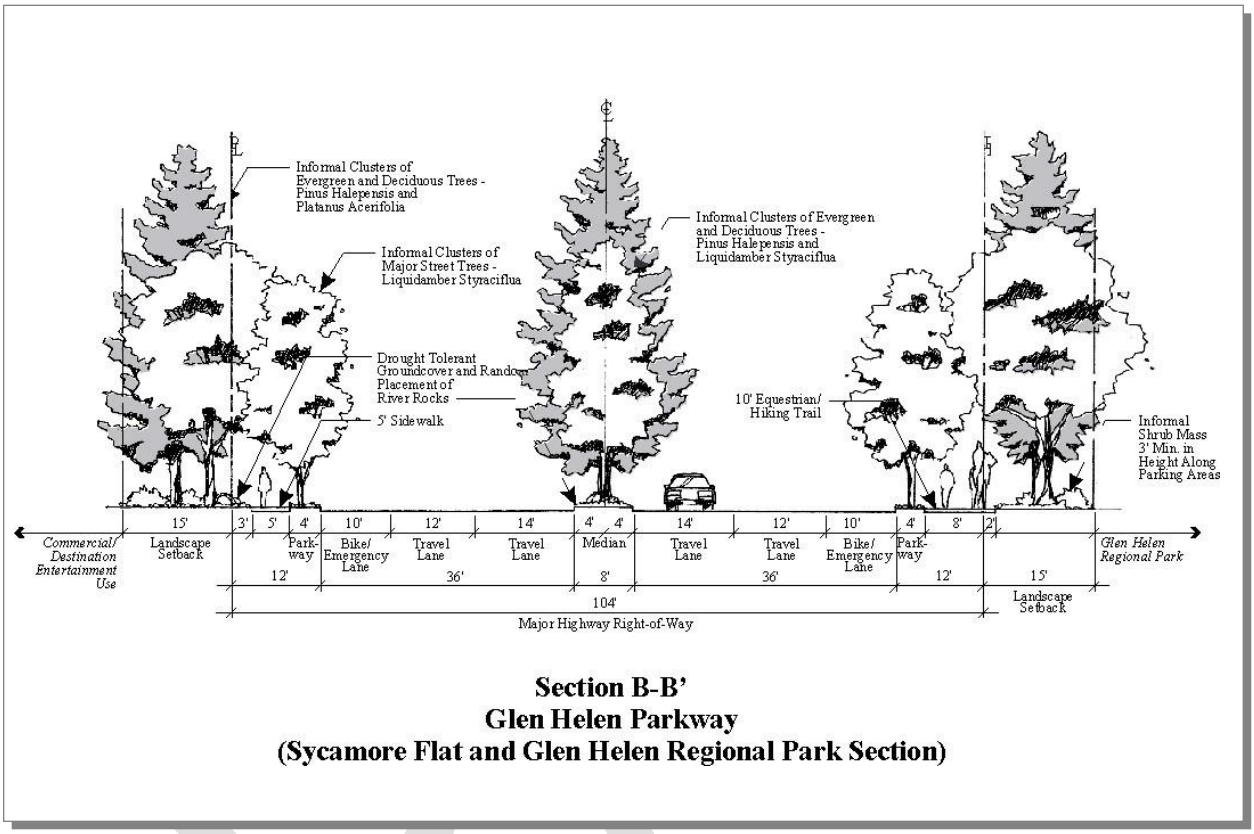
a) This segment of Glen Helen Parkway is flanked by Commercial/ Destination Entertainment use to the west and Open Space/Active use to the east.

b) The streetscape theme shall be informal, with a rural and rustic character.



Section A-A'
Glen Helen Parkway
(Sycamore Canyon Section)

g) The streetscape zone is comprised of a 12-foot public right-of-way and a 15-foot minimum landscape setback at the adjoining property, as well as an eight-foot landscaped median as shown in the schematic B-B' below.



Section B-B'
Glen Helen Parkway
(Sycamore Flat and Glen Helen Regional Park Section)

h) The eight-foot median area is currently used as an additional travel lane during the exiting of major events at the Regional Park. Implementation of a permanent landscaped median is a desirable component of the Glen Helen Parkway streetscape design; however, it will need to be further evaluated based on the needs of event traffic management.

i) A five-foot concrete sidewalk is required within the 12-foot right-of-way on the west side of this section of the Glen Helen Parkway. The concrete sidewalk will be flanked by a four-foot landscaped parkway on the curbside and a three-foot landscaped parkway on the property side.

j) On the east side of this segment of Glen Helen Parkway along the Glen Helen Regional Park, a 10-foot hiking/equestrian trail is incorporated within the 12-foot parkway and the 15-foot landscape setback area. There shall be a four-foot landscaped parkway on the curbside. The width of the trail will be shared between the public right-of-way and the landscape setback area, eight feet in the right-of-way and two feet in the landscape setback area.

k) Major street trees recommended along the 12-foot parkway are informal clusters of Liquidamber styraciflua averaging 25 feet on center.

l) Informal backdrop trees within the 15-foot landscape setback shall incorporate clusters of evergreens and deciduous trees averaging 35 feet on center. Recommended backdrop trees are Platanus acerifolia and Pinus halepensis.

m) Informal shrub mass minimum three feet in height shall be planted along all parking areas for screening. The remaining area shall be covered with drought tolerant groundcovers and/or turf. River rocks from local sources can be incorporated into the landscape area to enhance the rural, naturalistic theme.

n) The eight-foot median shall be planted with clusters of Liquidamber styraciflua and Pinus halepensis and drought tolerant groundcovers.

o) Undulating berm covered with drought tolerant groundcovers and/or turf. Maximum slope for turf is 3:1 and maximum slope for groundcover is 2:1.

p) A 200-foot-long special landscape treatment area shall be placed at the entries of this section of Glen Helen Parkway as shown in Section C-C' below. Treatment at the median includes a planting bay built with river rocks gently sloping and rises to 2'6" in height. The planting bay will extend for a length of 200 feet and tapering down to meet the grade. Within the planting bay, a single row of accent flowering trees shall be planted at 20' on center with accent flowering shrubs planted at the understory. Matching accent trees shall also be planted along the five-foot landscape parkways to reinforce the intent of the entry statement. Recommended accent flowering trees are Lagerstroemia indica.

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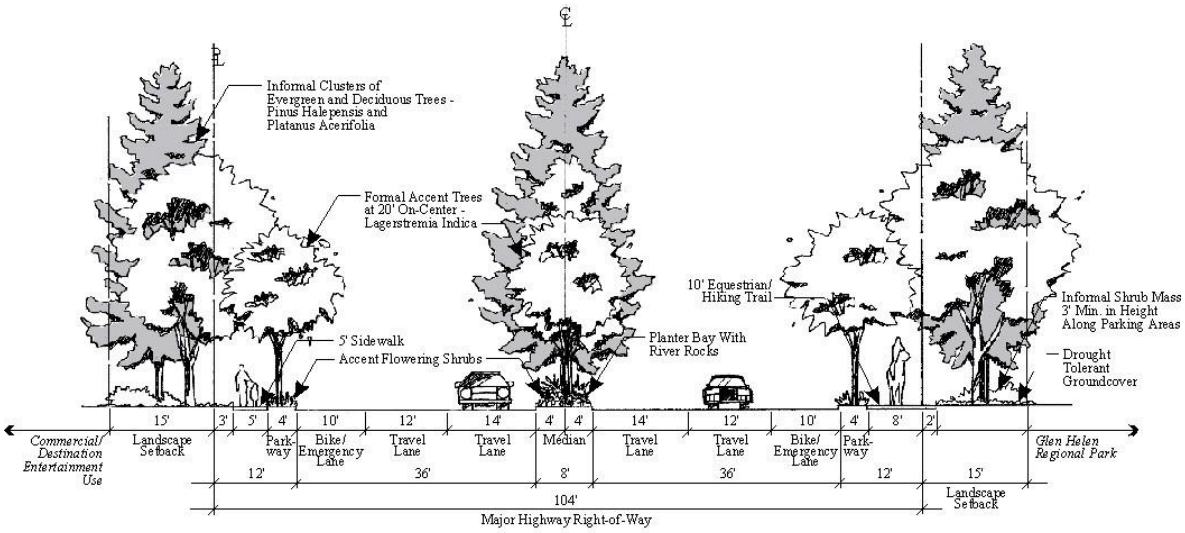


Section C-C'
Glen Helen Parkway Entry Treatment
(Sycamore Flat and Glen Helen Regional Park Section)

q) Special landscape treatments shall also be placed at major intersections, pedestrian crossings, and major park entries to draw drivers' attention to the approaching of a pedestrian activities area and/or the arrival of a destination. See intersection treatment in Division 3, Chapter 1 of the Design Guidelines.

2. Glen Helen Parkway (Segment between northeastern limit of Glen Helen Regional Park and I-215)

a) This segment of Glen Helen Parkway is flanked by Commercial/ Travelers Services on both sides of the roadway.

b) The streetscape theme shall create a more urban ambiance to encourage a higher synergy of pedestrian activities, yet it shall be complementary to the adjoining sections of the parkway.

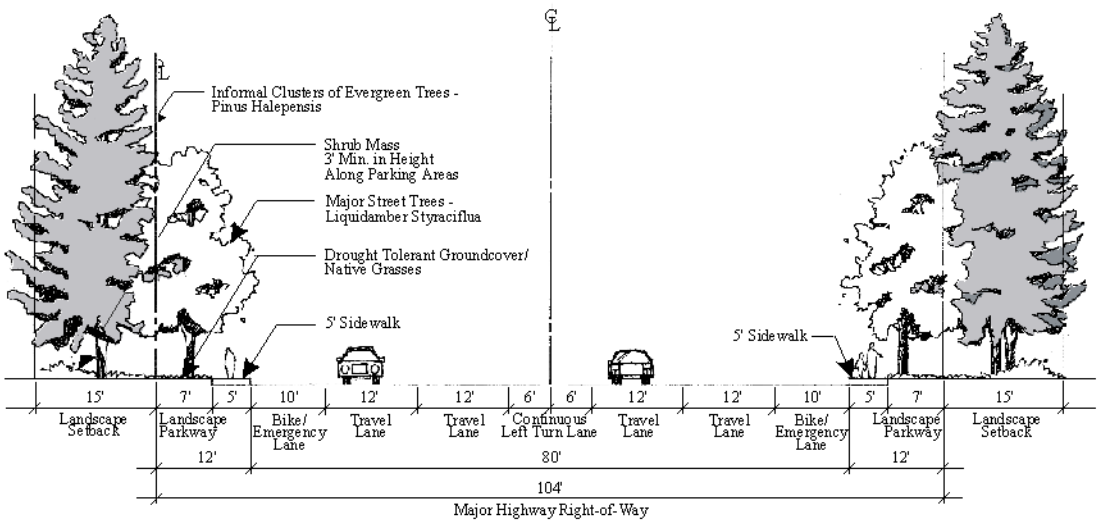
c) The streetscape zone is comprised of a 12-foot public parkway and a 15-foot minimum landscape setback at the adjoining property. No median is required.

d) The 12-foot parkway incorporates a five-foot sidewalk adjacent to the street curb and a seven-foot landscape parkway.

e) Within the seven-foot landscaped parkway, a single row of major street trees shall be planted at 25 feet on center. Recommended street trees are Liquidamber styraciflua.

f) Treatment within the landscape setback area shall be complementary to that of the other sections of the roadway. Backdrop trees within the 15 feet landscape setback shall incorporate informal clusters of evergreen trees averaging 40 feet on center. Recommended backdrop trees are Pinus halepensis.

g) Informal shrub mass minimum three feet in height shall be planted along all parking areas for screening. The remaining landscape area shall be covered with drought tolerant groundcovers and/or turf.



Section D-D'
Glen Helen Parkway
(Between Northeastern Limit of Glen Helen Regional Park and I-215)

3. Glen Helen Road

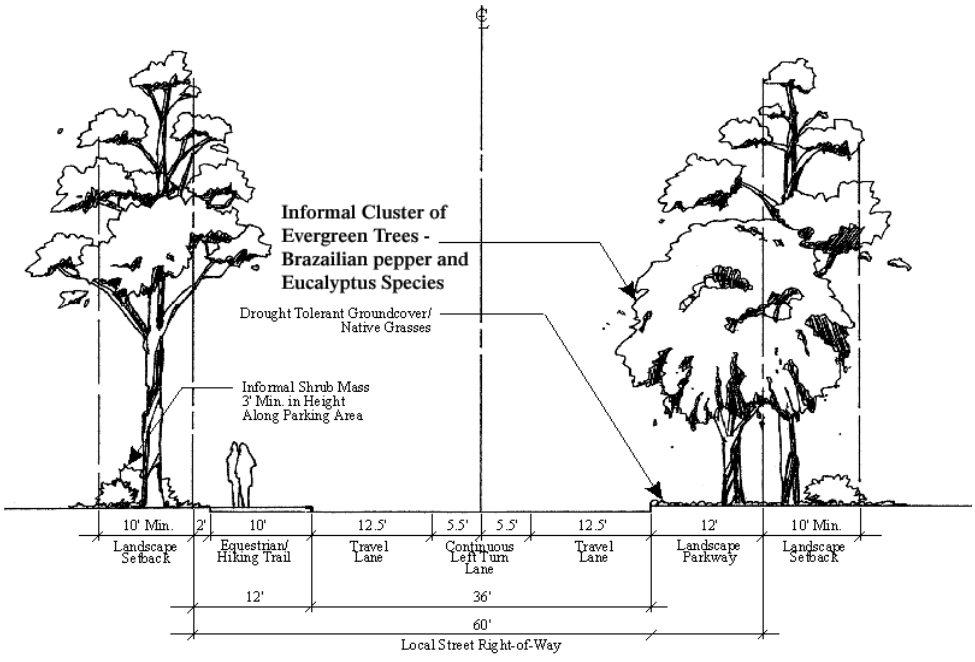
a) The streetscape on Glen Helen Road shall be informal, with a rural and rustic character.

b) The streetscape zone is comprised of a 12-foot public parkway and a ten-foot minimum landscape setback at the adjoining property.

c) On the south sides of the roadway, the 12-foot parkway incorporates a 10-foot hiking/equestrian trail adjacent to the street curb and a two-foot landscape parkway adjacent to the landscape setback area of the adjoining property. No pedestrian sidewalk is required on the north side of the roadway.

d) On both sides of the road, the parkway and landscape setback area shall be planted with informal clusters of evergreen trees, averaging 35 feet on center. Recommended street trees are Brazilian pepper and Eucalyptus species.

e) Informal shrub mass minimum three feet in height shall be planted along all parking areas for screening. The remaining landscape area shall be covered with drought tolerant groundcovers.



Section E-E'
Glen Helen Road

4. Cajon Boulevard/Kendall Drive

a) The streetscape on Cajon Boulevard and Kendall Drive shall be formal, clean and simple to reflect a more urban characteristic.

b) The streetscape zone is comprised of a 12-foot public right-of-way and a 15-foot minimum landscape setback at the adjoining property.

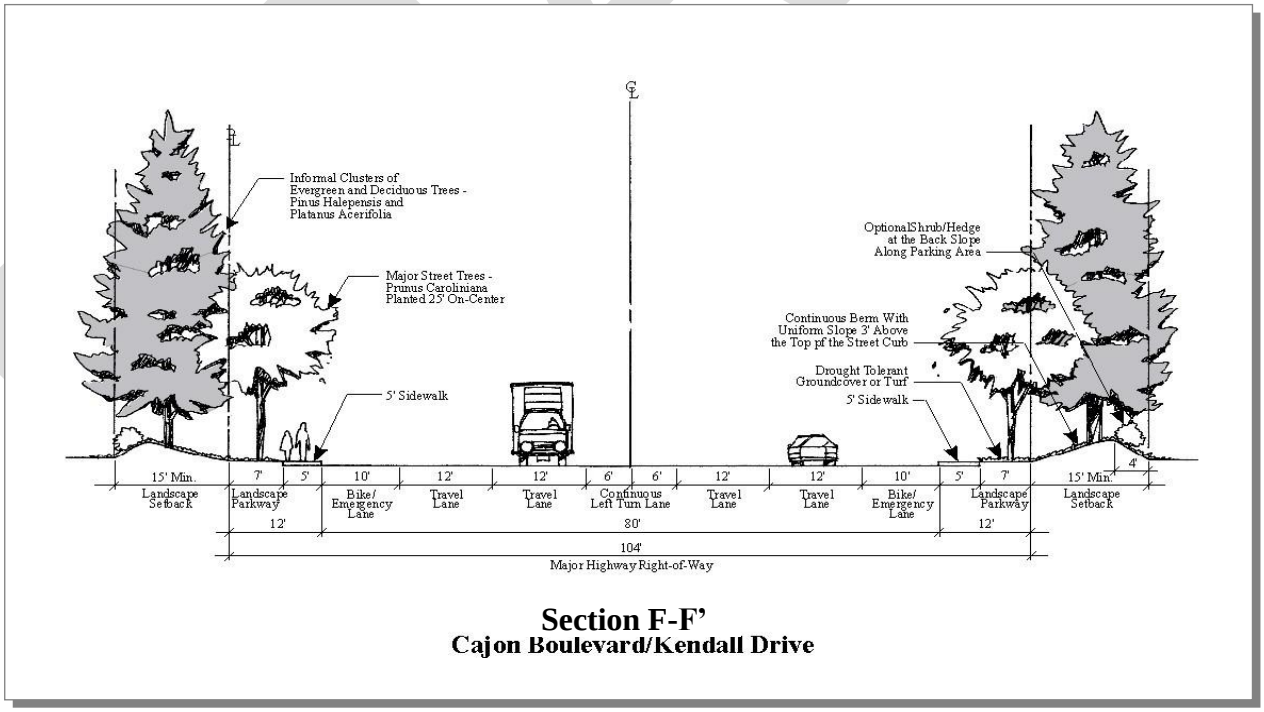
c) The 12-foot right-of-way incorporates a five-foot sidewalk adjacent to the street curb and a seven-foot landscaped parkway.

d) Major street trees on the parkway shall be planted in uniform spacing at 25 feet on center. Recommended parkway street trees are Prunus caroliniana.

e) Within 15-foot landscape setback area, incorporate a continuous berm with uniform slope three feet above the top of the street curb. The berm shall be planted with informal clusters of evergreens trees planted averaging 40 feet on center. Recommended street trees are Liquidamber styraciflua and Pinus canariensis.

f) A row of shrub/hedge three feet in height shall be planted at the backside of the berm. The remaining areas on the berm shall be covered with drought tolerant groundcover and/or turf. Maximum slope for turf is 3:1 and maximum slope for groundcover is 2:1.

g) No raised median is required.



Section F-F'
Cajon Boulevard/Kendall Drive

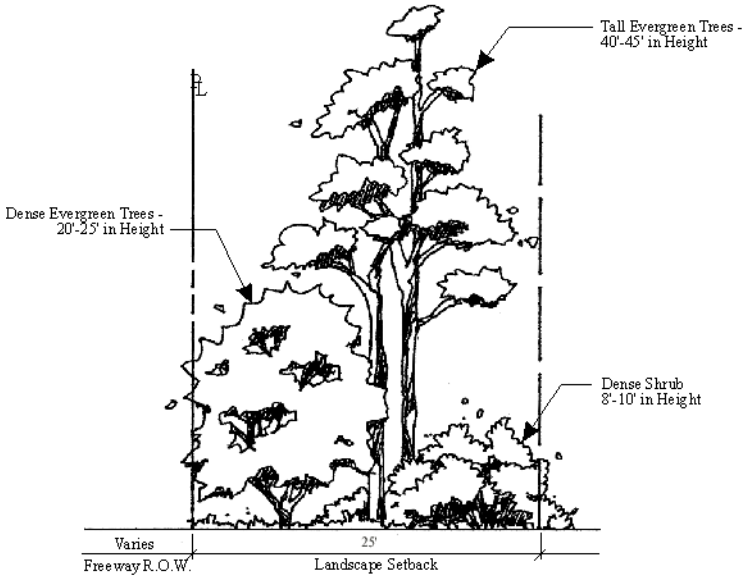
5. Freeway Edge

a) A minimum 25 feet wide landscape zone (measured from the ultimate freeway right-of-way line) is required along the I-15 and I-215 freeway edge. This landscape setback may be reduced, at the discretion of the Director of Land Use Services, if screening landscape is added within the freeway right-of-way.

b) Landscape treatment along these freeway corridors shall serve as a windbreak to protect the site from seasonal strong wind. Windbreak elements include a row of medium height (20 to 25 feet) dense tree, a row of tall tree (40 to 45 feet) and a row of medium height (8 to ten feet) dense shrub. See plant palette table for plant selection.

c) A view analysis study shall be conducted at the project level to determine desirable view windows to the site, the building signage and other special on-site features, as well as the screening of undesirable views such as the parking lots and the loading/service areas.

d) At parcels where finish grade is at the same elevation as the adjacent freeway, a landscape berm of four feet in height is required to screen the parking and loading/service areas.



Section G-G'
Freeway Edge Landscape Treatment

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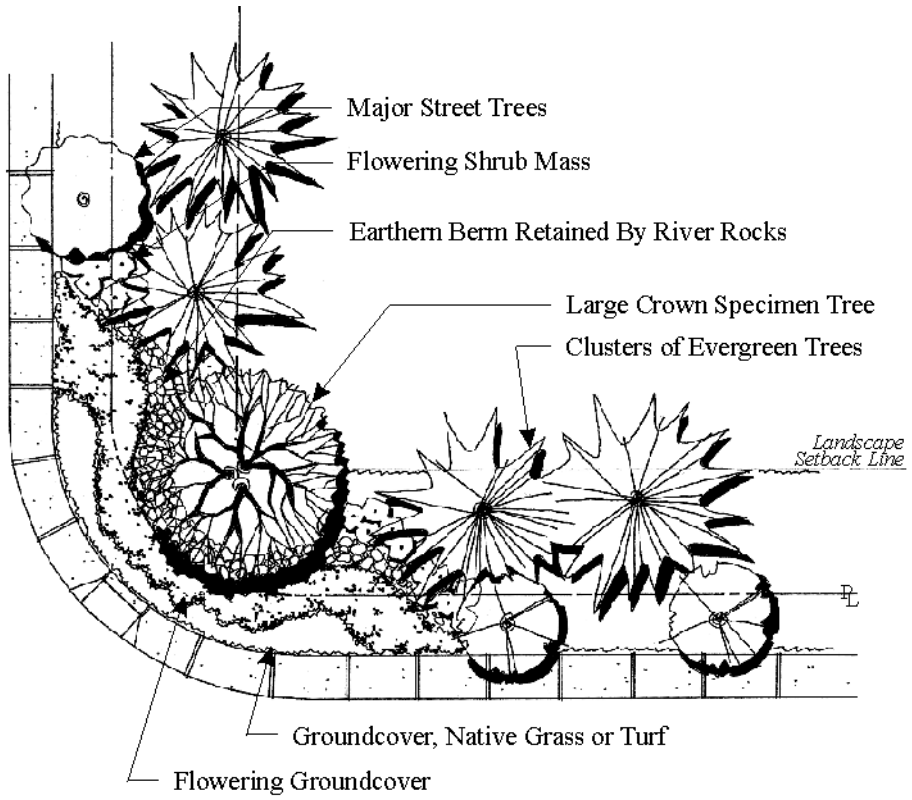
GH3.0115 Major Intersections

1. Landscape treatment at major intersections shall be compatible with the streetscape theme.

2. Two major intersections are identified within the project area: 1) Glen Helen Parkway and Cajon Boulevard, and 2) Glen Helen Parkway and Glen Helen Road.

3. Elements to be incorporated into the major intersection landscape treatments are gentle sloping berms retained by river rocks from local sources, planted with one single large crown specimen tree (36 inch box minimum. Background trees are clusters of evergreen consistent with adjacent street tree palette. Accent flowering groundcover shall be planted at the front of the berm, and flowering shrubs, and groundcover or native grass consistent with the adjacent streetscape palette shall be planted to cover the berm.

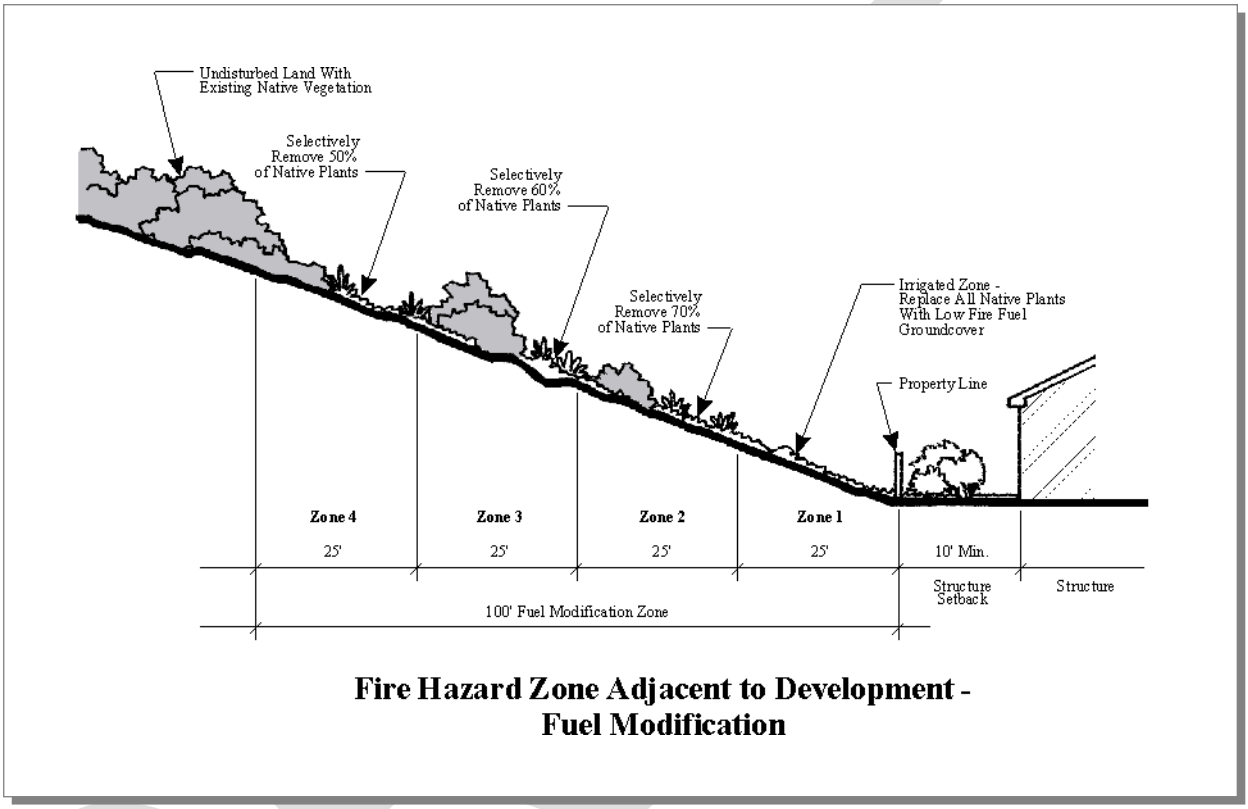


Major Intersection Landscape Treatment

GH3.0120 Fuel Modification

1. Refer to County Development Code Chapter 82.13 [Fire Safety (FS) Overlay].

2. Landscape treatment within the one hundred feet fuel modification zone shall be as follows:



Fire Hazard Zone Adjacent to Development - Fuel Modification

GH3.0125 Plant Materials

Table 3-2
Plant Palette

Botanical Name	Common Name
STREETSCAPE	
TREES	
a) **Glen Helen Parkway (Sycamore Canyon Section – west of I-15):**	
Parkway and Landscape setback area:	
Pinus halepensis	Aleppo Pine
Platanus acerifolia	London Plane Tree
b) **Glen Helen Parkway (Sycamore Flat & Glen Helen Regional Park Section – east of 1-15):**	
Parkway:	
Liquidamber styraciflua	American Sweet Gum
Landscape setback area:	
Pinus halepensis	Aleppo Pine
Platanus acerifolia	London Plane Tree
Median:	
Lagerstroemia indica (accent tree)	Crape Myrtle
Liquidamber styraciflua	American Sweet Gum
Pinus halepensis	Aleppo Pine
c) **Glen Helen Parkway (Between northeastern limit of Glen Helen Regional Park and I-215):**	
Parkway:	
Liquidamber styraciflua	American Sweet Gum
Landscape setback area:	
Pinus halepensis	Aleppo Pine
Platanus acerifolia	London Plane Tree
d) **Glen Helen Road:**	
Parkway and landscape setback area:	
Eucalyptus species	Eucalyptus
Schinus terebinthifolius, or	Brazilian Pepper
Cinnamomum verum	Camphor Tree
e) **Cajon Boulevard and Kendall Drive:**	
Parkway:	
Prunus caroliniana	Carolina Laurel Cherry
Landscape setback area:	
Pinus canariensis	Canary Island Pine
Major Intersections:	
Olea europaea 'Fruitless'	Fruitless Olive
Schinus terebinthifolius, or	Brazilian Pepper
Cinnamomum verum	Camphor Tree
Freeway Edge:	
Medium height (20'-25') dense trees:	
Cercocarpus betuloides	Mountain Mahogany
Elaeagnus angustifolia	Russian Olive

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Table 3-2
Plant Palette

Botanical Name	Common Name
Quercus species	Oak
Schinus terebinthifolius	Brazilian Pepper
Tall trees (40'-45'):	
Brachychiton populneum	Bottle Tree
Calocedrus decurrens	Incense Cedar
Cupressus glabra	Smooth Arizona Cypress
Eucalyptus species	Eucalyptus
SHRUBS	
Streetscape:	
Buxus m. japonica	Japanese Boxwood
Carissa grandiflora	Natal Plum
Juniperus species	Junipers
Leptospermum scoparium	New Zealand Tea Tree
Ligustrum japonicum 'Texanum'	Japanese Privet
Photinia fraseri	Fraser's Photinia
Raphiolepsis indica	Indian Hawthorn
Trachelospermum jasminoides	Star Jasmine
Xylosma congestum	Xylosma
Major Intersections:	
Abelia grandiflora 'Edward Goucher'	Glossy Abelia
Atriplex canescens	Four-Wing Saltbush
Leptospermum scoparium	New Zealand Tea Tree
Pyracantha species	Firethorn
Freeway Edges:	
Acacia cyclops	N.C.N.
Acacia longifolia	Sydney Golden Wattle
Ceanothus crassifolius	Hoaryleaf Ceanothus
Ceanothus tomentosus olivaceus	Woolly-leaf Ceanothus
Heteromeles arbutifolia	Toyon
Prunus ilicifolia	Hollyleaf Cherry
Prunus lyonii	Catalina Cherry
Rhamnus crocea ilicifolia	Holly-leaf Redberry
Rhus ovata	Sugar Bush
Nerium oleander	Oleander
GROUND COVERS	
Streetscape:	
Festuca ovina 'Glauca'	Blue Fescue
Hedera helix	English Ivy
Lantana montevidensis	Lantana
Lonicera j. 'Halliana'	Hall's Honeysuckle
Rosemarinus officinalis 'Prostratus'	Rosemary
Trachelospermum jasminiodes	Star Jasmine
Vinca major	Periwinkle
Vinca minor	Dwarf Periwinkle
Freeway Edges:	
Hedera helix	English Ivy
Lantana montevidensis	Lantana
Vinca major	Periwinkle
Vinca minor	Dwarf Periwinkle
Hydroseed Mix – recommended but not limited to:	
Artemisia californica	California Sagebrush
Croton californicus	California Croton
Eriogonum fasciculatum	Flat Topped Buckwheat
Eriogonum confertiflorum	Golden Yarrow

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Table 3-2
Plant Palette

Botanical Name	Common Name
Gazania	Gazania
Lotus scoparius	Deerweed
Oenthera californica	Primrose
Penstemon spectablis	Showy Penstemon
Phacelia ramosissima	Phacelia
Salvia apiana	White Sage
Salvia mellifera	Black Sage
Senecio Douglasii	Butterweed
Sisyrinchium bellum	Blue Eyed Grass
ON-SITE LANDSCAPE	
TREES	
Entry Driveways/Arrival Areas/Major Building Entrances:	
Albizia julibrissin	Silk Tree
Koelreuteria bipinnata	Chinese Flame Tree
Koelreuteria paniculata	Goldenrain Tree
Lagerstroemia indica	Crape Myrtle
Magnolia grandiflora	Southern Magnolia
Olea europaea 'Fruitless'	Fruitless Olive
Pistacia chinensis	Chinese Pistache
Prunus cerasifera 'Atropurpurea'	Purple-leaf Plum
Building Perimeter:	
Albizia julibrissin	Silk Tree
Brachychiton populneum	Bottle Tree
Harpephyllum caffrum	Kaffir Plum
Hymenosporum flavum	Sweet Shade
Koelreuteria bipinnata	Chinese Flame Tree
Koelreuteria paniculata	Goldenrain Tree
Magnolia grandiflora	Southern Magnolia
Olea europaea 'Fruitless'	Fruitless Olive
Pinus canariensis	Canary Island Pine
Pinus halepensis	Aleppo Pine
Pistacia chinensis	Chinese Pistache
Tristania conferta	Brisbane Box
Plaza/Courtyards/Pedestrian Walks:	
Same as Entry Driveways/Arrival Areas/Major Building Entrances selection listing. Additional accent trees and specimen trees are permitted with approval from the County.	
Parking Area/Side and Rear Yard Landscape Setback Areas:	
Cupaniopsis anacardioides	Carrot Wood
Ficus retusa nitida	Indian Laurel Fig
Harpephyllum caffrum	Kaffir Plum
Pinus canariensis	Canary Island Pine
Pinus halepensis	Aleppo Pine
Pittosporum eujenioides	Pittosporum
Screening for Loading/Service Areas/Outdoor Storage Areas/Large Area of Blank Building Wall:	
Brachychiton populneum	Bottle Tree
Calocedrus decurrens	Incense Cedar
Cupressus glabra	Smooth Arizona Cypress
Pinus canariensis	Canary Island Pine
Pinus halepensis	Aleppo Pine
Prunus ilicifolia	Hollyleaf Cherry
Prunus lyonii	Catalina Cherry

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Table 3-2
Plant Palette

Botanical Name	Common Name
SHRUBS	
Entry Driveways/Arrival Areas/Major Building Entrances:	
Abelia grandiflora 'Edward Goucher'	Glossy Abelia
Buxus m. japonica	Japanese Boxwood
Carissa grandiflora	Natal Plum
Juniperus species	Junipers
Leptospermum scoparium	New Zealand Tea Tree
Ligustrum japonicum 'Texanum'	Japanese Privet
Photinia fraseri	Fraser's Photinia
Raphiolepsis indica	Indian Hawthorn
Trachelospermum jasminoides	Star Jasmine
Building Perimeter:	
Abelia grandiflora 'Edward Goucher'	Glossy Abelia
Agapanthus africanus	Lily of the Nile
Arctostaphylos species	Manzanita
Nandina domestica	Heavenly Bamboo
Photinia fraseri	Fraser's Photinia
Pyracantha species	Firethorn
Trachelospermum jasminoides	Star Jasmine
Plaza/Courtyards/Pedestrian Walks:	
Same as Entry Driveways/Arrival Areas/Major Building Entrances selection listing.	
Parking Area/Side and Rear Yard Landscape Setback Areas:	
Ilex species	Holly
Ligustrum japonicum 'Texanum'	Japanese Privet
Myrtus commuis	Myrtle
Prunus ilicifolia	Hollyleaf Cherry
Prunus lyonii	Catalina Cherry
Xylosma congestum	Xylosma
Screening for Loading/Service Areas/Outdoor Storage Areas/Large Area of Blank Building Wall:	
Eugenia paniculata	Australian Brush Cherry
Heteromeles arbutifolia	Toyon
Ilex species	Holly
Ligustrum japonicum 'Texanum'	Japanese Privet
Myrtus commuis	Myrtle
Prunus ilicifolia	Hollyleaf Cherry
Prunus lyonii	Catalina Cherry
Rhus lancea	African Sumac
Xylosma congestum	Xylosma
VINES	
For All Areas:	
Doxantha unguis-cati	Cat's Claw
Ficus pumila	Creeping Fig
Grewia caffra	Lavender Starflower
Jasminum mesyni	Primrose Jasmine
Jasminum polyanthum	N.C.N.
Parthenocissus quinquefolia	Virginia Creeper
Parthenocissus tricuspidata	Boston Ivy
Phaedranthus buccinatorius	Blood-red Trumpet Vine
Wisteria floribunda	Wisteria
GROUND COVERS	

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Table 3-2
Plant Palette

Botanical Name	Common Name
For All Areas:	
Duchesnea indica	Indian Mock Strawberry
Festuca ovina 'Glauca'	Blue Fescue
Hedera helix	English Ivy
Lantana montevidensis	Lantana
Lonicera j. 'Halliana'	Hall's Honeysuckle
Rosemarinus officinalis 'Prostratus'	Rosemary
Thymus	Thyme
Trachelospermum jasminiodes	Star Jasmine
Vinca major	Periwinkle
Vinca minor	Dwarf Periwinkle

Additional planting materials are permitted with approval from the County.

The following guidelines address general planting and minimum plant size:

1. Select tree species that are native or drought tolerant with deep root systems, good for windbreaks, structurally strong and insect and disease resistant.

2. Due to the interest in being water efficient, xeriscape principles shall be applied where applicable. The basic principles of Xeriscape are:

   - Start with a good design
   - Group plants with similar water demand and other requirements
   - Improve the soil
   - Use mulch
   - Limit lawn areas
   - Choose low-water use plants
   - Water efficiently
   - Practice good maintenance

3. Trees planted near curbs and building structures shall have a limited root structure and shall be installed in such a manner that will not cause damage to sidewalks, curbs, gutters, and other public improvements.

4. For traffic visibility purposes, the maximum height of shrubbery shall be 30 inches within any parking area and within five feet of any driveway.

5. Size of plant materials shall conform to the following:

   a) Typical trees: minimum 24-inch box, except Eucalyptus species, which shall be five gallons.

   b) Specimen trees: minimum 36-inch box.

   c) Shrubs: minimum one gallon.

   d) Groundcover: 100% coverage within one year.

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GH3.0130 Irrigation

1. An irrigation plan shall be submitted for approval prior to issuance of a building permit. The irrigation system shall be operational prior to the issuance of a Certificate of Use and Occupancy. Refer to Chapter 83.10 of the Development Code for further regulations and guidance.

2. Due to the semi-arid climate in the project area, property owners shall make effort to employ a water management program that includes procedures to respond to climatic conditions and to make adjustments to seasonal irrigation demand.

3. Drip irrigation shall be used where possible.

4. Use reclaimed water for landscape irrigation if feasible.

5. Irrigation heads shall not throw water directly into a foundation structure, parking lot, sign face, roadway and pedestrian walkway.

6. Check for leaks in all pipes, hoses, and faucets to prevent water waste.

7. Do not irrigate between the hours of 10:00 am to 5:00 p.m. to avoid evaporative loss.

8. Use mulch, bark at least eight inches wide adjacent to sidewalk and curbs to help eliminate water waste.

GH3.0135 Preparation & Maintenance

1. Installation of planting materials shall occur during appropriate seasons and weather condition.

2. All trees shall be secured according to established industry standards.

3. Shrubs and groundcover areas shall be mulched.

4. Landscape maintenance shall include regular watering, mowing, pruning, trimming, edging, fertilizing, clearing of debris, weed control, pest control, the removal and replacement of dead plants, and the monitoring, repair and replacement of irrigation systems.

5. Deceased plants shall be immediately replaced with comparable plants. Replacement plants shall be as close in size to the original as possible.

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Chapter 2: Site Planning Guidelines

GH3.0205 General Provisions

Site planning guidelines provides standards that address site coverage, floor area ratio, setbacks, building orientation and placement, on-site landscaping requirements, parking and site access. These guidelines are consistent with and support the development standards for each land use designation contained in Division 2, Chapter 4 of the Development Standards of this Specific Plan.

The major principles for an aesthetically attractive and functionally efficient site design can be summarized as follows:

1. Attractive, properly sized and located signages.

2. Create interesting street scenes and on-site spatial experience through variations on building setbacks and placement.

3. Creative landscaping that frames desirable views to the site and screens undesirable views from off-site.

4. Controlled site access.

5. Convenient access and efficient circulation for visitor parking and truck traffic.

6. Articulation of vehicular and pedestrian circulation.

7. Special landscape treatment to enhance building entrance, pedestrian paths and other people places such as plazas and courtyards.

8. Generous and sensible landscaping to provide visual relief and to enhance micro-climate on-site.

9. Large scale development parcels (five acres and above) shall articulate building placement and landscaping to avoid a sea of parking along the street front.

10. Proper screening of parking, outdoor storage, mechanical equipment and loading and service areas.

GH3.0210 Lot Coverage

Lot coverage is defined as the building footprint plus the surface area of a lot that is paved divided by the total gross lot area. This would include parking areas and hardscaped outdoor storage areas. Lot coverage varies per individual land use zoning districts. Refer to Division 2, Chapter 4 (Development Standards) of this Plan.

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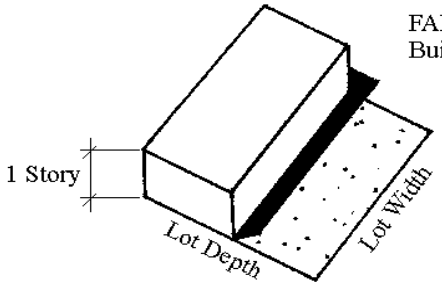
GH3.0215 Floor Area Ratio

Floor area ratio is defined as the total building area of all floors divided by the total gross lot area. Floor area ratio varies per individual land use zoning districts. Refer to Division 2, Chapter 4 (Development Standards) of this Plan.

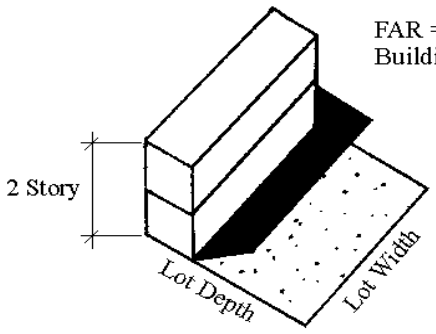
GH3.0220 Landscape Requirements

A minimum of 15% of the site is to be dedicated to landscaping (refer to Lot Coverage requirements for individual districts). This includes setback areas, screening and buffers, parking lots, plazas, and building parameter landscape.

Example of a Floor Area Ratio (FAR) Calculation:



FAR = 0.50
Building covers 50% of gross lot area



FAR = 0.50
Building covers 25% of gross lot area

$$\text{Floor Area Ratio} = \frac{\text{Gross Building Area (All Floors)}}{\text{Gross Lot Area}}$$

Example: On a one acre parcel (43,560 sq. ft.), a maximum FAR of 0.50 equates to a total building area of 21,780 sq. ft. in a one or more story configuration.

GH3.0225 Building Orientation and Placement

1. Variations on building setbacks is encouraged to create interesting street scenes.

2. Building setbacks shall be in proportion to the site and adjoining development. Taller buildings shall be setback further to lessen visual impact on the street front and on neighboring uses.

3. Development parcels with more than one building structure shall articulate building placement to create opportunities for people space—plazas, courtyards, and pedestrian paths, and to avoid the siting of a continuous sea of parking.

4. Buildings shall be oriented to maximize solar energy efficiencies where possible.

5. Internalize loading and service areas.

GH3.0230 Parking

1. Refer to Development Code Chapter 83.11 (Parking and Loading Standards).

2. Proposed projects of less than five acres in the Corridor Industrial or Commercial/Traveler Services designations shall provide for a shared access driveway with adjacent development, where feasible, in order to minimize the number of ingress/egress points along Cajon Boulevard and Kendall Drive. In addition, visitor parking areas should be located and designed to connect with adjacent parcels, in order to allow for internal circulation between parcels.

GH3.0235 Site Access

1. Access points on all development parcels shall be located to maximize traffic flow efficiency and to minimize the disruption of street side landscaping.

2. Shared access drives shall be coordinated with adjoining properties where possible.

3. Establish adequate separation between access points.

4. Coordinate access points to correspond with median openings where applicable. Right in/right out access shall be provided where no median opening exists.

5. Provide adequate stacking distance at access driveways to avoid traffic back up.

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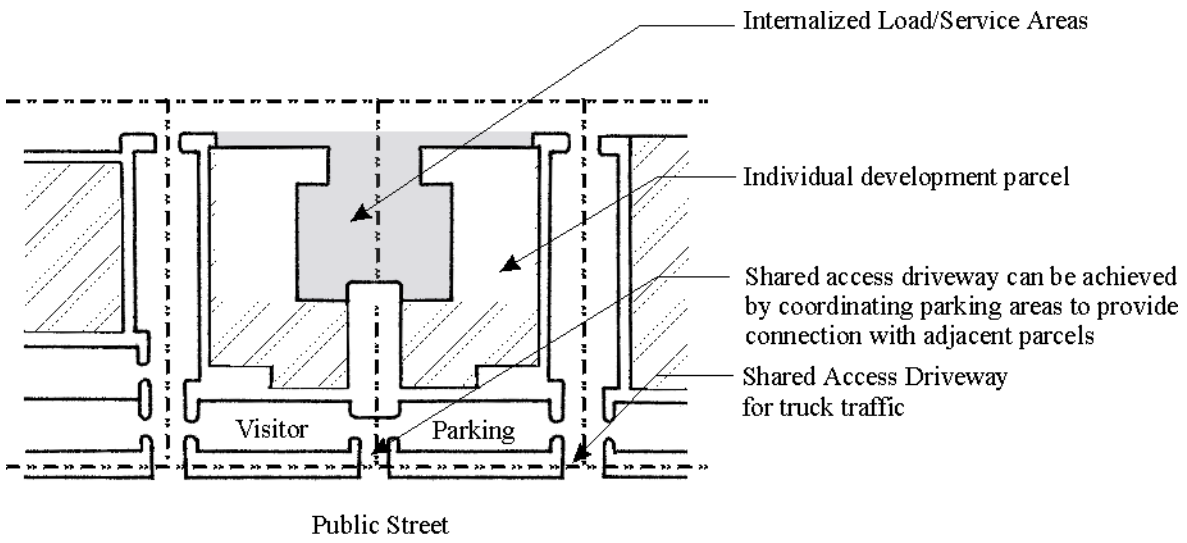
6. Development parcels five acres or larger shall provide a minimum of two access points.



Parking and Site Access

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Chapter 3: On-Site Landscape Requirements

GH3.0305 General Provisions

1. On-site landscape guidelines apply to the following areas within a project site:

    a) Landscape setback areas at street frontage

    b) Site entry driveway and major building entrance

    c) Building perimeter

    d) People places

    e) Parking areas

    f) Loading/Services Areas

    g) Landscape setback areas at side and rear property boundary.

2. General principles for on-site landscaping include the following:

    a) On-site landscaping shall be integrated and complementary to the overall site design.

    b) Landscaping shall be used to enhance site features such as the entry driveways, arrival areas, major building entrances, special architectural features, pedestrian plazas/courtyards and pedestrian paths, as well as to promote articulation of vehicular and pedestrian circulation. Landscaping also helps to soften the scale of the buildings, provide shade, wind breaks and visual relief to the site, and screening for undesirable views.

    c) Select plant species that are native, drought tolerant, good wind breaks, clean and structurally strong.

    d) Due to the semi-arid climate, xeriscape principles shall be applied where applicable (See Division 3, Chapter 1 of the Landscape Architecture Guidelines, subsection Plant Materials).

GH3.0310 Landscape Setback Areas at Street Frontage

1. Minimum depth required for the front landscape setback is provided in the landscape setback requirement table (Table 3-1). Landscape treatment for this area is incorporated into the streetscape design guidelines (see Division 3, Chapter 1 of the Landscape Architecture Guidelines). Additional depth to this minimum requirement is encouraged especially where there is no parking area between the landscape setback and the building structure.

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2. Where a building is located on the setback line, clusters of trees and informal shrub mass shall be used to soften the architectural scale and to frame special architectural features.

GH3.0315 Site Entrance and Building Entrance

1. Special landscaping treatment at the site entry is only recommended for sites at or over five acres in size. Sites smaller than five acres shall not use accent plant materials at entry drives to avoid interruption of the continuity of streetscape along the roadways.

2. Project signage at site entry must stay clear of the clear sight triangles (see Development Code 83.02.030) and be integrated into the surrounding landscape.

3. For traffic visibility purpose, shrubs planted along the entry driveways shall not be taller than 30 inches. No trees shall be planted within the clear sight triangles (see Development Code 83.02.030).

4. Parking is not allowed along the major entry driveway.

5. Special landscape treatment such as accent plant materials, enriched paving, outdoor art display, and pedestrian lighting are encouraged at formal building entries.

6. Landscape treatment at entry driveway shall respect rules pertaining to the Clear Sight Triangles. Refer to Development Code 83.02.030 for details. In essence, no visual obstruction including structures, trees and signages shall be placed within the Clear Sight Triangles to provide adequate visibility for vehicular and pedestrian traffic. Shrubs, berms and groundcovers within the clear sight triangle shall not exceed 30 inches in height.

GH3.0320 Building Perimeter

1. Building perimeter landscaping serves to soften building architecture at the ground level. It reduces the visual scale of the building and helps to establish character and identity for the building architecture.

2. A minimum five feet landscape area is required along the front, side and rear of buildings and around service areas.

3. Building perimeter planting shall be coordinated with the building architecture and the overall on-site landscape design.

4. Landscape materials shall include a combination of trees, shrubs and groundcovers.

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5. Accent planting materials shall be used at the major building entrances and to frame special architectural elements.

6. Refer to the Plant Palette table in Section GH3.0125 for plant selections. Additional accent plants or specimen trees are permitted upon County's approval.

GH3.0325 People Places

1. People-oriented places such as pedestrian walks, plazas and courtyard features are encouraged to enhance the overall site image and to provide functional and aesthetically pleasing amenities for people to enjoy. These amenities are especially effective in large scale development parcels where there are more than one building on-site.

2. Pedestrian walks are encouraged to facilitate safe pedestrian circulation within individual parcel and to surrounding developments.

3. Plazas and courtyards shall be located and designed as focal points to facilitate people interactions and other activities such as having lunch and taking breaks. Hardscape features such as fountains, sculptural artwork, seating areas, enriched paving and pedestrian lighting are elements that can be used to achieve a distinctive effect in the plazas and courtyards.

4. Refer to the Plant Palette table in Section GH3.0125 for plant selection. Additional accent plant materials or specimen trees are permitted upon County's approval.

GH3.0330 Parking Areas

1. Parking areas at street and freeway frontage must be screened with landscape treatments. This includes shrubs/hedges of three feet minimum, an earthen berm or a combination of both. See streetscape design guidelines section for reference.

2. Parking area landscape materials shall be compatible with adjacent streetscape and overall on-site landscaping.

3. Parking area trees are required at a ratio of one tree per every four stalls.

4. Tree wells or planter bays within paved parking areas must have a minimum planting dimension of five feet.

5. Shrubs are to be used in planter bays to screen parking areas fronting on side and rear property lines, entry drives and pedestrian walkways. All other surfaces within planting areas are to be covered by drought tolerant groundcover.

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6. Refer to the Plant Palette table in Section GH3.0125 for plant selections.

GH3.0335 Landscape Setback Areas at Side and Rear Property Boundary

1. Along the rear and side property, landscape treatment varies depending on the use of the site and the use of its adjoining properties:

   a) Where the rear and side property front onto a street or freeway, see streetscape design guidelines section for reference.

   b) Where the rear and side property adjoin to a development parcel, a minimum five-foot landscape zone is required. Within this landscape zone, a minimum of one tree per 30 lineal feet is required. Shrub/hedge is optional except where walls or fences are not being used as a buffer. The remaining area shall be covered with drought tolerant groundcover.

2. Finish grades and planting materials must be coordinated with adjacent parcels along common property lines where walls and fences are absent.

3. All parking and services areas along the side and rear property lines must be screened. This can be achieved by a combination of trees, continuous hedge and/or a screen wall.

4. Refer to the Plant Palette table in Section GH3.0125 for plant selections.

GH3.0340 Screening

1. To ensure a clean and orderly image within the project area, it is important to properly locate and screen certain exterior elements that could cause undesirable visual impacts to the environment. Such exterior elements include the parking areas, loading/service areas, refuse collection areas, outdoor storage and utilities/mechanical equipment.

2. Screening can be achieved by the use of buffer walls, fences, landscape berms, plant materials or a combination of the above.

3. Parking areas fronting the street and along the side and rear property lines must be screened. This can be achieved by a combination of trees, continuous shrub/hedge and/or landscape berm where applicable.

4. Loading/service and refuse collection areas must be accommodated on-site. On-street loading is prohibited. Loading/service and refuse collection areas shall be located on side or rear areas of a building. These areas are not permitted on street frontages. Wherever possible, a courtyard layout shall be arranged with adjacent buildings to centralize and internalize such areas.

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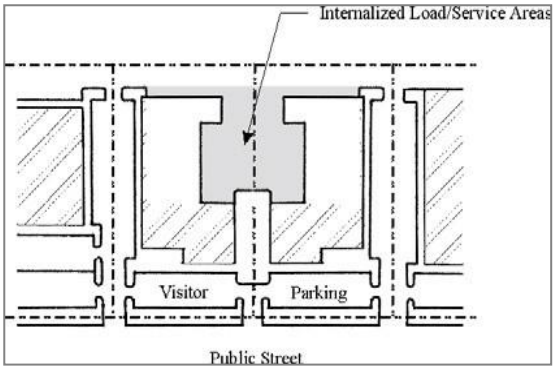
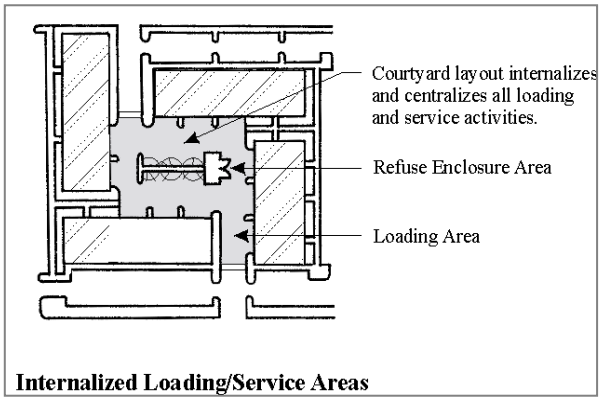
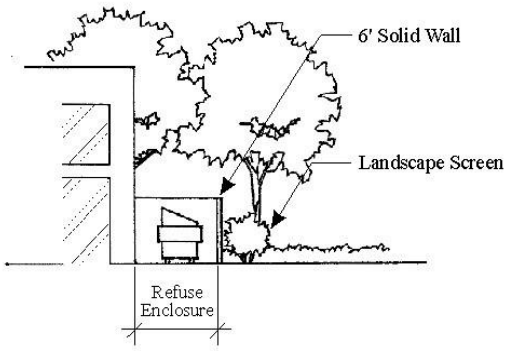




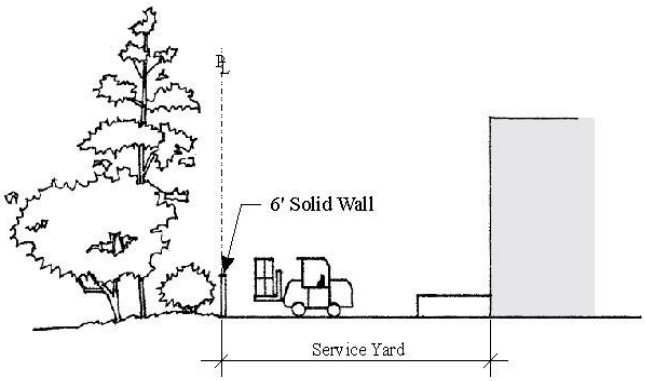
Internalized Loading/Service Areas

5. Service areas shall be screened with a six-foot minimum dense landscape screen or a combination of a six-foot minimum buffer wall with landscaping materials.

6. Refuse shall be contained in enclosures hidden from street frontages. Refuse enclosure walls shall be six feet in height and constructed of material similar or complimentary to the adjacent buildings. The enclosures shall be located at areas with convenient access for refuse vehicles and shall be of adequate size to hold the trash containers required by the use.

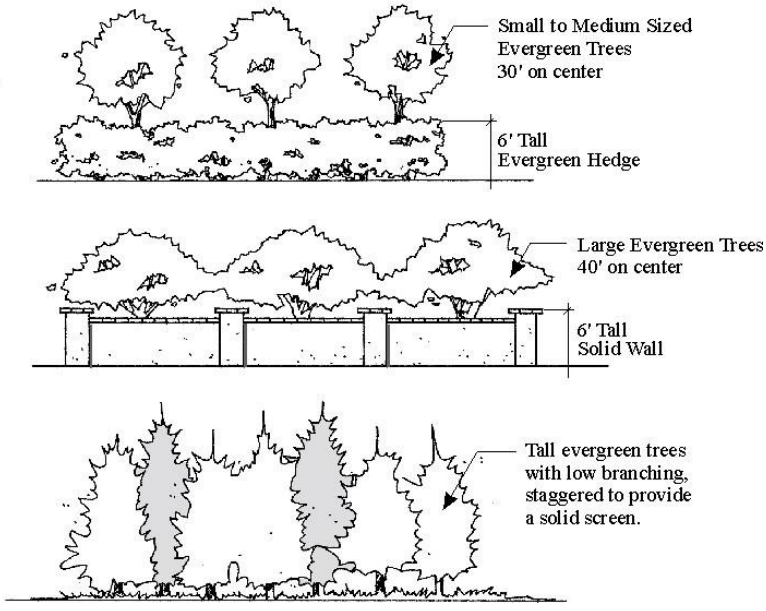


Screening for Refuse Collection



Screening for Service/Loading Area

7. Landscape screening can be used as an alternative to a solid buffer wall. Dense evergreen shrubs and evergreen trees with low branching are good candidates for landscape screening. Shrubs shall be five gallon in size and planted in close proximity to create a dense and continuous screen (see plant palette table for species selection). At maturity, such screen shall be opaque from the ground to six feet minimum in height. Where necessary, tall screening trees can be planted at the back to cover additional height. Landscape screen must stay opaque year-round. Examples of landscape screening are illustrated as follow:



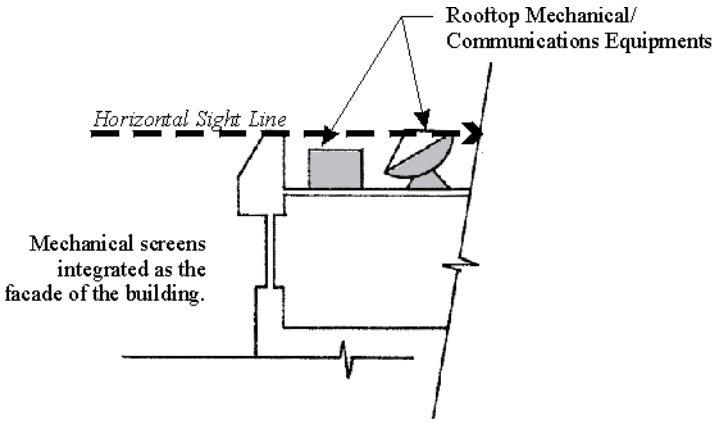
Landscape Screens

8. Materials, supplies, equipment, trucks or other motor vehicles shall be stored inside a building where possible. Outdoor storage shall be confined to areas least visible from streets and behind a barrier screen. Visual barrier can be a dense landscape screen or a combination of screen wall up to 12 feet in height and landscaping materials.

9. All exterior on-site utilities such as water lines, gas lines, sewer and drainage systems, electrical and telephone wires and equipment shall be installed and maintained underground where possible. Necessary aboveground utilities and equipment shall be located behind a shrub screen and combination of screen wall and landscaping materials.

10. The screening for roof top equipment shall be integrated into the overall building architecture in terms of materials, color, form and proportion. All roof screens shall be solid, continuous and wind resistant. The top of

communication devices such as satellite dishes and antennas must be below the top of the parapet or equipment screen to be invisible from the ground.



Rooftop Screening for Mechanical and Communications Equipment

GH3.0345 Exterior Walls and Fences

1. Exterior walls and fences can serve to screen parking, loading/service area, storage areas and utility structure from view off site, as well as to provide security function.

2. Walls and fences are permitted alongside and rear property lines but prohibited within areas reserved for street front landscape setback. Where security fences are required along the street front, it shall be located behind the visitor parking areas to allow opportunity for parking lot connection and shared driveway with adjoining parcels.

3. Walls and fences are to be integrated with and complementary to the building architecture. In particular those that are visible at the street front. They shall be constructed with materials that are complementary to the style of adjacent buildings and incorporate compatible finishes and colors.

4. Avoid long, monotonous walls surface and fences by offsetting to provide landscape pockets. Buffer walls shall be covered with evergreen vine where possible. Vines shall be five gallons in size and planted ten feet on center.

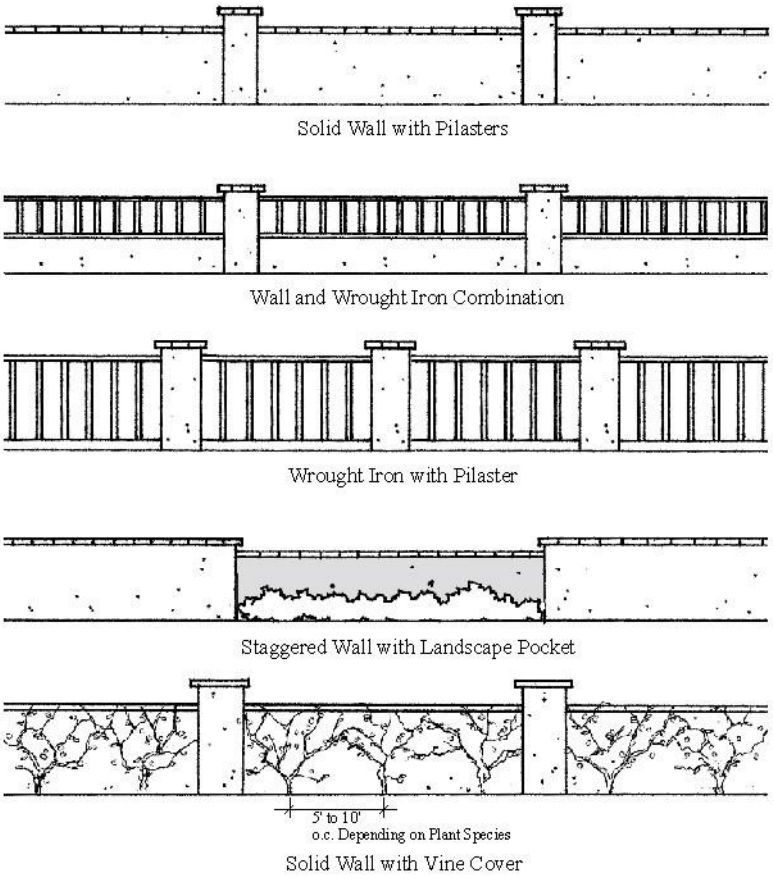
5. Maximum allowable height for walls and fences along property lines is as follows. Heights in excess of these limits are subject to approval by the County.

6. Table 3-3 below establishes the height limits for walls and fences within the Specific Plan area.

Table 3-3
Height Limits for Walls and Fences

Land Use Zoning District	Height Limit for Walls and Fences at:		
	Front and Street Side Yard	Interior Side Yards and Courts	Rear Yard
Corridor Industrial	6 ft. max.	10 ft. max.	10 ft. max.
Commercial [1]	4 ft. max.	10 ft. max.	10 ft. max.
All other	4 ft. max.	6 ft. max.	6 ft. max.

[1] Applies to Commercial/Traveler Services and Commercial/Destination Entertainment designations.



Walls and Fences

Chapter 4: Architectural Guidelines

GH3.0405 General Provisions

The purpose of architectural guidelines is to create a unique, recognizable and compatible architectural character for the Commercial/Traveler Services, Commercial/Destination Entertainment, and Corridor Industrial land use designations. These guidelines are intended to maintain a sense of overall harmony throughout the project site while allowing individuality of building character.

(a) General Guidelines

1. Buildings shall complement each other through coordination of size, materials, colors, building mass, height, and spatial articulation.

2. Attention shall be given to minimize the visual impact of large-scale exterior wall surfaces.

3. Provision for outdoor "people places" such as plazas and courtyards are encouraged.

(b) Architectural Character

1. Recommended architectural style for Commercial/Traveler Services and Commercial/Destination Entertainment areas:

   - Tudor revival
   - Spanish/Mission revival
   - Colonial revival
   - Rustic
   - Craftsman
   - Style that reflects the historic influence of Route 66

2. Recommended architectural style for industrial areas:

   - Modern/contemporary style – Building forms shall be clean, simple and of strong geometry.

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Tudor Revival

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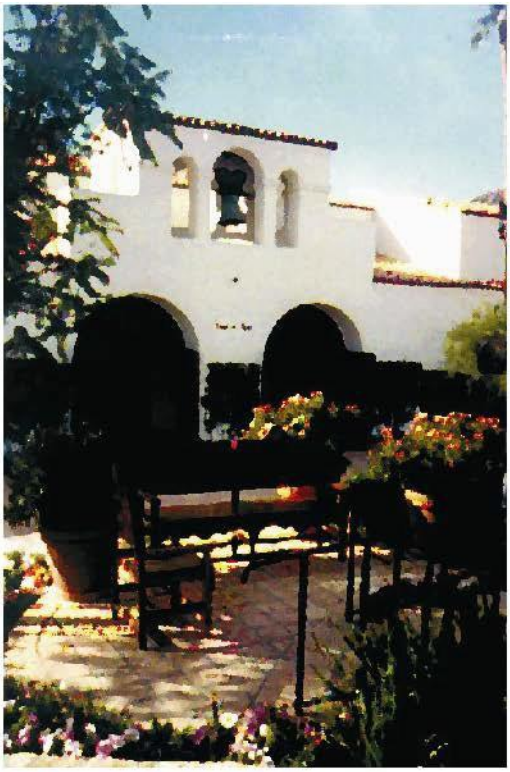
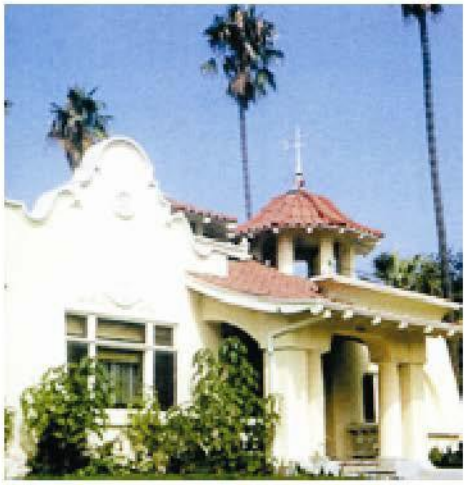
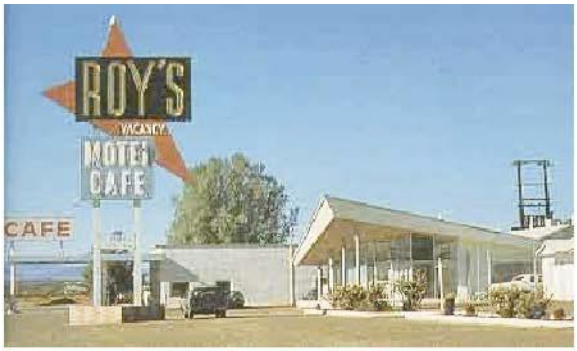
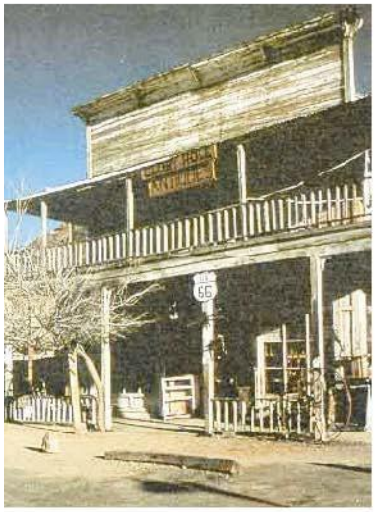


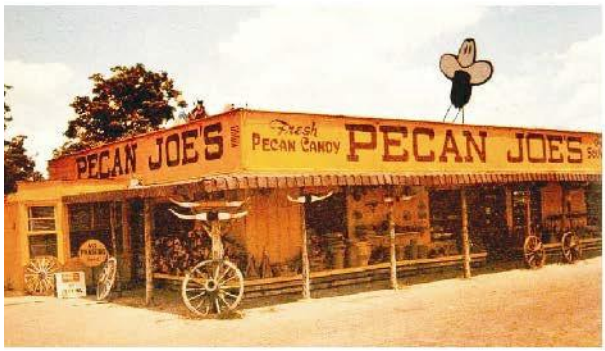


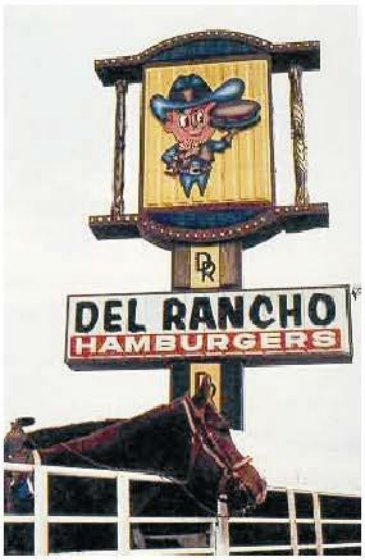
Spanish / Mission Revival

Colonial Revival









Architectural Style Along the Historic Route 66

(Note: Signs shown here may not comply with current standards; refer to Division 3, Chapter 5 of the Signage Guidelines.)

(c) Building Site Planning

1. Building placement, orientation, and massing shall be designed to create visual interest along transportation corridors as well as to provide view potential on-site to surrounding hillsides/mountains.
2. Building placement, orientation, and massing shall be designed to create visual interest along transportation corridors as well as to provide view potential on-site to surrounding hillsides/mountains.
3. Site building properly to ensure efficient and optimum use of a development parcel.
4. Variation in building setback along the street frontage is encouraged.
5. Articulate building mass and open space to create aesthetically interesting and functional exterior spaces such as plazas, courtyards and pedestrian walks through coordinated placement and orientation of buildings.
6. Where possible, internalize and group together service and loading areas back-to-back, creating a central "courtyard" for a shared service zone.
7. Site buildings to minimize the impact of large, continuous areas of at grade parking.

(d) Building Heights & Skylines

1. Variation in building height is encouraged to create visual interest and minimize monotony along the street frontage.
2. Buildings in the industrial areas may vary their heights and skylines at the building entrance and lobby area.
3. Commercial/entertainment building complexes may vary their heights and skylines through articulation of architectural features such as towers, chimneys, roof forms and building entrance.

(e) Building Façade & Details

1. Architectural façade treatment on buildings shall be consistently applied on all sides, where the property is visible from the I-15 and I-215.
2. Building façade and details shall be designed to convey a hierarchy of order, and to create visual interest through the interplay of light, shadow, color and texture.
3. Define building entrances through the use of building recesses, projections, colonnades, space frame or other appropriate architectural features.

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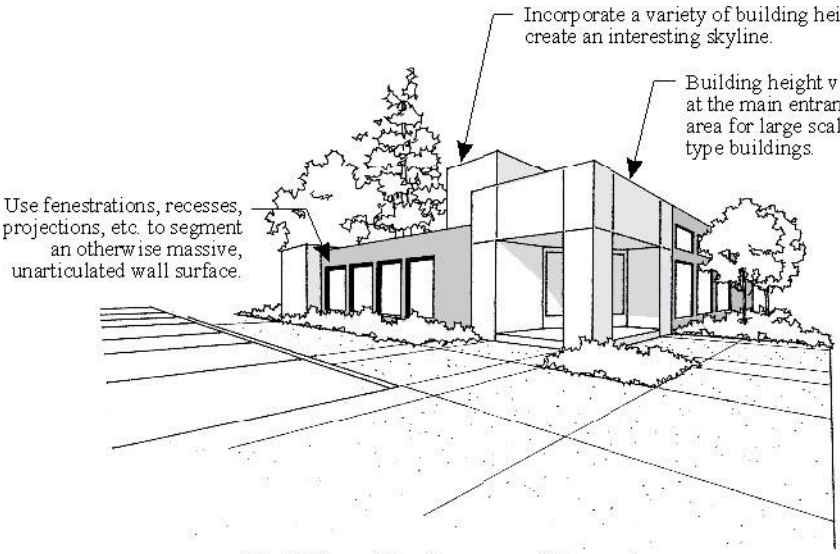
4. Utilize window panels, reveals, recesses, projections and other decorative elements such as molding and arches to segment an otherwise massive, unarticulated exterior wall surface. Additional features appropriate for enhancing building facades in the commercial and entertainment areas are arcades, awnings and porches.



Building Skylines and Facade

(f) Building Materials

1. Building materials shall be used to enrich the building and to enhance the architectural character.

2. Materials to be encouraged in industrial areas are tilt-up concrete with clear and tinted glass windows.

3. Materials to be encouraged in commercial/entertainment areas are white plaster or stucco, stone veneers and heavy timber woods. Other materials which may be considered for approval are limited use of brick, pre-cast concrete with appropriate detailing, wood used for decorative purposes, and painted metal.

4. Reflective glass and glass curtain wall are not allowed in any land use areas.

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(g) Colors

1. Building colors shall be light and complementary to each other and to adjacent buildings in general. Accent colors shall only be used to add interest at focal areas or architectural elements, such as bullions, reveal, or special features.

2. Base wall colors to be encouraged in industrial areas are white and off-white. Accent colors to be encouraged are grays, blues, brick reds, and greens.

3. Base wall colors to be encouraged in commercial/entertainment areas are white, off-white, warm earth tones such as tans, grays, browns, peaches and other similar hues. There is no specific restriction to the selection of accent colors as long as they are complimentary to the base colors.

(h) Roofs and Mechanical Screens

1. Roof design shall be integrated into the overall building architecture.

2. Mechanical equipment and penthouses must be properly screened, and such screens shall be integrated with the building façade.

3. All roof screens shall be solid, continuous and wind resistant.

4. The top of communication devices such as satellite dishes and antennas must be below the top of the parapet or equipment screen to be invisible from the ground.

(i) Roofs and Mechanical Screens

1. All mounted mechanical equipment shall be screened from public view.

2. Screening of such equipment shall be architecturally integrated with the main structure in terms of materials, shape, color and size.

3. Ducts, pipes, gutters, downspouts, and similar equipment are to be painted to match the surface of the building.

(j) Service Areas

1. Service areas shall be efficient and internally located. They shall not interfere visually or physically with other building operations.

2. Service areas or trash storage bins shall be screened from view with doors, walls or landscaping.

3. Screening walls for the service areas should be compatible with the main building structure in terms of color, form and materials.

4. Service areas shall be designed to provide for backing and maneuvering on-site and not from a public street.

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5. Truck docks, loading doors shall be well organized and integrated into the building design.

6. Cluttered service areas and unscreened mechanical equipment are not permitted.

(k) Ancillary Buidlings

1. Ancillary buildings that are detached from the major structures shall relate in a coherent, positive manner. Architectural expression shall be consistent in color, materials, and design.

2. Conflicting building forms and images are not permitted.

(l) Energy Considerations

1. Buildings shall meet state energy efficiency and conservation guidelines for commercial and industrial buildings.

2. Buildings shall be designed and oriented to take advantage of solar access.

3. Use of passive and active devices and techniques such as recessed windows, overhangs, and interior shading devices such as blinds is encouraged.

4. Rooftop solar collectors are allowed if they are visually screened from view and integrated into building design.

5. Use of energy efficiency and conservation systems designed to shift utility demand such as gas and electricity at off-peak hours is encouraged.

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Chapter 5: Signage Guidelines

GH3.0505 General Provisions

(a) General Guidelines

1. Signs must meet or exceed all applicable County codes, unless otherwise specified in this section. Refer to Development Code, Division 3, Chapter 13 (Sign Regulations), for the following topics:

    - Applicability
    - Sign Permits and Exemptions
    - Prohibited Signs
    - On-Site Signs
    - Off-Site Signs
    - Temporary Signs
    - Standards of all Types of Signs
    - Standards for Specific Types of Signs
    - Sign Standards for Specific uses
    - Enforcement
    - Nonconforming Signs
    - Abandoned Signs

2. Signage shall be sufficient to identify the entity associated with the facilities it occupies, but not excessive.

3. All permanent signs shall have a life expectancy of at least ten years. Materials shall not delaminate, distort or deteriorate within this time period.

4. The exposed backs of all signs visible to the public shall be concealed, finished and properly maintained.

5. Lettering for signs shall be compatible to the building architecture style. Size of letters shall be proportional to the sign area for ground signs, and letters on wall signs shall be proportional to the building façade.

6. Signs cannot be painted directly onto a building. They shall be attached, or surface mounted to the building with individual letters.

7. No junction boxes or exposed conduit shall be visible on the exterior face of a sign or building.

8. Disconnect switches shall be concealed within the sign or in other appropriate places that are out of view.

9. Access hatches shall be concealed from view and designed as an aesthetic part of the sign.

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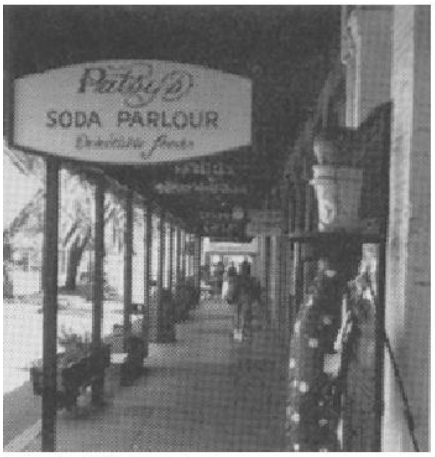
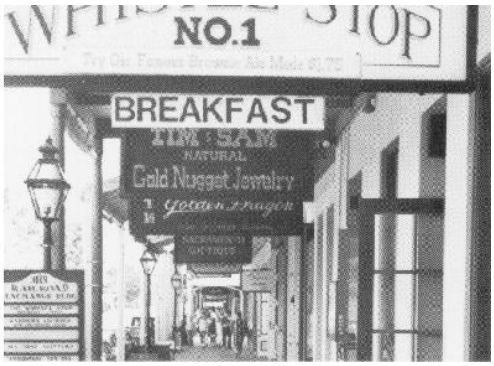
(b) Other Signs

The following are guidelines for sign types not addressed in the County Development Code but allowed in the Glen Helen Specific Plan project area.

1. Under-canopy hanging signs

This sign type is limited to Commercial/Traveler Services and Commercial/Designation Entertainment land use designations. Each tenant may have one hanging sign per store front. Such sign is attached onto a truss or trellis. Tenants are allowed to custom design such sign with a standard frame unit. Maximum sign area is four square feet. Graphics, colors and materials of such sign shall coordinate with the building architecture and the overall design them of the complex.





Under-Canopy Hanging Signs

2. Window signs

This sign type is restricted to Commercial/Traveler Services and Commercial/Designation Entertainment land use designations. Two categories of window signs are identified: Tenant window identification sign and Temporary window signs:

a) Tenant window identification sign

This sign type is limited to one per tenant. Store name, graphics, typography, and logo may be silkscreened or etched on the tenant's window in white only. Neon sign on tenant window is subject to approval by the County.

b) Temporary window signs

This sign type pertains to signs that advertise or promote a special event such as an opening, or offering a new product or service, and are easily removed. This sign type is allowed provided the following criteria is being observed:

- Temporary window sign shall not be put up on a regular basis. Such sign shall not be displayed for more than 14 consecutive days.
- Temporary window signs shall not be painted directly on a windowpane.
- Temporary window signs shall not be illuminated or animated.
- Temporary window signs shall be limited to 50% of the tenant's storefront glass area.

3. Marquis Sign

A freeway-oriented marquis sign announcing upcoming events at the Glen Helen Amphitheater shall be allowed subject to approval of a Conditional Use Permit (CUP).

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Chapter 6: Lighting Guidelines

GH3.0605 General Provisions

(a) General Guidelines

1. All outdoor lighting, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading, and similar areas shall be focused, directed, and arranged to prevent glare and illumination on streets or adjoining property. Low-pressure sodium, low intensity, energy conserving night lighting is preferred.

2. All exterior lights shall be shielded and focused to minimize spill light into the night sky. Refer to Chapter 83.07 (Glare and Outdoor Lighting) of the Development Code for further regulations.

3. Lights shall be of unbreakable plastic, recessed, or otherwise designed to prevent problems leading to damage and replacement of fixtures. Fixtures shall be vandal proof.

4. Exterior lighting designs shall develop a sense of hierarchy by varying height and fixtures. Proper lighting helps to define the organization of vehicular and pedestrian circulation patterns. Entry areas (both vehicular and pedestrian), public plazas, community facilities, and highly used recreation areas shall be creatively lit to develop a sense of place and arrival.

5. On-site lighting fixtures shall complement building architecture with respect to style, materials and color.

(b) Parking Area Lighting

1. All on-site vehicular circulation and parking lot lighting shall be zero cut-off fixtures.

2. Pole footings in traffic areas shall be six to 24 inches above grade.

3. Maximum pole height for on-site vehicular circulation and parking area is 25 feet.

4. Vehicular lighting levels shall achieve a uniformity ratio of 3:1 (average to minimum) with an average of one foot-candle over the illuminated area and a minimum of 0.3 foot-candle.

(c) Pedestrian Lighting

1. Pedestrian area lighting shall provide clear pedestrian orientation and identify a secure route between parking areas and building entries, and other public pedestrian spaces.

2. Walkway lighting shall be zero cut-off fixtures mounted at a uniform height not to exceed eight feet above the walkway.

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3. Building entries shall be illuminated with soffit, bollard, step or other comparable lighting. Step or bollard lighting is used to illuminate level changes and handrails for stairs and ramps.

4. Plaza, courtyards, paths and seating areas shall be lighted to ensure pedestrian safety. A variety of lighting types may be used for interest and special effects that would reflect or enhance the character and function of the area.

(d) Architectural Lighting

1. Architectural lighting effects are encouraged to promote nighttime identity and character within the commercial/traveler services and commercial/ entertainment areas, keeping in mind the restrictions of Chapter 83.07 (Glare and Outdoor Lighting) of the Development Code.

2. Exterior architectural lighting shall utilize indirect or hidden light sources.

3. Allowable lighting includes wall washing, overhead down lighting and interior lighting that spills outside.

4. Neon lighting is not allowed.

(e) Service Area Lighting

1. Service area lighting shall be contained within service area boundaries.

2. Lighting shall be zero cut-off type, no tilt.

3. Freestanding fixtures shall be painted the same as parking area fixtures.

4. Wall-mounted fixtures shall be compatible with adjacent wall materials.

(f) Accent Lighting

1. Accent lighting may be used to highlight architectural elements, landscaping, entries and public areas such as plazas, pedestrian paths or courtyards.

2. Accent lighting used in landscaping and pedestrian areas shall employ light sources such as metal halide or mercury lamps to accurately render plant materials and skin colors.

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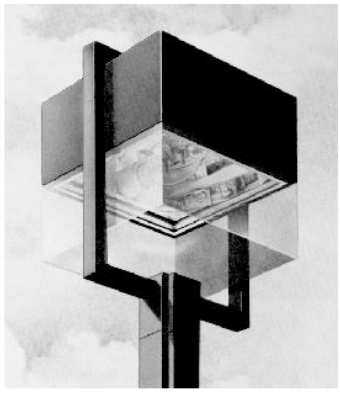
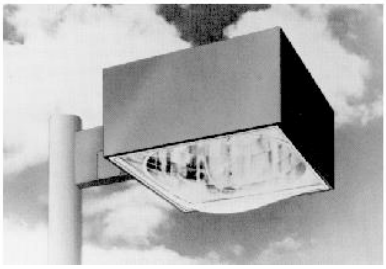
Period Lighting for Commercial Areas



Contemporary Lighting for Industrial Areas



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Chapter 7: Hillside Development Requirements

GH3.0705 General Provisions

The development standards and design guidelines set forth in this Chapter and Chapter 83.08 of the County Development Code are based on the following policies that are consistent with the Land Use, Conservation, Open Space and Safety Elements of the County's General Plan and shall apply to all projects within the boundaries of this Specific Plan:

Discourage development on land with slopes greater than 30%.

Minimize the alteration of natural landforms and ridgelines, and encourage sensitive development in hillside areas through a variety of means, including: 1) minimizing the amount of cut and fill within a project site; 2) requiring grading contours to blend with natural contours; and 3) encouraging flexible design and innovative arrangement of building sites and architectural design.

Avoid development that would result in fire, flood, slide, erosion, or other safety hazards.

Preserve the most visually significant slope banks and ridgelines in their natural state.

Discourage mass grading of large pads and excessive terracing of hillside areas that are visible from streets and public spaces.

GH3.0710 Hillside Development Guidelines/Requirements

The following guidelines are intended to facilitate the appropriate development of hillside areas. They are not intended to restrict an individual from proposing an innovative or alternative method of design in a hillside area, but to ensure that the goals and policies of the Glen Helen Specific Plan and the General Plan are implemented. All proposed projects within a hillside area with natural slopes greater than 15% shall be subject to the guidelines and procedures of this Chapter unless approved with a Hillside Grading Review and in conformance with an approved PDP.

Design of building sites should be sensitive to the natural terrain. Structures should be located in such a way as to minimize necessary grading and to preserve natural features such as prominent knolls or ridgelines.

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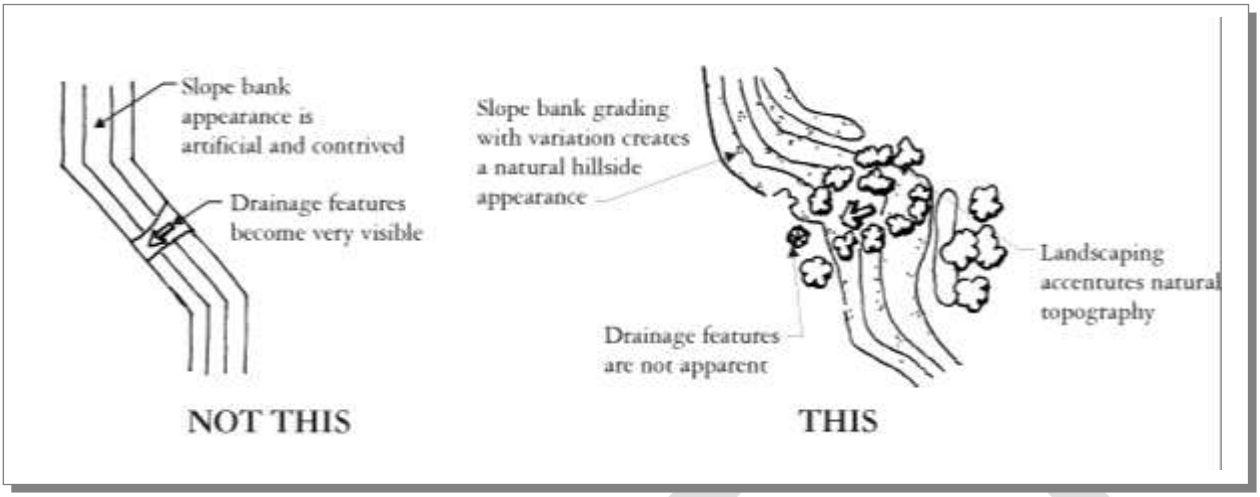
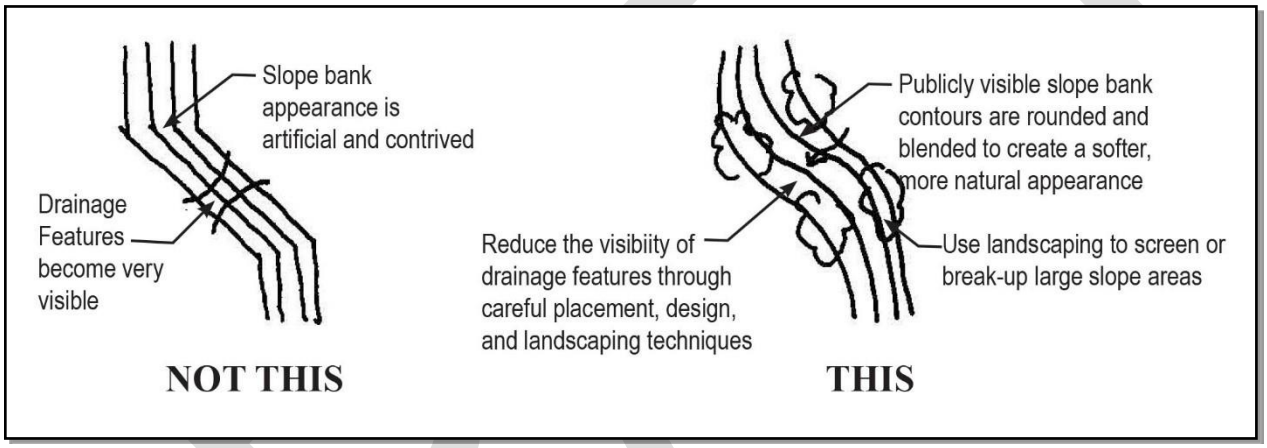
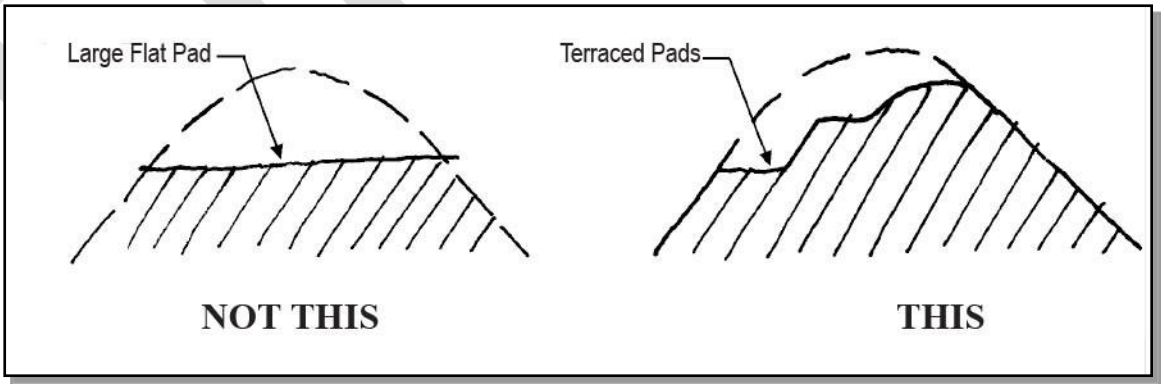
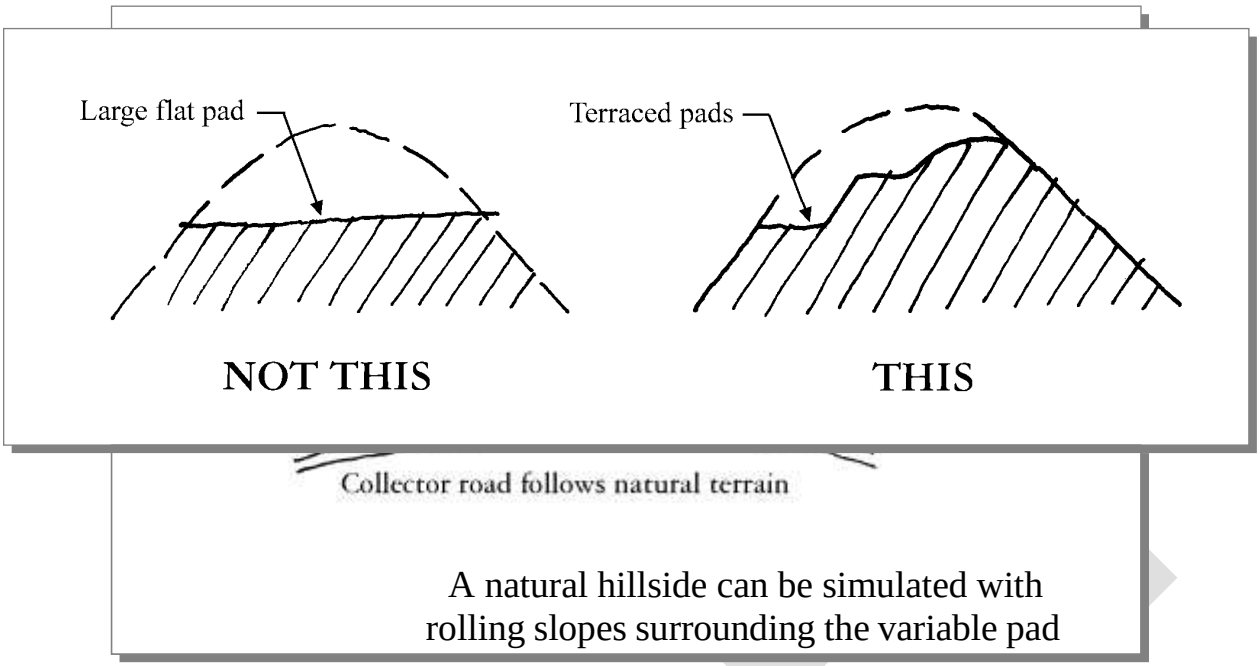




Contour grading techniques should be used to provide variety in the slope bank grading to create a more natural appearance. Hard edges left by cut and fill operations should be given a rounded appearance that resembles the natural contours of the land.

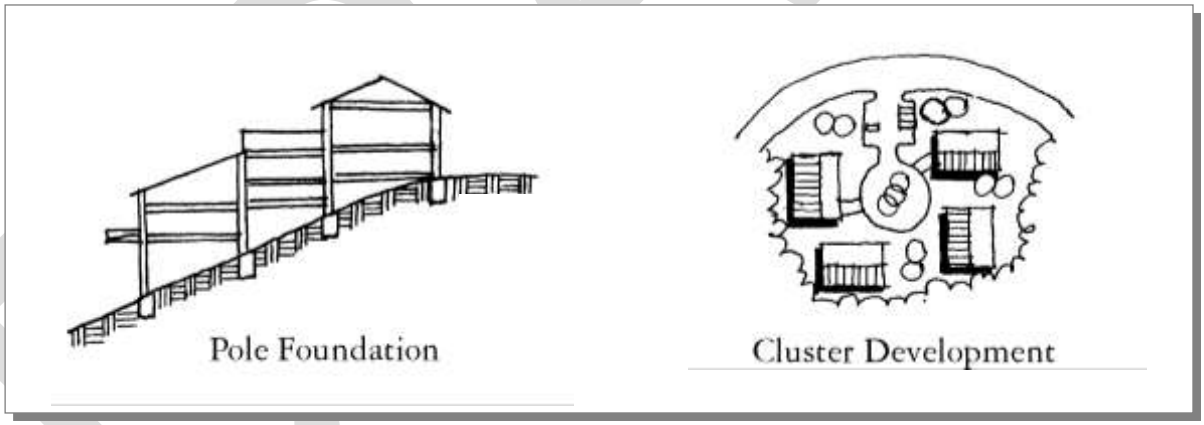


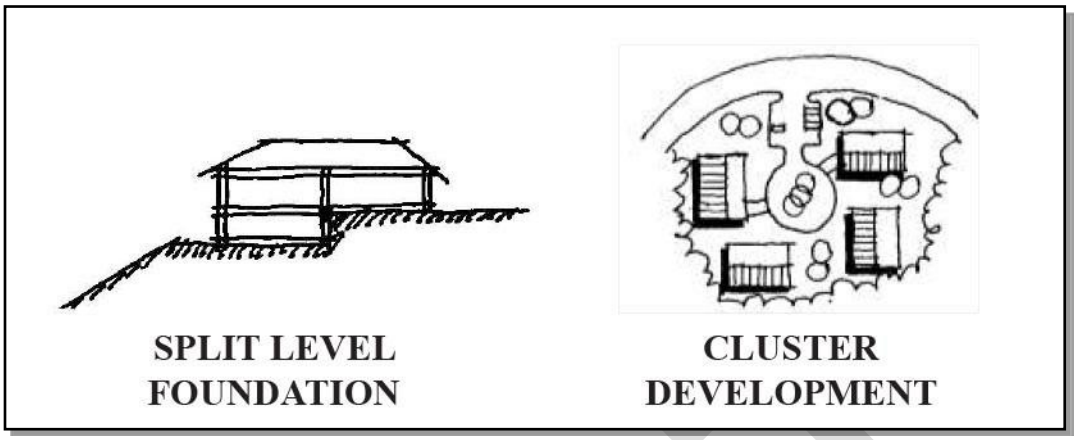
Terraced pads should be used to create development pads in lieu of large flat pads that cut-off the hilltop. Pad configuration should be softened with variable, undulating slopes that simulate the natural terrain.



A natural hillside can be simulated with rolling slopes surrounding the variable pad

On slopes over 25% grade, special hillside architectural design techniques are expected in order to conform to the natural landform, including the use of split-level foundations, stepped footings, and clustering of buildings. Front and rear yard setbacks may be reduced in order to minimize grading.





Where a development pad is graded at the foot of the hillside, the back slope shall not exceed a 2:1 ratio. The use of a retaining wall is discouraged; however, should a retaining wall or other support structure be necessary, it should be designed to minimize its visual impact through terracing, crib walls, and appropriate landscaping.

Because of the gateway function of this Specific Plan area, unique landforms shall not be significantly altered. Any proposals to grade a prominent landform shall be subject to a Hillside Grading Review in accordance with Section 83.08.030 and in conformance with an approved PDP.

GH3.0715 Additional Submittal Requirements for the Hillside Grading Review

The project applicant shall submit a soils engineering report performed by a professional soils engineer experienced in the practice of soil mechanics and registered with the State of California. The report shall include data regarding the nature, distribution and strengths of existing soils, as well as recommendations for grading procedures, design criteria, and any identified corrective measures.

The project applicant shall submit a hydrology report that shall evaluate areas of possible inundation, downstream effects, natural drainage courses, and an evaluation of the proposed development and adequacy of the drainage facilities proposed.

Where applicable, the project applicant for a project impacting a unique landform shall submit a view analysis from at least four directions at 90-degree intervals to indicate the extent of landform modification proposed.

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DIVISION 4
SPECIFIC PLAN IMPLEMENTATION/ADMINISTRATION

Chapters:

1. Responsibility....4-1
2. Development Processing....4-3
3. Nonconforming....4-7
4. Post-Disaster Rebuilding....4-9
5. Effect on Other Regulations....4-11
6. Permits and Licenses....4-13
7. Severability....4-15
8. Enforcement....4-17
9. Specific Plan Implementation....4-19

Chapter 1: Responsibility

GH4.0105 General Provisions

The Director of Land Use Services shall be responsible for the administration and enforcement of provisions of this Specific Plan, including: processing assistance, interpretations of provisions, management of the Specific Plan phasing program, approval of subdivisions, Variances and Conditional Use Permits, per Division 5 of the County Development Code, approval of temporary and interim uses, specification of conditions of approval, and authorization of certificates of occupancy for both new development and reuse.

The Planning Commission shall be responsible for approving subdivisions, Variances and Conditional Use Permits per Division 5 of the County Development Code, recommending Specific Plan Amendments to the Board of Supervisors; certifying Environmental Impact Reports, as appropriate; and acting on appeals from decisions by the Director of Land Use Services.
The Board of Supervisors shall be responsible for adopting amendments to the Specific Plan; approving final subdivision maps; approving Planned Development projects; certifying Environmental Impact Reports, as appropriate; and acting on appeals from decisions by the Planning Commission.

GH4.0110 Appeal

Any decision of the Director of Land Use Services may be appealed to the Planning Commission. Any decision of the Planning Commission may be appealed to the Board of Supervisors.

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GH4.0115 Interpretations

If ambiguity arises concerning the meaning or appropriate application of provisions of this Specific Plan, the Director of Land Use Services shall make the appropriate determination. In so doing, the Director shall consider the following factors and document applicable findings accordingly:

1. The case is similar to previous interpretation of similar provisions;

2. The interpretation responds satisfactorily to the vision, intent and purpose of the Specific Plan;

3. The resulting project is consistent with the General Plan;

4. The decision constitutes a sound precedent for other similar situations; and

5. The interpretation does not alter the policy intent of the Specific Plan.

Determinations of Interpretation shall be maintained in an administrative file accessible to the public and accumulated to document the administrative record of Specific Plan implementation. Upon subsequent amendment to the Specific Plan, the administrative record shall reflect the impact of the amendment.

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Chapter 2: Development Processing

GH4.0205 General Provisions

The Land Use Services Department will maintain an information handout concerning development processing in the Glen Helen Specific Plan area. The handout will include a checklist of information or special studies that may be required prior to submittal of an application, as well as current information regarding availability of public services and the development of new infrastructure in the Specific Plan area.

The following processing procedures shall be followed for development and reuse within the Specific Plan.

GH4.0210 Specific Plan Amendment

A Specific Plan Amendment may be initiated by the Board of Supervisors, the Planning Commission, or, upon proper application, by a property owner or owner's designated representative. An amendment is required to implement any of the following:

1. A proposed change in property from one land use designation to another;

2. New regulations imposed on property not currently imposed;

3. Removal or modification of regulations on property currently imposed;

An amendment to this Specific Plan shall be initiated and processed in the same manner as set forth in the County Development Code Chapter 86.14 (Specific Plan Adoption and Amendment).

GH4.0215 Subdivisions and Parcel Maps

All divisions of land shall be processed in accordance with the County Development Code, Division 7 (Subdivisions), as applicable regarding subdivision and parcelization of land, and the State Subdivision Map Act.

GH4.0220 Variances and Conditional Use Permits

All applications for Variances and Conditional Use Permits shall be processed in accordance with the County Development Code, Division 5 (Permit Application and Permit Procedures).

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GH4.0225 Minor Use Permit

All applications for Minor Use Permit shall be processed in accordance with the County Development Code, Chapter 85.06 (Conditional Use Permit/Minor Use Permit). Phased projects and projects proposed on-sites where natural slopes exceed 30% shall not be eligible for Minor Use Permit. Otherwise, the list in the Development Code of uses ineligible for Minor Use Permit shall not apply within the Glen Helen Specific Plan area. Any use permitted by the Specific Plan subject to Minor Use Permit shall be eligible for that application process. As provided in the Minor Use Permit procedures in the Development Code, the Director of Land Use Services shall be the review authority for all Minor Use Permits but may refer any project to the Planning Commission for consideration and final action.

GH4.0230 Administrative Permits

The following applications shall be processed in accordance with the County Development Code:

1. Site Plan Permit

A Site Plan Permit is required for expansion, alteration or disturbance of land of a previously approved structure or use by no more than twenty-five percent (25%).

2. Tenant Review

An Tenant Review is required for minor interior and exterior alterations to a commercial structure.

3. Special Use Permit

A Special Use Permit is required for the keeping of exotic animals, home occupation and cottage industry in an existing residential unit, bed and breakfast in an existing residential unit, and small collection recycling facilities.

4. Temporary Use Permit

A Temporary Use Permit is required for a variety of temporary (not to exceed 12 months) uses, including residential structures for security personnel, nonresidential structures, construction office, transportable treatment unit, special event, and temporary signs.

5. Minor Variance

A Minor Variance is required for minor deviations from Code standards. The procedure contained in the Development Code Chapter 85.17 (Variances) shall be followed but the requested modification shall not exceed 10% of the standard required in the Specific Plan.

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6. Certificate of Land Use Compliance

A Certificate of Land Use Compliance is required to certify the legal use of property, establish termination dates for nonconforming uses, disclose in public record conditions of operation and any other long-term conditions or restrictions that apply to the subject use or property.

7. Flood Hazard Development Review or Floodplain Development Standards Review

A Flood Hazard Development Review and/or a Floodplain Development Standards Review is/are required as a supplemental review(s) to other land use applications when a proposed development is located in a floodway or floodplain.

8. Pre-construction Inspection

A Pre-construction Inspection is required to regulate construction of proposed structures within local flood hazard areas that are not within a floodway or floodplain.

GH4.0235 Planned Development Review

All applications for Planned Development Review shall be processed in accordance with the County Development Code Chapter 85.10 (Planned Development Permits).

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Chapter 3: Nonconforming

GH4.0305 General Provisions

All nonconforming lots, uses and structures shall be governed by the requirements of Division 4, Chapter 84.17 (Nonconforming Uses and Structures), of the Development Code.

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Chapter 4: Post-Disaster Rebuilding

GH4.0405 General Provisions

Rebuilding following a disaster shall be governed by the requirements of Division 6, Chapter 86.15 (Post-Disaster Rebuilding), of the Development Code.

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Chapter 5: Effect on Other Regulations

GH4.0505 General Provisions

Where the provisions of the Glen Helen Specific Plan impose a greater restriction upon the use of building or land, or upon the height of buildings, or requires larger open spaces, or any other greater restrictions than are imposed or required by other ordinances, rules, regulations or by easements, covenants or agreements, the provisions of the Specific Plan shall control.

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Chapter 6: Permits and Licenses

GH4.0605 General Provisions

No County-issued licenses or permits shall be issued for uses or buildings or purposes where the same would be in conflict with the provisions of the Glen Helen Specific Plan or the County General Plan. Any such license or permit, if issued in conflict with the provisions hereof, shall be null and void and shall not support any claim to a vested right to develop.

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Chapter 7: Severability

GH4.0705 General Provisions

If any section, subsection, subdivision, sentence, clause, phrase, exhibit, table or portion of this Specific Plan is found to be invalid or unconstitutional by a court having jurisdiction, such decision shall not invalidate the remaining portions in whole or in part of the Specific Plan.

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Chapter 8: Enforcement

GH4.0805 General Provisions

The regulatory portions of this Specific Plan have been adopted by Ordinance and therefore are subject to penalty provisions of the San Bernardino County Code. Specifically, violations of land use development standards shall be subject to penalty and citation procedures of the Code, in addition to the County's authority to seek civil litigation in a court of law.

Subdivision map, parcel map, variance, Conditional Use Permit, building, or other permit conditions imposed pursuant to this Specific Plan shall also be subject to penalty provisions and citation procedures of the San Bernardino County Code.

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Chapter 9: Specific Plan Implementation

GH4.0905 General Provisions

Implementation of the Glen Helen Specific Plan involves appropriate phasing of infrastructure when needed to serve new development. A Phasing Plan has been created below that addresses timing, sequence, and collaboration with other entities for water, sewer, and circulation improvements. The key ingredients to implementation are the financing options that are available to the County as further development is undertaken in the Specific Plan area. The recommended use of these financing mechanisms is summarized below. Implementation will also necessitate update to the Glen Helen Regional Park Master Plan and Sheriff's Master Plan. Update recommendations are provided below for these two important documents that guide activities within a large portion of the Specific Plan area. Finally, implementation involves the revitalization of many existing properties to improve attractiveness and marketability of the area. Many revitalization techniques are available to the County as indicated below. Upon adoption of this Specific Plan, a revitalization strategy will be prepared and pursued by the County.

GH4.0910 Phasing Plan

The purpose of this Phasing Plan is to achieve optimum timing of infrastructure facilities and services in support of development and redevelopment in the Specific Plan area. This is a challenging proposition because of the extreme diversity of uses, property sizes and configurations, and ownership patterns within the area. Moreover, much of the phasing is based upon or requires coordination with adjacent City of San Bernardino infrastructure systems. In some cases, infrastructure phasing is related to development outside the Specific Plan area that may or may not happen or may occur long after development within Glen Helen has been completed, based on internal infrastructure options. The primary focus of this Phasing Plan is on water and sewer facilities. They are essential for expanded development.

Circulation phasing is addressed generally and is subject to somewhat greater flexibility. Drainage is not covered in this Phasing plan other than to note that drainage improvements related to any specific project will need to be the subject of conditions on that project unless they have been accomplished as part of the Master Plan of Drainage.

Relating land use development to the provision of essential infrastructure is common practice in Southern California. However, because so much of the demand for service here is related to public uses on public property within the Glen Helen Regional Park, the challenge is further complicated. The strategy for addressing this issue involves breaking the phasing program into increments that allow for considerable flexibility in implementation. Each phase is further divided into stages that are, for the most part, interchangeable in sequence so that any stage may precede any other if development initiatives so require. Wherever possible, opportunities for public and private partnerships

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are identified so that private development projects and regional park improvements can be achieved in the most cost-effective manner.

In effect the entire Specific Plan area, except for the Cajon/Kendall corridor, is divided into self-contained geographic units that constitute the lowest common basis for implementing infrastructure improvements.

As noted below in Sections GH4.0920 and GH4.0925, certain aspects of phasing will need to be refined and detailed as updates for the Regional Park and Sheriff's Master Plans, respectively, are completed. In the meanwhile, this Phasing Plan will be the basis for water and sewer improvements.

Water and sewer system phasing plans are summarized below. It should be noted that the increments described are somewhat uniform in scope, allowing for a somewhat equal phasing of financing. However, it is also possible to combine stages where development activity justifies that action and thereby achieve some cost efficiencies.

1. Phase I

a) Stage 1 – Commercial/Destination Entertainment between Glen Helen Parkway and I-15

- Two new 16" water lines
- Two new 12" sewer lines

b) Stage 2 – Commercial/Traveler Services northwest of I-15 on Glen Helen Parkway

- New 200,000-gallon water tank
- New 12" water line
- New 8" sewer lines
- New sewer lift station

c) Stage 3 – Commercial/Destination Entertainment along Glen Helen Road and southeasterly of Glen Helen Parkway

- New 400,000-gallon water tank
- New water well
- New water boost pump
- New 12" water line
- 400,000-gallon additional capacity in Sheriff's sewer treatment facility
- New 12" sewer transmission main
- New 8" sewer line

d) Stage 4 – Open Space/Active along Glen Helen Road

- Additional 200,000-gallon water storage
- New 12" water line

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- Additional 200,000-gallon capacity in Sheriff's sewer treatment facility
- New 8"sewer line

e) Stage 5 – Destination Recreation along Glen Helen Road, extended.

- Additional 200,000-gallon water storage
- New 12" water line
- Additional 200,000-gallon capacity in Sheriff's sewer treatment facility
- New 8" sewer line

2. Phase II

a) Stage 1 – Commercial/Traveler Services and Corridor Industrial northerly of Cajon Wash

- Additional 200,000-gallon water storage
- New 12" water line
- Additional 200,000-gallon capacity in Sheriff's sewer treatment facility
- New 8"sewer line

b) Stage 2 – Commercial/Traveler Services along Cajon Boulevard in the Devore area

- Additional 200,000-gallon water storage
- New 12" water line
- Additional 200,000-gallon capacity in Sheriff's sewer treatment facility
- New 8" sewer line

3. Phase III

Commercial/Traveler Services and Corridor Industrial along Cajon Boulevard and Kendall Drive. Services to this area will be provided by connection to the City of San Bernardino water and sewer systems.

4. Phasing Guidance

Several considerations must be part of each phasing decision. They include the following:

a) Cost

While each stage reflects a minimum cost scenario, there may be efficiencies in completing two or more stages concurrently. This will be a function of the amount and location of development that is ready to go forward and the financing environment at the time the decision is made.

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b) Timing

It is essential that the designated facilities be in place concurrent with development occupancy. However, there may be advantages to completion of some facilities in advance of development if cost savings can be thereby achieved.

c) Sequence

Since Stages are somewhat independent, they may be interchanged in sequence. However, this may require consideration of combining stages because of location in the eventual system. Again, the issue is overall cost savings versus minimizing incremental financing requirements.

d) Public/Private Collaboration

Opportunities for sharing of costs by public and private property owners should be considered wherever possible. While the phasing strategy is designed to operate if such arrangements do not occur, any such opportunity should be pursued if at all possible.

e) Water Capacity

Monitoring and validating supply is an essential first step in planning the implementation of each stage related to water systems. It may be necessary to consider adding a well to the current system. A specific study as to the optimum well location would be required in this eventuality. A site location within either the Sycamore Flats area or the Sheriff's facility could be tied into the existing and proposed water mains and storage reservoirs. The Colorado River and Northern California State water is also available. Infrastructure cost effectiveness will ultimately determine each individual water source.

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5. Circulation Phasing

The circulation system is generally adequate to handle normal traffic flows under current and projected conditions. The most critical problem relates to peak flows associated with entertainment events. This issue is best handled by traffic management during those periods. It is highly desirable; however, to achieve all-weather accessibility to the Sheriff's facilities and augmented access to the entertainment/recreation facilities to maximize access options, especially during peak periods.

The following priorities are proposed, as resources can be made available or in association with development projects as noted:

a) Installation of the median improvements along Glen Helen Parkway adjacent to Glen Helen Regional Park should be made as soon as possible. Event management planning should be re- evaluated to accommodate the landscaped median as established in the Design Guidelines of this Specific Plan. Final design and implementation should satisfy both design objectives and traffic management during events. This can be accomplished in phases, with the final phase to be completed in association with development of each increment of development in Community/Destination Entertainment or Open Space/Active designations.

b) The proposed Levee Road should be installed as soon as possible, irrespective of project development.

c) Signage and policing of Glen Helen Parkway should be instituted to suppress the amount of bypass traffic using this route.

d) Emergency access for the Sheriff's facilities will be a required condition of approval for any development on the Lytle Creek side of County property.

e) The County and City of San Bernardino should cooperatively devise and implement an improvement strategy for the improvement of Institution Road, if not as an all-weather road, at least as a jointly maintained facility because of the mutual benefit associated with operation of the Sheriff's facilities.

f) Improvements to ultimate standards shall be a condition of approval on development along Cajon Boulevard and Kendall Drive. In the former case, this may involve a cooperative City/County project concurrent with improvements related to the CalMat project in the City, subject to reimbursement as individual properties develop.

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g) Long-term improvements to significantly improve overall flexibility in access to the area and unburden the substandard interchange at Glen Helen Parkway/Cajon Boulevard with I-215 include:

- Addition of a new interchange as noted on the Specific Plan; and
- Establishing a grade separated crossing of Glen Helen Parkway over the rail line, as well as affording a truly all-weather crossing of Cajon Wash.

The considerable cost of each of these improvements is acknowledged and they should become part of a long term and sustained strategy by the County, in collaboration with the City of San Bernardino, CalTrans and SANBAG to achieve these improvements.

GH4.0915 Revitalization Strategies/Recommendations

1. Recap of conditions in the Plan area

Existing conditions relative to land use and revitalization include the following:

- Many of the privately owned parcels are small, making comprehensive development challenging. Parcels along the north side of Cajon Boulevard are predominantly narrow, deep lots, one acre in size and absentee ownership is about 50%. Parcel assembly is a major constraint to private sector development. The existing uses are a mix of residential, industrial, commercial (some abandoned), and vacant properties.

- There is an unusual mixture of uses--public and private--that raises issues of land use compatibility and market potential. There are the park and sheriff uses that are public. There are also residential uses, primarily single-family houses. There are scattered commercial uses, including restaurants. There is a range of industrial uses, including a large flour mill operation, junk yards, vehicle repair, impound yard, and construction equipment storage.

- Blight conditions within Devore and the Cajon and Kendall Corridors are widespread and can discourage new investment.

- Code violations are an ongoing problem, especially of the unsightly conditions, trash, and lack of maintenance variety. There are numerous properties that contain inoperable vehicles, old appliances, and other unsightly materials. The same or other properties have dead vegetative materials and weeds in various locations. There are also numerous structures that are not maintained, and some are unused and with windows and doors boarded. Still others have been vandalized.

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- Views from I-215 and I-15 are not all attractive. Currently there are several areas where there is direct view of unsightly storage areas. Many of these are in rear yard areas along I-215. These will constitute a violation of the regulations and guidelines of the Specific Plan and need to be eliminated.

- The County Cajon Disposal Site is a significant portion of the Cajon/Kendall Corridor but cannot be used to stimulate economic development.

- Calmat sand and gravel recovery operations with their truck traffic may limit the types of commercial and industrial attracted to the area. Calmat has approval from the City of San Bernardino to excavate and process materials in portions of the Cajon Wash adjacent to the southern portion of the Specific Plan area. Calmat will be using Institution Road for its large vehicles.

- The open space in the area is not all attractive. The more remote areas and hills of Glen Helen Regional Park provide scenic views as well as partially usable open space, as do the hills and canyons on the north side of I-15. Some of the park hills in the southern section have been graded or otherwise denuded of vegetation by off road vehicle use and are unattractive. Some other open spaces are also not particularly beautiful to view, including portions of the Cajon Wash, areas used for overflow park parking, and various vacant parcels.

- Several uses on Glen Helen Park land adjacent to I-15 and Glen Helen Parkway are unsightly and detrimental to attracting new development. For example, from I-15 one can view the storage of a number of truck trailers and other large storage containers on property north of Glen Helen Parkway. There is also the County yard, the soil recovery operation, and several other areas used for open storage. These uses need to be relocated or eliminated in order to reuse the land for commercial facilities.

2. Relationship of Land Use Changes to Conditions

The Specific Plan land use map changes land uses and designations as follows:

- Cajon and Kendall Corridors would change from residential to light industrial.

- Kendall Corridor (along Cajon) would change from heavy industrial to light industrial (but with some heavier industrial overlays).

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- Commercial would expand some at Palm; other commercial on Kendall just north of Palm would change to light industrial.

- A small amount of commercial on Cajon near Glen Helen Parkway would change to light industrial.

- Cajon Canyon areas would change from Resource Conservation (RC) to Destination Recreation, which would still allow very low density residential development and development under the PD (Planned Development) option.

- All Glen Helen Regional Park County-owned land would change from Institutional (IN) to various types of Open Space and Commercial/Destination Entertainment.

- Lower Glen Helen Parkway area would change from Rural Living—five acres minimum lot size (RL-5) to Destination Recreation (carefully regulated by grading and view overlays).

- Sycamore Canyon and Flats would change from Rural Living—20 acres minimum lot size (RL-20) to Golf Community and Commercial/Travel Services.

3. Recommendations for Revitalization

The overall strategy to effect revitalization of the Specific Plan area is to combine all feasible revitalization techniques into a package of actions that will be applied over a determined period of time. The following are recommendations for a revitalization package:

a) A Code Enforcement program should be initiated based on an area-wide surveillance (not just on a complaint-basis) to correct code violations such as:

- Trash containers in roadway
- Unsightly conditions, including lack of maintenance, trash, abandoned vehicles
- Commercial conditions, including unmaintained signs, fences, and structures and boarded-up structures
- Industrial junk yards

b) A tree planting program should be established in the right-of-way area along I-215 to improve the appearance from the freeway.

c) The standards of the Specific Plan should be applied to assist transitions from residential to industrial and commercial, and non-conforming uses to preferred uses.

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d) Abandoned, boarded-up, and unmaintained structures should be removed and sites cleaned up so that they are more attractive to buyers and make a more attractive transition neighborhood.

e) The County Economic Development Agency should provide information and assistance to existing and potential industrial development with their programs of:

- Tax-exempt Industrial Development Bond Financing

f) The Cajon Disposal Site should have a reuse study completed and the site should be investigated for temporary uses in the interim.

g) The County Yard on Glen Helen Parkway, the Park storage yard, and the soil/asphalt plant behind the County Yard should be removed as soon as possible. There may be relocation sites for these uses within the Specific Plan area.

GH4.0920 Update Recommendations for the Glen Helen Regional Park Master Plan

The Glen Helen Regional Park Master Plan was adopted in 1986. Numerous aspects of the plan are out of date irrespective of the further changes implied by this Specific Plan. The 1986 Master Plan must be updated to reflect: 1) changes in status and circumstances since its adoption, and 2) provisions in this Specific Plan that directly or indirectly affect park uses, location of uses, and support systems. It is important to note that the Park Master Plan must take into consideration the factors related to adjacent private property, because there must be a synergy between the public and private holdings. An RFP for the Glen Helen Regional Park Master Plan was advertised in July of 2005. The following list indicates a preliminary agenda for attention in the update.

1. Land Uses

Land use designations that clarify intended patterns and intensities of use potentials in and around the Regional Park require commensurate clarification and detailing in the Master Plan update. While the overall pattern of uses is not radically changed in the Specific Plan, there are some notable changes in certain areas.

a) Predominant among these designations is the Commercial/ Destination Entertainment designation that encompasses not only the Amphitheater facility, but an even larger portion of the Park between Glen Helen Parkway and the I-15 Freeway on either side of Glen Helen Road.

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b) A second major impact area is the Open Space/Active designation. It encompasses open space and entertainment/recreation activities such as the Festivals and numerous smaller recreation activities. At the same time, the open space values of the park must be preserved in and around these uses.

c) Remaining portions of the Park are simply more clearly defined and should be reflected in the Master Plan Update. Key among them is the Public Facility designation for the Sheriff's facilities. As the plans for that area evolve, they need to be reflected in the Park Master Plan. An example is the proposed bomb detonation area, which significantly impacts the noise and safety conditions the Park plan must take into consideration.

d) A further implication of the land uses is the management aspects of the Regional Park plan that must be addressed in the update. The proposed uses suggest an even more sophisticated management program than is represented by the Amphitheater and Glen Helen Off-Road Vehicle Park because of the range of potential visitor serving commercial uses envisioned (e.g., hotels, RV campgrounds, etc.).

e) While not a part of this Specific Plan, the potential for major residential development to be considered adjacent to the Park in the Lytle Creek area must be carefully evaluated in terms of Master Plan implications. In particular, access, infrastructure phasing, use constraints on parkland, and aesthetic impacts are critical factors to be reflected in the update.

2. Circulation

Major deficiencies in circulation need to be corrected in order for the Park to function on a year-round basis and accommodate the range of uses proposed. This relates not only to peak period surges of traffic related to entertainment events, but to the sustained levels of activity associated with this area becoming a destination recreation center. In addition, support for the Sheriff's facility is a critical dimension of the need for circulation improvement.

3. Infrastructure

Major deficiencies in water and sewer facilities must be corrected for the levels of development now envisioned in the Specific Plan to occur. This is true of both public and private holdings. The Master Plan update must reflect the necessary infrastructure systems improvements and phasing options.

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4. Sheriff's Master Plan

This is, in effect, a "plan within a plan" that defines the potential improvements and activities within this substantial Sheriff's complex. To the extent that the needs of the Sheriff's facility and the Regional Park overlap in the areas of open space use and management, access and infrastructure, the Park Master Plan update needs to reflect these mutual considerations.

In effect, the Glen Helen Specific Plan and the Regional Park Master Plan update are both obliged to implement the San Bernardino County General Plan. In addition, since the Specific Plan seeks to integrate public and private development patterns within the planning sub-area, an update of the Park Master Plan must be accomplished in order to achieve internally consistent implementation of the General Plan.

5. Signage

The update of the Park Master Plan should also include a special signage program that addresses the unique signage needs of the various uses and events at the Regional Park. Signage types, sizes, and designs should be comprehensively addressed for the various land use types and activities at the Park.

GH4.0925 Update Recommendations for the Sheriff's Master Plan

The Sheriff's complex in the Glen Helen area will provide world-class law enforcement training as well as a jail and other law enforcement related facilities. It is becoming an ever more comprehensive array of specialized facilities, all reinforcing the law enforcement and rehabilitation functions demanded of the Sheriff. The areas of update required of the Sheriff's Master Plan have already been identified in the Regional Park discussion insofar as the Glen Helen Specific Plan is concerned. To summarize, they include:

1. Land Use

The key land use issue is to locate and design functional facilities on the Sheriff's site to minimize off-site impacts and, at the same time, influence off-site development and activities so that they do not conflict with necessary Sheriff's operations. The intent is to facilitate maximum effective use of this facility and, at the same time, integrate with the Regional Park and its functions. The update to the Sheriff's Master Plan should take these considerations into account.

2. Circulation

All weather and emergency access to the Sheriff's complex is imperative and is now inadequate because there is only one route to it (Institution Road) and it is subject to severe flooding. The long term circulation concept for the Specific Plan addresses this situation in two

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ways: 1) by installing a levee road above the flood level along Cajon Wash between Institution Road and Glen Helen Parkway; and 2) designating an emergency access road through the Lytle Creek property that would eventually be completed as development occurs there. These improvements would take the pressure off Institution Road. The Master Plan update should indicate the provisions for connecting to these routes.

3. Infrastructure

Water and sewer improvements are critical to the long-term operation of this facility. As growth in the Sheriff's complex continues and surrounding development occurs, it will be essential to coordinate the infrastructure design, financing and construction. The Master Plan update should incorporate a strategy for coordinating infrastructure improvements with the Infrastructure phasing components of the Specific Plan.

4. Regional Park Master Plan

Implications of changes in the Regional Park and the Sheriff's complex should ideally be explored jointly between the responsible departments. While it would be preferable to conduct Park and Sheriff's Master Plan updates concurrently as a "package," it is not absolutely essential. The Specific Plan provides an overview of the integration intended by these two plans. It is possible, though more difficult, to pursue each update separately. In any case, the intent would be to achieve internal consistency with the entire Glen Helen implementation program and these two master plans are key instruments for accomplishing that.

GH4.0930 Financing Action Program

The components of the Financing Action Program are intended to assure the availability of timely funding for all major backbone public improvements necessary to develop the Glen Helen Specific Plan ("Specific Plan"). In particular, Psomas Engineering has determined that approximately $11.5 million in sewer and water improvements will need to be constructed as development occurs within Phases I and II of the Specific Plan. An analysis of several financing mechanisms which could fund these improvements is included in the Glen Helen Public Facilities Financial Plan ("PFFP"), which is available under separate cover at the County Planning Division. Based on the conclusions of the PFFP, the following recommendations should be considered as further development is undertaken within the Specific Plan:

- A County Services Area should be established to provide public services within the Specific Plan. The rationale for this recommendation is that considerable uncertainty remains as to the optimum financing arrangement for various sectors of the Plan, depending on the timing, location and size of eventual development proposals. Therefore, a

mechanism must exist for managing this aspect of the implementation process, in close collaboration with the Planning Division and other appropriate County agencies. This device has worked well elsewhere in the County where customized guidance is needed over a long period of implementation. Moreover, individual properties in the Cajon/Kendall corridor will not have the advantage of a large-scale project as the basis for funding improvements and a means of coordinating this aspect of development will be of considerable value to these property owners.

- The County should actively seek state and federal grants and loans to help defray the costs of constructing and maintaining backbone infrastructure and public services. The rationale for this recommendation is that this is an unusually significant environmental and activity gateway to the region along the Interstate Highway system and, because of the magnitude of activity envisioned here, if is of more than local interest.

- Necessary backbone infrastructure should be required through development agreements or should be conditioned prior to the approval of individual development projects. The rationale is that a quid-pro-quo must be devised in each case, based on the public costs and benefits associated with the proposed development, and the most effective vehicle for capturing mutually beneficial provisions is a development agreement.

- If appropriate, a development impact fee program should be adopted to assure that all development is paying its fair share for backbone infrastructure. The rationale for this recommendation is that properties in different planning sub-areas (portions of the Glen Helen Specific Plan area) will enjoy differing degrees of benefit and therefore should have a fee structure geared to the level of benefit. This will enable the accumulation of funds over time to assist in providing improvements.

- Upon the request of individual developers, the County should consider the formation of assessment districts and/or community facilities districts to finance the construction of backbone infrastructure, especially when necessary to assure the timeliness of such infrastructure. The rationale for this recommendation is that such support is an essential form of partnership with requesting private sector investors and is a proper application of public authority in pursuit of timely implementation of the Specific Plan.

- In the case of backbone infrastructure such as sewer and water improvements, where enterprise fund revenues are available as a result of user charges, the County should consider the use of revenue bonds to promote the construction of this backbone infrastructure without relying on land-secured debt. The rationale for this recommendation is that user charges as backing for revenue bonds, over time, can facilitate

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completion of the backbone infrastructure system earlier in the development process than would otherwise be the case.

- In approving new development, generate a source of revenues to cover debt service payments being paid from the County General Fund for outstanding bonds used to construct the Glen Helen Parkway interchange. The rationale for this recommendation is that it is desirable to retire these bonds as quickly as possible and do it from a source that frees up General Fund monies for other purposes.

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APPENDIX A – EIR ADDENDUM (SYCAMORE FLATS)

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EXHIBIT F

SPECIFIC PLAN AMENDMENT
PLANNDED DEVELOPMENT PERMIT
TENTATIVE PARCEL MAP 20748

FINDINGS - SPECIFIC PLAN AMENDMENT. The proposed Specific Plan Amendment (SPA) is to expand the allowable and conditionally allowable uses and create design and development standards within the GHSP-DR (Glen Helen Specific Plan – Destination Recreation) designation to include general service retail, professional services, personal services, government/civic uses, including hospitality along the I-15 corridor to travelers and to an area currently underserved for commercial services, as well as added clarification on design and development standards for planned development permit projects.

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 86.14.080, and supporting facts for approval of the SPA:

1. **The modification(s) is necessary to properly implement a physically and economically viable project** as the expanded uses will increase services, existing allowable retail, residential and professional service uses and increase the variety of viable commercial opportunities that would contribute to the GHSP's vision of fostering future economic development in the GHSP-DR land use designation. This amendment to the GHSP would allow for a broader range of uses, similar to what is allowed in the approved GHSP, to provide flexibility in providing services to an area that is currently underserved and to provide transit related service to regional travelers and visitors to the area, thereby creating economic activity in an area of the County that is currently lacking in all neighborhood's commercial and regional services.

2. **The modification(s) would ensure compliance with the general purpose and intent of the adopted specific plan** as the intent of the SPA would be to provide clarification, and increase the types and number of permitted uses within the GHSP-DR land use designation. The Project has been prepared in conformance with the goals and policies of the Countywide Plan, in providing a broader range of allowable uses that are generally similar to those that are currently allowed, providing further clarity and more flexibility in developing a successful commercial/retail project on an underutilized property, creating new employment opportunities, and providing regulations through the SPA and Planned Development Permit as an implementation tool that would support the success of a developing area of the County.

3. **The Subsequent Environmental Impact Report (SEIR) adequately describes the basis for the use of a SEIR and ensures existing mitigation measures in place and additional mitigation measures added would reduce environmental impacts that would potentially result from the proposed Project and reflects the County's independent judgment** because the SEIR analyzed the various discretionary approvals that include applications for a SPA to the existing GHSP, a

Planned Development Permit (PDP), and a Tentative Parcel Map (TPM) for the approximately 202,900 square feet (SF) of commercial and retail uses on approximately 32 acres and evaluated the Projects potentially significant impacts as defined in **Section 4.1: Air Quality** through **Section 4.7: Transportation of the SEIR**. The SEIR noted 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 which remained significant and unavoidable. The County of San Bernardino, having reviewed and considered the information contained in the Final SEIR for the Project, Responses to Comments and the public record, adopted the Statement of Overriding Considerations that has been balanced against the unavoidable adverse impacts in reaching a decision on this Project.

FINDINGS - PLANNED DEVELOPMENT PERMIT. A Planned Development Permit (PDP) for the proposed development of 202,900 square feet of commercial and retail uses on approximately 32.2 acres located within the GHSP-DR (Glen Helen Specific Plan – Destination Recreation) designation in the Glen Helen Specific Plan (GHSP). The PDP is proposed concurrently with a Specific Plan Amendment (SPA) and Tentative Parcel Map (TMP) and is collectively referred to herein as Project or PDP, as applicable.

The PDP is anticipated to be developed in one phase and would include:

- 72,000 square feet of hotel uses;
- 35,000 square feet for a fitness facility;
- 45,500 square foot building consisting of 25,000 square feet for a market, a 15,000 square foot pharmacy, and 5,500 square feet of commercial shops;
- 5,300 square feet for a convenience store / gas station with 12 fueling islands and a drive-thru carwash;
- 5,300 square feet convenience store with gas station and 10 fueling islands;
- Five (5) 3,500 square foot buildings designated for drive-thru restaurants;
- 5,300 square foot drive-thru restaurant;
- Two (2) restaurants (5,300 square feet and 6,500 square feet); and
- 5,200 square feet designated for a Fire/Sheriff Station.

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 85.10.050, and supporting facts for approval of the PDP:

(1) The proposed development is consistent with the General Plan and any applicable plan.

The proposed development is consistent with the Countywide Plan and the GHSP. The PDP is proposed concurrently with a SPA that will expand the types of allowable and conditional allowable uses within the GHSP-DR land use designation to include general service retail, hospitality, professional services, personal services, and government/civic uses. The expanded uses authorized by the SPA will increase services, existing allowable retail, residential and professional service uses and increase the variety of viable commercial opportunities that would contribute to the GHSP's vision of fostering future economic development in the GHSP-DR land use designation. Together with the SPA, the PDP has been prepared in conformance with the goals and policies of the Countywide Plan, in providing a broader range of allowable uses that are generally similar to those that are currently allowed. As provided in Table 4.7-2 of the Project's Draft Subsequent Environmental Impact Report (SEIR), the PDP is also consistent with the transportation and mobility elements of the Countywide Plan by requiring improvements to meet roadway requirements for level of service, paving, fair share contributions, access, vehicle miles traveled, and parking. The

proposed development is also consistent with the following additional goals and policies of the Countywide Plan:

Goal LU-1 Fiscally Sustainable Growth. *Growth and development that builds thriving communities, contribute to our Complete County, and is fiscally sustainable.*

Policy LU-1.1 Growth. *We support growth and development that is fiscally sustainable for the County. We accommodate growth in the unincorporated county when it benefits existing communities, provides a regional housing option for rural lifestyles, or supports the regional economy.*

Consistency: The proposed development will provide sustainable fiscal growth to the community by providing a variety of commercial, restaurant, grocery, and traveler accommodations in a geographical area of the County that is currently lacking in all neighborhood's commercial and regional services. The proposed development will also enhance the fiscal performance of the County, contribute towards maximizing employment opportunities, contribute to the City of Rialto's fiscal sustainability as it is within that city's Sphere of Influence and would help stabilize the County's fiscal health.

Policy LU-1.5 Development impact fees*. We require payment of development impact fees to ensure that all new development pays its fair share of public infrastructure.*

Consistency: The proposed development will be required to pay its fair share of development impact fees to help offset incremental impacts to public services and infrastructure, including fire protection, police protection, schools, parks, and other public facilities, by helping fund capital improvements and expenditures. Through the payment of development impact fees by the proposed development, public services would receive increased capital and, funding that would be available to expand services as needed to meet rising demand.

Policy LU-2.2 Compatibility with planned uses. *We require that new residential development is located, scaled, buffered, and designed to minimize negative impacts both on and from adjacent areas designated for nonresidential land uses.*

Consistency: The proposed development would support low-intensity development due to the location being zoned for Destination Recreation, which will help to reduce adverse effects and increasing cohesion with the surrounding areas designated as low-intensity, Open Space Passive Recreation (OS/P) and Open Space/Active Recreation (OS/A) land uses.

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

Consistency: With approval of the SPA, the proposed development is consistent with the Land Use Map and does not require a change in Land Use Category. All elements of the GHSP and Development Code will be met. New retail and commercial development within the Project will not exceed the maximum Floor Area Ratio of 0.20 allowed in the Glen Helen Specific Plan.

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.*

The Project will provide a network of fully improved internal driveways and provide mobility of visitors and customers. and accessibility with 5-foot-wide sidewalks proposed along the interior streets and a 5-foot wide sidewalk along Glen Helen Parkway, adjacent to The Oasis at Glen Helen Parkway.

(2) The physical characteristics of the site have been adequately assessed and the site for the proposed development is adequate in terms of shape and size to accommodate the use and all landscaping, loading areas, open spaces, parking areas, setbacks, walls and fences, yards, and other required features.

(3) With approval of the SPA, the proposed development is consistent with the development standards for the GHSP-DR land use category, including the requirements for minimum parcel area, parcel width, parcel depth, parcel ratio, and maximum floor area ratio (FAR) for each of the proposed parcels. The Project's TPM proposes to consolidate the existing parcels and create 14 parcels for land uses consisting of a variety of commercial and retail uses. The proposed subdivision will result in lots that are sufficient in configuration and size for future development of the parcels. As detailed in the Project's staff report, the PDP will also provide site-specific development and design standards consistent with the requirements of Chapters 84.18 due to the site having unique characteristics, such

as difficult topography (i.e., varied terrain, steep slopes, etc.), that would allow for the establishment of enhanced development standards that provide a more efficient use of the land due to the topography of the site.. The physical characteristics of the Project site has also been assessed via the preparation of a SEIR, including, but not limited to, the preparation of biological resources reports, cultural resources assessments, geotechnical reports, and hydrology reports that incorporate mitigation measures to ensure the site is adequate to accommodate the proposed uses. Therefore, the physical characteristics of the Project site have been appropriately and adequately assessed. **The site for the proposed development has adequate access, in that the site design and development plan conditions consider the limitations of existing streets and highways and provides improvements to accommodate the anticipated requirements of the proposed development.**

The proposed Project will have adequate access to accommodate the proposed development considering the limitations of the existing infrastructure. The Project will preserve the existing rights-of-way along Interstate 15 and Glen Helen Parkway owned by the California Department of Transportation. Appropriate access to the stie will be provided from Glen Helen Parkway. The Project site itself will provide a network of fully improved internal driveways and provide mobility of visitors and customers. and accessibility with 5-foot-wide sidewalks proposed along the interior streets and a 5-foot wide sidewalk along Glen Helen Parkway, adjacent to The Oasis at Glen Helen Parkway.

(4) Adequate public services and facilities exist, or will be provided, in compliance with the conditions of development plan approval, to serve the proposed development and the approval of the proposed development will not result in a reduction of public services to properties in the vicinity to be a detriment to public health, safety, and general welfare.

The proposed Project will have adequate public services and facilities as part of the development of the site, such as utilities and infrastructure. The Project will not affect any existing public services and is also proposing to provide a parcel for the use as a new Fire and Sheriff Station on the northeast corner of the Project site that, if constructed, will provide additional public services to the Project site and the surrounding areas.

(5) The proposed development, as conditioned, will not have a substantial adverse effect on surrounding property or their allowed use, and will be compatible with the existing and planned land use character of the surrounding area.

The proposed Project, which includes expanding allowable uses and creating development and design standards within the GHSP-DR land use categories, would not adversely impact the existing and/or planned land use of the surrounding area. The proposed Project uses will provide services and uses that will be beneficial to the existing underserved residential communities nearby and the travelers along the interstate system. The Project is also designed and conditioned in a manner to ensure it does not have a substantial adverse effect on surrounding properties.

(6) The improvements required by the proposed conditions of development plan approval, and the manner of development adequately address all natural and man-made hazards associated with the proposed development and the project site including fire, flood, seismic, and slope hazards.

Natural and man-made hazards associated with the proposed development have been assessed through the preparation of a SEIR, including, but not limited to, the preparation of geotechnical reports and hydrology reports. The SEIR provides for the adoption of various mitigation measures to ensure the proposed development addresses all applicable natural and man-made hazards. The proposed Project will adhere to all applicable local, state, and federal regulations, laws and standards for all natural and man-made hazards.

(7) The proposed development carries out the intent of the Planned Development Permit provisions by providing a more efficient use of the land and an excellence of design greater than that which would be achieved through the application of conventional development standards.

The use of a PDP for the proposed Project is appropriate due to the site having unique characteristics, such as difficult topography (i.e., varied terrain, steep slopes, etc.), that would allow for the establishment of enhanced development standards that provide a more efficient use of the land due to the topography of the site. The PDP proposes a comprehensive land use plan, internal circulation, infrastructure service plan, grading plan, maintenance plan, design guidelines, development regulations, and implementation measures to guide the development of the approximately 33-acre Project site into a master-planned commercial/retail center that would serve adjacent neighborhoods, communities, and freeway commuters.

(8) If the development proposes to mix residential and commercial uses whether done in a vertical or horizontal manner, the residential use is designed in a manner that it is buffered from the commercial use and is provided sufficient amenities to create a comfortable and healthy residential environment and

to provide a positive quality of life for the residents. The amenities may include landscaping, private open space, private or separated entrances, etc.

The Project at this time does not propose a mix of residential and commercial uses. Multi-family residential is an allowable use in the DR designation with a PDP review. At present there are no residential uses proposed on the Project site. Any future residential uses within the DR zone would be subject to separate County discretionary review and approval. Further, residential use would be required to be designed as integrated Mixed use or consistent with the design and development standards of the GHSP.

MANDATORY FINDINGS: Tentative Parcel Map No. 20747 (TPM) to subdivide four parcels into 14 parcels, with lot sizes ranging from 1.02 acre to 5.73 acres, on approximately 32.2 acres located within the GHSP-DR (Glen Helen Specific Plan – Destination Recreation) designation in the Glen Helen Specific Plan (GHSP). The TPM is proposed concurrently with a Specific Plan Amendment (SPA) and Planned Development Permit (PDP) and is collectively referred to herein as Project or TPM, as applicable

The following are the required findings, in accordance with Section 87.02.060 of the San Bernardino County Development Code (Development Code), and supporting facts for approval of the TPM:

1. **THE PROPOSED MAP, SUBDIVISION DESIGN, AND IMPROVEMENTS ARE CONSISTENT WITH THE GENERAL PLAN, ANY APPLICABLE COMMUNITY PLAN, AND ANY APPLICABLE SPECIFIC PLAN;**

2. The proposed subdivision is consistent with the Countywide Plan and GHSP. The subdivision is proposed concurrently with the PDP, which consistency findings of are incorporated herein by reference and applicable to the TPM. The subdivision has been conditioned to comply with applicable development standards for the GHSP-DR Land Use Category and the respective parcels will meet the minimum parcel area, parcel width, parcel depth, parcel ratio, and maximum floor area ratio requirements.. The proposed subdivision will result in lots that are sufficient in configuration and size for future development of the parcels. The proposed subdivision is therefore consistent with the Countywide Plan and GHSP, including, but not limited to, LU-1.1, 1.5, 2.2 and 2.4.**THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE AND PROPOSED DENSITY OF DEVELOPMENT;**

   The TPM is being proposed concurrently with a PDP for the development of approximately 202,900 square feet (SF) of commercial and retail uses on approximately 32 acres, to include, but not 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 proposed uses will occur on lot sizes ranging from 1.02 acre to 5.73 acres and proposes a floor area ratio of approximately 14 percent. With incorporation of the conditions of approval, the site is physically suitable for the type and proposed density of the proposed development. The conditions of approval will be required to be completed prior to the recordation of the final TPM. The proposed type and density of the development will not change once the SPA and PDP are approved.

3. **THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT;**

   A Subsequent Environmental Impact Report (SEIR) has been prepared for the Project. The SEIR analyzed the various discretionary approvals including the TPM and evaluated the Projects potentially significant impacts as defined in Section 4.1: Air

Quality through Section 4.7: Transportation of the SEIR. The SEIR noted 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 which remained significant and unavoidable. The County of San Bernardino, having reviewed and considered the information contained in the Final SEIR for the Project, Responses to Comments and the public record, adopted the Statement of Overriding Considerations that has been balanced against the unavoidable adverse impacts in reaching a decision on this Project. As concluded in the SEIR, the design of the subdivision and the proposed improvement will not cause substantial environmental damage or substantially and avoidable injure fish or wildlife or their habitat with incorporation of the applicable mitigation measures..

4. THE DESIGN OF THE SUBDIVISION OR TYPE OF IMPROVEMENTS IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS;

The design of the subdivision will not cause serious public health or safety problems. The design of the subdivision follows a logical and orderly progression of development. The proposed subdivision has been reviewed by all agencies with jurisdiction over the project and has been found to not cause serious public health or safety problems through the adoption of conditions of approval and with the application of the appropriate mitigation measures from the SEIR.

5. THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

The design of the subdivision will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision. The design of TPM maintains the required dedication to be in place on Interstate 15 and Glen Helen Parkway held by the California Department of Transportation (Caltrans). The approval of the TPM will require all existing easements to remain in place and unobstructed and no improvements are required that would conflict with any easements of record.

6. THE DISCHARGE OF SEWAGE FROM THE PROPOSED SUBDIVISION INTO THE COMMUNITY SEWER SYSTEM WILL NOT RESULT IN VIOLATION OF EXISTING REQUIREMENTS PRESCRIBED BY THE CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD;

Development of the Project will be required to adhere to San Bernardino County Department of Public Health, Environmental Health Services conditions of approval. The site will be developed with utility connections installed onsite for all 14 parcels. Each site developer will be responsible for all design features related to improvements (including utility connection and infrastructure improvements, such as water connections, sewer connections, electric connections, perimeter walls, fencing and

gates, streets, and landscaping) located on each parcel being developed by the site developer. Sewer service is provided by San Bernardino County Special Districts. The Project site is in County Service Area 70 GH Glen Helen.

7. THE DESIGN OF THE SUBDIVISION PROVIDES, TO THE EXTENT FEASIBLE, PASSIVE OR NATURAL HEATING AND COOLING OPPORTUNITIES; AND

The design of the subdivision will not impact or affect the placement of passive or natural heating and cooling opportunities as these do not exist within or near the proposed subdivision.

8. THE PROPOSED SUBDIVISION, ITS DESIGN, DENSITY, AND TYPE OF DEVELOPMENT AND IMPROVEMENTS CONFORMS TO THE REGULATIONS OF THIS DEVELOPMENT CODE AND THE REGULATIONS OF ANY PUBLIC AGENCY HAVING JURISDICTION BY LAW.

The proposed subdivision design, including the Caltrans right-of-way roadway dedication from Interstate 15 and Glen Helen Parkway conforms to the regulations of the San Bernardino County Development Code and the regulations of any public agency having jurisdiction by law. The proposed subdivision design meets the development standards of the GHSP-DR zoning designation and proposes the use of a PDP to address the site-specific development.

EXHIBIT G

Planned Development Permit.

https://www.sbcounty.gov/uploads/LUS/Environmental/OASIS_EIR/Glen%20Helen%20PDP%20PROJ-2023-00012_Combined_Draft%20III_031224%20(1).pdf

EXHIBIT H

Planned Development Permit
Conditions of Approval

Conditions of Approval

Record:	PROJ-2023-00012	**System Date:**	03/05/2024
Record Type:	Project Application	**Primary APN:**	0239031500000
Record Status:	In Review	**Application Name:**	PLANNED DEVELOPMENT
Effective Date:		**Expiration Date:**	

Description: A Planned Development Permit (PDP) to allow for the construction of a Shopping Center consisting of a hotel, retail stores, a gym, fire station, two gasoline service stations with car washes, and multiple drive-through restaurants on approximately 33-acres of undeveloped land. The PDP will be facilitated by a proposed Specific Plan Amendment (SPA) to amend the current Land Use Desigantion from Destination Recreation (DR) to Commercial/Traveler Service (C/TS) and a Tentative Parcel Map to merge four (4) and then subdivide into 14 newly created parcels. Related Project Numbers: PROJ-2023-00096, PROJ-2023-00100

This document does not signify project approval.

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

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

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

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

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

ON-GOING

Land Use Services - Planning

1 **Project Location** - Status: Outstanding
The Project site is located at the northeast corner of Interstat15 freeway and Glen Helen Parkway (APNs 0239-031-04, -32, -37 and -50).

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

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

4 **Additional Permits** - Status: Outstanding
The developer shall ascertain compliance with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies that may apply for the development and operation of the approved land use. These may include but are not limited to: a. FEDERAL: None b. STATE: Regional Water Quality Control Board (RWQCB) - Santa Ana Region, South Coast Air Quality Management District c. COUNTY: Land Use Services – Planning/Building and Safety/Code Enforcement/Land Development, Solid Waste Management District, County Fire, Environmental Health Services, and Public Works d. LOCAL: City of Rialto.

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

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

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

8 **Project Account** - Status: Outstanding
The Project account number is PROJ-2023-00012. This is an actual cost project with a deposit account to which hourly charges are assessed by various county agency staff (e.g. Land Use Services, Public Works, and County Counsel). Upon notice, the "developer" shall deposit additional funds to maintain or return the account to a positive balance. The "developer" is responsible for all expense charged to this account. Processing of the project shall cease, if it is determined that the account has a negative balance and that an additional deposit has not been made in a timely manner. A minimum balance of $1,000.00 must be in the project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use.

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

10 **Condition Compliance** - Status: Outstanding
Condition Compliance. In order to obtain construction permits for grading, building, final inspection, and/or tenant occupancy for each approved building, the developer shall process a Condition Compliance Release Form (CCRF) for each respective building and/or phase of the development through the Planning Division in accordance with the directions stated in the Approval letter. The Planning Division shall release their holds on each phase of development by providing to County Building and Safety the following: a) Grading Permits: a copy of the signed CCRF for grading/land disturbance and two "red" stamped and signed approved copies of the grading plans. b) Building Permits: a copy of the signed CCRF for building permits and three "red" stamped and signed approved copies of the final approved site plan. c) Final Occupancy: a copy of the signed CCRF for final inspection of each respective building or use of the land, after an on-site compliance inspection by County Planning.

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

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

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

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

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

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

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

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

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

20 **On-going Condition** - Status: Outstanding
AQ/Operational Standards. The developer shall implement the following air quality measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following: a) County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c) b) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use. c) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles. d) On-site electrical power connections shall be provided. e) All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site. f) The loading docks shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.

21 **On-going Condition** - Status: Outstanding
Water Conservation. Structures shall incorporate interior and exterior water conservation measures (low-flow plumbing, water efficient landscaping, drip irrigation, minimization of turf areas, etc.) as required by the SBCC.

22 **On-going Condition** - Status: Outstanding
Project Description. This Planned Development Permit (PDP) is for the proposed development of 202,900 square foot commercial retail center consisting of a 72,000 square foot hotel; a 35,000 square foot fitness facility; a 45,500 square foot building containing a 25,000 square foot grocery market, a 15,000 square foot pharmacy, and 5,500 square feet of commercial shops. The Project also includes a 5,300 square foot convenience store/gas station with drive-thru carwash, a 5,300 square foot convenience store with gas station, five (5) 3,500 square foot buildings for drive-thru restaurants, and a 5,300 square foot restaurant and a 6,500 square foot restaurant and a 5,200 square foot Fire/Sheriff Station.

23 **On-going Condition** - Status: Outstanding
Conditions of Approval: The developer shall provide a copy of the approved conditions and the site plan to every future commercial tenant, lessee, and any future property owner to facilitate compliance with these conditions of approval and continuous use requirements for the Project Site with APNs (0239-031-04, -32, -37, -50) and the Project Number: PROJ-2023-00012.

24 **On-going Condition** - Status: Outstanding
All proposed retaining walls shall have anti-graffiti coating applied and shall be maintained free of graffiti.

Public Health– Environmental Health Services

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

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

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

Public Works - Traffic

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

INFORMATIONAL

County Fire - Community Safety

29 **F01 Jurisdiction** - Status: Outstanding
The above referenced project is under the jurisdiction of the San Bernardino County Fire Department herein "Fire Department". Prior to any construction occurring on any parcel, the applicant shall contact the Fire Department for verification of current fire protection requirements. All new construction shall comply with the current California Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the Fire Department.

30 **F04 Fire Permit Expiration** - Status: Outstanding
Construction permits shall automatically expire and become invalid unless the work authorized such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred with 180 days of any previous inspection. After a construction permit becomes invalid and before such previously approved work recommences, a new permit shall be first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the permit may be made in writing PRIOR TO the expiration date justifying the reason that the permit should be extended.

31 **F08 Fire Safety Overlay** - Status: Outstanding
The County General Plan designates this property as being within the Fire Safety Review Area. All construction shall adhere to all applicable standards and requirements of the Fire Safety Review Area as adopted in the San Bernardino County Development Code.

32 **F12 Fuel Modification Zone** - Status: Outstanding
A Fuel Modification Zone (FMZ) plan designed specifically for the subject project is required and shall be designed by a consultant approved by the Fire Department. The FMZ plan shall be submitted to the Fire Department for review and approval in compliance with County standards.

33 **F15 Access – 30% slope** - Status: Outstanding
Where the natural grade between the access road and building is in excess of thirty percent (30%), an access road shall be provided within one hundred and fifty (150) feet of all buildings. Where such access cannot be provided, a fire protection system shall be installed. Plans shall be submitted to and approved by the Fire Department.

34 **F20 Access – 150+ feet** - Status: Outstanding
Roadways exceeding one hundred fifty (150) feet in length shall be approved by the Fire Department. Roadways shall be extended to within one hundred fifty (150) feet of and shall give reasonable access to all portions of the exterior walls of the first story of any building.

35 **F36 Sprinkler Installation Letter** - Status: Outstanding
The applicant shall submit a letter to the Fire Department agreeing and committing to installation of a fire protection system prior to the building inspection for drywall and insulation.

36 **F66 Compressed Gasses/Beverage Dispensing** - Status: Outstanding
A submittal of compressed gasses in storage or use including asphyxiant, irritant, and radioactive gasses complying with the California Fie Code, California Mechanical Code, and NFPA is required. The applicant shall hire a licensed contractor to submit plans for review and approval by the fire department. The required fees shall be paid at the time of plan submittal.

37 **F70 Additional Requirements** - Status: Outstanding
In addition to the Fire requirements stated herein, other onsite and off-site improvements may be required which cannot be determined at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office. 1. Standpipes may be required for the proposed hotel 2. Buildings 30' or higher will require 30' access roads

38 **F71 Proposal Changes** - Status: Outstanding
Any changes to this proposal shall require new Fire Department condition letter.

Public Works - Solid Waste Management

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

40 **Mandatory Commercial Organics Recycling** - Status: Outstanding
California Assembly Bill (AB) 1826 requires businesses that generate two (2) cubic yards or more of solid waste per week to recycle their organic waste (includes green waste and food waste). A business that is a property owner may require a lessee or tenant of that property to source separate their organic waste to aid in compliance. Additionally, all businesses that contract for gardening or landscaping services must stipulate that the contractor recycle the resulting gardening or landscaping waste. Residential multifamily dwellings of five (5) or more units are required to recycle organics; however, they are not required to arrange for recycling services specifically for food waste. Applicant will be required to report to the County or contract waste hauler on efforts to recycle organics materials once operational.

41 **Mandatory Commercial Recycling** - Status: Outstanding
California Assembly Bill (AB) 341 requires businesses that generate 4 or more cubic yards of solid waste per week or is a multi-family residential dwelling of 5 units or more to arrange for recycling services. The County is required to monitor commercial recycling and will require businesses to provide recycling information. Applicant will be required to report to the County or contract waste hauler on recycling efforts once operational.

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

PRIOR TO LAND DISTURBANCE

Land Use Services - Planning

43 **Grading/Land Disturbance Condition** - Status: Outstanding
[Issued as directed by: SPECIAL DISTRICTS - Carlos Martinez] SEWER: The project lies within the district boundary of County Service Area GH, (Glen Helen). for sewer service. A sewer feasibility study will be required and the applicant shall fund preparation of the report. Compliance with the requirements of the feasibility study will be a condition of service. For questions relative to this condition or to request the preparation of a feasibility study, please contact the Development Services at 760-955-9885.

44 **Grading/Land Disturbance Condition** - Status: Outstanding
Prior to the issuance of a grading permit for any portion of the 32-acre project site (consisting of Assessor's Parcel Numbers [APN] 0239-031-04, 0239-031-32, 0239-031-37, 0239-031-50, and the California Department of Transportation [Caltrans] right-of-way), the project applicant shall acquire, in accordance with all applicable laws, full and irrevocable ownership of the project site, including the approximate 4.2 acres of land owned by San Bernardino County (APNs: 0239-031-32 [restricted parcel] and 0239-031-04 [unrestricted parcel]) and approximate 6.9 acres of land owned by Caltrans. This condition does not obligate any party to convey any property described herein to the project applicant.

45 **Grading/Land Disturbance Condition** - Status: Outstanding
Relocation of Historical Monument. Applicant shall provide the County with a Secured Agreement letter signed by the Applicant and San Bernardino Historical and Pioneer Society (SBH&PS) in verifying the Applicant's acceptance to pay the full cost estimate provided by SBH&PS for relocation of the Pioneer Women Historical Monument to the Sycamore Grove Monument located within Glen Helen Regional Park. The Pioneer Women Historical Monument shall be safely removed from the current location (Glen Helen Parkway) abutting the Project Site and relocated to the Sycamore Grove Monument site.

46 **Grading/Land Disturbance Condition** - Status: Outstanding
Retaining Walls. Proposed retaining walls along the northern boundary of Parcel 8 and Parcel 9 shall be reviewed by the Land Development Department Engineer and Geology Division Engineer in conjunction with updated Geotechnical Feasibility Study and Fault Hazards Study. Review shall be performed in order to determine if retaining wall design shall require redesign or meets retaining wall engineered design specification requirements for supporting proposed grading escarpment.

47 **Grading/Land Disturbance Condition** - Status: Outstanding
AQ Dust Control Plan. The developer shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements: a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day. b) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph. c) Storage/stockpiles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated. d) Storm water control systems shall be installed to prevent off-site mud deposition. e) All trucks hauling dirt away from the site shall be covered. f) Construction vehicle tires shall be washed, prior to leaving the project site. g) Rumble plates shall be installed at construction exits from dirt driveways and shall be cleaned on a daily basis to remove excess accumulation of dirt, rock and mud. h) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out. i) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.

48 **Grading/Land Disturbance Condition** - Status: Outstanding
AQ Construction Standards. The developer shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following: a) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403. b) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months. c) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters. d) All gasoline-powered equipment shall have catalytic converters. e) Provide onsite electrical power to encourage use of electric tools. f) Minimize concurrent use of equipment through equipment phasing. g) Provide traffic control during construction to reduce wait times. h) Provide on site food service for construction workers to reduce offsite trips. i) Implement the County approved Dust Control Plan (DCP) j) Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367 4710 (San Bernardino and Riverside Counties).

49 **Grading/Land Disturbance Condition** - Status: Outstanding
AQ Coating Restriction Plan. The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety: a) Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l. b) Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day. c) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings. d) Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical. e) Comply with SCAQMD Rule 1113 on the use or architectural coatings.

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

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

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

53 **Requirement Prior to Land Disturbance** - Status: Outstanding
Following approval by the CTC, the owner/developer will complete the State of California R/W Decertification by recording a grant deed from state for the 5.88 AC portion of State Route 15 prior to recordation of the final parcel map.

54 **Requirement Prior to Land Disturbance** - Status: Outstanding
Following approval by the CTC, the owner/developer will complete the State of California R/W Decertification by recording a grant deed from state for the 5.88 AC portion of State Route 15 prior to the issuance of a county grading permit on or over said 5.88 AC portion.

55 **Requirement Prior to Land Disturbance** - Status: Outstanding
Upon completion of the RW Decertification and recordation of the grant deed, the owner/developer will obtain a State of California Encroachment permit for the work to be done within State Route 15.

56 **Requirement Prior to Land Disturbance** - Status: Outstanding
The owner/developer is required to dedicate in fee with access control to the State of California any lands required for State Route 15 at no cost to state.

Land Use Services - Building and Safety

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

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

Public Health– Environmental Health Services

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

PRIOR TO BUILDING PERMIT ISSUANCE

Land Use Services - Planning

60 **Underground Storage Tank Approval** - Status: Outstanding
Prior to issuance of building permits, Underground Storage Tank (UST) systems storing hazardous substances in the County of San Bernardino shall conform to standards issued by the San Bernardino County Fire Protection District. Written approval shall be obtained from this Section prior to the installation of any new UST system(s) and/or modifications to an existing UST system. Plans for underground storage tank systems shall be reviewed and approved by the Office of the Fire Marshal, Hazardous Materials Section. Hazardous Materials Section. Contact ustplancheck@sbcfire.org or visit https://sbcfire.org/ust/ for more information. Additional information can be found at https://sbcfire.org/hazmatcupa/ or you may contact the Office of the Fire Marshal, Hazardous Materials Section at (909) 386-8401.

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

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

63 **Issuance/Building Permit Condition** - Status: Outstanding
Lighting Plans. Exterior lighting for all commercial properties contained within the Project Site Plan shall comply with requirements as contained in Chapter 6 – Lighting Guidelines of the GHSP.

64 **Issuance/Building Permit Condition** - Status: Outstanding
Trash/Recyclables Receptacles. All trash and recyclables receptacles shall be in compliance with Public Works, Solid Waste Management standards. They shall be enclosed by a six-foot high, stucco covered exterior masonry wall with steel gates. A concrete apron equal to the width of the gate and outward from the enclosure a minimum of six feet shall be provided.

65 **Issuance/Building Permit Condition** - Status: Outstanding
Landscape and Irrigation Plan. Landscape design and installation shall comply with requirements as contained in Chapter 3 - On-Site Landscape Requirements of the GHSP.

66 **Issuance/Building Permit Condition** - Status: Outstanding
Energy Efficiency for Commercial/Industrial Development (GHG Reduction Measure R2E7). The developer shall document that the design of the proposed structure exceeds the current Title 24 energy efficiency requirements as indicated below or via other methods that meet the 100 point requirement: Building Envelope: • Enhanced Insulation – (rigid wall insulation-13, Roof/attic R-38) (11 points). • Windows – Greatly Enhanced window Insulation (0.28 or less U-factor, 0.22 or less SHGC) (7 points) • Cool Roof – Greatly Enhanced cool roof (10 points) • Air Filtration – air barrier HERS Verified Quality Insulation (7 points) • Enhanced Thermal Mass (4 points) Indoor Space Efficiencies: • Heating/Cooling Distribution system. Enhanced Duct insulation (6 points) • Space Heating – High Efficiency HVAC (5 points) • Water Heaters – High Efficiency Water Heater (10 points) • Daylighting Al peripheral rooms have at least one window (1 point) • Artificial Lighting – High Efficiency Lights (8 points) Miscellaneous Commercial/Industrial Building Efficiencies: • Building Placement – North/South alignment (4 points) • Shading – at least 90% south-facing glazing (6 points) Commercial Irrigation Landscaping: • Water Efficient Landscaping – Only CA native landscape (5 points). • Water Efficient irrigation Systems – Weather based irrigation (3 points) Commercial Potable Water: • Toilets – Water efficient toilets/Urinals (1.5gpm) (3 points) • Water efficient Faucets – (2 points). Preferential Parking: • Provide reserved preferential and large parking spaces accommodating vanpools, ridesharing (2 points) Install Electric Vehicle Chargers: • Installation of 12 electric Vehicle (EV) chargers for passenger EV's - Level 2 fast charger (60 points) Recycling: • Provide reserved preferential and large parking spaces accommodating vanpools, ridesharing (2 points) Recycling; • Provide separated recycling bins (2 points) • Recycle construction waste (4 points)

67 **Issuance/Building Permit Condition** - Status: Outstanding
Conceptual Lanscape Plan. Landscape Plans shall be submitted for review and approval and shall reflect the proposed configuration and planting layout as shown in the Conceptual Landscape Plan dated 01/24/2023.

68 **Issuance/Building Permit Condition** - Status: Outstanding
[Issued as directed by: SPECIAL DISTRICTS - Carlos Martinez] STREET LIGHTING: This project lies within the district boundary of County Service Area GH, (Glen Helen). Due to your projected use of the property, street lighting may be required. If required, please provide the street lighting plans, plan check fees, and (3) three-year advanced energy charges to the Special Districts Division for review and approval. Development plans are to be submitted to the San Bernardino County DPW – Special Districts at 222 W. Hospitality Lane, 2nd Floor, San Bernardino, CA 92415-0450. For additional information on street light plans, please call Streetlighting Section at (909) 386-8821.

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

County Fire - Community Safety

70 **F02 Fire Fee** - Status: Outstanding
The required fire fees shall be paid to the San Bernardino County Fire Department/Community Safety Division.

71 **F09 Building Plans** - Status: Outstanding
Building Plans shall be submitted to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal.

72 **F10 Combustible Protection** - Status: Outstanding
Prior to combustibles being placed on the project site an approved all-weather fire apparatus access surface and operable fire hydrants with acceptable fire flow shall be installed. The topcoat of asphalt does not have to be installed until final inspection and occupancy.

73 **F19 Surface** - Status: Outstanding
Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. Road surface shall meet the approval of the Fire Chief prior to installation. All roads shall be designed to 85% compaction and/or paving and hold the weight of Fire Apparatus at a minimum of 80K pounds.

74 **F22 Primary Access Paved** - Status: Outstanding
Prior to building permits being issued to any new structure, the primary access road shall be paved or an all-weather surface and shall be installed as specified in the General Requirement conditions including width, vertical clearance and turnouts.

75 **F23 Secondary Access Paved** - Status: Outstanding
Prior to building permits being issued to any new structure, the secondary access road shall be paved or an all-weather surface and shall be installed as specified in the General Requirement conditions including width, vertical clearance and turnouts.

76 **F26 Fire Flow Test** - Status: Outstanding
Please provide a fire flow test report from your water purveyor that has been completed in the last six months demonstrating that the fire flow demand is satisfied.

77 **F27 Water System** - Status: Outstanding
Prior to any land disturbance, the water systems shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using California Fire Code. The Fire Flow for this project shall be: __4000_____ GPM for a ___4___hour duration at 20 psi residual operating pressure.

78 **F29 Water System Large Commercial** - Status: Outstanding
A water system approved and inspected by the Fire Department is required. The system shall be operational, prior to any combustibles being stored on the site. The applicant is required to provide a minimum of one new six (6) inch fire hydrant assembly with two (2) two and one half (2 1/2) inch and one (1) four (4) inch outlet. All fire hydrants shall be spaced no more than three hundred (300) feet apart (as measured along vehicular travel-ways) and no more than three hundred fifty (300) feet from any portion of a structure.

79 **F33 Water System Certification** - Status: Outstanding
The applicant shall provide the Fire Department with a letter from the serving water company, certifying that the required water improvements have been made or that the existing fire hydrants and water system will meet distance and fire flow requirements. Fire flow water supply shall be in place prior to placing combustible materials on the job site

Land Use Services - Building and Safety

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

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

Public Health– Environmental Health Services

82 **California Regional Water Quality Control Board Clearance** - Status: Outstanding
Written clearance shall be obtained from the designated California Regional Water Quality Control Board (listed below) and a copy forwarded to the Division of Environmental Health Services for projects with design flows greater than 10,000 gallons per day. Santa Ana Region, 3737 Main St., Suite 500, Riverside, CA 92501-3339, 951-782-4130.

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

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

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

86 **Food Establishment Plan Check Required** - Status: Outstanding
Plans for food establishments shall be reviewed and approved by EHS. For information, call EHS Plan Check at: (800) 442-2283.

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

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

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

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

91 **Water Purveyor** - Status: Outstanding
Water purveyor shall be West Valley WD or EHS approved.

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

93 **Water System Permit** - Status: Outstanding
A water system permit will be required and concurrently approved by the State Water Resources Control Board – Division of Drinking Water. Applicant shall submit preliminary technical report in accordance with California Health and Safety Code §116527(c) to EHS and the State Water Resources Control Board. Application must be approved prior to initiating construction of any water-related development. Source of water shall meet water quality and quantity standards. Test results, which show source meets water quality and quantity standards shall be submitted to the Division of Environmental Health Services (EHS). For information, contact the Water Section at (800) 442-2283 and SWRCB-DDW at (916) 449-5577.

Public Works - Solid Waste Management

94 **Construction Waste Management Plan (CWMP) Part 1** - Status: Outstanding
The developer shall prepare, submit, and obtain approval from SWMD of a CDWMP Part 1 for each phase of the project. The CWMP shall list the types and weights of solid waste materials expected to be generated from construction. The CWMP shall include options to divert waste materials from landfill disposal, materials for reuse or recycling by a minimum of 65% of total weight or volume. More information can be found on the San Bernardino County Solid Waste Management Division (SWMD) website at https://dpw.sbcounty.gov/solid-waste-management/construction-waste-management/. An approved CDWMP Part 1 is required before a permit can be issued. There is a one-time fee of $150.00 for residential projects/$530.00 for commercial/non-residential projects

Public Works - Traffic

95 **Requirement Prior to Issuance** - Status: Outstanding
Improvements: The applicant shall design their street improvement plans to include the following: Traffic Signal Plan. An approved traffic signal plan is required for Glen Helen Parkway/Devore Road at Cajon Boulevard. Due to the overall width of the intersection, the traffic signal plan shall include protected left turn phasing for all approaches to ensure clear right of way assignments. Street improvements. Glen Helen Parkway, Clearwater Parkway, and the project's Southerly driveway: Intersection shall be designed to add two Eastbound left-turn lanes, one Westbound left-turn lane, and one Westbound right-turn lane. The Northbound right-turn lane shall be modified to a through-right lane. The Southbound approach shall be designed to establish two left-turn, one through, and one free-right-turning lane. Glen Helen Parkway, Devore Rd, and Cajon Boulevard: Intersection shall be designed to add one Southbound through lane, and one Westbound right turn lane. The Northbound approach shall be modified to provide one left, one through, and one through-right lane. Glen Helen Parkway and the project's Easterly driveway: Intersection shall be designed to add one Southbound right-turn lane and one Northbound left turn lane. The Eastbound approach shall be designed to establish one left turn and one right-turn.

96 **Requirement Prior to Issuance** - Status: Outstanding
Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Rialto Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid to the Department of Public Works. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. The Plan Fee is subject to change periodically. Currently, the fee is $17.02 per square foot for Commercial Use and $4,355.00 per room for Hotel/Motel Use. The Regional Fees are listed by Parcel/Lot and each shall be paid no later than the time of building permit application for each Parcel/Lot. Parcel 1 – Convenience Store/Gas Station; Commercial Use 10,097 square feet x $17.02 per square foot = $171,850.94 Parcel 2 – Pad 6 Fast Food with Drive Thru; Commercial Use 5,300 square feet x $17.02 per square foot = $90,206.00 Parcel 3 – Pad 5 Fast Food with Drive Thru; Commercial Use 3,500 square feet x $17.02 per square foot = $59,570.00 Parcel 4 – Pad 4 Fast Food with Drive Thru; Commercial Use 3,500 square feet x $17.02 per square foot = $59,570.00 Parcel 5 – Pad 3 Fast Food with Drive Thru; Commercial Use 3,500 square feet x $17.02 per square foot = $59,570.00 Parcel 6 – Pad 2 Fast Food with Drive Thru; Commercial Use 3,500 square feet x $17.02 per square foot = $59,570.00 Parcel 7 – Pad 1 Fast Food with Drive Thru; Commercial Use 3,500 square feet x $17.02 per square foot = $59,570.00 Parcel 8 – Fitness Center (Gym); Commercial Use 35,000 square feet x $17.02 per square foot = $595,700.00 Parcel 9 – Fire Station; Exempt Parcel 10 – Hotel; Hotel/Motel Use 130 Rooms x $4,355.00 per room = $566,150.00 Parcel 11 – Market, Pharmacy, Shops; Commercial Use 45,500 square feet x $17.02 per square foot = $774.410.00 Parcel 12 – Restaurant 1; Commercial Use 5,300 square feet x $17.02 per square foot = $90,206.00 Parcel 13 – Restaurant 2; Commercial Use 6,500 square feet x $17.02 per square foot = $110,630.00 Parcel 14 – Convenience Store/Gas Station; Commercial Use 11,978 square feet x $17.02 per square foot = $203,865.56 The total estimated Regional Transportation Fees for the Project is $2,900,868.50. The current Regional Transportation Development Mitigation Plan can be found at the following website: https://www.sbcounty.gov/uploads/DPW/docs/Fee-Schedule-Regional-Plan.pdf

PRIOR TO OCCUPANCY

Land Use Services - Planning

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

98 **Petroleum Product Storage** - Status: Outstanding
Prior to occupancy, a business or facility handling an aggregate storage capacity of 1,320 gallons or more of petroleum in aboveground storage containers or tanks with a shell capacity equal to or greater than 55 gallons shall prepare and implement a Spill Prevention, Control, and Countermeasure (SPCC) Plan in accordance with 40 CFR 1 112.3 and CHSC 25270.4.5(a). The SPCC plan shall be maintained on site. Contact the Office of the Fire Marshal, Hazardous Materials Section at (909) 386-8401 or visit https://sbcfire.org/apsa/ for more information.

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

100 **Occupancy Condition** - Status: Outstanding
Shield Lights. All shield lights shall comply with Chapter 6 of the GHSP.

101 **Occupancy Condition** - Status: Outstanding
Screen Rooftop. All roof top mechanical equipment shall be screened from ground vistas.

102 **Occupancy Condition** - Status: Outstanding
All proposed walls and retaining walls shall be applied with an anti-graffiti coating. Verification shall be submitted to LUS Planning Division.

103 **Occupancy Condition** - Status: Outstanding
Landscaping/Irrigation. All landscaping installation shall be installed and in compliance with Chapter 6 Landscape Guidelines of the GHSP.

104 **Occupancy Condition** - Status: Outstanding
Wheel Stops. All back-in truck trailer parking spaces shall have a wheel stop or other physical barrier twelve feet from any wall, fence or building to prevent damage. All other vehicle spaces shall have wheel stops or curbs installed when adjacent to fences, walls or buildings; these shall be three feet (3') away from such facilities.

105 **Occupancy Condition** - Status: Outstanding
Signs. All signs shall comply with signage requirements contained in Chapter 5 Signage Guidelines of the GHSP.

106 **Occupancy Condition** - Status: Outstanding
Disabled Access. Disabled access parking spaces shall be clearly marked as disabled spaces and said markings shall be maintained in good condition at all times.

107 **Occupancy Condition** - Status: Outstanding
GHG – Installation/Implementation. The developer shall submit for review and obtain approval from County Planning evidence that all applicable GHG reduction measures have been installed, implemented and that specified performance objectives are being met.

108 **Fees Paid** - Status: Outstanding
Prior to final inspection by Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, the applicant shall pay in full all fees required under actual cost job number PROJ-2023-00012.

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

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

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

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

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

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

County Fire - Community Safety

115 **F06 Inspection by Fire Department** - Status: Outstanding
Permission to occupy or use the building (Certification of Occupancy or Shell Release) will not be granted until the Fire Department inspects, approves and signs off on the Building and Safety job card for "fire final".

County Fire - Hazardous Materials

116 **Occupancy Condition** - Status: Outstanding
[FIRE HAZMAT CONDITION] Prior to occupancy, an application for one or more of these permits shall be obtained by submitting a complete hazardous materials business plan using the California Environmental Reporting System (CERS) at http://cers.calepa.ca.gov/

117 **Occupancy Condition** - Status: Outstanding
[HAZMAT CONDITION] Prior to treating, storing, disposing of, transporting, or offering for transportation any hazardous waste, obtain a Permanent Hazardous Waste Identification Number with the Department of Toxic Substance Control (DTSC) at https://dtsc.ca.gov/apply-for-hazardous-waste-epa-id-number/.

Land Use Services - Building and Safety

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

Public Health– Environmental Health Services

119 **Hotel/Motel/Apartment Certificate of Use Request** - Status: Outstanding
Prior to occupancy of a newly constructed or remodeled apartment complex, hotel, motel, resort, pursuant to San Bernardino County Code 33.101 et. seq., a Certificate of Use request shall be submitted to EHS. For information, call EHS at: (800) 442-2283.

120 **New Public Water System Permit** - Status: Outstanding
A Public Water System annual permit which meets Title 22, CCR requirements pertaining to the type of water system, shall be required. For information, contact EHS at: (800) 442-2283.

121 **New Retail Food Facility Permit** - Status: Outstanding
A Retail Food Facility annual permit for food facility shall be required. For information, contact EHS at: (800) 442-2283.

Public Works - Solid Waste Management

122 **Construction Waste Management Plan (CDWMP) Part 2** - Status: Outstanding
The developer shall complete SWMD's CDWMP Part 2 for construction and demolition. The CDWMP Part 2 shall provide evidence to the satisfaction of SWMD that demonstrates that the project has diverted from landfill disposal, material for reuse or recycling by a minimum of 65% of total weight or volume of all construction waste. The developer MUST provide ALL receipts and/or backup documentation for actual disposal/diversion of project waste. More information can be found on the San Bernardino County Solid Waste Management Division (SWMD) website at https://dpw.sbcounty.gov/solid-waste-management/construction-waste-management/.

Public Works - Traffic

123 **Improvements** - Status: Outstanding
Project shall develop fair share cost calculations for proposed mitigations under the Future (2040) + Project with Mitigations scenario pursuant to Table 8-4 of the Final Traffic Study by David Evans and Associates dated 04/27/2023. The project shall estimate the anticipated cost of construction for the improvements identified in Table 8-4 and develop a fair share cost for each mitigation measure pursuant to the project fair share percentage in Table 8-6.

124 **Requirement Prior to Occupancy** - Status: Outstanding
Improvements at the intersection of Glen Helen Parkway/Devore Road and Cajon Boulevard are subject to reimbursement from previously collected fair share fees for this intersection. The traffic signal at Glen Helen Parkway/Devore Road and Cajon Boulevard has been identified as an intersection improvement. Currently, the estimated available amount for reimbursement to this intersection is $249,086.35. Reimbursement is subject to the terms of the Fee Plan as well as any applicable laws and regulations. Reimbursement funding, in amounts determined to be available at time of eligibility, may be provided once the traffic signal has been constructed per approved plan, inspected and approved as fully operational, and the development project has final occupancy.

PRIOR TO RECORDATION

County Fire - Community Safety

125 **F16 Access** - Status: Outstanding
The development shall have a minimum of ___three_____ points of vehicular access. These are for fire/emergency equipment access and for evacuation routes. a. Single Story Road Access Width. All buildings shall have access provided by approved roads, alleys and private drives with a minimum twenty-six (26) foot unobstructed width and vertically to fourteen (14) feet six (6) inches in height. b. Multi-Story Road Access Width. Fire apparatus access roadways serving buildings that are three (3) or more stories or thirty (30) feet or more in height shall be a minimum of thirty (30) feet in unobstructed width and vertically to fourteen (14) feet six (6) inches in height.

PRIOR TO FINAL INSPECTION

Land Use Services - Planning

126 **Issuance/Building Permit Condition** - Status: Outstanding
Retaining Wall Off-Sets. A final inspection shall be performed to verify that all retaining wall offsets are fenced -off from pedestrian entry."

County Fire - Community Safety

127 **F11 Combustible Vegetation** - Status: Outstanding
Combustible vegetation shall be removed as follows: a. Where the average slope of the site is less than 15% - Combustible vegetation shall be removed a minimum distance of thirty (30) feet from all structures or to the property line, whichever is less. b. Where the average slope of the site is 15% or greater - Combustible vegetation shall be removed a minimum one hundred (100) feet from all structures or to the property line, whichever is less. County Ordinance #3586

128 **F24 Fire Lanes** - Status: Outstanding
The applicant shall submit a fire lane plan to the Fire Department for review and approval. Fire lane curbs shall be painted red. "No Parking, Fire Lane" signs shall be installed on public/private roads in accordance with the approved plan.

129 **F35 Hydrant Marking** - Status: Outstanding
Blue reflective pavement markers indicating fire hydrant locations shall be installed as specified by the Fire Department. In areas where snow removal occurs, or non-paved roads exist, the blue reflective hydrant marker shall be posted on an approved post along the side of the road, no more than three (3) feet from the hydrant and at least six (6) feet high above the adjacent road.

130 **F37 Fire Sprinkler-NFPA #13** - Status: Outstanding
An automatic fire sprinkler system complying with NFPA Pamphlet #13 and Fire Department standards is required. The applicant shall hire a licensed fire sprinkler contractor. The fire sprinkler contractor shall submit plans with hydraulic calculations, manufacturers specification sheets and a letter from a licensed structural (or truss) engineer with a stamp verifying the roof is capable of accepting the point loads imposed on the building by the fire sprinkler system design to the Fire Department for approval. The contractor shall submit plans showing type of storage and use with the applicable protection system. The required fees shall be paid at the time of plan submittal.

131 **F40 Roof Certification** - Status: Outstanding
A letter from a licensed structural (or truss) engineer shall be submitted with an original wet stamp at time of fire sprinkler plan review, verifying the roof is capable of accepting the point loads imposed on the building by the fire sprinkler system design.

132 **F41 Fire Alarm** - Status: Outstanding
A manual, automatic or manual and automatic fire alarm system complying with the California Fire Code, NFPA and all applicable codes is required. The applicant shall hire a licensed fire alarm contractor. The fire alarm contractor shall submit detailed plans to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal.

133 **F43 Smoke and Heat Removal** - Status: Outstanding
Mechanical smoke removal systems shall be provided for building protected by EFSR sprinkler systems as required by the Chief. The mechanical smoke removal systems shall meet the requirements of applicable codes and fire department standards.

134 **F45 Fire Extinguishers** - Status: Outstanding
Hand portable fire extinguishers are required. The location, type, and cabinet design shall be approved by the Fire Department.

135 **F46 Hood and Duct Suppression** - Status: Outstanding
An automatic hood and duct fire extinguishing system is required. The applicant shall hire a licensed fire protection contractor to submit detailed plans with manufactures' specification sheets to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal.

136 **F48 Material Identification Placards** - Status: Outstanding
The applicant shall install Fire Department approved material identification placards on the outside of all buildings and/or storage tanks that store or plan to store hazardous or flammable materials in all locations deemed appropriate by the Fire Department. Additional placards shall be required inside the buildings when chemicals are segregated into separate areas. Any business with an N.F.P.A. 704 rating of 2-3-3 or above shall be required to install an approved key box vault on the premises, which shall contain business access keys and a business plan.

137 **F51 Commercial Addressing** - Status: Outstanding
Commercial and industrial developments of 100,000 sq. ft or less shall have the street address installed on the building with numbers that are a minimum eight (8) inches in height and with a one (1) inch stroke. The street address shall be visible from the street. During the hours of darkness, the numbers shall be electrically illuminated (internal or external). Where the building is two hundred (200) feet or more from the roadway, additional non-illuminated address identification shall be displayed on a monument, sign or other approved means with numbers that are a minimum of six (6) inches in height and three-quarter (¾) inch stroke.

138 **F52 Commercial Large Facility Addressing** - Status: Outstanding
Commercial and industrial developments in excess of 100,000 sq. ft. shall have the street address installed on the building with numbers that are a minimum twelve (12) inches in height and with a one and one half (1 ½) inch stroke. The street address shall be visible from the street. During the hours of darkness, the numbers shall be electrically illuminated (internal or external). Where the building is two hundred (200) feet or more from the roadway, additional non-illuminated address identification shall be displayed on a monument, sign or other approved means with numbers that are a minimum of six (6) inches in height and three-quarter (¾) inch stroke.

139 **F55 Key Box** - Status: Outstanding
An approved Fire Department key box is required. In commercial, industrial and multi-family complexes, all swing gates shall have an approved fire department Lock (Knox ®).

Public Works - Traffic

140 **Requirement Prior to Final Inspection** - Status: Outstanding
Acceptance: The applicant shall furnish written acceptance from Caltrans for all approved improvements and encroachments on the state highway system. The applicant shall construct, at 100% cost to the applicant all roadway improvements as shown on their approved street improvement plans.

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

Department/Agency	Office/Division	Phone Number
Land Use Services Dept.	San Bernardino Govt. Center	(909) 387-8311
(All Divisions)	High Desert Govt. Center	(760) 995-8140
Web Site	https://lus.sbcounty.gov/	
County Fire	San Bernardino Govt. Center	(909) 387-8400
(Community Safety)	High Desert Govt. Center	(760) 995-8190
Web Site	https://www.sbcfire.org/	
County Fire	Hazardous Materials	(909) 386-8401
	Flood Control	(909) 387-7995
Dept. of Public Works	Solid Waste Management	(909) 386-8701
	Surveyor	(909) 387-8149
	Traffic	(909) 387-8186
Web Site	https://dpw.sbcounty.gov/	
Dept. of Public Health	Environmental Health Services	(800) 442-2283
Web Site	https://dph.sbcounty.gov/programs/ehs/	
Local Agency Formation Commission (LAFCO)		(909) 388-0480
Web Site	http://www.sbclafco.org/	
	Water and Sanitation	(760) 955-9885
	Administration,	
	Park and Recreation,	
Special Districts	Roads, Streetlights,	(909) 386-8800
	Television Districts, and Other	
External Agencies (Caltrans, U.S. Army, etc.)		*See condition text for contact information...*

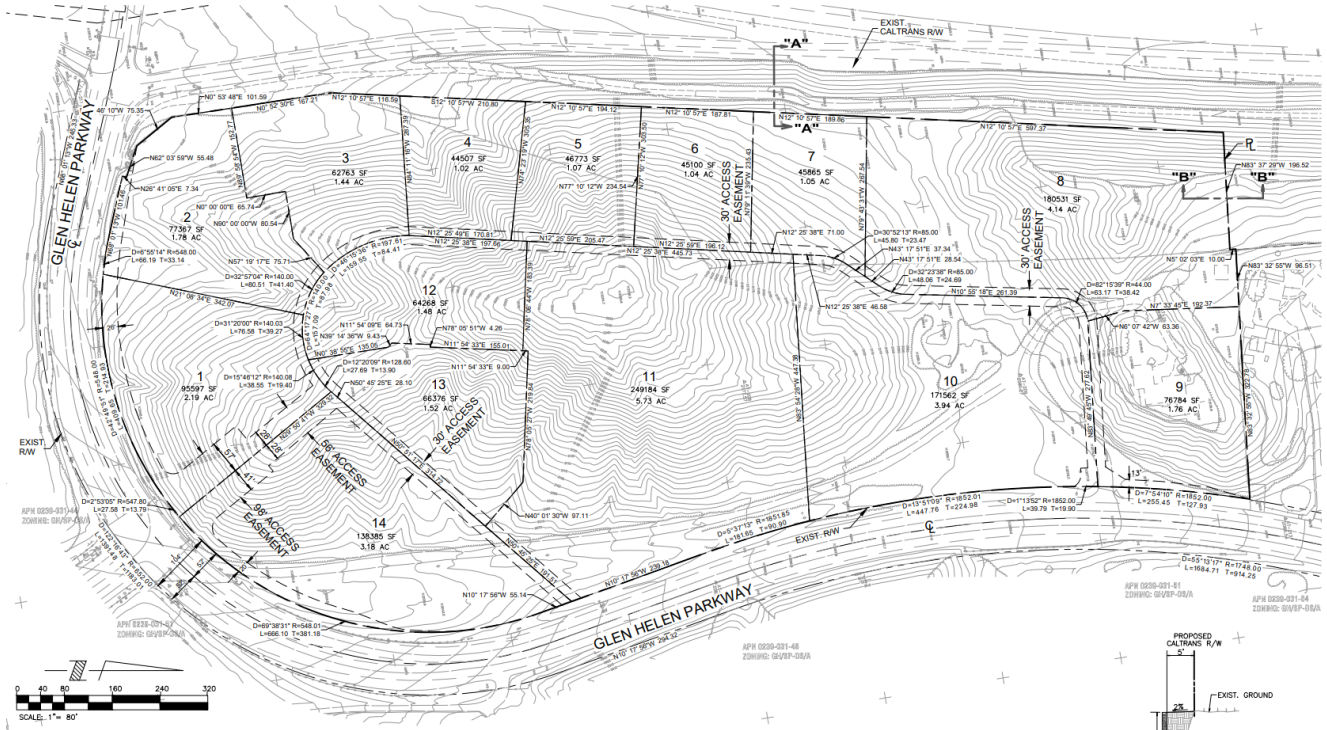
EXHIBIT I

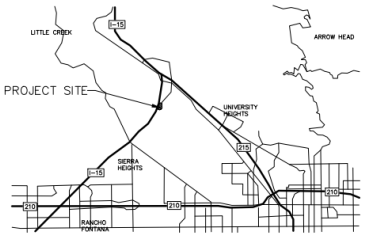
TENTATIVE PARCEL MAP NO. 20748

EXHIBIT I

IN THE UNINCORPORATED TERRITORY OF SAN BERNARDINO COUNTY, CALIFORNIA

TENTATIVE PARCEL MAP NO. 20748
THE OASIS AT GLEN HELEN PARKWAY
APN: 0239-031-04, 0239-031-32, 0239-031-37
0239-031-50



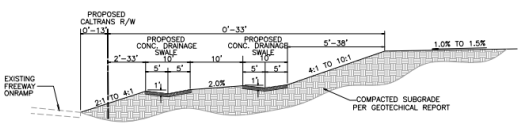


VICINITY MAP
NTS

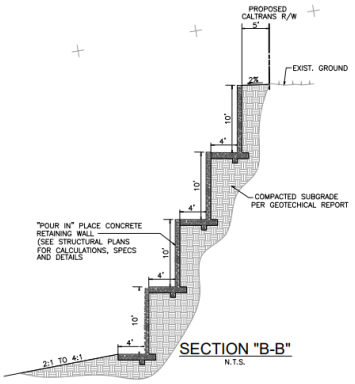
DECLARATION OF ENGINEER OF RECORD

I HEREBY DECLARE THAT IN MY PROFESSIONAL OPINION, THE DESIGN OF THE IMPROVEMENTS AS SHOWN ON THESE PLANS COMPLIES WITH THE CURRENT PROFESSIONAL ENGINEERING STANDARDS AND PRACTICES. AS THE ENGINEER IN RESPONSIBLE CHARGE OF THE DESIGN OF THESE IMPROVEMENTS, I ACCEPT FULL RESPONSIBILITY FOR SUCH DESIGN. I UNDERSTAND AND ACKNOWLEDGE THAT THE PLAN CHECK OF THESE PLANS BY THE COUNTY OF SAN BERNARDINO IS A REVIEW FOR THE LIMITED PURPOSE OF ENSURING THAT THESE PLANS COMPLY WITH COUNTY PROCEDURES AND OTHER APPLICABLE CODES AND ORDINANCES. THE PLAN REVIEW PROCESS IS NOT A DETERMINATION OF THE TECHNICAL ADEQUACY OF THE DESIGN OF THE IMPROVEMENTS. SUCH PLAN CHECK DOES NOT THEREFORE RELIEVE ME OF MY DESIGN RESPONSIBILITY.

KEITH A. CHRISTIANSEN R.C.E. NO. 50083 DATE



SECTION "A-A"
N.T.S.



SECTION "B-B"
N.T.S.

IN THE UNINCORPORATED TERRITORY OF SAN BERNARDINO COUNTY, CALIFORNIA

TENTATIVE PARCEL MAP NO. 20748

DATA TABLE

LAND OWNER/APPLICANT:	215 TABLE TOP, LLC		
ADDRESS:	PO BOX 9716 REDLANDS, CA 92375		
CONTACT:	JIM MAUGE	TELEPHONE:	310-722-8692
EXHIBIT PREPARER:	CHRISTIANSEN & COMPANY		
ADDRESS:	3225 CANYON CREST DRIVE, SUITE 251 RIVERSIDE, CA 92507		
CONTACT:	KEITH CHRISTIANSEN	TELEPHONE:	(951)323-4713
SOURCE OF TOPOGRAPHY:	ARROWHEAD MAPPING CORPORATION		
ADDRESS:	431 MACKAY DRIVE SAN BERNARDINO, CA 92408		
DATE OF TOPOGRAPHY:	APRIL 20, 2015	TELEPHONE:	(909)-889-2420

ASSESSOR'S PARCEL NUMBER:
0239-031-04, 0239-031-32, 0239-031-37, 0239-031-50
PROPOSED IMPROVEMENT SCHEDULE: SCHEDULE "A"

LEGAL DESCRIPTION:

PARCEL A:
THAT PORTION OF SECTION 4, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, BEING A PORTION OF HOMESTEAD ENTRY SURVEY NO. 164, ACCORDING TO GOVERNMENT PLAT APPROVED FEBRUARY 11, 1916, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, DESCRIBED AS BEGINNING AT CORNER NO. 4 OF SAID SURVEY; THENCE NORTH 7 DEG. 36' WEST, 212.88 FEET; THENCE NORTH 82 DEG. 24' EAST, 170.70 FEET TO A POINT IN THE CENTER LINE OF COUNTY ROAD; THENCE NORTH 48 DEG. 42' NORTH, 90 FEET; THENCE ALONG A CURVE TO THE LEFT WITH A RADIUS OF 430 FEET; A DISTANCE OF 101 FEET; THENCE NORTH 34 DEG. 14-1/2 EAST, 90.25 FEET; THENCE ALONG A CURVE TO THE LEFT WITH A RADIUS OF 170 FEET, A DISTANCE OF 129.44 FEET; THENCE NORTH 8 DEG. 23' WEST, 59.92 FEET; THENCE ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 160 FEET, A DISTANCE OF 148.93 FEET TO A POINT ON THE EAST LINE OF SAID HOMESTEAD SURVEY; THENCE SOUTH 20 DEG. 59' EAST, 204.10 FEET; THENCE SOUTH 1 DEG. 31' WEST, 458.70 FEET; THENCE SOUTH 76 DEG. 31' WEST, 467.26 FEET TO THE POINT OF BEGINNING.
PARCEL B:
PARCEL 4 OF PARCEL MAP NO. 415, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 4 OF PARCEL MAPS PAGE 46, RECORDS OF SAID COUNTY.

LAND USE DESCRIPTION:	ACREAGE:	OWNER / MAINTENANCE ENTITY:
EXISTING GROSS ACREAGE:	31.34	PRIVATE
LOT 1	2.19	PRIVATE
LOT 2	1.78	PRIVATE
LOT 3	1.44	PRIVATE
LOT 4	1.02	PRIVATE
LOT 5	1.07	PRIVATE
LOT 6	1.04	PRIVATE
LOT 7	1.05	PRIVATE
LOT 8	4.14	PRIVATE
LOT 9	1.76	PRIVATE
LOT 10	3.94	PRIVATE
LOT 11	5.73	PRIVATE
LOT 12	1.48	PRIVATE
LOT 13	1.52	PRIVATE
LOT 14	3.18	PRIVATE
EXISTING ZONING:	GH/SP-DR - GLEN HELEN/SPECIFIC PLAN DESTINATION RECREATION	
PROPOSED ZONING:	GH/SP-DR-GLEN HELEN/SPECIFIC DESTINATION RECREATION	
EXISTING GENERAL PLAN LAND USE:	SD-SPECIAL DEVELOPMENT	
PROPOSED GENERAL PLAN LAND USE:	SD-SPECIAL DEVELOPMENT	
LIQUEFACTION:	NO LIQUEFACTION PRESENT	
FEMA FLOOD ZONE DESIGNATION:	ZONE X (FLOOD HAZARD IS UNDETERMINED, BUT POSSIBLE) PER FIRM MAP NO. 06065C2925H / DATED: MARCH 6, 2018	

NOTE:
1. THERE ARE NO KNOWN WELLS ON PROPERTY OR WITHIN 200 FEET OF PROPERTY.
2. SUBDIVISION WILL SHOW COMPLIANCE WITH COUNTY'S WATER QUALITY MANAGEMENT PLAN ON SEPARATE SHEET. SEE PRELIMINARY WQMP EXHIBIT

REVISIONS:	NO.	DATE:	DESCRIPTION:

SHEET INDEX

SHEET NO	SHEET TITLE
1	C1.0 - TENTATIVE TRACT MAP
2	C1.1 - STREET SECTIONS

Underground Service Alert
Call: TOLL FREE 811 OR 1-800 422-4133
TWO WORKING DAYS BEFORE YOU DIG

BENCHMARK No. 036-88 (RIALTO)
DESC.: CITY OF RIALTO BRASS DISC SET IN PCC BASE FOR STREET LIGHT NO. 216217E 17-FT SOUTH OF CENTERLINE OF RIVERSIDE OUTER HIGHWAY, 68-FT WEST OF CENTERLINE CACTUS AVENUE
ELEV.: 1490.698 (04/01/89)

KEITH A. CHRISTIANSEN No. 50083 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

Christiansen & Company
3225 CANYON CREST DRIVE, STE 251
RIVERSIDE, CALIFORNIA 92507
PHONE: 951-323-4713 FAX: 951-405-8410
EMAIL: keith@ccdevil.com

Keith A. Christiansen R.C.E. 50083 8/15/23
DATE

REVISIONS			
No.	Description	Date	Approved

SAN BERNARDINO COUNTY
PLANNNING DEPARTMENT
Approved By:
DATE

SAN BERNARDINO COUNTY
THE OASIS AT GLEN HELEN PARKWAY
TENTATIVE PARCEL MAP NO. 20748
APN(s): 0239-031-04, 0239-031-32, 0239-031-37, 0239-031-50
DESIGNED BY
DRAWN BY
CHECKED BY

C1.0
SHEET 1 OF 2

EXHIBIT J

Tentative Parcel Map No. 20748
Conditions of Approval

Conditions of Approval

Record:	PROJ-2023-00100	**System Date:**	03/05/2024
Record Type:	Project Application	**Primary APN:**	0239031500000
Record Status:	In Review	**Application Name:**	TENTATIVE PARCEL MAP
Effective Date:		**Expiration Date:**	

Description: A Tentative Parcel Map (TTM) to subdivide the following existing parcels (APNs: 0239-031-37, 0239 -031-50, 0239-031-04 and 0239-031-32) totaling approximately 31.34 gross acres into 14 parcels located on the north and west side of Glen Helen Parkway and east of I-15 freeway.

This document does not signify project approval.

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

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

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

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

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

ON-GOING

Public Health– Environmental Health Services

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

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

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

INFORMATIONAL

Land Use Services - Planning

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

5 **Subdivisions - Expiration/TPM** - Status: Outstanding
This conditional approval of the Tentative Parcel Map shall become null and void unless all conditions have been completed and the Tentative Map has been deemed complete by the County Surveyor for purposes of recordation within 36 months following the effective approval date, unless an extension of time is granted. PLEASE NOTE: This will be the ONLY notice given of the approval expiration date. The developer is responsible for initiation of any extension request.

6 **Subdivisions - Extension of Time/TPM** - Status: Outstanding
Where circumstances cause delays, which do not permit compliance with the required recordation time limit, the developer may submit for review and approval an application requesting an extension of time. County Land Use Services may grant such requests for extensions of time in compliance with the State Map Act Section 66452.6. An Extension of Time may be granted upon a successful review of an Extension of Time application, which includes a justification of the delay in recordation, a plan of action for completion and submittal of the appropriate fee, not less than 30 days prior to the expiration date. The granting of an extension request is a discretionary action that may be subject to additional or revised conditions of approval.

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

8 **Subdivisions - Project Account (TT/TPM)** - Status: Outstanding
The Project account number is PROJ-2023-00100. This is an actual cost project with a deposit account to which hourly charges are assessed by various county agency staff (e.g. Land Use Services, Public Works and County Counsel). Upon notice, the developer shall deposit additional funds to maintain or return the account to a positive balance. The developer is responsible for all expenses charged to this account. Processing of the project shall cease, if it is determined that the account has a negative balance and that an additional deposit has not been made in a timely manner. A minimum balance of $1,000 shall be in the project account at the time of project approval and the initiation of the Condition Compliance Review. Sufficient funds shall remain in the account to cover all estimated charges that may be made during each compliance review. All fees required for processing shall be paid in full prior to recordation.

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

10 **Subdivisions- Condition Compliance** - Status: Outstanding
Condition compliance confirmation for purposes of Parcel Map recordation will be coordinated by the County Surveyor.

County Fire - Community Safety

11 **F01 Jurisdiction** - Status: Outstanding
The above referenced project is under the jurisdiction of the San Bernardino County Fire Department herein "Fire Department". Prior to any construction occurring on any parcel, the applicant shall contact the Fire Department for verification of current fire protection requirements. All new construction shall comply with the current California Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the Fire Department.

12 **F04 Fire Permit Expiration** - Status: Outstanding
Construction permits shall automatically expire and become invalid unless the work authorized such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred with 180 days of any previous inspection. After a construction permit becomes invalid and before such previously approved work recommences, a new permit shall be first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the permit may be made in writing PRIOR TO the expiration date justifying the reason that the permit should be extended.

13 **F08 Fire Safety Overlay** - Status: Outstanding
The County General Plan designates this property as being within the Fire Safety Review Area. All construction shall adhere to all applicable standards and requirements of the Fire Safety Review Area as adopted in the San Bernardino County Development Code.

14 **F12 Fuel Modification Zone** - Status: Outstanding
A Fuel Modification Zone (FMZ) plan designed specifically for the subject project is required and shall be designed by a consultant approved by the Fire Department. The FMZ plan shall be submitted to the Fire Department for review and approval in compliance with County standards.

15 **F15 Access – 30% slope** - Status: Outstanding
Where the natural grade between the access road and building is in excess of thirty percent (30%), an access road shall be provided within one hundred and fifty (150) feet of all buildings. Where such access cannot be provided, a fire protection system shall be installed. Plans shall be submitted to and approved by the Fire Department.

16 **F20 Access – 150+ feet** - Status: Outstanding
Roadways exceeding one hundred fifty (150) feet in length shall be approved by the Fire Department. Roadways shall be extended to within one hundred fifty (150) feet of and shall give reasonable access to all portions of the exterior walls of the first story of any building.

17 **F66 Compressed Gasses/Beverage Dispensing** - Status: Outstanding
A submittal of compressed gasses in storage or use including asphyxiant, irritant, and radioactive gasses complying with the California Fie Code, California Mechanical Code, and NFPA is required. The applicant shall hire a licensed contractor to submit plans for review and approval by the fire department. The required fees shall be paid at the time of plan submittal.

18 **F67 Emergency Responder Radio System** - Status: Outstanding
An emergency responder radio system is required. The applicant shall hire a qualified designer, to submit detailed plans with manufactures' specification sheets to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal. Frequencies used and tower locations can be found at https://www.radioreference.com/apps/db/?sid=7016 https://www.radioreference.com/apps/db/?action=siteMap&sid=7016&type=fcc

19 **F70 Additional Requirements** - Status: Outstanding
In addition to the Fire requirements stated herein, other onsite and off-site improvements may be required which cannot be determined at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office. 1. Standpipes may be required for the proposed hotel 2. Buildings 30' or higher will require 30' access roads

20 **F71 Proposal Changes** - Status: Outstanding
Any changes to this proposal shall require new Fire Department condition letter.

PRIOR TO LAND DISTURBANCE

Land Use Services - Planning

21 **Grading/Land Disturbance Condition** - Status: Outstanding
Prior to the issuance of a grading permit for any portion of the 32-acre project site (consisting of Assessor's Parcel Numbers [APN] 0239-031-04, 0239-031-32, 0239-031-37, 0239-031-50, and the California Department of Transportation [Caltrans] right-of-way), the project applicant shall acquire, in accordance with all applicable laws, full and irrevocable ownership of the project site, including the approximate 4.2 acres of land owned by San Bernardino County (APNs: 0239-031-32 [restricted parcel] and 0239-031-04 [unrestricted parcel]) and approximate 6.9 acres of land owned by Caltrans. This condition does not obligate any party to convey any property described herein to the project applicant.

22 **Grading/Land Disturbance Condition** - Status: Outstanding
Relocation of Historical Monument. Applicant shall provide the County with a Secured Agreement letter signed by the Applicant and San Bernardino Historical and Pioneer Society (SBH&PS) in verifying the Applicant's acceptance to pay the full cost estimate provided by SBH&PS for relocation of the Pioneer Women Historical Monument to the Sycamore Grove Monument located within Glen Helen Regional Park. The Pioneer Women Historical Monument shall be safely removed from the current location (Glen Helen Parkway) abutting the Project Site and relocated to the Sycamore Grove Monument site.

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

24 **Requirement Prior to Land Disturbance** - Status: Outstanding
Following approval by the CTC, the owner/developer will complete the State of California R/W Decertification by recording a grant deed from state for the 5.88 AC portion of State Route 15 prior to the issuance of a county grading permit on or over said 5.88 AC portion.

25 **Requirement Prior to Land Disturbance** - Status: Outstanding
Following approval by the CTC, the owner/developer will complete the State of California R/W Decertification by recording a grant deed from state for the 5.88 AC portion of State Route 15 prior to recordation of the final parcel map.

26 **Requirement Prior to Land Disturbance** - Status: Outstanding
Upon completion of the RW Decertification and recordation of the grant deed, the owner/developer will obtain a State of California Encroachment permit for the work to be done within State Route 15.

27 **Requirement Prior to Land Disturbance** - Status: Outstanding
The owner/developer is required to dedicate in fee with access control to the State of California any lands required for State Route 15 at no cost to state.

Public Works - Surveyor

28 **Corner Records Required Before Grading** - Status: Outstanding
Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances: a. Monuments set to mark property lines or corners; b. Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel; c. Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

29 **Monument Disturbed by Grading** - Status: Outstanding
If any activity on this project will disturb ANY land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying PRIOR to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor pursuant to Section 8771(b) Business and Professions Code.

PRIOR TO BUILDING PERMIT ISSUANCE

County Fire - Community Safety

30 **F02 Fire Fee** - Status: Outstanding
The required fire fees shall be paid to the San Bernardino County Fire Department/Community Safety Division.

31 **F09 Building Plans** - Status: Outstanding
Building Plans shall be submitted to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal.

32 **F10 Combustible Protection** - Status: Outstanding
Prior to combustibles being placed on the project site an approved all-weather fire apparatus access surface and operable fire hydrants with acceptable fire flow shall be installed. The topcoat of asphalt does not have to be installed until final inspection and occupancy.

33 **F19 Surface** - Status: Outstanding
Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. Road surface shall meet the approval of the Fire Chief prior to installation. All roads shall be designed to 85% compaction and/or paving and hold the weight of Fire Apparatus at a minimum of 80K pounds.

34 **F22 Primary Access Paved** - Status: Outstanding
Prior to building permits being issued to any new structure, the primary access road shall be paved or an all-weather surface and shall be installed as specified in the General Requirement conditions including width, vertical clearance and turnouts.

35 **F23 Secondary Access Paved** - Status: Outstanding
Prior to building permits being issued to any new structure, the secondary access road shall be paved or an all-weather surface and shall be installed as specified in the General Requirement conditions including width, vertical clearance and turnouts.

36 **F26 Fire Flow Test** - Status: Outstanding
Please provide a fire flow test report from your water purveyor that has been completed in the last six months demonstrating that the fire flow demand is satisfied.

37 **F27 Water System** - Status: Outstanding
Prior to any land disturbance, the water systems shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using California Fire Code. The Fire Flow for this project shall be: __4000_____ GPM for a ___4___hour duration at 20 psi residual operating pressure.

38 **F28 Water System Commercial** - Status: Outstanding
A water system approved and inspected by the Fire Department is required. The system shall be operational, prior to any combustibles being stored on the site. Fire hydrants shall be spaced no more than three hundred (300) feet apart (as measured along vehicular travel-ways) and no more than three hundred (300) feet from any portion of a structure.

39 **F29 Water System Large Commercial** - Status: Outstanding
A water system approved and inspected by the Fire Department is required. The system shall be operational, prior to any combustibles being stored on the site. The applicant is required to provide a minimum of one new six (6) inch fire hydrant assembly with two (2) two and one half (2 1/2) inch and one (1) four (4) inch outlet. All fire hydrants shall be spaced no more than three hundred (300) feet apart (as measured along vehicular travel-ways) and no more than three hundred fifty (300) feet from any portion of a structure.

40 **F33 Water System Certification** - Status: Outstanding
The applicant shall provide the Fire Department with a letter from the serving water company, certifying that the required water improvements have been made or that the existing fire hydrants and water system will meet distance and fire flow requirements. Fire flow water supply shall be in place prior to placing combustible materials on the job site

County of San Bernardino Special Districts

41 **Sanitation - District, within 200 ft** - Status: Outstanding
The project lies within the district boundary of County Service Area GH, (Glen Helen) for sewer service. A sewer feasibility study will be required and the applicant shall fund preparation of the report. Compliance with the requirements of the feasibility study will be a condition of service. For questions relative to this condition or to request the preparation of a feasibility study, please contact the Development Services at 760-955-9885.

Public Health– Environmental Health Services

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

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

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

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

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

47 **Water Purveyor** - Status: Outstanding
Water purveyor shall be West Valley WD or EHS approved.

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

49 **Water System Permit** - Status: Outstanding
A water system permit will be required and concurrently approved by the State Water Resources Control Board – Division of Drinking Water. Applicant shall submit preliminary technical report in accordance with California Health and Safety Code §116527(c) to EHS and the State Water Resources Control Board. Application must be approved prior to initiating construction of any water-related development. Source of water shall meet water quality and quantity standards. Test results, which show source meets water quality and quantity standards shall be submitted to the Division of Environmental Health Services (EHS). For information, contact the Water Section at (800) 442-2283 and SWRCB-DDW at (916) 449-5577.

Public Works - Surveyor

50 **Corner Records Required Before Building** - Status: Outstanding
Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances: a. Monuments set to mark property lines or corners; b. Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel; c. Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

51 **Monument Disturbed by Building** - Status: Outstanding
If any activity on this project will disturb any land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying prior to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor pursuant to Section 8771(b) Business and Professions Code.

PRIOR TO OCCUPANCY

County Fire - Community Safety

52 **F06 Inspection by Fire Department** - Status: Outstanding
Permission to occupy or use the building (Certification of Occupancy or Shell Release) will not be granted until the Fire Department inspects, approves and signs off on the Building and Safety job card for "fire final".

County of San Bernardino Special Districts

53 **Streetlighting - District** - Status: Outstanding
This project lies within the district boundary of County Service Area GH, (Glen Helen). Due to your projected use of the property, street lighting may be required. If required, please provide the street lighting plans, plan check fees, and (3) three-year advanced energy charges to the Special Districts Department for review and approval. Development plans are to be submitted to the Special Districts Department at 222 W. Hospitality Lane, 2nd Floor, San Bernardino, CA 92415-0450. For additional information on street light plans, please call Streetlighting Section at (909) 386-8821.

Public Health– Environmental Health Services

54 **New Public Water System Permit** - Status: Outstanding
A Public Water System annual permit which meets Title 22, CCR requirements pertaining to the type of water system, shall be required. For information, contact EHS at: (800) 442-2283.

PRIOR TO RECORDATION

Land Use Services - Planning

55 **Recordation Condition** - Status: Outstanding
Retaining Wall Off-Sets. A note shall be included on the Composite Development Plan stating that "All retaining wall offsets shall be fenced off from pedestrian entry."

56 **Mitigation Measures** - Status: Outstanding
Please see Mitigation Monitoring and Reporting Program for mitigation measures to be completed prior to recordation.

57 **Subdivision - CDP/Planning Division** - Status: Outstanding
The following shall be delineated or noted on the CDP (Statements in quotations shall be verbatim):

58 **Subdivision - Composite Development Plan (CDP)** - Status: Outstanding
A Composite development plan ("CDP"), complying with the County Development Code, shall be submitted for review and approval by the County Surveyor and filed with Land Use Services prior to recordation of the Parcel Map.

59 **Subdivision - Funds** - Status: Outstanding
Sufficient funds shall remain in PROJ-2023-00100 to verify compliance with the conditions of approval for the Parcel Map.

County Fire - Community Safety

60 **F16 Access** - Status: Outstanding
The development shall have a minimum of ___three____ points of vehicular access. These are for fire/emergency equipment access and for evacuation routes. a. Single Story Road Access Width. All buildings shall have access provided by approved roads, alleys and private drives with a minimum twenty-six (26) foot unobstructed width and vertically to fourteen (14) feet six (6) inches in height. b. Multi-Story Road Access Width. Fire apparatus access roadways serving buildings that are three (3) or more stories or thirty (30) feet or more in height shall be a minimum of thirty (30) feet in unobstructed width and vertically to fourteen (14) feet six (6) inches in height.

Land Use Services - Building and Safety

61 **Composite Development Plan (CDP) Note Requirements** - Status: Outstanding
The following Composite Development Plan (CDP) Requirements shall be placed on the CDP submitted as a requirement for Recordation of the final map. Wall Plans: Submit plans and obtain separate permits for any required retaining walls. Geotechnical (Soil) Report: A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading and/or building permits. Construction Plans: Any building, sign, or structure to be constructed or located on site, will require professionally prepared plans based on the most current County and California Building Codes, submitted for review and approval by the Building and Safety Division. Temporary Use Permit: A Temporary Structures (TS) permit for non-residential structures for use as office, retail, meeting, assembly, wholesale, manufacturing, and/ or storage space will be required. A Temporary Use Permit (PTUP) for the proposed structure by the Planning Division must be approved prior to the TS Permit approval. A TS permit is renewed annually and is only valid for a maximum of five (5) years.

62 **Geotechnical Report** - Status: Outstanding
A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to recordation of the parcel map.

Public Health– Environmental Health Services

63 **New OWTS for Parcel Maps and Tracts** - Status: Outstanding
1. If sewer connection and/or service are unavailable, onsite wastewater treatment system(s) may then be allowed under the following conditions: a. A soil percolation report shall be submitted to EHS for review and approval. For information, please contact the Wastewater Section at (800) 442-2283. b. The following note shall be placed on a Composite Development Plan (CDP): "An approved percolation report, (EHS reference number) prepared by (person/firm name & credentials) on (date prepared), is on file with EHS."

Public Works - Surveyor

64 **Easements** - Status: Outstanding
Easements within the reminder portion of the map are to be dedicated by separate document.

65 **Easements of Record** - Status: Outstanding
Easements of record not shown on the tentative map shall be relinquished or relocated. Lots affected by proposed easements or easement of record, which cannot be relinquished or relocated, shall be redesigned.

66 **Final Map Review** - Status: Outstanding
Review of the Parcel Map by our office is based on actual cost, and requires an initial $3,000.00 deposit. Prior to recordation of the map all fees due to our office for the project shall be paid in full.

67 **Final Map Signatures** - Status: Outstanding
Final Parcel map notarized signatures by the Owner (and Beneficiaries if applicable), County Auditor, Land Surveyor or Engineer of Record.

68 **Non-Interference Letter** - Status: Outstanding
Subdivider shall present evidence to the County Surveyor's Office that he has tried to obtain a non-interference letter from any utility company that may have rights of easement within the property boundaries.

69 **Parcel Map Required** - Status: Outstanding
A Parcel Map is required in compliance with the Subdivision Map Act and the San Bernardino County Development Code.

70 **Title Report** - Status: Outstanding
A current Title Report prepared for subdivision purposes is required at the time the map is submitted to our office for review.

Public Works - Traffic

71 **Street Name Review** - Status: Outstanding
Prior to recordation of the subdivision map, all street names shall be reviewed and approved by the Department of Public Works, Traffic Division pursuant to 87.06.050(j) of the Development Code.

Land Use Services - Planning

72 **Grading/Land Disturbance Condition** - Status: Outstanding
Retaining Walls. Proposed retaining walls along the northern boundary of Parcel 8 and Parcel 9 shall be reviewed by the Land Development Department Engineer and Geology Division Engineer in conjunction with updated Geotechnical Feasibility Study and Fault Hazards Study. Review shall be performed in order to determine if retaining wall design shall require redesign or meets retaining wall engineered design specification requirements for supporting proposed grading escarpment.

PRIOR TO FINAL INSPECTION

County Fire - Community Safety

73 **F11 Combustible Vegetation** - Status: Outstanding
Combustible vegetation shall be removed as follows: a. Where the average slope of the site is less than 15% - Combustible vegetation shall be removed a minimum distance of thirty (30) feet from all structures or to the property line, whichever is less. b. Where the average slope of the site is 15% or greater - Combustible vegetation shall be removed a minimum one hundred (100) feet from all structures or to the property line, whichever is less. County Ordinance #3586

74 **F24 Fire Lanes** - Status: Outstanding
The applicant shall submit a fire lane plan to the Fire Department for review and approval. Fire lane curbs shall be painted red. "No Parking, Fire Lane" signs shall be installed on public/private roads in accordance with the approved plan.

75 **F25 Street Sign** - Status: Outstanding
This project is required to have an approved street sign (temporary or permanent). The street sign shall be installed on the nearest street corner to the project. Installation of the temporary sign shall be prior any combustible material being placed on the construction site. Prior to final inspection and occupancy of the first structure, the permanent street sign shall be installed.

76 **F35 Hydrant Marking** - Status: Outstanding
Blue reflective pavement markers indicating fire hydrant locations shall be installed as specified by the Fire Department. In areas where snow removal occurs, or non-paved roads exist, the blue reflective hydrant marker shall be posted on an approved post along the side of the road, no more than three (3) feet from the hydrant and at least six (6) feet high above the adjacent road.

77 **F37 Fire Sprinkler-NFPA #13** - Status: Outstanding
An automatic fire sprinkler system complying with NFPA Pamphlet #13 and Fire Department standards is required. The applicant shall hire a licensed fire sprinkler contractor. The fire sprinkler contractor shall submit plans with hydraulic calculations, manufacturers specification sheets and a letter from a licensed structural (or truss) engineer with a stamp verifying the roof is capable of accepting the point loads imposed on the building by the fire sprinkler system design to the Fire Department for approval. The contractor shall submit plans showing type of storage and use with the applicable protection system. The required fees shall be paid at the time of plan submittal.

78 **F40 Roof Certification** - Status: Outstanding
A letter from a licensed structural (or truss) engineer shall be submitted with an original wet stamp at time of fire sprinkler plan review, verifying the roof is capable of accepting the point loads imposed on the building by the fire sprinkler system design.

79 **F41 Fire Alarm** - Status: Outstanding
A manual, automatic or manual and automatic fire alarm system complying with the California Fire Code, NFPA and all applicable codes is required. The applicant shall hire a licensed fire alarm contractor. The fire alarm contractor shall submit detailed plans to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal.

80 **F43 Smoke and Heat Removal** - Status: Outstanding
Mechanical smoke removal systems shall be provided for building protected by EFSR sprinkler systems as required by the Chief. The mechanical smoke removal systems shall meet the requirements of applicable codes and fire department standards.

81 **F46 Hood and Duct Suppression** - Status: Outstanding
An automatic hood and duct fire extinguishing system is required. The applicant shall hire a licensed fire protection contractor to submit detailed plans with manufactures' specification sheets to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal.

82 **F51 Commercial Addressing** - Status: Outstanding
Commercial and industrial developments of 100,000 sq. ft or less shall have the street address installed on the building with numbers that are a minimum eight (8) inches in height and with a one (1) inch stroke. The street address shall be visible from the street. During the hours of darkness, the numbers shall be electrically illuminated (internal or external). Where the building is two hundred (200) feet or more from the roadway, additional non-illuminated address identification shall be displayed on a monument, sign or other approved means with numbers that are a minimum of six (6) inches in height and three-quarter (¾) inch stroke.

83 **F52 Commercial Large Facility Addressing** - Status: Outstanding
Commercial and industrial developments in excess of 100,000 sq. ft. shall have the street address installed on the building with numbers that are a minimum twelve (12) inches in height and with a one and one half (1 ½) inch stroke. The street address shall be visible from the street. During the hours of darkness, the numbers shall be electrically illuminated (internal or external). Where the building is two hundred (200) feet or more from the roadway, additional non-illuminated address identification shall be displayed on a monument, sign or other approved means with numbers that are a minimum of six (6) inches in height and three-quarter (¾) inch stroke.

84 **F55 Key Box** - Status: Outstanding
An approved Fire Department key box is required. In commercial, industrial and multi-family complexes, all swing gates shall have an approved fire department Lock (Knox ®).

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

Department/Agency	Office/Division	Phone Number
Land Use Services Dept.	San Bernardino Govt. Center	(909) 387-8311
(All Divisions)	High Desert Govt. Center	(760) 995-8140
Web Site	https://lus.sbcounty.gov/	
County Fire	San Bernardino Govt. Center	(909) 387-8400
(Community Safety)	High Desert Govt. Center	(760) 995-8190
Web Site	https://www.sbcfire.org/	
County Fire	Hazardous Materials	(909) 386-8401
	Flood Control	(909) 387-7995
Dept. of Public Works	Solid Waste Management	(909) 386-8701
	Surveyor	(909) 387-8149
	Traffic	(909) 387-8186
Web Site	https://dpw.sbcounty.gov/	
Dept. of Public Health	Environmental Health Services	(800) 442-2283
Web Site	https://dph.sbcounty.gov/programs/ehs/	

Local Agency Formation Commission (LAFCO)		(909) 388-0480
Web Site	http://www.sbclafco.org/	
	Water and Sanitation	(760) 955-9885
	Administration,	
	Park and Recreation,	
Special Districts	Roads, Streetlights,	(909) 386-8800
	Television Districts, and Other	
External Agencies (Caltrans, U.S. Army, etc.)		*See condition text for contact information...*

EXHIBIT K

San Bernardino Historical and Pioneer Society Proposal.

San Bernardino Historical and Pioneer Society

Proposal to Relocate the Pioneer Women Monument

To Glen Helen Regional Park

February 14, 2024

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PROPOSAL INTRODUCTION

This document provides details on a proposal to relocate the Pioneer Women Monument from its current location in the public right-of-way at the intersection of Glen Helen Parkway and the I-15 Freeway, to a site in Glen Helen Regional Park, near the existing Sycamore Grove Monument.

This relocation is being proposed because the monument's current location will be impacted by a large development project scheduled to begin in 2024, on adjacent private property. Additionally, the monument's current location is difficult for the public to access, and it gets little public attention at the current site.

The San Bernardino Historical and Pioneer Society (SBH&PS) is a non-profit 501C3 organization that is taking a supporting role in preserving the monument by supporting the relocation to a protected site that will also have good public access.

The SBH&PS will support the relocation effort by providing recommendations and historical background information to the project developer and San Bernardino County.

Current view of the Pioneer Women Monument located at the intersection of Glen Helen Parkway, and the northbound onramp to the I-15 Freeway. This photo shows the wooden center of the wagon wheel is missing.

Image No.1

SAN BERNARDINO HISTORICAL AND PIONEER SOCIETY (SBH&PS)

The SBH&PS began in 1888, when a group of pioneers who traveled to Southern California in the 1840s and 1850s formed the San Bernardino Society of California Pioneers.

In 1977, the San Bernardino Society of California Pioneers merged with another local historical society, and formed today's SBH&PS.

Since its founding in 1888, the SBH&PS has worked tirelessly to document and preserve the history of the area. The group owns a meeting hall, library, and a restored 1891 Victorian home at their permanent facility, located at 796 North D Street, in San Bernardino.

Dating back to 1912, the SBH&PS has constructed several significant monuments in the Cajon Pass area, commemorating the pioneers who settled the area, and the society continues to maintain these monuments.

Contact information:

Website: http://www.sbhistoricalsociety.com/
Phone: (909) 885-2204
Email: sbpioneer@yahoo.com

PIONEER WOMEN MONUMENT

In April 1977, members of the San Bernardino Society of California Pioneers (predecessors of today's SBH&PS) built a concrete monument at the intersection of Glen Helen Parkway and the northbound I-15 freeway onramp, dedicated to the memory of the pioneer women who helped settle the San Bernardino Valley.

The monument is a thick, tablet-shaped design, featuring a marble plaque, with a wagon wheel at the top. It is mounted on a rectangular 94"x72" concrete foundation. The inscription on the plaque reads:

PIONEER WOMEN
ERECTED IN MEMORY OF THE PIONEER WOMEN
OF THE SAN BERNARDINO VALLEY WHO DARED TO
TRAVEL ACROSS THE COUNTRY BY OX TEAM AND
COVERED WAGON TO HELP LAY THE FOUNDATION
FOR THE BUILDING OF THIS STATE.

DEDICATED APRIL 16, 1977, BY THE
SAN BERNARDINO SOCIETY OF CALIFORNIA
PIONEERS, ORGANIZED JANUARY 21, 1888
CHRISTIAN R. HARRIS, PRESIDENT

The Pioneer Women Monument was built about 100 feet west of the original location of the Sycamore Grove Monument, which was also on Glen Helen Parkway. In 1972, the Sycamore Grove monument was relocated to its current site in Glen Helen Park, about 200 feet south of Glen Helen Parkway, near the Northeastern entrance, on Glen Helen Park Road.

The Sycamore Grove Monument was built by the San Bernardino Society of California Pioneers (predecessors of today's SBH&PS) in 1927. It was built to commemorate the first camp of the Mormon pioneers who came to Southern California in 1851, and camped at this site, which became known as Sycamore Grove.

Although the Pioneer Women Monument contains no mention of the pioneers who camped at Sycamore Grove, the builders placed the monument in close proximity to the former site of the Sycamore Grove Monument, presumably to ensure acknowledgement of the historic significance of the site.

SYCAMORE GROVE HISTORY

In March of 1851, Mormon leader Brigham Young dispatched a caravan of 150 wagons and 437 church members from Salt Lake City, Utah, to establish a new colony in a fertile inland valley of Southern California.

Prior to leaving Utah, the Mormons had negotiated a deal with Issac Williams, owner of the Rancho del Chino to purchase his property for their new settlement.

On June 11, 1851, the weary and tattered settlers emerged from the mouth of the Cajon Pass near present-day Devore and took their first look at the valley that would become their new home.

The settlers stopped at an area known as “Sycamore Grove,” where they made a temporary encampment, while the land for their permanent colony was purchased.

The Sycamore Grove area was chosen because it was large enough for the caravan, it had excellent grazing for their animals, and it had plentiful water. The party remained at Sycamore Grove for more than three months while their leaders secured the property needed to start their colony.

Colony leaders Amasa Lyman and Charles Rich left the Sycamore Grove encampment and pushed on to complete the purchase. Lyman and Rich were disappointed when Isaac Williams reneged on his earlier offer to sell them his Rancho del Chino property. Apparently, Williams had a recent change in fortune, and he was making large profits selling his cattle at exorbitant gold-rush prices.

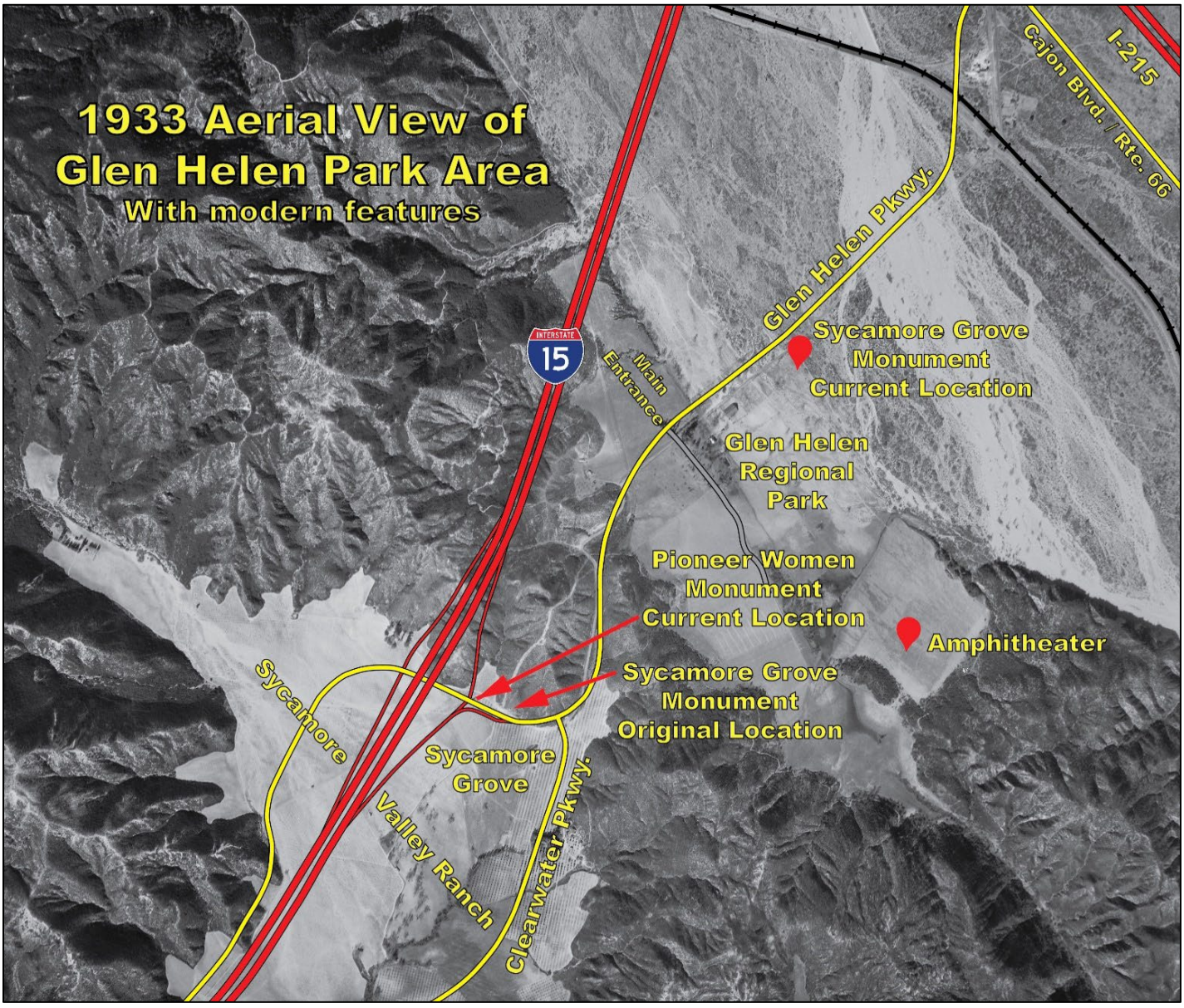
Frustrated but determined, Lyman and Rich set out to find a new site for the colony. To their dismay, they found that the most desirable land had already been claimed and was held by private ownership.

After an exhaustive search, Lyman and Rich began negotiations with the Lugo family to purchase their land known as “Rancho San Bernardino.”

While camped at Sycamore Grove, four children were born, three children died, one marriage took place, and small temporary communities developed within the encampment.

Sycamore Grove History – cont.

In late August 1851, the settlers departed Sycamore Grove and began building the new settlement of San Bernardino on the property purchased from the Lugo family. The center of the new colony was laid out at the site of today's San Bernardino County Courthouse at 351 N. Arrowhead Avenue.



1933 aerial view of the Sycamore Grove area, including the Sycamore Valley Ranch, and present-day Glen Helen Park. Modern roads and features have been overlayed on this map for reference. ***Image No. 2***

SYCAMORE GROVE MONUMENT HISTORY

In 1927, the San Bernardino Society of California Pioneers (predecessors of today's SBH&PS) built a large, obelisk-shaped concrete monument at the site of Sycamore Grove, to memorialize the Mormon encampment, and the first European pioneers who settled the region.

The monument was built on Glen Helen Road (today's Glen Helen Parkway), a few hundred feet east of the present-day I-15 Freeway.

A formal dedication ceremony was held on May 1, 1927, and the twelve surviving members of the 1851 Sycamore Grove Mormon encampment were honored in the program. In attendance was 95-year-old Lydia Shepherd Davidson, who was introduced as the "bride of the sycamore grove." Davidson was married at age 20, and she was the only woman to be married at the Sycamore Grove encampment.

The surviving Sycamore Grove honorees were introduced to the 700 attendees by John Brown Jr., son of the pioneer road builder and San Bernardino entrepreneur, John Brown Sr.

The six surviving women from the Sycamore Grove encampment were honored at the 1927 Sycamore Grove Monument dedication. These were: Lydia Shepherd Davidson, Mary A. Crandall, Annie Alexander, Mrs. Anson Van Leuven, Mildred Rich Wooley, and Emma Rich Pugmire (unknown if names listed correspond with photo). Photo courtesy of the San Bernardino Historical and Pioneer Society. ***Image No. 3***

Sycamore Grove Monument History – cont.

The text on the original bronze plaque attached to the Sycamore Grove Monument read:

SYCAMORE VALLEY RANCH
FORMERLY CALLED
SYCAMORE GROVE
FIRST CAMP
OF THE
PIONEERS
JUNE 1851
CAPTAIN JEFFERSON HUNT
CHARLES C. RICH
DAVID SEELY
ANDREW LYTLE

The Sycamore Grove Monument on Glen Helen Road, circa 1927. The Automobile Club of Southern California agreed to post a sign at the location. Charles C. *Pierce photo in the collection of the University of Southern California Libraries.* ***Image No. 4***

Sycamore Grove Monument History – cont.

Over the next several decades, the monument fell into disrepair. It was badly damaged by vandals, and the original bronze plaque was stolen. Runoff water from the nearby freeway onramp undermined the structure, and it became an eyesore.

The San Bernardino Society of California Pioneers and the Lugonia Parlor of the Native Daughters of the Golden West coordinated with the county to have the monument relocated .8 miles northeast to a protected site in Glen Helen Park.

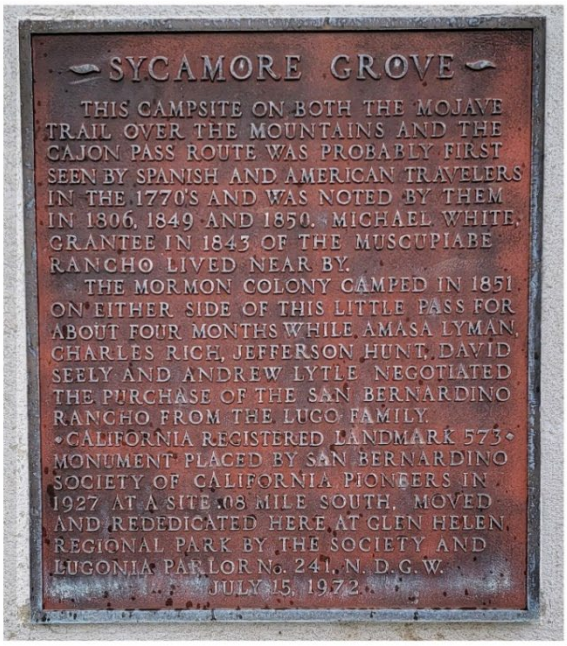
A rededication ceremony was held on July 15, 1972. A new plaque was placed on the relocated monument, and a small grove of sycamore trees was planted around it.

The Sycamore Grove Monument is designated as California Historical Landmark #573.

California Office of Historic Preservation Website:
https://ohp.parks.ca.gov/ListedResources/Detail/573

The Sycamore Grove Monument at its new location in Glen Helen Park on July 15, 1972. At far left: Christian R. Harris... the last president of the San Bernardino Pioneer Society (founded in 1888) and the first president of the San Bernardino Historical and Pioneer Society (founded in 1977). To the right of Harris is Mayor Bob Holcomb, then unknown man with a crutch. At center is San Bernardino Sun Columnist Earl Buie. Standing with a cane is Sun columnist L. Burr Belden. Possibly Judge Van Luven in white shirt, and unknown man at far right. Smith Falconer, the San Bernardino County Superintendent of Parks, was on hand for the dedication and may be one of the individuals shown here. ***Image No. 5***

Sycamore Grove Monument History – cont.



Original plaque from 1927 **Replacement plaque from 1972**

Note the last line on the 1972 replacement plaque incorrectly states the move to this location as .08 miles, when it is actually .8 miles. ***Image No. 6***

View of the Sycamore Grove Monument at Glen Helen Park, January 2024.

The sycamore trees surrounding the monument were planted in 1972, when the monument was relocated to this site.

Image No. 7

HISTORICAL ENHANCEMENT TO THE PARK AND REGION

Image No. 8

For centuries, the Cajon Pass has been a primary corridor for migration and commerce flowing into Southern California, and the area around Glen Helen Park was an important stopping place for travelers.

Martin's Station was located just north of the present-day site of Glen Helen Park, and it was an important rest stop for travelers on the John Brown Toll Road. Sycamore Grove, just south of the park was a well-known campsite for settlers coming into the region.

The Sycamore Grove Monument is one of the last reminders of the history of the area, and the monument provides park visitors with a visual relic of the region's past.

Relocating the Pioneer Women Monument to a location in the park near the Sycamore Grove Monument would add another historic element to the site, providing visitors with another glimpse into the area's past.

This site has good public access, and it's in an area that will not be disturbed by future development.

The area around the monuments could be reserved for placement of other historic relics that are relevant to the history of the area, creating an open air "history plaza" for visitors.

RELOCATION OF THE PIONEER WOMEN MONUMENT

The Pioneer Women Monument would be relocated as a single unit (if possible) from its current location to the new site in Glen Helen Park, approximately .8 miles Northeast. All costs associated with the relocation would be paid by The Oasis at Glen Helen Parkway developer (hereafter "the developer").

The specific location of the relocated monument would be determined by the San Bernardino County Regional Parks Department, in collaboration with the SBH&PS.

A re-dedication ceremony would help bring attention to the historic addition to the park and reaffirm the county's ongoing dedication to preserving local history.

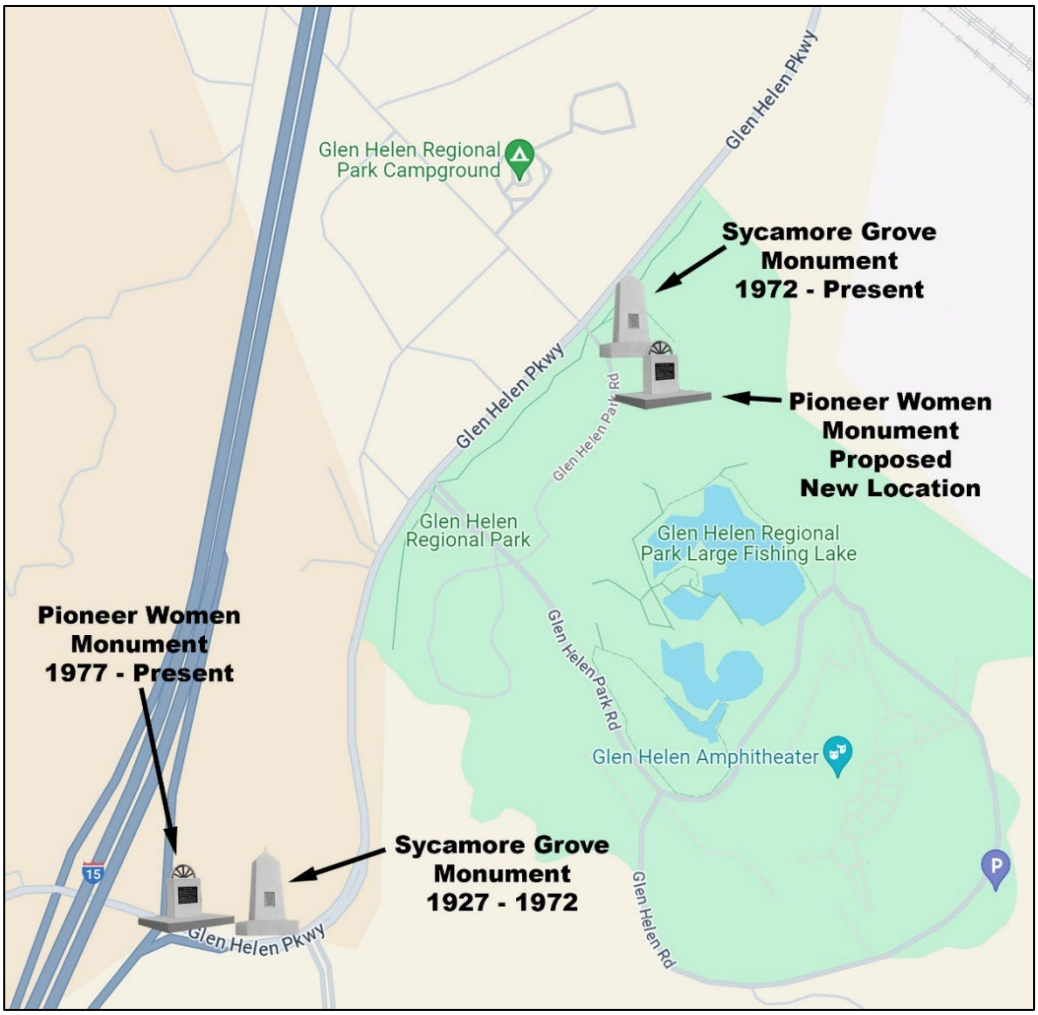


Image No. 9

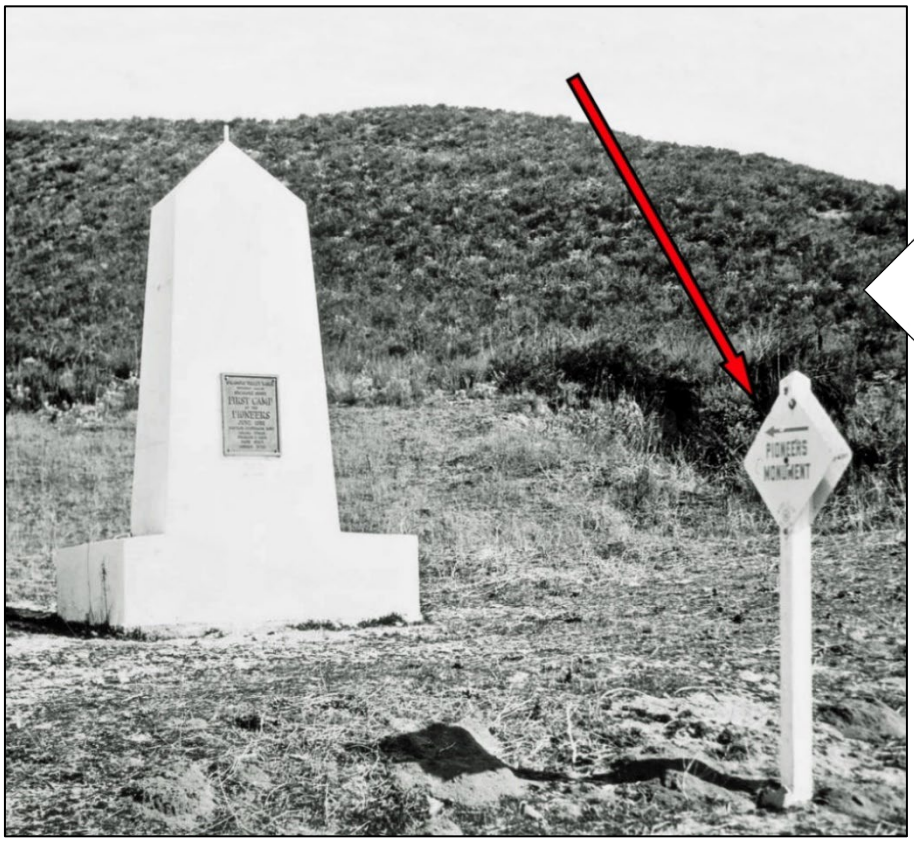
RECOMMENDED REPAIRS TO THE PIONEER WOMEN MONUMENT

The wooden center of the wagon wheel (spokes and hub) mounted on top of the monument is missing. The SBH&PS will collaborate with the developer on a method to repair the wheel, and the cost of repairs will be paid by the developer.

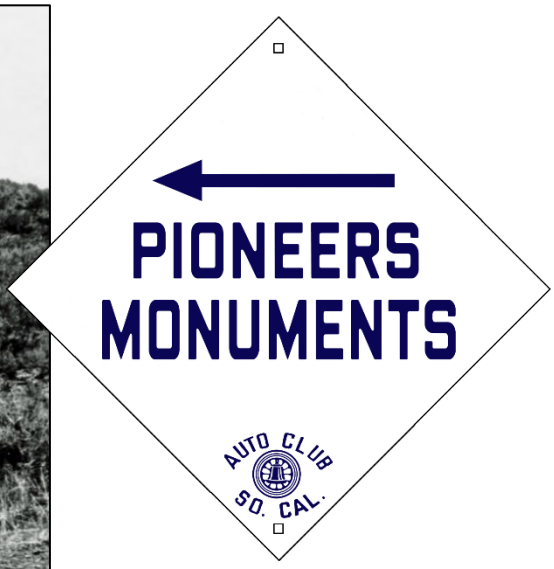
RECOMMENDED ADDITION OF "PIONEER MONUMENT" SIGNS TO GLEN HELEN SITE

The SBH&PS recommends adding a replica of the original Automobile Club signpost to the site to further enhance the historic character of the area. The signpost would be on a 6"x6" post, with a historically accurate reproduction sign on both sides, with arrows pointing toward the monuments.

The cost of the signpost, signs, and installation would be paid by the developer.



View of the Sycamore Grove Monument at its original location on Glen Helen Road (today's Glen Helen Parkway), showing the Automobile Club signpost. ***Image No. 11***



Example of the Pioneers Monuments reproduction sign to be posted at the monuments.

Image No. 10

FUTURE CONSIDERATIONS FOR THE SITE

Creating a space at the park for the public to learn about the history of the area would be a valuable addition to the park system.

The SBH&PS built an informational kiosk at nearby Camp Cajon, and they have the expertise to provide input for the display panel.

Example of an informational kiosk that could be placed near the monuments to provide visitors with historic information about the area. ***Image No. 12***

PIONEER WOMEN MONUMENT DIMENSIONS

Dimensions are provided to help determine the best method to move the monument. The depth of the foundation is unknown and would require a small excavation to determine the overall dimensions, for calculating the total weight.

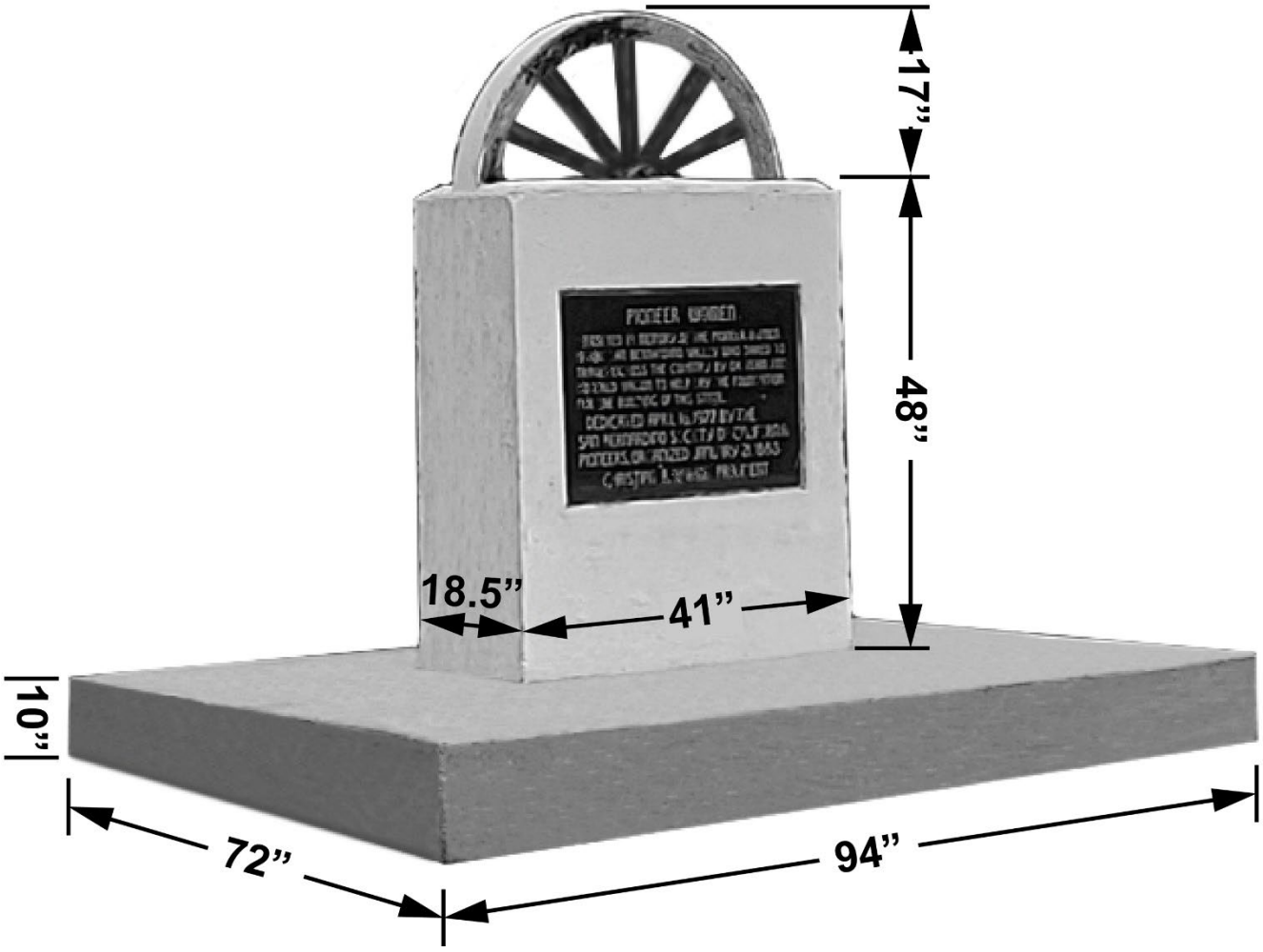


Image No. 13