

## 3. Revisions to the Draft PEIR

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### 3.1 INTRODUCTION

This section contains revisions to the Draft PEIR based on (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of Draft PEIR publication; and/or (3) typographical errors. This section also includes additional mitigation measures, if needed, to fully respond to commenter concerns and provide additional clarification to mitigation requirements included in the Draft PEIR. The provision of additional mitigation measures does not alter any impact significance conclusions as disclosed in the Draft PEIR. Changes made to the Draft PEIR are identified here in ~~strikeout text~~ to indicate deletions and in underlined text to signify additions.

### 3.2 UPDATES AND CORRECTIONS TO DRAFT PEIR

This section provides overall corrections/updates/clarification to the Draft PEIR related to CWP refinements and the Executive Summary Table (Draft PEIR Chapter 1). The County of San Bernardino staff has reviewed this material and determined that none of it constitutes the type of significant new information that requires recirculation of the Draft PEIR for further public comment under CEQA Guidelines Section 15088.5.

#### 3.2.1 Changes to CWP Policy Maps

The Policy Plan maps were updated based on annexations and corrections to land use categories reflective of up to date zoning data. The changes, described below, largely removed land from the unincorporated county or reflected the conversion of land to Resource/Land Management (RLM). The updates affect a number of maps, but do not change the substantive analysis, conclusions, or findings.

The updated city boundary data reflected two annexation areas. In the North Desert region, 1,352.5 acres of land designated for Special Development (SD) was annexed into the Town of Apple Valley, and in the Valley region, 40.3 acres of RL-20M was annexed into the City of Chino. There were also about a dozen small parcels owned by the City of Big Bear Lake that were updated to reflect their status as part of the incorporated city boundary. Some minor adjustments were also made in city boundaries to reflect a more accurate alignment with parcel boundaries.

Corrections were also made to reflect two changes to the Land Use Categories based on updated zoning. The first area, in Baker, changed a portion of eight parcels from non-residential to RLM, seven Commercial parcels with a total acreage of 180.9 acres, and one Institutional parcel at 12.1 acres. The second area, in the Montclair SOI, changed one Commercial parcel (7.8 acres) to RM and the adjacent RL parcel (2.4 acres) to RM. The type and amount of development permitted in this change to these lands does not substantively affect any of the analysis, conclusions, or findings of the Draft PEIR.

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#### 3.2.2 Executive Summary Table

Draft PEIR Table 1-2 *Summary of Environmental Impact, Mitigation Measures and Levels of Significance After Mitigation* was updated to reflect corrections unrelated to comments on the Draft PEIR, and was revised to reflect updated mitigation measures in response to comments. All of the revisions are compiled in the updated Table 1-2 shown with underlined text for additions and ~~strikeout~~ text for deletions. This updated table also served as the basis for preparation of the Mitigation Monitoring and Reporting Program for implementation of the CWP.

##### **Draft PEIR Table 1-2 Corrections/Refinements**

Subsequent to distribution of the Draft PEIR for public review, some errors were identified in Table 1-2, *Summary of Environmental Impact, Mitigation Measures and Levels of Significance After Mitigation*. These errors were limited to the impact significance conclusions related to biological resource impacts as described below. The errors were only in the summary table. Other sections of the Draft PEIR correctly identified the significance of these impacts.

##### **Biological Resources**

- Impact 5.4-4 – The proposed Project would affect wildlife movement corridors.
  - Level of significance changed **from** “Significant and unavoidable” **to** “Less than significant”
- Impacts 5.4-5 – The proposed Project would require compliance with local conservation plans.
  - Level of significance changed **from** “Significant and unavoidable” **to** “Less than significant”

Refinements were made to the Greenhouse Gas Emissions mitigation measures as described below:

##### **Greenhouse Gas Emissions**

- Impact 5.7-1 – The County of San Bernardino would experience a decrease in GHG emissions from existing conditions but would not achieve the GHG reduction targets established under SB 32 or Executive Order B-03-05.
  - Mitigation Measures GHG-1 and GHG-2 refined to stipulate implementation timing to be “Within 18 months of adoption of the Countywide Plan” instead of “Prior to January 1, 2021”

##### **Draft PEIR Table 1-2 Revisions Made to Respond to Comments**

As detailed throughout Chapter 2, *Response to Comments*, impact conclusions and mitigation measures were revised, corrected and/or supplemented to address specific concerns and requests regarding the analysis and mitigation. The revisions made in response to comments are also detailed in Section 3.3.3, *Draft PEIR Revisions in Response to Written Comments* with specific reference to the commenter, comment number, and page and section of the Draft PEIR. These revisions are reflected in the updated Table 1-2 that follows. The changes include revisions to the Air Quality section (in response to Attorney General comment letter (A3)) and changes to the Cultural Resources section (in response to the Soboba Band of Luiseno Indians comment letter (A2)).

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**Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>5.1 AESTHETICS</b>			
<b>Impact 5.1-1:</b> Implementation of the proposed Project would alter existing scenic vistas.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.1-2:</b> The proposed Project would alter scenic resources within a state scenic highway.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.1-3:</b> The proposed Project would alter the visual appearance and character of some communities in the County.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.1-4:</b> Implementation of the proposed Project would generate additional light and glare in portions of the County.	Less than significant	No mitigation is required.	Less than significant
<b>5.2 AGRICULTURE AND FORESTRY RESOURCES</b>			
<b>Impact 5.2-1:</b> CWP buildout would convert some California Resource Agency designated Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to non-agricultural land use.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.2-2:</b> The CWP would rezone some areas zoned for agricultural use to zoning districts prohibiting intensive commercial agriculture; and would conflict with existing Williamson Act contracts.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.2-3:</b> CWP buildout would not convert substantial areas of forest land to non-forest uses.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.2-4:</b> CWP implementation would not cause other changes in the environment which could cause conversion of farmland to non-agricultural uses or forest land to non-forest uses.	Less than significant	No mitigation is required.	Less than significant

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<b>5.3 AIR QUALITY</b>			
<p><b>Impact 5.3-1:</b> Growth associated with the CWP would not exceed the SCAG forecast for the unincorporated county; however, emissions generated by growth have the potential to affect the emissions forecasts in the SCAQMD and MDAQMD Air Quality Management Plans.</p>	Potentially significant	Mitigation Measures identified for Impact 5.3-2 and 5.3-3 would reduce emissions to the extent feasible.	Significant and unavoidable
<p><b>Impact 5.3-2:</b> Buildout of the CWP would generate a net increase of 49,680 people and, 12,546 jobs, resulting in an increase in criteria air pollutant emissions from transportation, energy, and area sources that would exceed the SCAQMD and MDAQMD significance thresholds and would contribute to the nonattainment designations of the SoCAB and MDAB</p>	Potentially significant	<p>AQ-1 Prior to discretionary approval by the County for development projects subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects), project applicants shall prepare and submit a technical assessment evaluating potential air quality impacts related to the project operation phase <del>related</del> and submit it <del>air quality impacts</del> to the County Land Use Services Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology, for projects within the South Coast Air Basin (SoCAB), and conformance with the Mojave Desert Air Quality Management District (MDAQMD) for projects within the Mojave Desert Air Basin (MDAB) <del>air quality guidelines</del>. If operation-related air pollutants are determined to have the potential to exceed the SCAQMD/MDAQMD-adopted thresholds of significance, the County Land Use Services Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions can include, but are not limited to the following, and shall consider new and emerging strategies that <u>may be available during the project lifetime:</u></p> <ul style="list-style-type: none"> <li>• For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.</li> <li>• Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to</li> </ul>	Significant and unavoidable

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		<p>optimize renewable energy generation systems and avoid peak energy use.</p> <ul style="list-style-type: none"> <li>• Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with Section 2485 of 13 CCR Chapter 10.</li> <li>• Provide changing/shower facilities as specified, at minimum, or greater than in the guidelines in Section A5.106.4.3 of the CALGreen Code (Nonresidential Voluntary Measures).</li> <li>• Provide bicycle parking facilities equivalent to or greater than as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.</li> <li>• Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles equivalent to or greater than Section A5.106.5.1 of the CALGreen Code (Nonresidential Voluntary Measures).</li> <li>• Provide facilities to support electric charging stations per Section A5.106.5.3 (Nonresidential Voluntary Measures) and Section A5.106.8.2 (Residential Voluntary Measures) of the CALGreen Code.</li> <li>• Applicant-provided appliances shall be Energy Star-certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star-certified or equivalent appliances shall be verified by Building &amp; Safety during plan check.</li> <li>• Applicants for future development projects along existing and planned transit routes shall coordinate with the County of San Bernardino and the applicable transit agency to ensure that bus pad and shelter improvements are incorporated, as appropriate.</li> </ul>	
<p><b>Impact 5.3-3:</b> Short-term construction activities associated with the CWP would exceed the SCAQMD and MDAQMD significance thresholds and would contribute to the nonattainment designations of the SoCAB and MDAB.</p>	<p>Potentially Significant</p>	<p>AQ-2 Prior to issuance of any construction permits for development projects subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects), development project applicants shall prepare and submit to the County Land Use Services Department a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology, for projects within the South Coast Air Basin</p>	<p>Significant and unavoidable</p>

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		<p>(SoCAB), and conformance with the Mojave Desert Air Quality Management District (MDAQMD) for projects within the Mojave Desert Air Basin (MDAB), <del>air quality guidelines</del>. If construction-related criteria air pollutants are determined to have the potential to exceed the adopted thresholds of significance of the applicable air district, the County of San Bernardino Land Use Development Services Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds. These identified measures shall be incorporated into appropriate construction documents (e.g., construction management plans) submitted to the County and shall be verified by the County's Public Works Department. Mitigation measures to reduce construction-related emissions could include, but are not limited to the following, and shall consider new and emerging strategies that may be available during the project lifetime:</p> <ul style="list-style-type: none"> <li>• Use of construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower. A list of construction equipment by type and model year shall be maintained by the construction contractor on-site, which shall be and available for County review upon request.</li> <li>• Ensure construction equipment is properly serviced and maintained to the manufacturer's standards.</li> <li>• Use of alternative-fueled or catalyst-equipped diesel construction equipment, if available and feasible.</li> <li>• Clearly posted signs that require operators of trucks and construction equipment to minimize idling time (e.g., five minute maximum).</li> <li>• Preparation and implementation of a fugitive dust control plan that may include the following measures:</li> <li>• Disturbed areas (including storage piles) that are not being actively utilized for construction purposes shall be effectively stabilized using water, or chemical stabilizer/suppressant, or covered with a tarp or other suitable cover (e.g., revegetated).</li> <li>• On-site unpaved roads and offsite unpaved access roads shall be effectively stabilized using water or chemical stabilizer/suppressant.</li> </ul>	

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		<ul style="list-style-type: none"> <li>• Land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled utilizing application of water or by presoaking.</li> <li>• Material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained when materials are transported off-site.</li> <li>• Operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. ) (Use of blower devices is expressly forbidden.)</li> <li>• Following the addition of materials to or the removal of materials from the surface of outdoor storage piles, said piles shall be effectively stabilized of to prevent fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.</li> <li>• Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.</li> <li>• Any site with 150 or more vehicle trips per day shall prevent carryout and trackout.</li> <li>• Limit traffic speeds on unpaved roads to 15 mph.</li> <li>• Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than 1 percent.</li> <li>• Install wheel washers for all exiting trucks or wash off all trucks and equipment leaving the project area.</li> </ul>	
<p><b>Impact 5.3-4:</b> The proposed Project could expose sensitive receptors to substantial pollutant concentrations.</p>	<p>Potentially significant</p>	<p>AQ-3 Applicants for new discretionary industrial or warehousing projects or commercial land uses that would generate substantial diesel truck travel—i.e., 100 diesel trucks per day or 40 or more trucks with diesel-powered transport refrigeration units per day based on the California Air Resources Board recommendations for siting new sensitive land uses <u>or 50 or more truck trips per day if surrounding land uses within 1,000 feet generate 50 or more trucks per day</u>—shall contact the South Coast Air Quality Management District (SCAQMD) or Mojave Desert Air Quality Management District (MDAQMD) in conjunction with County staff to determine the appropriate level of health risk</p>	<p>Significant and unavoidable</p>

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		<p>assessment (HRA) required. If preparation of an HRA is required, all HRAs shall be submitted to the County Land Use Services Department and the SCAQMD or MDAQMD for evaluation.</p> <p>The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and SCAQMD, for projects within the South Coast Air Basin (SoCAB), or MDAQMD for projects within the Mojave Desert Air Basin (MDAB). The HRA shall consider cumulative impacts from industrial/warehouse projects within 1,000 feet of the boundary of the project site. If the HRA shows that the project-level or cumulative incremental cancer risk exceeds ten in one million (10E 06) or the risk thresholds in effect at the time a project is considered, or that the appropriate noncancer hazard index exceeds 1.0 or the thresholds as determined by SCAQMD or MDAQMD at the time a project is considered, the applicant will be required to identify and demonstrate that measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms.</p> <p>Measures to reduce risk impacts may include but are not limited to:</p> <ul style="list-style-type: none"> <li>• Restricting idling onsite beyond Air Toxic Control Measures idling restrictions, as feasible.</li> <li>• Electrifying warehousing docks.</li> <li>• <u>Require operators of heavy-duty trucks visiting the project site commit to using 2010 model year or newer engines that meet the California Air Resources Board's (CARB) 2010 engine standard of 0.01 grams per brake horsepower-hour (g/bhp-hr) for particulate matter and 0.02 g/bhp-hr for NOx.</u></li> <li>• Requiring use of newer equipment and/or vehicles.</li> <li>• Restricting offsite truck travel through the creation of truck routes <u>and require trucks to utilize the truck routes identified.</u></li> <li>• <u>Require that entrances and exits are designed to avoid or minimize truck travel on roadways with sensitive receptors.</u></li> <li>• <u>Require truck docking bays be positioned away from sensitive receptors.</u></li> <li>• <u>Restrict overnight parking of trucks in residential areas.</u></li> </ul>	



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		<ul style="list-style-type: none"> <li>• <u>Require operators maintain records of all trucks entering and existing the site, including</u> <ul style="list-style-type: none"> <li>• <u>Type of truck (straight truck or tractor-trailer),</u></li> <li>• <u>Vehicle identification number,</u></li> <li>• <u>Model year of the truck, and</u></li> <li>• <u>Truck fuel type.</u></li> </ul> </li> </ul> <p>Measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed Project.</p>	
<p><b>Impact 5.3-5:</b> Some land uses associated with buildout of the CWP have the potential to create objectionable odors.</p>	<p>Potentially significant</p>	<p>AQ-4 If it is determined during project-level environmental review that a discretionary project has the potential to emit nuisance odors beyond the property line, an odor management plan shall be prepared and submitted by the project applicant prior to project approval to ensure compliance with the South Coast Air Quality Management District (SCAQMD) Rule 402 for projects within the South Coast Air Basin (SoCAB) or Mojave Desert Air Quality Management District (MDAQMD) Rule 402 for projects within the Mojave Desert Air Basin (MDAB). The following facilities that are within the specified buffer distances specified from sensitive receptors (in parentheses) have the potential to generate substantial odors:</p> <ul style="list-style-type: none"> <li>• Wastewater Treatment Plan (2 miles)</li> <li>• Sanitary Landfill (1 mile)</li> <li>• Transfer Station (1 mile)</li> <li>• Composting Facility (1 mile)</li> <li>• Petroleum Refinery (2 miles)</li> <li>• Asphalt Batch Plan (1 mile)</li> <li>• Chemical Manufacturing (1 mile)</li> <li>• Fiberglass Manufacturing (1 mile)</li> <li>• Painting/Coating Operations (1 mile)</li> <li>• Food Processing Facility (1 mile)</li> <li>• Feed Lot/ Dairy (1 mile)</li> <li>• Rendering Plant (1 mile)</li> </ul>	<p>Less than significant</p>

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		The Odor Management Plan prepared for these facilities shall identify control technologies that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. Control technologies may include but are not limited to scrubbers (e.g., air pollution control devices) at an industrial facility. Control technologies identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.	
<b>5.4 BIOLOGICAL RESOURCES</b>			
Impact 5.4-1: Development of the proposed Project would impact several special-status species.	Potentially significant	BIO-1 For each development project that would disturb special status vegetation on vacant land, or that might impact a wildlife movement corridor or jurisdictional waters pursuant to the CWP and subject to CEQA, a qualified biologist shall determine the potential for a significant biological resource impact and determine whether a field survey of the project site is warranted. If warranted, a qualified biologist shall prepare a biological resources technical report meeting current requirements of CEQA, and addressing applicable County goals and policies, applicable Habitat Conservation Plans and Natural Community Conservation Plans, and applicable federal, state, and local regulatory requirements. The report shall include documentation of biological resources present or potentially present (including special-status species, special-status vegetation communities, jurisdictional waters, and wildlife movement corridors), an impacts analysis, avoidance measures, and mitigation measures to reduce significant impacts to less than significant if applicable and feasible.	Significant and unavoidable
<b>Impact 5.4-2:</b> Development of the proposed Project would result in the loss of several special-status vegetation communities.	Potentially significant	Mitigation measure BIO-1 also applies to Impact 5.4-2.	Significant and unavoidable
<b>Impact 5.4-3:</b> The proposed Project would impact jurisdictional waters.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.4-4:</b> The proposed Project would affect wildlife movement corridors.	Potentially significant	Mitigation measure BIO-1 also applies to Impact 5.4-4.	Significant and unavoidable <u>Less than significant</u>

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>Impact 5.4-5:</b> The proposed Project would require compliance with local conservation plans.	Potentially significant	Mitigation measure BIO-1 also applies to Impact 5.4-5.	<del>Significant and unavoidable</del> <u>Less than significant</u>
<b>5.5 CULTURAL RESOURCES</b>			
<b>Impact 5.5-1:</b> Development of the Project could impact an identified historic resource.	Potentially significant	CUL-1 In areas of documented or inferred historic resource presence, prior to construction or demolition activities that may impact historic resources, a historical resources assessment shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's PQS in architectural history or history. Potential historic resources include buildings, structures, objects, sites, historic districts, and landscape/site plan features falling within the project area and its immediate vicinity that are at least 45 years of age and are not substantially altered. The qualified architectural historian or historian shall conduct an evaluation of the potential historic resources in accordance with the guidelines and best practices promulgated by the State OHP and shall document the evaluation in a report meeting the State OHP guidelines, on Department of Parks and Recreation Series 523 forms. The report will be submitted to the County for review and concurrence, to ensure that any project requiring rehabilitation or alteration of a historical resource will not impair its significance.	Less than significant
<b>Impact 5.5-2:</b> Development of the Project could impact archaeological resources.	Potentially significant	CUL-2 In areas of documented or inferred archaeological resource presence, archaeological resource assessments shall be required prior to ground disturbance related to a development project. To determine the archaeological sensitivity of a proposed Project area, the County may rely on an expert opinion from the County Museum staff, or on the results of a CHRIS records search at the SCCIC or the Sacred Lands File maintained by the NAHC. Archaeological resources assessments shall be performed under the supervision of an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in either prehistoric or historic archaeology. The archaeological resources assessment shall include a Phase I pedestrian survey, undertaken to locate any surface cultural materials that may be present.	Less than significant

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>CUL-3 If potentially significant archaeological resources are identified through an archaeological resources assessment, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation shall be performed by an archaeologist who meets the PQS prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and site avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format (OHP 1990) and Guidelines for Archaeological Research Designs (OHP 1991).</p> <p>CUL-4 If the archaeological assessment did not identify potentially significant archaeological resources within the proposed Project area but indicated the area to be highly sensitive for archaeological resources, a qualified archaeologist shall prepare a monitoring plan for all ground-disturbing construction and pre-construction activities in areas with previously undisturbed soil. The archaeologist shall inform all construction personnel prior to construction activities of the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project's initial on-site safety meeting, and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are exposed during ground-disturbing activities, construction activities in the immediate vicinity of the discovery shall be halted while the resources are evaluated for significance by an archaeologist who meets the PQS; <u>and, if necessary, develop appropriate treatment or disposition of the resources in consultation with the County and a representative of the affected Native American tribe. Where it is determined that significant cultural resources with Native American affiliation are discovered, the collection policies, analysis, and curation of any materials from the site shall be determined through consultation with the tribal representative designated by the County. Any significant cultural resources discovered that lack any Native American affiliation if the discovery proves to</u></p>	

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<p><b>Impact 5.5-3:</b> The proposed Project could destroy paleontological resources or a unique geologic feature.</p>	<p>Potentially significant</p>	<p><del>be significant, it shall be curated with a recognized scientific or educational repository.</del></p> <p>CUL-5 In areas of documented or inferred paleontological resource presence, development projects proposed on previously undisturbed soils shall require consultation with a qualified paleontologist meeting the standards of SVP (2010). The initial consultation may be provided by a qualified paleontologist on staff at the County Museum. The qualified paleontologist will determine the degree of paleontological resource sensitivity, as outlined below, and will recommend a project-specific paleontological resources monitoring and mitigation plan (PRMMP). This plan will address specifics of monitoring and mitigation for the development project, and will take into account updated geologic mapping, geotechnical data, updated paleontological records searches, and any changes to the regulatory framework. This PRMMP should usually meet the standards of the SVP (2010), unless the project is on BLM land or subject to federal jurisdiction, in which case the BLM standards (2009) should be used. The following provisions would be typical for units mapped with the different levels of paleontological sensitivity:</p> <ul style="list-style-type: none"> <li>• High (SVP)/Class 4–5 (BLM)—All projects involving ground disturbances in previously undisturbed areas sediments mapped as having high paleontological sensitivity will be monitored by a qualified paleontological monitor (BLM, 2009; SVP, 2010) on a full-time basis under the supervision of the Qualified Paleontologist. Undisturbed sediments may be present at the surface, or present in the subsurface, beneath earlier developments. This monitoring will include inspection of exposed sedimentary units during active excavations within sensitive geologic sediments. The monitor will have authority to temporarily divert activity away from exposed fossils to evaluate the significance of the find and, should the fossils be determined to be significant, professionally and efficiently recover the fossil specimens and collect associated data. Paleontological monitors will use field data forms to record pertinent location and geologic data, will measure stratigraphic sections (if applicable), and collect appropriate sediment samples from any fossil localities.</li> <li>• Low to High (SVP)/Class 2 to Class 4–5 (BLM)—All projects involving ground disturbance in previously undisturbed areas mapped with low-to-</li> </ul>	<p>Less than significant</p>

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		<p>high paleontological sensitivity will only require monitoring if construction activity will exceed the depth of the low sensitivity surficial sediments. The underlying sediments may have high paleontological sensitivity, and therefore work in those units might require paleontological monitoring, as designated by the Qualified Paleontologist in the PRMMP. When determining the depth at which the transition to high sensitivity occurs and monitoring becomes necessary, the Qualified Paleontologist should take into account: a) the most recent local geologic mapping, b) depths at which fossils have been found in the vicinity of the project area, as revealed by the museum records search, and c) geotechnical studies of the project area, if available.</p> <ul style="list-style-type: none"> <li>• Low (SVP)/Class 2–3 (BLM)—All projects involving ground disturbance in previously undisturbed areas mapped as having low paleontological sensitivity should incorporate worker training to make construction workers aware that while paleontological sensitivity is low, fossils might still be encountered. The Qualified Paleontologist should oversee this training as well as remain on-call in the event fossils are found. Paleontological monitoring is usually not required for sediments with low (Low / Class 2–3) paleontological sensitivity.</li> <li>• None (SVP)/Class 1 (BLM)—Projects determined by the Qualified Paleontologist to involve ground-disturbing activities in areas mapped as having no paleontological sensitivity (i.e., plutonic igneous or high-grade metamorphic rocks) will not require further paleontological mitigation measures.</li> <li>• Unknown (SVP)/Class U (BLM): All projects involving ground disturbance in previously undisturbed areas mapped as having unknown paleontological sensitivity should retain a Qualified Paleontologist to conduct a field survey of the proposed Project area to determine the sensitivity of the geologic units, after which the relevant mitigation measures can be applied.</li> </ul> <p>CUL-6 In the event of any fossil discovery, regardless of depth or geologic formation, construction work will halt within a 50-ft. radius of the find until its significance can be determined by a Qualified Paleontologist. Significant fossils will be recovered, prepared to the point of curation, identified by qualified experts,</p>	

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**Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility in accordance with the standards of the SVP (2010) and BLM (2009). A repository will be identified and a curatorial arrangement will be signed prior to collection of the fossils. Although the San Bernardino County Museum is specified as the repository for fossils found in the county in the current General Plan (San Bernardino County, 2007), the museum may not always be available as a repository. Therefore, any accredited institution may serve as a repository.	
<b>Impact 5.5-4:</b> Grading activities could potentially disturb human remains.	Less than significant	No mitigation is required.	Less than significant
<b>5.6 GEOLOGY AND SOILS</b>			
<b>Impact 5.6-1:</b> Project residents, workers, and visitors would be subject to potential seismic-related hazards.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.6-2:</b> Development of projects under the CWP could cause substantial soil erosion.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.6-3:</b> CWP buildout could subject people or structures to landslide hazards.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.6-4:</b> Buildout of the CWP could subject people or structures to hazards from ground subsidence.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.6-5:</b> CWP buildout could subject people or structures to hazards from expansive and collapsible soils.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.6-6:</b> CWP buildout could involve construction of septic tanks on soils inadequate for supporting the tanks.	Less than significant	No mitigation is required.	Less than significant

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**Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>5.7 GREENHOUSE GAS EMISSIONS</b>			
<p><b>Impact 5.7-1:</b> The County of San Bernardino would experience a decrease in GHG emissions from existing conditions but would not achieve the GHG reduction targets established under SB 32 or Executive Order B-03-05.</p>	<p>Potentially significant</p>	<p><u>GHG-1</u> <del>Prior to January 1, 2021,</del> <u>Within 18 months of adoption of the Countywide Plan,</u> the County of San Bernardino shall update the County of San Bernardino's GHG Reduction Plan. The Plan shall provide:</p> <ul style="list-style-type: none"> <li>• GHG inventories of existing, 2030 and 2050 GHG levels;</li> <li>• Targets for 2030 and 2050 from land uses under the County's jurisdiction based on the goals of SB 32 and Executive Order S-03-05; and</li> <li>• Tools and strategies for reducing GHG emissions in accordance with the 2030 goal.</li> </ul> <p>In addition, to implement the GHG Reduction Strategy, the County shall develop key programs, and policies required to promote voluntary, incentive-based measures in the Plan, establish the planning framework for the performance-based development review process, and support and implement the local mandatory GHG reduction measures. These implementation tasks include:</p> <ul style="list-style-type: none"> <li>• Update the community GHG inventory to monitor emissions trends every five years.</li> <li>• In 2030, develop a plan for post-2030 actions.</li> </ul> <p><u>GHG-2</u> <del>Prior to January 1, 2021,</del> <u>Within 18 months of adoption of the Countywide Plan,</u> the County of San Bernardino shall appoint an Implementation Coordinator, under the County Executive Officer (CEO) to oversee the successful implementation of all selected GHG reduction strategies. The primary function of the Implementation Coordinator will be to create a streamlined approach to manage implementation of the GHG Reduction Plan. The Implementation Coordinator will also coordinate periodic community outreach to leverage community involvement, interest, and perspectives. The Implementation Coordinator shall prepare annual reports to the County Board of Supervisors on the GHG Plan, including the measures, progress on meeting the emissions goals, and periodic monitoring of emissions.</p> <p><u>GHG-3</u> Prior to adoption of the Unincorporated County of San Bernardino's GHG Reduction Plan update, for projects with a post-2020 buildout date that have</p>	<p>Significant and unavoidable</p>



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**Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>potentially significant impacts, the County of San Bernardino shall consider the following measures identified in the 2017 Scoping Plan:</p> <p>Construction</p> <ul style="list-style-type: none"> <li>• Enforce idling time restrictions for construction vehicles</li> <li>• Require construction vehicles to operate with the highest tier engines commercially available</li> <li>• Divert and recycle construction and demolition waste, and use locally-sourced building materials with a high recycled material content to the greatest extent feasible</li> <li>• Minimize tree removal, and mitigate indirect GHG emissions increases that occur due to vegetation removal, loss of sequestration, and soil disturbance</li> <li>• Utilize existing grid power for electric energy rather than operating temporary gasoline/diesel powered generators</li> <li>• Increase use of electric and renewable fuel powered construction equipment and require renewable diesel fuel where commercially available</li> <li>• Require diesel equipment fleets to be lower emitting than any current emission standard</li> </ul> <p>Operation</p> <ul style="list-style-type: none"> <li>• Comply with County's standards for mitigating transportation impacts under SB 743</li> <li>• Require on-site EV charging capabilities for parking spaces serving the project to meet jurisdiction-wide EV proliferation goals</li> <li>• Allow for new construction to install fewer on-site parking spaces than required by local municipal building code, if appropriate<sup>4</sup></li> <li>• Dedicate on-site parking for shared vehicles</li> <li>• Provide adequate, safe, convenient, and secure on-site bicycle parking and storage in multi-family residential projects and in non-residential projects</li> <li>• Provide on- and off-site safety improvements for bike, pedestrian, and transit connections, and/or implement relevant improvements identified in an applicable bicycle and/or pedestrian master plan</li> </ul>	

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**Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>• Require on-site renewable energy generation</li> <li>• Prohibit wood-burning fireplaces in new development, and require replacement of wood-burning fireplaces for renovations over a certain size developments</li> <li>• Require cool roofs and “cool parking” that promotes cool surface treatment for new parking facilities as well as existing surface lots undergoing resurfacing</li> <li>• Require solar-ready roofs</li> <li>• Require organic collection in new developments</li> <li>• Require low-water landscaping in new developments (see CALGreen Divisions 4.3 and 5.3 and the Model Water Efficient Landscape Ordinance [MWELQ], which is referenced in CALGreen). Require water efficient landscape maintenance to conserve water and reduce landscape waste.</li> <li>• Achieve Zero Net Energy performance building standards prior to dates required by the Energy Code</li> <li>• Encourage new construction, including municipal building construction, to achieve third-party green building certifications, such as the GreenPoint Rated program, LEED rating system, or Living Building Challenge</li> <li>• Require the design of bike lanes to connect to the regional bicycle network</li> <li>• Expand urban forestry and green infrastructure in new land development</li> <li>• Require preferential parking spaces for park and ride to incentivize carpooling, vanpooling, commuter bus, electric vehicles, and rail service use</li> <li>• Require a transportation management plan for specific plans which establishes a numeric target for non-SOV travel and overall VMT</li> <li>• Develop a rideshare program targeting commuters to major employment centers</li> <li>• Require the design of bus stops/shelters/express lanes in new developments to promote the usage of mass-transit</li> <li>• Require gas outlets in residential backyards for use with outdoor cooking appliances such as gas barbeques if natural gas service is available</li> </ul>	

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**Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>• Require the installation of electrical outlets on the exterior walls of both the front and back of residences to promote the use of electric landscape maintenance equipment</li> <li>• Require the design of the electric outlets and/or wiring in new residential unit garages to promote electric vehicle usage</li> <li>• Require electric vehicle charging station (Conductive/inductive) and signage for non-residential developments</li> <li>• Provide electric outlets to promote the use of electric landscape maintenance equipment to the extent feasible on parks and public/quasi-public lands</li> <li>• Require each residential unit to be "solar ready," including installing the appropriate hardware and proper structural engineering</li> <li>• Require the installation of energy conserving appliances such as on-demand tank-less water heaters and whole-house fans</li> <li>• Require each residential and commercial building equip buildings with energy efficient AC units and heating systems with programmable thermostats/timers</li> <li>• Require large-scale residential developments and commercial buildings to report energy use, and set specific targets for per-capita energy use</li> <li>• Require each residential and commercial building to utilize low flow water fixtures such as low flow toilets and faucets (see CALGreen Divisions 4.3 and 5.3 as well as Appendices A4.3 and A5.3)</li> <li>• Require the use of energy-efficient lighting for all street, parking, and area lighting</li> <li>• Require the landscaping design for parking lots to utilize tree cover and compost/mulch</li> <li>• Incorporate water retention in the design of parking lots and landscaping, including using compost/mulch</li> <li>• Require the development project to propose an off-site mitigation project which should generate carbon credits equivalent to the anticipated GHG emission reductions. This would be implemented via an approved protocol for carbon credits from California Air Pollution Control Officers Association</li> </ul>	

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**Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		(CAPCOA), the California Air Resources Board, or other similar entities determined acceptable by the local air district <ul style="list-style-type: none"> <li>• Require the project to purchase carbon credits from the CAPCOA GHG Reduction Exchange Program, American Carbon Registry (ACR), Climate Action Reserve (CAR) or other similar carbon credit registry determined to be acceptable by the local air district</li> <li>• Encourage the applicant to consider generating or purchasing local and California-only carbon credits as the preferred mechanism to implement its off-site mitigation measure for GHG emissions and that will facilitate the State's efforts in achieving the GHG emission reduction goal.</li> </ul>	
<b>Impact 5.7-2:</b> Implementation of the proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	Less than significant	No mitigation is required.	Less than significant
<b>5.8 HAZARDS AND HAZARDOUS MATERIALS</b>			
<b>Impact 5.8-1:</b> Construction and operations of projects built under the CWP would involve the transport, use, storage, and disposal of hazardous materials.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.8-2:</b> Projected projects, associated with the CWP buildout, are located in areas that are on a list of hazardous materials sites.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.8-3:</b> The project site is located in the vicinity of an airport or within the jurisdiction of an airport land use plan.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.8-4:</b> Unincorporated growth would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less than significant	No mitigation is required.	Less than significant

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**Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>Impact 5.8-5:</b> Unincorporated growth, per the CWP, would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to the urbanized areas or where residences are intermixed with wildlands.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.8-6:</b> Due to slope, prevailing winds, and other factors, unincorporated growth in or near state responsibility areas or lands classified as very high fire hazard severity zones could expose occupants to or exacerbate risks from pollutant concentrations from a wildfire or from the uncontrolled spread of a wildfire.	Potentially significant	Feasible mitigation for wildfire pollutant exposure has not been identified	Significant and unavoidable
<b>Impact 5.8-7:</b> Unincorporated growth may require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or may result in temporary or ongoing impacts to the environment.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.8-8:</b> Unincorporated growth may expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of post fire slope instability.	Potentially significant	Feasible mitigation for post fire slope stability has not been identified.	Significant and unavoidable

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**Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>5.9 HYDROLOGY AND WATER QUALITY</b>			
<b>Impact 5.9-1:</b> Development pursuant to the CWP would increase the amount of impervious surfaces on the site and would therefore not increase surface water flows into drainage systems within the watershed. Development would not provide substantial additional sources of polluted runoff	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.9-2:</b> Development pursuant to the CWP increases the amount of impervious surfaces on the site and would therefore impact opportunities for groundwater recharge.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.9-3:</b> Portions of development pursuant to the CWP are located within a 100-year flood hazard area.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.9-4:</b> During the construction phase of the proposed development pursuant to the CWP, there is the potential for short-term unquantifiable increases in flow in and in pollutant concentrations from the site. After project development, the quality of storm runoff (sediment, nutrients, metals, pesticides, pathogens, and hydrocarbons) may be altered.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.9-5:</b> CWP buildout would not exacerbate flood hazards arising from dam failure.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.9-6:</b> CWP buildout would not be subject to inundation by seiche, tsunami, or mudflow.	Less than significant	No mitigation is required.	Less than significant

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**Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>5.10 LAND USE AND PLANNING</b>			
<b>Impact 5.10-1:</b> Implementation of the proposed Project would not divide an established community.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.10-2:</b> Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.10-3:</b> The proposed CWP would not conflict with an adopted Habitat Conservation Plan.	Less than significant	No mitigation is required.	Less than significant
<b>5.11 MINERAL RESOURCES</b>			
<b>Impact 5.11-1:</b> Project implementation would result in the loss of availability of a known mineral resource.	Potentially significant	<p>MIN-1: Prior to project approval for proposed development of properties classified as either MRZ-2a, 2b or MRZ-3a as modified by 2013 state designations of significance, a mineral resource evaluation shall be conducted to determine the significance and economic viability of mining the resource. If development of a property would preclude future extraction of a significant mineral resource, in accordance with CEQA, the County shall make the appropriate findings and adopt a Statement of Overriding Considerations prior to permitting development of the property.</p> <p>MIN-2: Prior to approval of any project on lands classified as either MRZ-2a, 2b or MRZ-3a as modified by 2013 state designations of significance, a report shall be prepared that analyzes the project's value in relation to the mineral values found onsite. The analysis shall consider the importance of construction aggregate mineral resource onsite to the market region as a whole, and not just the importance of the resources found within the San Bernardino County area. The report shall be submitted to the County, such that the County has adequate information to develop a statement of reasons for permitting the proposed land use to the California Department of Conservation, State Mining and Geology Board, for subsequent review, in accordance with SMARA, Article 2, Section 2762 and 2763 for areas designated of regional significance.</p>	Significant and unavoidable

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>5.12 NOISE</b>			
<p><b>Impact 5.12-1:</b> Construction activities would result in temporary noise increases.</p>	<p>Potentially significant</p>	<p>N-1</p> <p>Prior to issuance of demolition, grading and/or building permits on sites adjacent to sensitive receptors, a note shall be provided on construction plans indicating that during grading, demolition, and construction, the project applicant shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:</p> <ul style="list-style-type: none"> <li>• During the entire permitted activity, equipment and trucks used for the project shall utilize the best available noise control techniques (e.g., improved mufflers, intake silencers, ducts, engine enclosures, and acoustical attenuation), wherever feasible.</li> <li>• Require impact tools (e.g., jack hammers and hoe rams) that are hydraulically or electrically powered whenever feasible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.</li> <li>• Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.</li> <li>• Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.</li> <li>• Prior to the start of construction activities, a sign shall be posted at the job site, clearly visible to the public, that includes permitted construction days and hours, as well as contact information for the County Building Inspection Supervisor and contractor's authorized representative. If the authorized contractor's representative receives a noise or vibration complaint, he/she shall investigate, take appropriate corrective action, and report the action to the County.</li> <li>• 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.</li> <li>• During the entire active construction period, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall be responsible for adjusting alarms based on the background noise level, or to utilize human</li> </ul>	<p>Significant and unavoidable</p>



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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		spotters when feasible and in compliance with all safety requirements and laws. <ul style="list-style-type: none"> <li>Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the County noise standards and when the anticipated construction duration is greater than is typical (e.g., two years or greater).</li> </ul>	
<b>Impact 5.12-2:</b> Buildout of the CWP would cause a substantial noise increase related to traffic on highways and local roadways and could locate sensitive receptors in areas that exceed established noise standards.	Potentially significant	No feasible mitigation.	Significant and unavoidable
<b>Impact 5.12-3:</b> Buildout of the individual land uses and projects for implementation of the CWP may expose sensitive uses to strong levels of groundborne vibration.	Potentially significant	N-2 Individual projects that use vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to exceed the maximum level of 0.2 in/sec PPV at residential structures per Development Code Section 83.01.090 additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).  N-3 During the project-level CEQA process for individual discretionary development projects likely to generate noise or vibration exceeding limits established under the CWP or County Development Code at the site of a nearby sensitive receptor, a noise and vibration analysis shall be conducted to assess and mitigate potential noise and vibration impacts related to the operations of that development. This analysis shall be conducted by a qualified, experienced acoustical consultant or engineer and shall follow the latest CEQA guidelines, practices, and precedents.  N-4 Require that new discretionary residential projects (or other sensitive uses) within 200 feet of existing railroad lines conduct a groundborne vibration and noise evaluation consistent with FTA-approved methodologies.	Less than significant
<b>Impact 5.12-4:</b> The proximity of the project area to an airport or airstrip would not result in exposure of future residents and/or workers to new airport-related noise.	Less than significant	No mitigation required.	Less than significant

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>5.13 POPULATION AND HOUSING</b>			
<b>Impact 5.13-1:</b> Implementation of the CWP would directly and indirectly result in population growth in unincorporated San Bernardino County.	Less than significant	No mitigation required.	Less than significant
<b>Impact 5.13-2:</b> Implementation of the CWP would not result in the displacement of people and/or housing.	Less than significant	No mitigation is required.	Less than significant
<b>5.14 PUBLIC SERVICES</b>			
<b>FIRE PROTECTION AND EMERGENCY SERVICES</b>			
<b>Impact 5.14-1:</b> The proposed Project would introduce new structures, residents, and workers in the San Bernardino County Fire Department's service boundaries, increasing the need for fire protection facilities and personnel.	Less than significant	No mitigation is required.	Less than significant
<b>POLICE PROTECTION</b>			
<b>Impact 5.14-2:</b> The proposed Project would introduce new structures, residents, and workers into the San Bernardino County Sheriff's Department service boundaries, increasing the need for police protection facilities and personnel.	Less than significant	No mitigation is required.	Less than significant
<b>SCHOOL SERVICES</b>			
<b>Impact 5.14-3:</b> The proposed Project would generate new students in the County and result in the need for new and/or expanded school facilities the construction of which could result in environmental impacts.	Less than significant	No mitigation is required.	Less than significant

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>LIBRARY SERVICES</b>			
<b>Impact 5.14-4:</b> The proposed Project would generate new residents in the County and result in the need for new and/or expanded library facilities, the construction of which could result in environmental impacts.	Less than significant	No mitigation is required.	Less than significant
<b>5.15 RECREATION</b>			
<b>Impact 5.15-1:</b> The proposed Project would generate additional residents that would increase the use of existing park and recreational facilities.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.15-2:</b> Project implementation would result in environmental impacts to provide new and/or expanded recreational facilities.	Less than significant	No mitigation is required.	Less than significant
<b>5.16 TRANSPORTATION/TRAFFIC</b>			
<b>Impact 5.16-1:</b> The CWP is consistent with adopted programs, plans, and policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.16-2:</b> Project-related trip generation in combination with existing and proposed cumulative development would not result in designated road and/or highways exceeding County Congestion Management Agency service standards.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.16-3:</b> Trip generation related to land use development under the projected 2040 buildout of the CWP would exceed the County's VMT reduction threshold (4 percent reduction in VMT/person (residential) and 4	Potentially significant	MM T-1 Prior to approval of discretionary projects subject to VMT reduction analysis and located outside the designated growth areas, applicants shall demonstrate compliance with the County's adopted Transportation Impact Study (TIS) Guidelines for CEQA assessment of VMT impacts. For projects with VMT/capita exceeding the County's significance threshold, a mitigation	Significant and unavoidable

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<p>percent reduction in VMT/employee in comparison to existing VMT/person (or employee).</p>		<p>plan shall be developed and implemented. Mitigation should consist of Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with Chapter 7 of the California Air Pollution Control Officers Association's Quantifying Greenhouse Gas Mitigation Measures (August 2010) and approved by the Traffic Division and Land Use Services Department (if applicable), or the project description should be reviewed and modified to promote reduced VMT.</p> <p>MM T-2 Discretionary projects located within the designated growth areas that are subject to VMT reduction analysis shall develop a VMT reduction plan to achieve a minimum of a four percent reduction in VMT/capita in comparison to existing conditions. At a minimum, the VMT reduction plan shall consider the following TDM measures (estimated potential VMT reduction as shown):</p> <ul style="list-style-type: none"> <li>• UT-6, Integrate affordable and below market rate housing: 0.04 to 1.20 percent.</li> <li>• LUT-9, Improve Design of Development: 3.0 to 21.3 percent.</li> <li>• SDT-1, Provide pedestrian network improvements. Applicable for subdivisions connecting to other development, in areas identified for growth in the CWP, unincorporated Valley region areas, or unincorporated spheres of influence.</li> <li>• SDT-2, Provide Traffic Calming Measures: 0.25 to one percent. Applicable for subdivisions connecting to other development, in areas identified for growth in the CWP, unincorporated Valley region areas, or unincorporated spheres of influence.</li> <li>• TRT-4, Implement Subsidized or Discounted Transit Passes: 0 to 16 percent. Applicable to development within 1/2 mile of a transit system. As such, it would be applicable in the Valley region but less applicable in other areas.</li> <li>• TRT-6, Encourage Telecommuting and Alternative Work Schedules: 0.2 to 4.5 percent. Applicable to the County as the County is and will continue to partner with internet providers to increase coverage within the County to facilitate this application.</li> <li>• TRT-10, Implement a School Pool Program: 7.2 to 15.8 percent reduction in school VMT. Applicable for large developments, i.e., approximately 300 households or more.</li> </ul>	

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>Impact 5.16-4:</b> Circulation improvements associated with future development that would be accommodated by the CWP would be designed to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.	Less than significant	No mitigation is required.	Less than significant
<b>5.17 TRIBAL CULTURAL RESOURCES</b>			
<b>Impact 5.17-1:</b> The proposed CWP would not cause a substantial adverse change in the significance of a tribal cultural resource.	Less than significant	No mitigation is required.	Less than significant
<b>5.18 UTILITIES AND SERVICE SYSTEMS</b>			
<b>WASTEWATER TREATMENT AND COLLECTION</b>			
<b>Impact 5.18-1:</b> Project-generated wastewater would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.18-2:</b> Project-generated wastewater would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.18-3:</b> Project-generated wastewater would require or result in the construction of new treatment facilities or expansion of existing facilities, the construction of which would not cause significant environmental effects.	Less than significant	No mitigation is required.	Less than significant

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**Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>WATER SUPPLY AND DISTRIBUTION SYSTEMS</b>			
<b>Impact 5.18-4:</b> Water supply is adequate to meet project requirements.	Less than significant	No mitigation is required.	Less than significant
<b>Impact 5.18-5:</b> Additional water demand under CWP buildout would not require or result in the construction of new treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.	Less than significant	No mitigation is required.	Less than significant
<b>STORMWATER DRAINAGE SYSTEMS</b>			
<b>Impact 5.18-6:</b> Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed Project.	Less than significant	No mitigation is required.	Less than significant
<b>SOLID WASTE</b>			
<b>Impact 5.18-7:</b> Existing and/or proposed facilities could accommodate project-generated solid waste and comply with related solid waste regulations.	Less than significant	No mitigation is required.	Less than significant
<b>OTHER UTILITIES</b>			
<b>Impact 5.18-8:</b> Implementation of the CWP would not result in wasteful, inefficient or unnecessary consumption of energy, and would be consistent with the DRECP. Existing and/or proposed facilities would be able to accommodate project-generated utility demands.	Less than significant	No mitigation is required.	Less than significant

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## 3.3 DRAFT PEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

The following text has been revised in response to comments received on the Draft PEIR.

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Page 1-12, Section 1.7, *Areas of Controversy*, Chapter 1, *Executive Summary*. The following text has been modified in response to Comment O1-31 from the Coalition of Community Groups, Businesses, Organizations and Individuals in the High Desert of San Bernardino County.

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### 1.7 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the PEIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. ~~There are no specific areas of known controversy concerning the proposed Project. Although the County has no knowledge of expressed opposition to the Project, Development of the CWP was a process that took more than 4 years of plan development and public outreach and participation process. With a plan area encompassing approximately 20,000 square miles and four distinct subregions, a proactive and organized constituency provided extensive input, including specific opposition to some proposed components of the CWP. Numerous requests and comments have been received during the CWP and CWP Program EIR process related to potential Project impacts associated with implementation of the proposed CWP, including: transportation, air quality, cultural tribal resources, water quality, biological resources and conservation, environmental justice, land use compatibility, impact of renewal energy projects, aesthetics and viewshed impacts. These comments were received as part of the PEIR scoping process and are summarized in Chapter 2.0, *Introduction*, Tables 2-1 and 2-2, from the Notice of Preparation comments and public scoping meeting, respectively. The 30-day public review period for the NOP was from October 17, 2017, through November 20, 2017, and the public scoping meeting was held on October 26, 2017, at the San Bernardino Government Center, 385 N. Arrowhead Avenue, San Bernardino, CA 92415. Remote videoconferencing of the scoping meeting was also made available at the Jerry Lewis High Desert Government Center, 15900 Smoke Tree Street, Suite 131, Hesperia, CA 92345, and the Bob Burke Joshua Tree Government Center, 63665 Twentynine Palms Highway, Joshua Tree, CA 92252.~~

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Page 5.1-2, Section 5.1.1.1, *Regulatory Background*, Chapter 5.1, *Aesthetics*. The following text has been modified in response to Comments I5-2 and I5-3 from Sarah Kennington.

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#### *San Bernardino County Development Code*

The following provisions from the San Bernardino County Development Code help minimize aesthetic and light and glare impacts associated with new development projects and are relevant to the Countywide Plan.

- **Chapter 82.19 (Open Space (OS) Overlay).** Section 82.19.040, *Development Criteria Within Scenic Areas*, details criteria to be used within scenic areas in Open Space Overlays with:

### 3. Revisions to the Draft EIR

- Unique views of the county's desert, mountain, and valley areas or any other aesthetic natural land formations.
  - Areas extending 200 feet on both sides of the ultimate road right-of-way of State and County designated Scenic Highways as identified in the General Plan.
- **Chapter 83.02 (General Development and Use Standards).** This chapter provides development standards that ensure an environment of stable and desirable character that is harmonious and compatible between existing and future development. Sections within this chapter detail requirements pertaining to maximum building heights, screening and buffering, setbacks, and allowed projections/structures within setbacks.
  - **Chapter 83.06 (Fences, Hedges, and Walls).** This chapter establishes requirements for fences, hedges, and walls to ensure that these elements do not unnecessarily block views and sunlight; provide adequate buffering between different land uses, provide screening of outdoor uses and equipment; and provide for noise mitigation. Overall, the requirements are designed to provide aesthetic enhancement of the County. This chapter of the code discusses requirements for fences, hedges, and walls, including maximum height limit, walls required between different land uses, special wall/fencing for different uses, and prohibited fence materials.
  - **Chapter 83.07 (Glare and Outdoor Lighting).** This chapter encourages outdoor lighting practices and systems that minimize light pollution, glare, and light trespass; conserve energy and resources while maintaining nighttime safety, visibility, utility and productivity; and curtail the degradation of the nighttime visual environment. Section 83.07.030 provides standards for outdoor lighting in the Valley Region and Section 83.07.040 provides stricter standards for the Mountain and Desert Regions.

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Page 5.3-28 and 5.3-29, Section 5.3.3.2, Policy Plan, Chapter 5.3, Air Quality. The following text has been modified in response to Comment A3-4 from the State of California Attorney General.

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**Policy HZ-3.1** ~~Cumulative~~ **Health risk assessment.** We require projects processed by the County to provide a cumulative health risk assessment when a project could potentially increase the incremental cancer risk by 10 in 1 million or more potentially effects sensitive receptors in unincorporated environmental justice focus areas. ~~We, and we~~ require such assessments to evaluate impacts of truck traffic from the project to freeways. We establish appropriate mitigation prior to the approval of new construction, rehabilitation, or expansion permits.

**Policy HZ-3.2** **Studying and monitoring.** We coordinate with state and regional regulatory entities to monitor pollution exposure, publicize pollution data, and identify solutions in unincorporated environmental justice focus areas. We work with state and regional regulatory entities to obtain grant funding to study cumulative health risks affecting such areas.



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- Policy HZ-3.3** ~~**Relocation of nonconforming residential units.**~~ We pursue grant funding and other assistance to relocate residents living in residential units that are nonconforming uses in unincorporated environmental justice focus areas and to eliminate those nonconforming residential units. **Community emissions reduction plans.** We assist the air quality management districts in establishing community emissions reduction plans for unincorporated environmental justice focus areas and implement, as feasible, those parts of the plans, that are within the jurisdiction and authority of the County, with particular emphasis in addressing the types of pollution identified in the hazard element tables.
- Policy HZ-3.8** **Indoor air quality.** We educate and raise awareness in unincorporated environmental justice focus areas about indoor air quality, and we pursue grant funding for public health initiatives targeting to address asthma and other respiratory illnesses.
- Policy TM-3.3** **First mile/last mile connectivity.** We support strategies that strengthen first/last mile connectivity to enhance the viability and expand the utility of public transit in unincorporated areas and countywide.

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Page 5.3-30, Section 5.3.3.2, *Policy Plan*, Chapter 5.3, *Air Quality*. The following text has been modified in response to Comment A3-4 from the State of California Attorney General.

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- Policy TM-4.1** **Complete streets network.** We maintain a network of complete streets within mobility focus areas that provide for the mobility of all users of all ages and all abilities, while reflecting the local context.
- Policy TM-4.2** **Complete streets improvements.** We evaluate the feasibility of installing elements of complete street improvements when planning roadway improvements in mobility focus areas, and we require new development to contribute to complete street improvements in mobility focus areas. In evaluating complete street improvement, we prioritize those in mobility focus areas that are within unincorporated environmental justice focus areas.
- Policy TM-4.3** **Funding.** We partner with SBCTA, Caltrans, and local agencies to fund active transportation systems in the county. We encourage unincorporated communities to apply for funding and cooperate with them in their funding applications for active transportation improvements that are identified in a non-motorized transportation plan that is accepted or adopted by the County.

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Page 5.3-17 and 5.3-18, Section 5.3.1.2, *Regulatory Setting*, Chapter 5.3, *Air Quality*. The following text has been modified in response to Comment A3-3 from the State of California Attorney General.

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#### SB 1000, Environmental Justice in Local Land Use Planning

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SB 1000 adds to the required elements of a general plan an environmental justice element, or related goals, policies, and objectives integrated in other elements, that identifies disadvantaged communities, as defined, within the area covered by the general plan of the city or county, if the city or county has a disadvantaged community. This bill would also require the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities.

#### *AB 617, Community Air Protection Program*

In response to Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017), CARB has established the Community Air Protection Program. AB 617 requires local air districts to monitor and implement air pollution control strategies that reduce localized air pollution in communities that bear the greatest burdens.

Air districts are required to host workshops in order to help identify disadvantaged communities disproportionately affected by poor air quality. Once the criteria for identifying the highest priority locations has been identified and the communities have been selected, new community monitoring systems would be installed to track and monitor community-specific air pollution goals. Under AB 617, CARB must prepare an air monitoring plan by October 1, 2018, that evaluates the availability and effectiveness of air monitoring technologies and existing community air monitoring networks.

Under AB 617, CARB is also required to prepare a statewide strategy to reduce TACs and criteria pollutants in impacted communities; provide a statewide clearinghouse for best available retrofit control technology (BARCT), adopt new rules requiring the latest BARCT for all criteria pollutants for which an area has not achieved attainment of California AAQS, and provide uniform state-wide reporting of emissions inventories. Air districts are required to adopt a community emissions reduction program to achieve reductions for the air pollution impacted communities identified by CARB.

In the county, the Muscoy community has been identified as a “year 1” disadvantaged community for its air pollution burden. Communities under consideration for subsequent years (i.e., years 2 through 5), include Bloomington/Fontana/Rialto; Colton/Grand Terrace/San Bernardino (southwest); and Rancho Cucamonga/Ontario (east). SCAQMD adopted the Community Emissions Reduction Plan (CERP) for Muscoy under AB 617 on September 6, 2019. The AB 617 “year 1” communities identified by SCAQMD share common air quality priorities that are driven by the movement of goods throughout the region (e.g., trucks, equipment used at railyards, off-road diesel equipment, and trains). Mobile sources are the overwhelming source of DPM and cancer risk in these communities. Air quality priorities for the Muscoy community include:

- Reducing emissions from heavy-duty trucks transiting the community by working with local land use agencies to establish designated truck routes.
- Promoting the installation of infrastructure needed to support zero emission vehicles and equipment at warehouses.
- Supporting a transition to zero emission transit buses.

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- Replacing older, diesel-fueled equipment with cleaner technologies at railyards.
- Reducing children’s exposure to harmful air pollutants by working with local schools to install high efficiency filtrations systems (SCAQMD 2019).

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Page 5.3-22, Section 5.3.1.3, *Existing Conditions*, Chapter 5.3, *Air Quality*. The following text has been added in response to Comment A3-3 from the State of California Attorney General.

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#### **Environmental Justice Focus Areas**

SB 1000’s definition of a disadvantaged community includes areas that: 1) are disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation; and 2) have concentrations of people with low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment. Accordingly, the County refers to those areas considered to be disadvantaged communities under SB 1000 as environmental justice focus areas (EJFAs). Figure 5.3-2, *Environmental Justice Focus Areas*, shows areas in San Bernardino County that are considered EJFAs.

The California Communities Environmental Health Screening Tool, or CalEnviroScreen (CES), was developed by the Office of Environmental Health Hazards Assessment on behalf of CalEPA. CES is a method for identifying communities that are disproportionately burdened by pollution and/or have a disproportionately vulnerable population. Once such communities are identified, local governments can better understand their needs and target resources appropriately to improve conditions and outcomes in those communities.

CES generates a composite score at the census-tract level that assesses disproportionate impacts on California communities. It uses 18 indicators organized across four categories—pollution exposure, environmental effects, sensitive populations, and socioeconomic factors. These categories are summed into two primary metrics—pollution burden and population characteristics—which CES multiplies to arrive at the CES score. Table 5.3-4 shows the CalEnviroScreen scores for the EJFAs in San Bernardino County. Tables 5.3-5 through 5.3- 9 include an environmental justice assessment for the census tracts identified in Table 5.3-4.

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**Table 5.3-4 CalEnviroScreen Scores for Environmental Justice Focus Areas**

CES Rankings		Quartile 1 = Good	Quartile 2 = Moderate	Quartile 3 = Poor	Quartile 4 = Challenged	
Variables/Factors in the CES model:						
<u>POLLUTION EXPOSURE</u>		<u>ENVIRONMENTAL EFFECTS</u>		<u>SENSITIVE POPULATION</u>		
AQ = Air Quality		CS = Toxic Cleanup Sites		AS = Asthma		
PEST = Pesticides		GW: Groundwater Threats		LB = Low Birth Weight		
DW = Drinking Water		HZ = Hazardous Waste		CVD = Heart Disease		
TR = Toxic Releases		IW = Impaired Waters		UE = Unemployment		
TD = Traffic Density		SW = Solid Waste Sites/Facilities		HB = Housing Burden		
				ED = Educational Attainment		
Census Tract	Low Income	Percentile and Quartile Rank			Scores in the Upper Quartile	
		Composite Score	Pollution Score	Population Score	Pollution Factors	Population Factors
<b>El Mirage Valley</b>						
<u>6071009117</u>	Yes	<u>92</u>	<u>63</u>	<u>99</u>	<u>AQ, DW, CS, HW</u>	<u>AS, LB, CVD, ED, POV, UE, HB</u>
<b>North High Desert</b>						
<u>6071009300</u> <u>Barstow</u>	Yes	<u>88</u>	<u>62</u>	<u>95</u>	<u>AQ, DW</u>	<u>AS, LB, CVD, POV, ED, UE</u>
<u>6071010300</u> <u>Daggett/ Newberry Springs/Baker</u>	Yes	<u>77</u>	<u>67</u>	<u>75</u>	<u>AQ, DW, CS GW, HW, SW</u>	<u>LB, UE</u>
<b>Mountain Communities</b>						
<u>6071010802</u> <u>Crest Forest</u>	No	<u>78</u>	<u>60</u>	<u>81</u>	<u>AQ, DW, SW</u>	<u>AS, CVD, UE</u>
<b>Bloomington-Colton</b>						
<u>6071003606</u>	Yes	<u>83</u>	<u>81</u>	<u>74</u>	<u>AQ, DW, TD, HZ</u>	<u>ED, POV, UE, HB</u>
<u>6071004001</u>	Yes	<u>86</u>	<u>91</u>	<u>68</u>	<u>AQ, TD, HZ</u>	<u>ED, UE</u>
<u>6071004003</u>	Yes	<u>98</u>	<u>97</u>	<u>86</u>	<u>AQ, DW, GW, HZ, SW</u>	<u>LB, ED, POV, UE, LI</u>
<u>6071004004</u>	Yes	<u>98</u>	<u>100</u>	<u>78</u>	<u>AQ, DW, TD, CS, GW, HZ, SW</u>	<u>LB, ED, POV, UE</u>
<u>6071003302</u>	Yes	<u>85</u>	<u>88</u>	<u>70</u>	<u>AQ, DW, TR, TD</u>	<u>LB, ED, LI, POV, UE</u>
<u>6071006601</u>	Yes	<u>95</u>	<u>80</u>	<u>97</u>	<u>AQ, DW, TD</u>	<u>AS, LB, CVD, ED, LI, POV, UE</u>
<b>Muscoy-San Bernardino</b>						
<u>6071004104</u>	Yes	<u>98</u>	<u>91</u>	<u>96</u>	<u>AQ, DW, CS</u>	<u>AS, CVD, ED, POV, UE</u>
<u>6071004101</u>	Yes	<u>93</u>	<u>85</u>	<u>89</u>	<u>AQ, DW, CS, TR</u>	
<u>6071004103</u>	Yes	<u>95</u>	<u>84</u>	<u>95</u>	<u>AQ, DW, CS</u>	
<b>Valley Unincorporated Islands: Chino-Montclair</b>						
<u>6071000303</u>	Yes	<u>94</u>	<u>97</u>	<u>74</u>	<u>AQ, DW, TR, CS HZ, SW</u>	<u>ED, LI, POV</u>

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**Table 5.3-4 CalEnviroScreen Scores for Environmental Justice Focus Areas**

CES Rankings		Quartile 1 = Good		Quartile 2 = Moderate		Quartile 3 = Poor		Quartile 4 = Challenged			
Variables/Factors in the CES model:											
<u>POLLUTION EXPOSURE</u>			<u>ENVIRONMENTAL EFFECTS</u>			<u>SENSITIVE POPULATION</u>			<u>SOCIOECONOMIC FACTORS</u>		
AQ = Air Quality			CS = Toxic Cleanup Sites			AS = Asthma			LI = Linguistic Isolation		
PEST = Pesticides			GW: Groundwater Threats			LB = Low Birth Weight			POV = Poverty		
DW = Drinking Water			HZ = Hazardous Waste			CVD = Heart Disease			UE = Unemployment		
TR = Toxic Releases			IW = Impaired Waters						HB = Housing Burden		
TD = Traffic Density			SW = Solid Waste Sites/Facilities						ED = Educational Attainment		
Census Tract	Low Income	Percentile and Quartile Rank			Scores in the Upper Quartile						
		Composite Score	Pollution Score	Population Score	Pollution Factors	Population Factors					
<u>6071000403</u>	<u>No</u>	<u>78</u>	<u>95</u>	<u>52</u>	<u>AQ, DW, TR, HZ, SW</u>	<u>LB, CVD</u>					
<b>Valley Unincorporated Islands: Western Fontana</b>											
<u>6071002402</u>	<u>Yes</u>	<u>92</u>	<u>77</u>	<u>93</u>	<u>AQ, TR, SW</u>	<u>AS, CVD, ED,</u>					
<u>6071002204</u>	<u>Yes</u>	<u>98</u>	<u>98</u>	<u>87</u>	<u>AQ, TR, CS, HZ, SW</u>	<u>POV, UE, HB, LI</u>					
<u>6071002501</u>	<u>No</u>	<u>99</u>	<u>99</u>	<u>90</u>	<u>AQ, TR, TD, HZ, SW</u>	<u>AS, CVD, ED, LB</u>					
<u>6071002401</u>	<u>Yes</u>	<u>94</u>	<u>91</u>	<u>85</u>	<u>AQ, TR, CS, HZ, SW</u>	<u>CVD, ED, LI</u>					
<b>Valley Unincorporated Islands: San Bernardino</b>											
<u>6071006302</u>	<u>Yes</u>	<u>87</u>	<u>61</u>	<u>94</u>	<u>AQ, DW</u>	<u>AS, CVD, ED,</u>					
<u>6071006500</u>	<u>Yes</u>	<u>95</u>	<u>81</u>	<u>96</u>	<u>AQ, DW, CS</u>	<u>POV, UE, HB</u>					
<u>6071006100</u>	<u>Yes</u>	<u>76</u>	<u>43</u>	<u>93</u>	<u>AQ, DW</u>	<u>AS, CVD, LB, POV, UE</u>					

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**Table 5.3-5 EJ Assessment in the El Mirage Valley**

<b>Topic</b>	<b>Environmental Conditions</b>
<u>Reduction of pollution exposure and improving air quality</u>	<p><b>Pollution Exposure</b>                      El Mirage has hazardous waste cleanup sites from past military and aerospace uses, groundwater threats, and a remediated/closed hazardous waste storage facility.</p>
	<p><b>Air Quality</b>                      El Mirage is in the Mojave Air Quality Management District. Like much of southern California, the region has air quality issues. The region does not meet federal standards for ozone and respirable particulate matter (PM10) or state standards for ozone and respirable and fine PM2.5.</p>
<u>Promoting public facilities (including infrastructure and community services)</u>	<p><b>Water and Sewer</b>                      El Mirage has limited water infrastructure and relies on private wells that tap into the aquifer. El Mirage is also reliant on septic tanks and leach fields, with no ability to support the installation of a regional wastewater treatment plant due to the extremely low levels of population and density. Groundwater has been known to be vulnerable to contaminants.</p>
	<p><b>Fire and Sheriff</b>                      County Fire Station 311 serves El Mirage and responds in an average of 19 minutes, due primarily to the extremely low levels of population and density. Police service is provided by the County Sheriff in Victorville and response time is not known.</p>
<u>Promoting health care Infrastructure</u>	<p><b>Health Needs</b>                      Health needs for El Mirage are significant—including a 39% adult obesity (13 points above the state average), 30% of working age adults in fair or poor health (50% higher than state averages), 14% diabetes rate (50% above the state average), and higher asthma rates among adults. Heart disease is also a significant concern in the area.</p>
	<p><b>Health Care Infrastructure</b>                      El Mirage is designated a HPSA for mental health and primary care services and is a medically underserved area. Both areas have limited medical infrastructure, and residents must travel some distance to access facilities in other communities.</p>
<u>Promoting food access</u>	<p><b>Food Security</b>                      The poverty rate in El Mirage and Oro Grande is 30%, which is twice the state average. As a result, food insecurity is similarly high, affecting 16% of low income households, twice the state average. In El Mirage schools, over 70% of children are eligible for free or reduced-price meals.</p>
	<p><b>Food Access</b>                      El Mirage has limited grocery outlets, limited to a cluster near SR-395 in Adelanto. There are no WIC (Women, Infants, and Children) vendors and only 1</p>

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**Table 5.3-5 EJ Assessment in the El Mirage Valley**

<b>Topic</b>	<b>Environmental Conditions</b>
	<u>Cal-Fresh-certified vendor in El Mirage. Due to the general lack of access to nearby stores, El Mirage is designated a food desert.</u>
<u>Promoting safe and sanitary housing</u>	<p><b>Housing</b>  <u>As part of the consolidated plan process, residents indicated a need to promote safe and sanitary housing. Although housing is relatively affordable in El Mirage compared to other areas, concerns remain. Residents mentioned that abandoned homes should be demolished or rehabbed; code enforcement is understaffed; more is needed.</u></p>
<u>Promoting physical activity</u>	<p><b>Level of Physical Activity</b>  <u>Among youth ages 5 to 17, 26% participated in at least of one hour of physical exercise regularly versus 24% in the county and 21% in the state. For adults, the percentages of adults who walked more than 150 minutes per week was lower in the area versus the county and state averages.</u></p> <p><b>Opportunities for Physical Activity</b>  <u>Recreational outlets include trails and outdoor sports, including opportunities in state and federal parks. The unincorporated areas in the community plan areas have few developed parks. Road have limited pedestrian and bicycling facilities. This is not uncommon for desert roads.</u></p>
<u>Civil Engagement</u>	<p><b>Community Participation</b>  <u>With daytime Planning Commission and Board of Supervisors meetings and a conventional notification process, it can be difficult for residents in this area to learn about and provide input on proposed development in a timely manner that substantively and effectively impacts the decision making process. Additionally, this area is far from public meeting sites, most households do not have good internet access, and approximately 11 percent of households do not speak English well.</u></p>

**Table 5.3-6 EJ Assessment in the North High Desert**

<b>Topic</b>	<b>Environmental Conditions</b>
<u>Reduction of pollution exposure and improving air quality</u>	<p><b>Pollution Exposure</b>  <u>The area’s primary exposure to pollution is groundwater threats, hazardous wastes, and solid wastes. It should be noted, however, that this area extends 200 square miles to the Nevada border. Many of these pollutant sources are in unpopulated areas, far from Daggett, Newberry Springs, and Yermo.</u></p> <p><b>Air Quality</b>  <u>This area is in the Mojave Air Quality Management District. Although the area has very high levels of ozone, there are few other appreciable air pollutants,</u></p>

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**Table 5.3-6 EJ Assessment in the North High Desert**

<b>Topic</b>	<b>Environmental Conditions</b>
	except for a small area around the Barstow BNSF railyard, which has high levels of diesel particulate matter.
<u>Promoting public facilities (including infrastructure and community services)</u>	<p><b>Water and Sewer</b>                      LAFCO identified Daggett as a hotspot for insufficient water supply, water quality concerns, deficient infrastructure, and financial concerns. Unincorporated areas rely on individual septic systems. Drinking water is known to be at risk of contamination from nitrate, lead, and radioactive elements.</p>
	<p><b>Fire and Sheriff</b>                      County Sheriff's Barstow Station serves this area; response times are not available. County Fire provides fire protection services from stations #52, #53, #56, and #4. Response times vary—from 20 to 50 minutes depending staffing for the paid-call firefighter station.</p>
<u>Promoting health care Infrastructure</u>	<p><b>Health Needs</b>                      Health issues include a 28% obesity rate and 10% diabetes rate—all close to state averages. Despite more modest income levels compared to other parts of the county, the health conditions of residents are better than many other areas of the county.</p>
	<p><b>Health Care Infrastructure</b>                      Currently, the area is designated an HPSA for primary care, mental health, and dental services and a medically underserved area/population. There is a significant need for all the major medical services; residents must now travel to Barstow for service.</p>
<u>Promoting food access</u>	<p><b>Food Security</b>                      The poverty rate in the area for adults is high (21%), far above the state average, and 11% of low income households are food insecure. Food insecurity affects children in the area as well. Approximately 78% of children in Barstow Unified School District were eligible for free/reduced-price meals in 2016.</p>
	<p><b>Food Access</b>                      Except for small markets, these areas lack a full-service grocery store, and residents must drive to Barstow. There are no WIC vendors or Cal-Fresh-certified vendor closer than Barstow. Due to limited access to grocery stores, the entire area is designated a food desert by the USDA.</p>
<u>Promoting safe and sanitary housing</u>	<p><b>Housing</b>                      Limited information is available about safe and sanitary housing in the area. Generally, the housing stock has a high proportion of mobile home units on septic service. Given the construction type and age of structures, there is a significant need to rehabilitate aging housing and demolish abandoned or dilapidated homes. Code enforcement issues may be concentrated in certain areas as well.</p>



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**Table 5.3-6 EJ Assessment in the North High Desert**

<b>Topic</b>	<b>Environmental Conditions</b>
<u>Promoting physical activity</u>	<p><b>Level of Physical Activity</b>                      State physical fitness tests show one-third of students need improvement in aerobic capacity. However, the percentage of youth (age 5 to 17) getting regular physical activity is greater (31%) than in California (21%). The level of physical activity (as measured by walking) among adults is lower than state averages.</p>
	<p><b>Opportunities for Physical Activity</b>                      Recreational outlets include trails, hiking, and outdoor sports. Outside of Barstow and schools, formal park facilities are limited to Newberry Springs Park. Roadways have no pedestrian and bicycling facilities or other amenities. However, residents can walk and bicycle on public streets because traffic is very light.</p>
<u>Civil Engagement</u>	<p><b>Community Participation</b>                      With daytime Planning Commission and Board of Supervisors meetings and a conventional notification process, it can be difficult for residents in this area to learn about and provide input on proposed development in a timely manner that substantively and effectively impacts the decision making process. Many parts of this area are far from public meeting sites. Additionally, the Daggett, Newberry Springs, and Baker communities do not have good internet access and approximately 10 percent of households do not speak English well.</p>

**Table 5.3-7. EJ Assessment in Mountain Communities**

<b>Topic</b>	<b>Environmental Conditions</b>
<u>Reduction of pollution exposure and improving air quality</u>	<p><b>Pollution Exposure</b>                      While the area is affected by solid waste facilities and some impaired waterways, the greatest concern is drinking water. Drinking water tests have shown elevated levels of arsenic, nitrate, lead, uranium, and other contaminants in certain areas. Maximum contaminant level violations may have also occurred.</p>
	<p><b>Air Quality</b>                      This area is in the South Coast Air Quality Management District. Although the area has very high levels of ozone, air pollutant concentrations are low, except for a small area affected by PM<sub>2.5</sub> around Crestline. Due to the lack of heavy industry and trucking, air quality is good in the mountain communities.</p>

### 3. Revisions to the Draft EIR

**Table 5.3-7. EJ Assessment in Mountain Communities**

<b>Topic</b>	<b>Environmental Conditions</b>
<u>Promoting public facilities (including infrastructure and community services)</u>	<p><b><u>Water and Sewer</u></b>                      The Mountain area has 8 public and 16 private water systems. According to LAFCO, there are no areas with significant water issues.</p>
	<p><b><u>Fire and Sheriff</u></b>                      In the Crest Forest area, San Bernardino County Fire response times vary between 6 and 13 minutes. Hilltop communities have a similar fire response time, less than 15 minutes. The entire area is served by the County Sheriff.</p>
<u>Promoting health care Infrastructure</u>	<p><b><u>Health Needs</u></b>                      While there are some variations among different communities, the overall health needs for the Mountain areas generally mirror the county and state. There are few differences in rates of asthma, diabetes, obesity, mental health problems, or other chronic diseases, according to statewide surveys. Obesity rates for the mountain communities (33%) are lower than the County (35%), but higher than in California (26%).</p>
	<p><b><u>Health Care Infrastructure</u></b>                      The Crest Forest area is served by Mountain Community Hospital. All the communities are designated HPSAs for primary care and mental health.</p>
<u>Promoting food access</u>	<p><b><u>Food Security</u></b>                      The poverty rate in the area for adults is like the county and California as a whole, but only 5% of low income households are food insecure, which is half the state and county average. Percentages of children eligible for free and reduced-price meals is 50% in Rim of the World.</p>
	<p><b><u>Food Access</u></b>                      parts of the area south to Rim of the World Highway and parts of Crestline are considered food deserts.</p>
<u>Promoting safe and sanitary housing</u>	<p><b><u>Housing</u></b>                      Limited information is available about safe and sanitary housing in the area. However, residents reported issues with junk and trash, excessive outside storage, inoperative vehicles, group homes, construction without permits, and vacant or seasonal housing.</p>
<u>Promoting physical activity</u>	<p><b><u>Level of Physical Activity</u></b>                      Limited data is available. Based on California Health Interview Survey, youth appear to get more regular exercise than youth in the county and state, but the reverse is true for adults. The size of this area and its unpopulated nature make it difficult to create accurate comparisons.</p>
	<p><b><u>Opportunities for Physical Activity</u></b>                      Recreational outlets include trails, hiking, and outdoor sports. In addition to access to the surrounding National Forest, Bear Valley, Crest Forest, Lake Arrowhead, and Hilltop have public parks. Outside of the downtown areas,</p>

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**Table 5.3-7. EJ Assessment in Mountain Communities**

<b>Topic</b>	<b>Environmental Conditions</b>
	roadways generally have limited pedestrian and bicycling facilities. This is not uncommon for areas with mountain roads and periodic inclement weather.
<u>Civil Engagement</u>	<p><b>Community Participation</b></p> <p>With County Government Centers located outside of the Mountain region, daytime Planning Commission and Board of Supervisors meetings, and a conventional notification process, it can be difficult for residents in this area to provide input on proposed development in a timely manner that substantively and effectively impacts the decision making process.</p>

**Table 5.3-8 EJ Assessment in Bloomington and Muscoy**

<b>Topic</b>	<b>Environmental Conditions</b>
<u>Reduction of pollution exposure and improving air quality</u>	<p><b>Pollution Exposure</b></p> <p>Nearly all census tracts (11 of 13) has high levels of air pollution and drinking water contamination concerns. Other pollution exposure issues include traffic density, toxic releases from industry, hazardous waste and cleanup sites from military and industrial land uses.</p>
	<p><b>Air Quality</b></p> <p>This area is in the South Coast Air Quality Management District and as a nonattainment status for ozone and particulate matter. Pollutant concentrations are high for particulate matter, including diesel particulate matter due to trucking routes in and around both communities.</p>
<u>Promoting public facilities (including infrastructure and community services)</u>	<p><b>Water and Sewer</b></p> <p>Water and sewer challenges are significant. For Muscoy, water service is provided by the Muscoy Mutual Water Company, and septic tanks and leach fields are used for its wastewater needs. For Bloomington, several water districts provide potable water for the community. For sewer, Bloomington was also developed with reliance on septic tanks and leachfield systems.</p>
	<p><b>Fire and Sheriff</b></p> <p>San Bernardino County Fire Station #75 serves Muscoy and response times are 4 to 6 minutes, which is generally with NFPA standards. Bloomington Fire Station #76 serves the community and response times are unknown but are assumed to be also within NFPA standards due to the size of the community. Both areas are served by County Sheriff and response times were not available.</p>
<u>Promoting health care Infrastructure</u>	<p><b>Health Needs</b></p> <p>Within this area, Muscoy has elevated levels of asthma and high levels of obesity (35%) versus statewide average of 26%, and emergency room admits for cardiovascular disease. For Bloomington, key health needs include</p>

### 3. Revisions to the Draft EIR

**Table 5.3-8 EJ Assessment in Bloomington and Muscoy**

<b>Topic</b>	<b>Environmental Conditions</b>
	<p><u>diabetes, a 43% obesity rate, and high rate of emergency room admits for heart disease.</u></p> <p><b>Health Care Infrastructure</b>  <u>Access to health-supporting land uses is mixed. While Bloomington is not defined as a HPSA, all areas south of I-10 are designated a medically underserved population/area. Muscoy is also not a HPSA, although utilization of existing clinics in the area is mixed.</u></p>
<u>Promoting food access</u>	<p><b>Food Security</b>  <u>The poverty rate in both Bloomington and Muscoy is high. Low income household food insecurity is high in Bloomington (13%) and Muscoy (10%) versus state averages (8%). County has designated both areas as an HPLA–high poverty low access food desert.</u></p> <p><b>Food Access</b>  <u>Food access is generally poor. In Bloomington, the area south of I-10 is designated by the USDA as a food desert, but other areas north of the I-10 have adequate access. Muscoy is also considered a food desert. There is a high preponderance of fast food outlets, liquor markets, and convenience stores.</u></p>
<u>Promoting safe and sanitary housing</u>	<p><b>Housing</b>  <u>Limited information is available about safe and sanitary housing in the area. No code enforcement data are available. However, residents reported issues with the need for demolition and/or rehabilitation of homes, illegal dumping, junk and trash, and vacant homes in certain locations.</u></p>
<u>Promoting physical activity</u>	<p><b>Level of Physical Activity</b>  <u>Among youth ages 5 to 17, 20% in Bloomington and 24% in Muscoy participated in at least of one hour of physical exercise regularly versus 24% in the county and 21% in the state. The percentage of adults who walked more than 150 minutes per week was lower in the area versus the county and state averages.</u></p> <p><b>Opportunities for Physical Activity</b>  <u>Recreational outlets include bicycling, walking, and active recreation at parks. Roadways generally have limited pedestrian and bicycling facilities. Safety concerns (traffic and trucking) along streets makes active transportation uses generally not optimal.</u></p>
<u>Civil Engagement</u>	<p><b>Community Participation</b>  <u>Despite the area’s proximity to the primary County Government Center, daytime Planning Commission and Board of Supervisors meetings and a conventional notification process can make it difficult for residents in such areas to learn about and provide input on proposed development in a timely manner that substantively and effectively impacts the decision making process. Additionally, approximately 13 to 23 percent of households in</u></p>

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**Table 5.3-8 EJ Assessment in Bloomington and Muscoy**

<b>Topic</b>	<b>Environmental Conditions</b>
	Bloomington, 15 percent of households in the Colton SOI, and 5 to 13 percent of households in selected portions of Muscoy do not speak English well.

**Table 5.3-9 EJ Assessment in Valley Unincorporated Islands**

<b>Topic</b>	<b>Environmental Conditions</b>
<u>Reduction of pollution exposure and improving air quality</u>	<p><b><u>Pollution Exposure</u></b>                      Pollution exposure is significant for valley unincorporated islands, particularly those located within or near to industrial land uses or transportation infrastructure. Locations and issues where the CES scores exceeds the 75<sup>th</sup> percentile are as follows:                      Chino-Montclair: drinking water, cleanup sites, and hazardous and solid waste facilities                      Western Fontana: cleanup sites, and hazardous and solid waste facilities                      San Bernardino: drinking water, cleanup sites, and hazardous and solid waste facilities</p>
	<p><b><u>Air Quality</u></b>                      The San Bernardino Valley is in the South Coast Air Quality Management District and is designated as a nonattainment status for ozone and particulate matter. Pollutant concentrations are high for particulate matter, including diesel particulate matter due to trucking routes in these communities. Of concern, west Fontana and Chino-Montclair areas are near industrial centers. Toxic releases from industrial uses exceed the 75<sup>th</sup> percentile in every census tract within these two communities. None of the other census tracts in unincorporated San Bernardino or the Mentone area score high in toxic releases from industries.</p>
<u>Promoting public facilities (including infrastructure and community services)</u>	<p><b><u>Water and Sewer</u></b>                      None of the four valley unincorporated islands were noted by the San Bernardino LAFCO as a hotspot for providing water. Wastewater service capacity is being studied by LAFCO. Based on technical reports for the countywide plan, infrastructure in all the unincorporated islands is able to provide water and sanitation services to support projected residential and nonresidential growth over the foreseeable future. However, it should be noted that drinking water contamination levels exceeded the 75<sup>th</sup> percentile in the Chino-Montclair and San Bernardino unincorporated islands.</p>
	<p><b><u>Fire and Sheriff</u></b>                      Chino-Montclair: Montclair FD and Chino Valley FD provides service; response times are unknown                      Western Fontana: County Station #72 serves west Fontana; response times</p>

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**Table 5.3-9 EJ Assessment in Valley Unincorporated Islands**

<b>Topic</b>	<b>Environmental Conditions</b>
	<p>are unknown</p> <p>San Bernardino: County Fire provides services to these areas; response times are unknown</p> <p>County Sheriff provides law enforcement services for all areas; response times are unknown</p>
<p><u>Promoting health care Infrastructure</u></p>	<p><b>Health Needs</b></p> <p>Chino-Montclair: high levels of diabetes (13%), obesity (37%), and emergency room visits for heart disease</p> <p>Western Fontana: high levels of diabetes (13%), obesity (41%), and emergency room visits for heart disease</p> <p>San Bernardino: high levels of diabetes (12%), obesity (40%), and emergency room visits for heart disease</p> <p><b>Health Infrastructure</b></p> <p>While the desert regions are known for a lack of health care infrastructure, most areas in the valley are fairly well-served with health care professionals, with a few exceptions by area.</p> <p>Chino-Montclair: not designated as a HPSA</p> <p>Western Fontana: not designated as a HPSA</p> <p>San Bernardino: designated as a HPSA for medically underserved area /population only</p>
<p><u>Promoting food access</u></p>	<p><b>Food Security</b></p> <p>A significant portion of children in these areas are eligible for free or reduced meals at local schools. With respect to household food insecurity, rates vary by community.</p> <p>Chino-Montclair: food insecurity similar to state (8%) and county averages (9%)</p> <p>Western Fontana: a-high levels of food insecurity among low income households (15%)</p> <p>San Bernardino: moderate levels of food insecurity among low income households (11%)</p> <p><b>Food Access</b></p> <p>Food access according to the USDA is generally good, with a few exceptions.</p> <p>Chino-Montclair: small portion along Mission Boulevard is a food desert</p> <p>Western Fontana: southeast quadrant is a food desert</p> <p>San Bernardino: selected unincorporated census tracts are food deserts</p>

### 3. Revisions to the Draft EIR

**Table 5.3-9 EJ Assessment in Valley Unincorporated Islands**

<b>Topic</b>	<b>Environmental Conditions</b>
<u>Promoting safe and sanitary housing</u>	<p><b>Housing</b></p> <p>There is no source of data documenting the condition of safe and sanitary housing in unincorporated islands. Most cities and the County do not track the data nor is this information included in consolidated plans or other mandated reports for individual areas. However, visual inspection indicates a need for housing rehabilitation, demolition of dilapidated structures, code enforcement concerns, property maintenance, and debris and vehicle clearance. While not all unincorporated islands display these issues, many of the lower income census tract areas have one or more of the above conditions affecting neighborhood quality.</p>
<u>Promoting physical activity</u>	<p><b>Level of Physical Activity</b></p> <p>Levels of physical activity are similar for most valley communities as follows.</p> <p>Chino-Montclair: 22% of youth exercised regularly and 30% of adults walked at least 150 minutes per week</p> <p>Western Fontana: 21% of youth exercised regularly and 31% of adults walked at least 150 minutes per week</p> <p>San Bernardino: 24% of youth exercised regularly and 30% of adults walked at least 150 minutes per week</p> <p><b>Opportunities for Physical Activity</b></p> <p>As the Valley is urbanized, there are ample opportunities for bicycling, walking, and active recreation at parks. Roadways generally have limited pedestrian and bicycling facilities. However, safety concerns (traffic and trucking) along streets makes active transportation uses generally not optimal. Certain neighborhoods may also have elevated levels of crime and vagrancy that may discourage use of physical activity opportunities.</p>
<u>Civil Engagement</u>	<p><b>Community Participation</b></p> <p>Despite the area’s proximity to the primary County Government Center, daytime Planning Commission and Board of Supervisors meetings and a conventional notification process can make it difficult for residents in such areas to learn about and provide input on proposed development in a timely manner that substantively and effectively impacts the decision making process. Additionally, approximately 17 percent of households in the Montclair SOI, 14 to 17 percent of households in the western Fontana SOI, and 7 to 20 percent of households in the City of San Bernardino SOI do not speak English well.</p>

Based on the assessments shown in Table 35.3-5 through 5.3-9, objectives for the EJFA were formulated for the CWP.

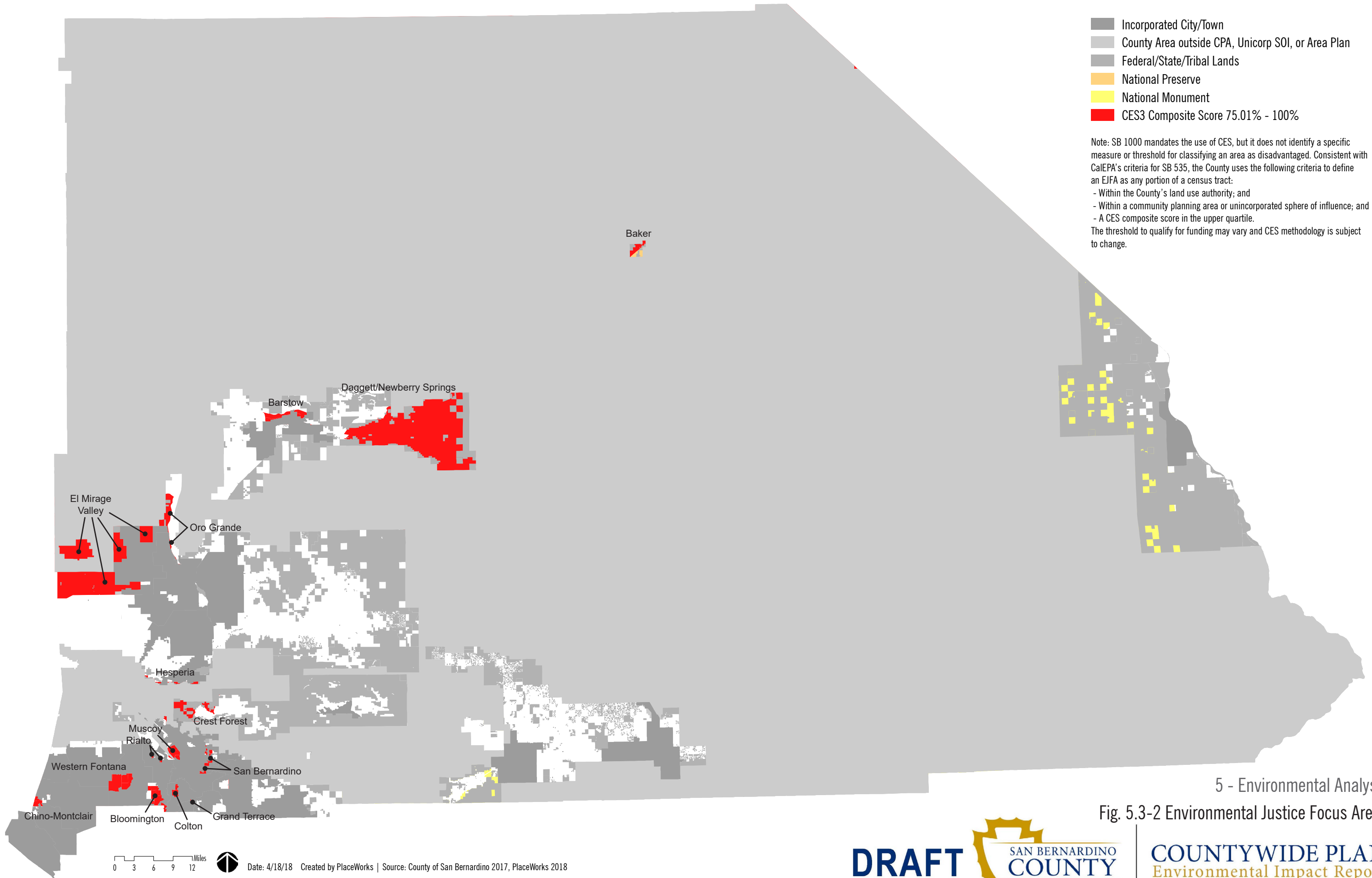
### 3. Revisions to the Draft EIR

**Table 5.3-10 Objectives for Unincorporated Environmental Justice Focus Areas**

<u>Topic</u>	<u>Objective</u>
<u>Reduction of pollution exposure and improving air quality</u>	<ul style="list-style-type: none"> <li>▪ <b><u>Contaminated soils.</u></b> Remediation of hazardous waste sites and other contaminated sites.</li> <li>▪ <b><u>Water quality.</u></b> Improved water quality and elimination of groundwater threats.</li> <li>▪ <b><u>Air quality.</u></b> Reduction of ozone emissions and particulate matter to levels that meet federal and state standards.</li> </ul>
<u>Promoting public facilities (including infrastructure and community services)</u>	<ul style="list-style-type: none"> <li>▪ <b><u>Fire and Sheriff.</u></b> Improved response times for public safety services.</li> <li>▪ <b><u>Public facilities.</u></b> Improved access to existing and new public facilities that serve community needs for safety, health, and physical activity.</li> <li>▪ <b><u>Water and wastewater infrastructure.</u></b> Adequate leach fields for onsite wastewater treatment systems and safe drinking water.</li> </ul>
<u>Promoting health care Infrastructure</u>	<ul style="list-style-type: none"> <li>▪ <b><u>Health needs and infrastructure.</u></b> Reduction in the number of residents that lack access to health care professionals.</li> </ul>
<u>Promoting food access</u>	<ul style="list-style-type: none"> <li>▪ <b><u>Food access.</u></b> Improved food security and access to fresh food.</li> </ul>
<u>Promoting safe and sanitary housing</u>	<ul style="list-style-type: none"> <li>▪ <b><u>Housing.</u></b> Improved housing conditions for homeowners and renters.</li> </ul>
<u>Promoting physical activity</u>	<ul style="list-style-type: none"> <li>▪ <b><u>Joint use facilities.</u></b> New joint use facilities that reduce barriers to exercise opportunities and increase access to physical fitness facilities.</li> <li>▪ <b><u>Opportunities for physical activity.</u></b> New alternative transportation improvements in mobility focus areas.</li> </ul>
<u>Civil Engagement</u>	<ul style="list-style-type: none"> <li>▪ <b><u>Community participation.</u></b> Increased awareness and understanding of potential projects and more opportunities for meaningful public participation that can affect the decision making process.</li> </ul>

The Countywide Plan, Hazards Element, Figure HZ-10, Environmental Justice and Legacy Communities, identifies communities in San Bernardino County that may be burdened by poor air quality in the SCAQMD and MDAQMD regions. The Muscoy community in the Valley Region was selected as a “year 1” disadvantaged community by SCAQMD under AB 617.





- Incorporated City/Town
- County Area outside CPA, Unicorp SOI, or Area Plan
- Federal/State/Tribal Lands
- National Preserve
- National Monument
- CES3 Composite Score 75.01% - 100%

Note: SB 1000 mandates the use of CES, but it does not identify a specific measure or threshold for classifying an area as disadvantaged. Consistent with CalEPA's criteria for SB 535, the County uses the following criteria to define an EJFA as any portion of a census tract:

- Within the County's land use authority; and
- Within a community planning area or unincorporated sphere of influence; and
- A CES composite score in the upper quartile.

The threshold to qualify for funding may vary and CES methodology is subject to change.

5 - Environmental Analysis

Fig. 5.3-2 Environmental Justice Focus Areas



Date: 4/18/18 Created by PlaceWorks | Source: County of San Bernardino 2017, PlaceWorks 2018

**DRAFT**



**COUNTYWIDE PLAN**  
Environmental Impact Report

### 3. Revisions to the Draft EIR

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### 3. Revisions to the Draft EIR

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Page 5.3-44 through 5.3-48, Section 5.3.7, *Mitigation Measures*, Chapter 5.3, *Air Quality*. The following text has been modified in response to Comments A3-3, A3-4, A3-5, A5-7, and A5-8 from the State of California Attorney General.

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#### Impact 5.3-2

AQ-1 Prior to discretionary approval by the County for development projects subject to California Environmental Quality Act (CEQA) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential air quality impacts related to the project operation phase and submit it to the County Land Use Services Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology, for projects in the South Coast Air Basin (SoCAB), and conformance with the Mojave Desert Air Quality Management District (MDAQMD) for projects in the Mojave Desert Air Basin (MDAB). If operation-related air pollutants are determined to have the potential to exceed the SCAQMD/MDAQMD-adopted thresholds of significance, the County Land Use Services Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions can include, but are not limited to the following, and shall consider new and emerging strategies that may be available during the project lifetime:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with Section 2485 of 13 CCR Chapter 10.
- Provide changing/shower facilities as specified, at minimum, or greater than in the guidelines in Section A5.106.4.3 of the CALGreen Code (Nonresidential Voluntary Measures).
- Provide bicycle parking facilities equivalent to or greater than as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.

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- Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles equivalent to or greater than Section A5.106.5.1 of the CALGreen Code (Nonresidential Voluntary Measures).
- Provide facilities to support electric charging stations per Section A5.106.5.3 (Nonresidential Voluntary Measures) and Section A5.106.8.2 (Residential Voluntary Measures) of the CALGreen Code.
- Applicant-provided appliances shall be Energy Star-certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star-certified or equivalent appliances shall be verified by Building & Safety during plan check.
- Applicants for future development projects along existing and planned transit routes shall coordinate with the County of San Bernardino and the applicable transit agency to ensure that bus pad and shelter improvements are incorporated, as appropriate.

#### Impact 5.3-3

AQ-2

Prior to issuance of any construction permits for development projects subject to California Environmental Quality Act review (i.e., non-exempt projects), development project applicants shall prepare and submit to the County Land Use Services Department a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for projects within the South Coast Air Basin (SoCAB), and conformance with the Mojave Desert Air Quality Management District (MDAQMD) for projects in the Mojave Desert Air Basin (MDAB). If construction-related criteria air pollutants are determined to have the potential to exceed the adopted thresholds of significance of the applicable air district, the County Land Use Development Services Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds. These identified measures shall be incorporated into appropriate construction documents (e.g., construction management plans) submitted to the County and shall be verified by the County's Public Works Department. Mitigation measures to reduce construction-related emissions could include, but are not limited to the following, and shall consider new and emerging strategies that may be available during the project lifetime:

- Use of construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower. A list of construction equipment by type and model year shall be maintained by the construction contractor on-site and available for County review upon request.
- Ensure construction equipment is properly serviced and maintained to the manufacturer's standards.

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- Use of alternative-fueled or catalyst-equipped diesel construction equipment, if available and feasible.
- Clearly posted signs that require operators of trucks and construction equipment to minimize idling time (e.g., five minute maximum).
- Preparation and implementation of a fugitive dust control plan that may include the following measures:
  - Disturbed areas (including storage piles) that are not being actively utilized for construction purposes shall be effectively stabilized using water or chemical stabilizer/suppressant, or covered with a tarp or other suitable cover (e.g., revegetated).
  - On-site unpaved roads and offsite unpaved access roads shall be effectively stabilized using water or chemical stabilizer/suppressant.
  - Land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled utilizing application of water or by presoaking.
  - Material shall be covered or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained when materials are transported off-site.
  - Operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.)
  - Following the addition of materials to or the removal of materials from the surface of outdoor storage piles, said piles shall be effectively stabilized to prevent fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
  - Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.
  - Any site with 150 or more vehicle trips per day shall prevent carryout and trackout.
  - Limit traffic speeds on unpaved roads to 15 mph.
  - Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than 1 percent.
  - Install wheel washers for all exiting trucks or wash off all trucks and equipment leaving the project area.

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#### Impact 5.3-4

AQ-3 Applicants for new discretionary industrial or warehousing projects or commercial land uses that would generate substantial diesel truck travel—i.e., 100 diesel trucks per day or 40 or more trucks with diesel-powered transport refrigeration units per day based on the California Air Resources Board recommendations for siting new sensitive land uses, or 50 or more truck trips per day if surrounding land uses within 1,000 feet generate 50 or more trucks per day—shall contact the South Coast Air Quality Management District (SCAQMD) or Mojave Desert Air Quality Management District (MDAQMD) in conjunction with County staff to determine the appropriate level of health risk assessment (HRA) required. If preparation of an HRA is required, all HRAs shall be submitted to the County Land Use Services Department and the SCAQMD or MDAQMD for evaluation.

The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and SCAQMD, for projects within the South Coast Air Basin (SoCAB), or MDAQMD for projects within the Mojave Desert Air Basin (MDAB). The HRA shall consider cumulative impacts from industrial/warehouse projects within 1,000 feet of the boundary of the project site. If the HRA shows that the project-level or cumulative incremental cancer risk exceeds ten in one million (10E 06) or the risk thresholds in effect at the time a project is considered, or that the appropriate noncancer hazard index exceeds 1.0 or the thresholds as determined by SCAQMD or MDAQMD at the time a project is considered, the applicant will be required to identify and demonstrate that measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms.

Measures to reduce risk impacts may include but are not limited to:

- Restricting idling onsite beyond Air Toxic Control Measures idling restrictions, as feasible.
- Electrifying warehousing docks.
- Require operators of heavy-duty trucks visiting the project site commit to using 2010 model year or newer engines that meet the California Air Resources Board's (CARB) 2010 engine standard of 0.01 grams per brake horsepower-hour (g/bhp-hr) for particulate matter and 0.02 g/bhp-hr for NO<sub>x</sub>.
- Requiring use of newer equipment and/or vehicles.<sup>5</sup>
- Restricting offsite truck travel through the creation of truck routes and require trucks to utilize the truck routes identified.

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<sup>5</sup> A current example of newer vehicles include the use of zero-emissions (ZE) or near zero emissions (NZE) heavy-duty trucks during operations, such as heavy-duty trucks with natural gas engines that meet the CARB adopted operational NO<sub>x</sub> emissions standard at 0.02 g/bhp-hr.

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- Require that entrances and exits are designed to avoid or minimize truck travel on roadways with sensitive receptors.
- Require truck docking bays be positioned away from sensitive receptors.
- Restrict overnight parking of trucks in residential areas.
- Require operators maintain records of all trucks entering and existing the site, including
  - Type of truck (straight truck or tractor-trailer),
  - Vehicle identification number,
  - Model year of the truck, and
  - Truck fuel type.

Measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed project.

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Page 5.3-54, Section 5.3.9, References, Chapter 5.3, Air Quality. The following text has been modified in response to Comment A3-3 from the State of California Attorney General.

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[South Coast Air Quality Management District]. 2018, July 1. Annual Air Quality Monitoring Network Plan. <http://www.aqmd.gov/home/air-quality/clean-air-plans/monitoring-network-plan>.

———. 2019, September 6. Community Emissions Reduction Plan (CERP), San Bernardino, Muscoy Community.

US Energy Information Administration (EIA). 2018, May (Revised). 2015 Residential Energy Consumption Survey. Fuel Used & End Uses In the South and West Regions (HC 1.8). <https://www.eia.gov/consumption/residential/data/2015/#fueluses>.

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Page 5.5-37, Section 5.5.7, Mitigation Measures, Chapter 5.5, Cultural Resources. The following text has been modified in response to Comment A2-10 from Joseph Ontiveros, Soboba Band of Luiseno Indians.

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CUL-4            If the archaeological assessment did not identify potentially significant archaeological resources within the proposed project area but indicated the area to be highly sensitive for archaeological resources, a qualified archaeologist shall prepare a monitoring plan for all ground-disturbing construction and pre-construction activities in areas with previously undisturbed soil. The archaeologist shall inform all construction personnel prior to construction activities of the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project's initial on-site safety meeting, and shall explain the importance and legal basis for the protection of significant archaeological

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resources. In the event that archaeological resources (artifacts or features) are exposed during ground-disturbing activities, construction activities in the immediate vicinity of the discovery shall be halted while the resources are evaluated for significance by an archaeologist who meets the PQS, and, if necessary, develop appropriate treatment or disposition of the resources in consultation with the County and a representative of the affected Native American tribe. Where it is determined that significant cultural resources with Native American affiliation are discovered, the collection policies, analysis, and curation of any materials from the site shall be determined through consultation with the tribal representative designated by the County. Any significant cultural resources discovered that lack any Native American affiliation ~~if the discovery proves to be significant, it~~ shall be curated with a recognized scientific or educational repository.

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Page 5.7-24 and 5.7-25, Section 5.7.3.2, Policy Plan, Chapter 5.7, Greenhouse Gas Emissions. The following text has been modified in response to Comment A3-4 and A3-8 from the State of California Attorney General.

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- Policy TM-3.1**      **VMT Reduction.** We promote new development that will reduce household and employment VMT relative to existing conditions per capita by at least \_\_\_ [pending] percent relative to existing VMT per capita in each of the county regions (Valley, Mountain, and Desert).
- Policy TM-3.2**      **Trip reduction strategies.** We support the implementation of transportation demand management techniques, mixed use strategies, and the placement of development in proximity to job and activity centers to reduce the number and length of vehicular trips.
- Policy TM-3.3**      **First mile/last mile connectivity.** We support strategies that strengthen first/last mile connectivity to enhance the viability and expand the utility of public transit in unincorporated areas and countywide.
- Policy TM-1.9**      **New transportation options.** We support the use of transportation network companies, autonomous vehicles, micro transit, and other emerging transportation options that reduce congestion, minimize land area needed for roadways, create more pedestrian- and bicycle-friendly streets, reduce VMT, or reduce dependence on privately-owned vehicles.
- Policy TM-4.1**      **Complete streets network.** We maintain a network of complete streets within mobility focus areas that provide for the mobility of all users of all ages and all abilities, while reflecting the local context.
- Policy TM-4.2**      **Complete streets improvements.** We evaluate the feasibility of installing elements of complete street improvements when planning roadway improvements in mobility focus areas, and we require new development to contribute to complete street improvements in mobility focus areas. In evaluating complete street improvements,



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we prioritize those in mobility focus areas that are within unincorporated environmental justice focus areas.

Page 5.7-39, Table 5.7-10, *Consistency with the Local Actions in CARB's 2017 Scoping Plan*, Chapter 5.7, *Greenhouse Gas Emissions*. The following text has been modified in response to Comment A3-8 from the State of California Attorney General.

**Table 5.7-10 Consistency with the Local Actions in CARB's 2017 Scoping Plan**

2017 Scoping Plan Local Actions	Consistency with 2017 Scoping Plan Local Action
<b>Transportation and Land Use</b>	
Update Lead Agency's transportation impact analysis guidelines and congestion management plans to comply with SB 743	<b>Consistent.</b> The County <del>is in the process of establishing</del> has established transportation thresholds for SB 743. <del>[TBD- thresholds pending]</del> Pursuant to Policy TM-3.1, the County promotes development that would reduce household and employment VMT per capita <u>relative to existing conditions by at least TBD percent relative to existing VMT per capita in each of the County Regions</u> (Policy TM-3.1).
Adopt general plan policies and diagram designations and zone map and standards that are consistent with the Sustainable Communities Strategy	<b>Consistent.</b> Section 5.10, <i>Land Use and Planning</i> , identifies that the Countywide Plan is consistent with SCAG's RTP/SCS. For example, Policy TM-4.6 identifies that where public transit is available, the County prefers public facilities and activity centers to be within one-half mile of a transit stop.
In appropriate locations, adopt: 1) as-of-right zoning, and 2) design standards and guidelines, to enable mixed use, walkable, compact, infill development that includes a range of housing types and affordability levels	<b>Consistent.</b> The Transportation and Mobility Element of the Countywide Plan provides for on- and off-site street improvements that provide functional alternatives to private car usage and promote active transportation. Policies TM-4.1 and TM-4.2 identify that the County will maintain a complete streets network. The County supports infill development where public services and infrastructure are available. (Policy LU-1.2).

Page 5.8-3, Section 5.8.1.1, *Environmental Setting*, Chapter 5.8, *Hazards and Hazardous Materials*. The following text has been modified in response to Comment A3-3 from the State of California Attorney General.

**SB 1000, Environmental Justice in Local Land Use Planning**

SB 1000 adds to the required elements of a general plan an environmental justice element, or related goals, policies, and objectives integrated in other elements, that identifies disadvantaged communities, as defined, within the area covered by the general plan of the city or county, if the city or county has a disadvantaged community. This bill would also require the environmental justice element, or related environmental justice

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goals, policies, and objectives integrated in other elements, to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities.

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Page 5.9-2, Section 5.9.1.1, *Regulatory Background*, Chapter 5.9, *Hydrology and Water Quality*. The following text has been modified in response to Comment A3-3 from the State of California Attorney General.

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#### SB 1000, Environmental Justice in Local Land Use Planning

SB 1000 adds to the required elements of a general plan an environmental justice element, or related goals, policies, and objectives integrated in other elements, that identifies disadvantaged communities, as defined, within the area covered by the general plan of the city or county, if the city or county has a disadvantaged community. This bill would also require the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities.

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Page 5.10-13, Section 5.10.3.2, *Policy Plan*, Chapter 5.10, *Land Use and Planning*. The following text has been modified in response to Comment A3-4 from the State of California Attorney General.

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**Policy TM-4.1**      **Complete streets network.** We maintain a network of complete streets within mobility focus areas that provide for the mobility of all users of all ages and all abilities, while reflecting the local context.

**Policy TM-4.2**      **Complete streets improvements.** We evaluate the feasibility of installing elements of complete street improvements when planning roadway improvements in mobility focus areas, and we require new development to contribute to complete street improvements in mobility focus areas. In evaluating complete street improvements, we prioritize those in mobility focus areas that are within unincorporated environmental justice focus areas.

**Policy TM-4.7**      **Regional bicycle network.** We work with SBCTA and other local agencies to develop and maintain a regional backbone bicycle network.

**Policy TM-4.8**      **Local bicycle and pedestrian networks.** We support local bike and pedestrian facilities that serve unincorporated areas, connect to facilities in adjacent incorporated areas, and connect to regional trails. We prioritize bicycle and pedestrian network improvements that provide safe and continuous pedestrian and bicycle access to mobility focus areas, schools, parks, and major transit stops.

**Policy TM-4.9**      **Bike and pedestrian safety.** We promote pedestrian and bicyclist safety by providing separated pedestrian and bike crossings when we construct or improve bridges over highways, freeways, rail facilities, and flood control areas. We monitor pedestrian and bicycle traffic accidents and promote safety improvements in unincorporated high-accident areas.

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**Policy TM-5.5** **Countywide truck routes.** We support SBCTA’s establishment of regional truck routes that efficiently distribute regional truck traffic while minimizing impacts on residents. We support funding through the RTP to build adequate truck route infrastructure.

**Policy TM-5.6** **Unincorporated truck routes.** We may establish local truck routes in unincorporated areas to efficiently funnel truck traffic to freeways while minimizing impacts on residents. We establish routes where trucks are prohibited in unincorporated environmental justice focus areas and to avoid overlaps or conflicts with safe routes to schools.

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Page 5.10-23, Section 5.10.6, *Level of Significance Before Mitigation*, Chapter 5.10, *Land Use and Planning*. The following text has been modified in response to Comment O4-15 from the Defenders of Wildlife and the Sierra Club.

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Impacts 5.4410-1, 5.4410-2, and 5.4410-3 would be less than significant.

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Page 5.14-1, Section 5.14.1.1, *Environmental Setting*, Chapter 5.14, *Public Services*. The following text has been modified in response to Comment A3-3 from the State of California Attorney General.

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#### ***California Health and Safety Code***

Sections 13000 et seq. of the California Health and Safety Code include fire regulations for building standards (also in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

#### ***SB 1000, Environmental Justice in Local Land Use Planning***

SB 1000 adds to the required elements of a general plan an environmental justice element, or related goals, policies, and objectives integrated in other elements, that identifies disadvantaged communities, as defined, within the area covered by the general plan of the city or county, if the city or county has a disadvantaged community. This bill would also require the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities.

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Page 5.14-19, Section 5.14.2.1, *Environmental Setting*, Chapter 5.14, *Public Services*. The following text has been modified in response to Comment A3-3 from the State of California Attorney General.

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#### **5.14.2.1 ENVIRONMENTAL SETTING**

##### **Regulatory Background**

##### **SB 1000, Environmental Justice in Local Land Use Planning**

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SB 1000 adds to the required elements of a general plan an environmental justice element, or related goals, policies, and objectives integrated in other elements, that identifies disadvantaged communities, as defined, within the area covered by the general plan of the city or county, if the city or county has a disadvantaged community. This bill would also require the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities.

#### **Existing Conditions**

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Page 5.14-27, Section 5.14.3.1, *Environmental Setting*, Chapter 5.14, *Public Services*. The following text has been modified in response to Comment A3-3 from the State of California Attorney General.

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#### **SB 1000, Environmental Justice in Local Land Use Planning**

SB 1000 adds to the required elements of a general plan an environmental justice element, or related goals, policies, and objectives integrated in other elements, that identifies disadvantaged communities, that identifies disadvantaged communities, as defined, within the area covered by the general plan of the city or county, if the city or county has a disadvantaged community. This bill would also require the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities.

#### **Existing Conditions**

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Page 5.14-36, Section 5.14.4.1, *Environmental Setting*, Chapter 5.14, *Public Services*. The following text has been modified in response to Comment A3-3 from the State of California Attorney General.

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#### **Regulatory Background**

#### **SB 1000, Environmental Justice in Local Land Use Planning**

SB 1000 adds to the required elements of a general plan an environmental justice element, or related goals, policies, and objectives integrated in other elements, that identifies disadvantaged communities, that identifies disadvantaged communities, as defined, within the area covered by the general plan of the city or county, if the city or county has a disadvantaged community. This bill would also require the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities.

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#### Existing Conditions

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Page 5.15-2, Section 5.15.1.1, *Regulatory Background*, Chapter 5.15, *Recreation*. The following text has been modified in response to Comment A3-3 from the State of California Attorney General.

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#### SB 1000, Environmental Justice in Local Land Use Planning

SB 1000 adds to the required elements of a general plan an environmental justice element, or related goals, policies, and objectives integrated in other elements, that identifies disadvantaged communities, as defined, within the area covered by the general plan of the city or county, if the city or county has a disadvantaged community. This bill would also require the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities.

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Page 5.16-2, Section 5.16.1.1, *Regulatory Background*, Chapter 5.16, *Transportation*. The following text has been modified in response to Comment A3-3 from the State of California Attorney General.

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#### SB 1000, Environmental Justice in Local Land Use Planning

SB 1000 adds to the required elements of a general plan an environmental justice element, or related goals, policies, and objectives integrated in other elements, that identifies disadvantaged communities, as defined, within the area covered by the general plan of the city or county, if the city or county has a disadvantaged community. This bill would also require the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities.

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Page 5.16-34, Section 5.160.3.2, *Policy Plan*, Chapter 5.16, *Transportation and Traffic*. The following text has been modified in response to Comment A3-4 from the State of California Attorney General.

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**Policy TM-4.1** **Complete streets network.** We maintain a network of complete streets within mobility focus areas that provide for the mobility of all users of all ages and all abilities, while reflecting the local context.

**Policy TM-4.2** **Complete streets improvements.** We evaluate the feasibility of installing elements of complete street improvements when planning roadway improvements in mobility focus areas, and we require new development to contribute to complete street improvements in mobility focus areas. In evaluating complete street improvements, we prioritize those in mobility focus areas that are within unincorporated environmental justice focus areas.

**Policy TM-4.3** **Funding.** We partner with SBCTA, Caltrans, and local agencies to fund active transportation systems in the County. We encourage unincorporated communities to

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apply for funding and cooperate with them in their funding applications for active transportation improvements that are identified in a non-motorized transportation plan that is accepted or adopted by the County

**Policy TM-4.4** **Transit access for residents in unincorporated areas.** We support and work with local transit agencies to generate a public transportation system, with fixed routes and on-demand service, that provide residents of unincorporated areas with access to jobs, public services, shopping, and entertainment throughout the County.

**Policy TM-4.5** **Transit access to job centers and tourist destinations.** We support and work with local transit agencies to generate public transportation systems that provide access to job centers and reduce congestion in tourist destinations in unincorporated areas.

**Policy TM-4.6** **Transit access to public service, health, and wellness.** In unincorporated areas where public transit is available, we prefer new public and behavioral health facilities, other public facilities and services, education facilities, grocery stores, and pharmacies to be located within one-half mile of a public transit stop. We prefer to locate new County health and wellness facilities within one-half mile of a public transit stop in incorporated jurisdictions. We encourage public K-12 education and court facilities to be located within one-half mile of public transit.

**Policy TM-4.7** **Regional bicycle network.** We work with SBCTA and other local agencies to develop and maintain a regional backbone bicycle network.

**Policy TM-4.8** **Local bicycle and pedestrian networks.** We support local bike and pedestrian facilities that serve unincorporated areas, connect to facilities in adjacent incorporated areas, and connect to regional trails. We prioritize bicycle and pedestrian network improvements that provide safe and continuous pedestrian and bicycle access to mobility focus areas, schools, parks, and major transit stops.

**Policy TM-4.9** **Bike and pedestrian safety.** We promote pedestrian and bicyclist safety by providing separated pedestrian and bike crossings when we construct or improve bridges over highways, freeways, rail facilities, and flood control areas. We monitor pedestrian and bicycle traffic accidents and promote safety improvements in unincorporated high-accident areas.

**Policy TM-4.10** **Shared parking.** We support the use of shared parking facilities that provide safe and convenient pedestrian connectivity between adjacent uses.

**Policy TM-4.11** **Parking areas.** We require publicly accessible parking areas to ensure that pedestrians and bicyclists can safely access the site and onsite businesses from the public right-of-way.

**Policy TM-5.1** **Efficient goods movement network.** We advocate for the maintenance of an efficient goods movement network in southern California.

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- Policy TM-5.2**     **Intermodal facility.** We support the development of an intermodal facility in connection with the Southern California Logistics Airport.
- Policy TM-5.3**     **High Desert Corridor.** We support the development of the High Desert Corridor to improve the regional goods movement network and foster economic development in the North Desert region.
- Policy TM-5.4**     **Grade separations.** We support grade separations to reduce conflicts between rail facilities and roadways, subject to available funding.
- Policy TM-5.5**     **Countywide truck routes.** We support SBCTA’s establishment of regional truck routes that efficiently distribute regional truck traffic while minimizing impacts on residents. We support funding through the RTP to build adequate truck route infrastructure.
- Policy TM-5.6**     **Unincorporated truck routes.** We may establish local truck routes in unincorporated areas to efficiently funnel truck traffic to freeways while minimizing impacts on residents. We establish routes where trucks are prohibited in unincorporated environmental justice focus areas and to avoid overlaps or conflicts with safe routes to schools.

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Page 5.18-30, Section 5.18.2.1, *Environmental Setting*, Chapter 5-18, *Utilities and Service Systems*. The following text has been modified in response to Comment A3-3 from the State of California Attorney General.

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#### SB 1000, Environmental Justice in Local Land Use Planning

SB 1000 adds to the required elements of a general plan an environmental justice element, or related goals, policies, and objectives integrated in other elements, that identifies disadvantaged communities, as defined, within the area covered by the general plan of the city or county, if the city or county has a disadvantaged community. This bill would also require the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities.

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Page 5.18-46, Section 5.18.3.1, *Environmental Setting*, Chapter 5.18, *Utilities and Service Systems*. The following text has been modified in response to Comment A3-3 from the State of California Attorney General.

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#### *State*

- Porter-Cologne Water Quality Act
- General Construction Permit Order No. 2009-0009-DWQ (as amended by 2010-0014-DWQ and 2012-0006-DWQ)

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- Projects creating and/or replacing 2,500 square feet or more of impervious surfaces will be constructed and operated in accordance with the Statewide Small MS4 Permit, Order No. 2013-0001-DWQ, issued by the SWRCB in 2013.
- SB 1000, Environmental Justice in Local Land Use Planning

#### *Regional*

- Santa Ana RWQCB MS4 Permit Order No. R8-2010-0036

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Page 5.18-52, Section 5.18.4.1, *Environmental Setting*, Chapter 5.18, *Utilities and Service Systems*. The following text has been modified in response to Comment A3-3 from the State of California Attorney General.

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#### *California Green Building Standards Code*

Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the 2016 California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 11) requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

#### *SB 1000, Environmental Justice in Local Land Use Planning*

SB 1000 adds to the required elements of a general plan an environmental justice element, or related goals, policies, and objectives integrated in other elements, that identifies disadvantaged communities, as defined, within the area covered by the general plan of the city or county, if the city or county has a disadvantaged community. This bill would also require the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities.

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Page 5.18-60, Section 5.18.5.1, *Environmental Setting*, Chapter 5.18, *Utilities and Service Systems*. The following text has been modified in response to Comment A3-3 from the State of California Attorney General.

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#### **Regulatory Background**

#### *SB 1000, Environmental Justice in Local Land Use Planning*

SB 1000 adds to the required elements of a general plan an environmental justice element, or related goals, policies, and objectives integrated in other elements, that identifies disadvantaged communities, as defined, within the area covered by the general plan of the city or county, if the city or county has a disadvantaged community. This bill would also require the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities.



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Page 5.17-1, Section 5.17.1, *Environmental Setting*, Chapter 5.17, *Tribal Cultural Resources*. The following text has been modified in response to Comment A2-7 from the Joseph Ontiveros, Soboba Band of Luiseno Indians.

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#### *Archaeological Resources Protection Act*

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands (see further description in Section 5.5, *Cultural Resources*).

#### *Native American Graves Protection and Repatriation Act (NAGPRA)*

NAGPRA is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

#### *National Historic Preservation Act*

The National Historic Preservation Act of 1966 (NHPA) coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to provide the Advisory Council on Historic Preservation (ACHP) with a reasonable opportunity to comment. In addition, federal agencies need to consult on the Section 106 process with State Historic Preservation Offices (SHPO), Tribal Historic Preservation Offices (THPO), Indian Tribes (to include Alaska Natives), and Native Hawaiian Organizations (NHO). THPOs, Tribes, and NHOs need to be consulted about undertakings that may affect historic properties to which a Tribe or NHO attaches religious or cultural significance.

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