

January 2017 | Final Environmental Impact Report
State Clearinghouse No. 2015061085

VALLEY CORRIDOR SPECIFIC PLAN

for County of San Bernardino

Prepared for:

County of San Bernardino

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1. Introduction

1.1 INTRODUCTION

This Final Environmental Impact Report (FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code §§ 21000 et seq.) and CEQA Guidelines (California Code of Regulations §§ 15000 et seq.).

According to the CEQA Guidelines, Section 15132, the FEIR shall consist of:

- (a) The Draft Environmental Impact Report (DEIR) or a revision of the Draft;
- (b) Comments and recommendations received on the DEIR either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies comments on the DEIR;
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the Lead Agency.

This document contains responses to comments received on the DEIR for the Valley Corridor Specific Plan during the public review period, which began October 11, 2016, and closed November 28, 2016. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency. This document and the circulated DEIR comprise the FEIR, in accordance with CEQA Guidelines, Section 15132.

1.2 FORMAT OF THE FEIR

This document is organized as follows:

Section 1, Introduction. This section describes CEQA requirements and content of this FEIR.

Section 2, Response to Comments. This section provides a list of agencies and interested persons commenting on the DEIR; copies of comment letters received during the public review period, and individual responses to written comments. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (A-1 through A-3 for letters received from agencies and organizations). Individual comments have been numbered for each letter and the letter is followed by responses with references to the corresponding comment number.

1. Introduction

Section 3. Revisions to the Draft EIR. This section contains revisions to the DEIR text and figures as a result of the comments received by agencies and interested persons as described in Section 2, and/or errors and omissions discovered subsequent to release of the DEIR for public review.

The responses to comments contain material and revisions that will be added to the text of the FEIR. County of San Bernardino staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the DEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the DEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments, and reminds persons and public agencies that the focus of review and comment of DEIRs should be “on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. ...CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”

CEQA Guidelines Section 15204 (c) further advises, “Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.” Section 15204 (d) also states, “Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.” Section 15204 (e) states, “This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”

In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this FEIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on DEIRs.

2. Response to Comments

Section 15088 of the CEQA Guidelines requires the Lead Agency (County of San Bernardino) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the DEIR and prepare written responses.

This section provides all written responses received on the DEIR and the County of San Bernardino's responses to each comment.

Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the DEIR are excerpted in this document, the sections are shown indented. Changes to the DEIR text are shown in underlined text for additions and ~~strikeout~~ for deletions.

The following is a list of agencies and persons that submitted comments on the DEIR during the public review period.

Number Reference	Commenting Person/Agency	Date of Comment	Page No.
Agencies & Organizations			
A1	Department of Transportation (Caltrans)	November 21, 2016	2-3
A2	Colton Joint Unified School District	November 28, 2016	2-11
A3	County of San Bernardino Public Works	November 28, 2016	2-17

2. Response to Comments

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2. Response to Comments

LETTER A1 – Department of Transportation (Caltrans) (4 pages)

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
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*Serious Drought.
Help save water!*

November 21, 2016

File: 08-SBD-10-PM-17.2/18.9

Ms. Linda Mawby
Senior Planner
Land Use Services Department- Planning Division
County of San Bernardino
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187

Valley Corridor Specific Plan Draft Environmental Impact Report

Ms. Mawby,

Thank you for providing the California Department of Transportation (Caltrans) the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) for the County of San Bernardino's Valley Corridor Specific Plan. The project is located in unincorporated San Bernardino County in the Bloomington Census Designated Place, north of I-10, east of Alder Avenue, south of Marygold Avenue, and west of Spruce Avenue. Proposed land uses include 15,521,000 square feet of light industrial, 78,900 square feet of restaurant, 460,000 square foot shopping center, a gas station, a 100 room hotel, 435 dwelling units of single-family detached housing, 340 dwelling units of residential condominium/townhouse housing, 404 dwelling units in a mixed-use area.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl. As of September 2016, our unit's focus will be towards reducing Vehicle Miles Traveled (VMT) associated with local development projects per Caltrans' new Mission, Vision and Goalsⁱ; the California Transportation Plan 2040ⁱⁱ; Caltrans' Strategic Management Plan 2015-2020ⁱⁱⁱ; and Caltrans' Smart Mobility Framework^{iv}. We therefore provide the following

ⁱ <http://www.dot.ca.gov/mission.html>
ⁱⁱ http://www.dot.ca.gov/perf/library/pdf/Caltrans_Strategic_Mgmt_Plan_033015.pdf
ⁱⁱⁱ <http://www.dot.ca.gov/hq/tpp/californiatrnsportationplan2040/2040.html>
^{iv} <http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.html>

"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"

A1-1

2. Response to Comments

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November 22, 2016
Page 2

comments reflecting smart growth principles and VMT reduction in relation to the Valley Corridor Specific Plan:

A1-1
(cont.)

Smart Growth Principles

Caltrans supports infill and smart growth development. Based on its place-type, design characteristics, potential impacts, and proposed mitigations, the Department feels that this project is representative of the smart growth principles and the state's goals for smart-growth land-use and multi-modal transportation planning and funding. This project is therefore considered an opportunity development, as the utilization of mixed-use planning areas provides a basis to promote VMT reduction if paired with additional mitigation measures. We have the following recommendations:

A1-2

- Consider increasing density to 30 dwelling units/acre in Mixed-Use areas and planning high-quality rapid bus transit to service the high-density development.
- Increasing density to 20-30 dwelling units/acre in Medium High Density areas.
- Removing the floating designation and proposing locations within the Specific Plan for Valley Corridor Open Space areas near residential, Mixed-Use and Commercial areas.

A1-3

We support the Specific Plan's Design Guidance recommendations, which include several livability, multi-modal and GHG-reducing measures. These include:

- Orienting buildings to face streets, plazas, open spaces and pedestrian pathways to create more attractive and pedestrian-friendly streetscapes.
- Planning for open spaces, parks, and community gardens.
- Planning parking areas that have landscaping, pedestrian space, and shared parking.
- Sustainability and Health measures, including:
 - Site Design for shading, solar orientation, and stormwater runoff collection.
 - Building Design for solar power, natural light, low emission materials, recycled materials, Energy Star appliance usage, and green roofs.
 - Landscape Design using native, drought tolerant plants, high-efficiency irrigation systems, shade trees, covered pedestrian areas, and green walls.
 - Healthy Design for access to open and active spaces, recreation, stairs, pathways, and bicycle facilities.

A1-4

Multimodal Accessibility

To increase bicycle, pedestrian, transit and travel demand management, our office provides the following recommendations to assist the County in multi-modal planning which can reduce project-associated VMT:

A1-5

- Pedestrians- we recommend the following measures to improve pedestrian safety:

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

2. Response to Comments

Ms. Mawby
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Page 3

- Striping high-visibility crosswalks at all intersections.
- Constructing curb bulbouts to reduce crossing distance and increase pedestrian safety within the residential, commercial, park, and mixed-use areas.
- Constructing mid-block crossings with raised median islands at park, residential and commercial areas.
- Traffic calming within residential areas.
- Consideration of roundabouts in minor intersections within residential, park and mixed-use areas.

A1-5
(cont.)

- Bicycles- referring to Specific Plan Figures 3-3 Valley Boulevard Street Section and 3-5 Pedestrian, Bicycle and Transit System, it is apparent that the Plan includes implementation of bicycle facilities in the Specific Plan area; we recommend the following measures to increase bicycle trips and safety:

- We recommend amending the Specific Plan for consideration of Class IV Separated Bikeways, per Caltrans Design Information Bulletin 89^v, along Valley Boulevard within the Specific Plan area. Separated Bikeways have been found to reduce collisions for all road users and greatly increase bicycle trips due to their vertical and horizontal separation from automobiles. These can be paired with buffers (horizontal separation) and green paint in conflict areas. Class IV vertical separation could include flexible delineator posts, bollards, raised curbs, parked vehicles, and raised bike lanes. Class IV Separated Bike Lanes can also be two-directional. We also recommend green paint in conflict areas, such as intersections and driveways, to raise the visibility of cyclists to automobile drivers.
- We recommend amending the Specific Plan to provide Class II Buffered Bike Lanes with green paint in conflict areas along all Collector roadways, where feasible. These roads include Alder Avenue, Locust Avenue, Linden Avenue, Cedar Avenue and Bloomington Avenue where Class III Bike Routes are currently planned.
- Consideration of a bikeshare system to service the Specific Plan area.
- Prospective employers should provide bicycle commute subsidies, including per-mile subsidies and bikeshare passes, to increase bicycle commuting among employees.

A1-6

- Transit- referring to Specific Plan Figure 3-5, it is apparent that there are two transit routes serving the Specific Plan area; we recommend the following measures to increase transit usage:

- Prospective employers and the County should meet with Omnitrans to provide transit passes or subsidies to residents and employees.
- The City should meet with Omnitrans to discuss bus route modifications, frequency and efficiency upgrades to service the new housing, commercial and employment opportunities. Specifically, we recommend the planning and construction of rapid bus or Bus Rapid Transit (BRT) along Valley Boulevard connecting the Specific Plan area to planned BRT along Sierra Avenue. A connection to the Fontana and Rialto Metrolink stations is also encouraged. We recommend:
 - Increasing daily bus trips for Routes 19 and 29.

A1-7

^v <http://www.dot.ca.gov/hq/opd/dib/dib89.pdf>

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Page 4

- Upgraded bus stops with traveler information at stations with high projected transit usage.
- Signal synchronization and priority for buses at intersections.
- Stop spacing- implementing a bus route that spaces stops to a mile or more to increase travel times.

A1-7
(cont.)

Traffic Operations and Forecasting

Caltrans' Planning and Operations Divisions review Traffic Impact Analyses to assess analysis, methodology and projected impacts to the State Highway System, and provide recommended mitigation strategies. We have the following comments regarding the Traffic Impact Analysis:

A1-8

- Due to project impacts at the Cedar Avenue and I-10 interchange, we recommend development be coordinated with the interchange modification project- SBD-10-PM 17.8/19.3 EA 1A830- projected to be finished by 2021.
- Referring to Proposed Project Opening Year and Proposed Project Phasing (Page 2-5), provide justification for utilizing 2035 as both the Opening Year and full buildout year.
- Provide Synchro files for Operations' review.
- Ensure that a Licensed Professional Engineer's seal is included to certify the TIA upon final approval.

A1-9

A1-10

A1-11

All comments should be addressed with a Response to Comments. These recommendations are preliminary and summarize our review of materials provided for our evaluation. Please continue to keep us informed of the project and other future updates, which could potentially increase VMT or decrease safety for road users. If you have any questions or need to contact us, please do not hesitate to contact Dustin Foster at (909) 806-3955 or myself at (909) 383-4557.

A1-12

Sincerely,



MARK ROBERTS

Office Chief

Intergovernmental Review, Community and Regional Planning

2. Response to Comments

A1. Response to Comments from Mark Roberts, Office Chief, Intergovernmental Review, Community and Regional Planning, California Department of Transportation District 8, dated November 22, 2016.

A1-1 The project description in Paragraph 1 of the comment is incorrect. As described in DEIR Chapter 3, Project Description, Table 3-1, the project description includes the permitted development potential identified in the following table:

Table A1.1 Project Buildout Summary

	Residential		Nonresidential	
	Units	Population	Square Feet	Jobs
Specific Plan Buildout	1,093	4,073	1,882,428	1,890
Existing Conditions	525	2,216	975,109	477
Net Change	568	1,857	907,319	1,413

The second paragraph of the comment describes the Department of Transportation (Caltrans)' emphasis on reducing vehicle miles traveled, and Caltrans policies driving that emphasis. No further response is necessary.

A1-2 The County acknowledges that the Specific Plan is an opportunity development, that is, it embodies the state's goals for smart-growth land use and multi-modal transportation planning and funding. No further response is necessary.

A1-3 The County acknowledges the commenters request to increase density to 30 dwelling units/acre (du/ac) in MU areas and plan for bus rapid transit. The Specific Plan would already permit up to 40 units per acre in the Valley Corridor/Mixed-Use District. With respect to the recommendation to increase density to 20 to 30 units per acre in Medium High Density areas: Per Table 3-2, the Specific Plan permits up to 24 units per acre in the Valley Corridor/Medium High District, with the ability to reach more than 30 units per acre with density bonus provisions.

Additionally, there are six existing bus stops along the corridor, with language in Specific Plan Section 3.3.2 and design guidelines in Sections 4.1.2 and 4.5.4 to encourage Omnitrans to improve bus service and facilities along the corridor. Omnitrans provides public transit services in the San Bernardino Valley. Note that Omnitrans is planning an east-west bus rapid transit service, the *West Valley Connector*, between Fontana and Pomona with service scheduled to begin in 2020; the east end of the route is about one mile west of the project site.¹

With respect to the recommendation to remove floating designation and propose locations within the Specific Plan for open space, the County includes standards for on-

¹ Omnitrans. 2016, December 1. West Valley Connector Project. <http://www.omnitrans.org/news-and-resources/west-valley-connector/>.

2. Response to Comments

and off-site open space and parkland per Specific Plan Section 3.4 to ensure all new development is accompanied by sufficient open space and parkland. Unfortunately, as nearly all of the land in the Specific Plan is privately owned, the County could not identify specific areas for open space without either purchasing the land or imposing a taking on privately-owned parcels.

- A1-4 The County acknowledges Caltrans' support for the project design elements identified in the comment.
- A1-5 The County acknowledges Caltrans' recommendations for pedestrian safety. These recommendations are requests for changes to the Specific Plan and do not address the adequacy of the DEIR. However, the County will incorporate striping high-visibility crosswalks at all intersections and the remaining recommendations will be considered by County staff and the decision-makers (Planning Commission and Board of Supervisors) when deciding whether to adopt the Specific Plan.
- A1-6 The County acknowledges Caltrans' recommendations related to bicycles. These recommendations are requests for changes to the Specific Plan and do not address the adequacy of the DEIR. During the planning process for preparation of the Specific Plan, Class IV and buffered Class II bike lanes were fully considered and vetted through the County of San Bernardino Department of Public Works (DPW). DPW determined that these bikeway classifications were infeasible for the Specific Plan area. However, the Specific Plan will add the recommendation that prospective employers provide bicycle commute subsidies, including per-mile subsidies and bike share passes, to increase bicycle commuting among employees.
- A1-7 The County acknowledges Caltrans' recommendations related to transit. These recommendations are requests for changes to the Specific Plan and do not address the adequacy of the DEIR. Chapter 3, *Development Plan and Standards*, of the Specific Plan includes the following proposed transit improvement: the County will encourage Omnitrans to provide shaded bus shelters in the Specific Plan area to increase rider safety and comfort. See the response to comment A1-3 about planned bus rapid transit near the project site. The Specific Plan will add the recommendation that prospective employers meet with Omnitrans to provide transit passes or subsidies to resident employees.
- A1-8 The County acknowledges the need to coordinate development with Caltrans' Cedar Avenue and I-10 interchange project that will be finished in 2021.
- A1-9 CEQA requires the traffic analysis to consider two scenarios: an existing plus project and buildout, which is anticipated for 2035. Both of these scenarios were analyzed Section 5.13, *Transportation and Traffic*, of the DEIR. The proposed Specific Plan plans for future development but does not include any site specific development at this time.

2. Response to Comments

Since future phasing is unknown and would occur as market conditions allow, an opening year or interim scenario was not analyzed.

- A1-10 The traffic report prepared for the Specific Plan did not use Synchro. Instead it used Vistro, which is also based on HCM methodology. However, this is a program level planning document, which does not propose site specific development at this time. When future development is proposed within the Specific Plan are or at the time an encroachment permit is needed from Caltrans (i.e. to synchronize signals, etc.), the County or project applicant will submit the appropriate Synchro or Vistro files to Caltrans to review.
- A1-11 Proof of a Licensed Professional Engineer's seal is provided in Appendix A of this document.
- A1-12 The comment is a request for responses, addressed by responses A2-1 to A2-11 above.

2. Response to Comments

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2. Response to Comments

LETTER A2 – Colton Joint Unified School District (1 page)

Mawby, Linda

From: CHANG OWEN <OWEN_CHANG@cjsd.net>
Sent: Monday, November 28, 2016 5:48 PM
To: Mawby, Linda
Subject: Comments to Draft Environmental Impact Report for Valley Corridor Specific Plan (SCH# 2015061085)

Dear Ms. Mawby,

Please find below our preliminary review comments on the Draft EIR Valley Corridor Specific Plan:

- There are 4 CJUSD schools within 0.25 miles of the Specific Plan Area (but none are actually located within the Plan Area). The schools are: Grimes Elementary, Lewis Elementary, Smith Elementary, and Baca Middle School.

- For purposes of noise and air quality impacts, I would focus primarily on Grimes Elementary, because it is the closest, immediately adjacent to the Specific Plan boundary and isn't separated by other development like the other schools are. It has the greatest potential to be subject to localized air quality and noise impacts. The EIR acknowledges significant and unavoidable air quality, noise and traffic impacts, even after mitigation.

A2-1

-The EIR should specifically identify Grimes Elementary as a sensitive receptor (it currently does not). The area of the Specific Plan closest to this school is proposed for "Valley Corridor Commercial", potentially resulting in greater vehicle trips and operational noise impacts. The study area boundaries should not be arbitrarily drawn to avoid having to analyze impacts to the school.

-The EIR states that project-specific information is not currently available to quantify impacts at sensitive receptors. ***Since this is a program-level EIR, I would request that they add air and noise mitigation specific to Grimes Elementary, requiring a future acoustical study and health risk assessment for any development to be completed on parcels within a 1,500 foot (or other distance) radius from the school.*** This could be structured similar to Mitigation Measure N-4, which requires a future acoustical study for certain residential uses. The air and noise group might have insight as to what radius would be appropriate.

A2-2

Regards,

Owen Chang
Director of Facilities Planning and Construction
Colton Joint Unified School District

2. Response to Comments

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2. Response to Comments

A2. Response to Comments from Owen Chang, Director of Facilities, Planning, and Construction, Colton Joint Unified School District (CJUSD), dated November 28, 2016.

A2-1 The County acknowledges that there are four CJUSD schools within 0.25 miles of the Specific Plan area, including Grimes Elementary, Lewis Elementary, Smith Elementary, and Baca Middle School. Note that these schools were identified on Figure 5.11-1, Public Facilities Map of the DEIR.

The County also acknowledges CJUSD comment that Grimes Elementary School is the closest school to the Specific Plan boundary and is the most likely to be affected by the project.

The phrase “sensitive receptors” is used throughout the document to refer to all sensitive uses including residences, schools, hospital facilities, houses of worship, and open space/recreation areas. Individual receptors or land uses are specified in the discussion when necessary. The County acknowledges that Grimes Elementary is a sensitive receptor. The study area boundaries were not arbitrarily drawn to avoid analyzing impacts.

Air Quality

For air quality impacts, Section 5.2, Air Quality, on page 5.2-14 of the DEIR identifies the types of land uses that are sensitive to air pollution. As described in this section, sensitive receptors include schools. The air quality analysis is based on the maximum exposed receptors to the project site, which are based on a distance of 25 meters (82 feet). While the air quality analysis doesn’t specifically call out the CJUSD Grimes Elementary School, the school is approximately 300 feet to the northeast of the eastern plan boundary, which is farther than the maximum exposed receptor used in the screening distanced in Impact 5.2-4 for localized operational phase air quality impacts from on-site operations. Therefore, the air quality analysis portrays a conservative analysis of potential air quality impacts of the project.

Noise

Construction noise was fully analyzed in the DEIR. As stated under Impact 5.9-1 construction of individual developments would affect noise-sensitive land uses in the vicinity of the project. This includes Grimes Elementary School.

Operational noise will not exceed the land use noise level standards for Grimes Elementary or any other sensitive uses. As stated in the discussion for Impact 5.9-4:

“The County regulates noise produced by stationary sources (such as air conditioning units, landscape maintenance, and loading activities) in Development Code Section 83.01.080 (Noise). This section is based on receiving land use, protecting noise-sensitive uses regardless of neighboring uses. Noise that exceeds the limitations of the

2. Response to Comments

development code is considered a violation and is punishable by a fine or imprisonment. Consequently, with adherence to the development code, stationary-source noise from these types of proposed land uses would not substantially increase the noise environment.”

A2-2 **Air Quality**

Impact 5.2-4 in the DEIR evaluates localized construction-related air quality impacts and Impact 5.2-5 evaluates localized operational phase air quality impacts of the project.

Construction: SCAQMD does not currently require a health risk assessment (HRA) for construction activities because health risk is measured over a lifetime and construction of individual projects are short-term; and therefore the mitigation measure requested by the commenter to require future project-level HRAs for this impact was not warranted. To address health-based impacts of construction activities, South Coast Air Quality Management District (SCAQMD) requires individual projects subject to CEQA to prepare a localized significance threshold (LST) analysis. Impact 5.2-4 discloses that under the SCAQMD methodology, a LST analysis can only be conducted at a project-level. Despite implementation of Mitigation Measure AQ-1 and AQ-2, which requires use of newer construction equipment that has lower emissions levels and enhanced fugitive dust control measures, Impact 5.2-4 was considered significant and unavoidable because the scale and phasing of individual projects within the Specific Plan is not known at this programmatic stage. At the request of the Commenter, a mitigation measure has been added to EIR that requires that future projects prepare an air quality assessment that quantifies site-specific construction emissions and incorporate measures, as needed to achieve the SCAQMD regional and localized significance thresholds, as follows:

AQ-4 Prior to issuance of any construction permits, development project applicants within the vicinity of a sensitive receptor, shall prepare and submit to the County of San Bernardino a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the South Coast Air Quality Management District (SCAQMD) methodology in assessing regional and localized air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD adopted thresholds of significance, the County of San Bernardino shall require that applicants for new development projects incorporate additional 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.

2. Response to Comments

Operational Phase: The CJUSD is concerned that the Specific Plan closest to this school is proposed for "Valley Corridor Commercial", potentially resulting in greater vehicle trips proximate to the Grimes Elementary School. For projects that generate 100 or more truck trips per day or more, the California Air Resources Board (CARB) 2005 *Air Quality and Land Use Handbook* recommends a 1,000-foot buffer distance between idling trucks and sensitive receptors. Impact 5.2-5 evaluates localized operational phase air quality impacts of the project. As described on page 5.2-23 of the DEIR, the proposed project would permit residential, commercial, and office land uses and would not involve warehousing or similar uses where substantial truck idling could occur onsite. Since the majority of health risks in the South Coast Air Basin (SoCAB) are from diesel particulate matter (DPM), prohibiting warehousing and other land uses where substantial truck idling could occur onsite would ensure that health risks to students and staff at the Grimes Elementary School are minimized because land uses that typically generate more than 100 trucks per day would not be permitted. Additionally, stationary sources of emissions that would require a permit from SCAQMD would be required to prepare a HRA and achieve the thresholds established by SCAQMD. As identified in Impact 5.2-5, project-level localized impacts would be less than significant; and therefore, the measure requested by the CJUSD for project-level HRAs is not warranted.

Noise

Section 5-9, Noise of the DEIR fully evaluated noise impacts of the proposed Specific Plan. The DEIR identified significant unavoidable noise impact to off-site sensitive uses. Pursuant to the commenters request and to further reduce noise impacts to off-site sensitive receptors the following new mitigation measure has been incorporated into the EIR:


N-5 ~~Prior to issuance of building permits~~ Prior to issuance of building permits Planning approval for future commercial uses within the vicinity of a sensitive receptor that generate 50 or more truck trips, the applicant(s)/developer(s) shall submit an acoustical study to the County of San Bernardino that identifies potential noise reduction measures to reduce project-generated noise from commercial uses at ~~nearby~~ the sensitive receptors (e.g. Grimes Elementary School). Measures could include walls commercial and residential uses, relocating docking bays, and other stationary sources of noise (e.g. trash compactors).

2. Response to Comments

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2. Response to Comments

LETTER A3– San Bernardino County Department of Public Works (2 pages)



**SAN BERNARDINO
COUNTY**

825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.8109 Fax: 909.387.7876
www.SBCounty.gov

Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Surveyor
- Transportation

Gerry Newcombe
Director

November 28, 2016

County of San Bernardino
Land Use Services Department – Planning Division
Linda Mawby, Senior Planner
385 N. Arrowhead Ave., First Floor
San Bernardino, CA. 92415-0187
Linda.Mawby@lus.sbcounty.gov

File: 10(ENV)-4.01

**RE: NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR
THE VALLEY CORRIDOR SPECIFIC PLAN PROJECT FOR THE LAND USE
SERVICES DEPARTMENT**

Dear Ms. Mawby,

Thank you for giving the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on October 12, 2016** and pursuant to our review, the following comments are provided:

1. Any proposed work on a County of San Bernardino Maintained Road will need a permit.
2. In Section 3.5.2, Drainage Plans (page 3-36), it states that *"the City of Rialto is responsible for local flood control facilities (which includes Bloomington in its MPD). There are no City of Rialto maintained storm drain facilities in the Specific Plan Area."* The Rialto Master Plan of Drainage (MPD) is a guide to help develop future local drainage facilities. These proposed facilities are the obligation of the *"responsible agency"*. A facility that is located within the limits of City of Rialto (City) would be the City's responsibility to review and approve. Regional facilities built by others in unincorporated areas would be the San Bernardino County Flood Control District's (District) responsibility, to review, approve, and accept into the County flood control district system (upon prior submittal of preliminary design). The proposed project falls under the District's responsibility, unless otherwise stipulated in an agreement.
3. It also states in Section 3.5.2, Drainage Plans (page 3-37), *"Additionally, to facilitate future connections based on the Rialto MPD, two segments of the storm drain may need upsizing...while the City of Rialto would be responsible for the incremental upsizing."* Improvements within the project area would need to be reviewed by the District. The District may condition the developer to build these proposed facilities (Figure 3-9) as part of the proposed project. If a project is approved, as the responsible agency, the District would operate and maintain unless otherwise stipulated in an agreement.

BOARD OF SUPERVISORS

ROBERT A. LOVINGOOD Vice Chairman, First District	JANICE RUTHERFORD Second District	JAMES RAMOS Chairman, Third District	CURT HAGMAN Fourth District	JOSIE GONZALES Fifth District	GREGORY C. DEVEREAUX Chief Executive Officer
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2. Response to Comments

L. Mawby, Land Use Services Dept.
NOA of a DEIR for the Valley Corridor Specific Plan Project
November 28, 2016
Page 2 of 2

4. On Page 5.7-2, the EIR *incorrectly* identifies the NPDES permit governing this area. The Bloomington area falls under the NPDES Phase 1 MS4 permit issued by the SARWQCB. The first paragraph on this page should be re-written to correctly describe the current NPDES municipal permit regime for this area.
5. We would recommend adding a biological measure in the Habitat Assessment Appendix that includes avoiding impacts to nesting birds, per the Migratory Bird Treaty Act.

If you have any questions, please contact the individuals who provided the specific comment, as listed above.

Sincerely,



NIDHAM ARAM ALRAYES, MSCE, PE, QSD/P
Public Works Engineer III
Environmental Management

NAA:PE:sr

2. Response to Comments

A3. Response to Comments from Nidham Aram Alrayes, MSCE, PE, QSD/P, Public Works Engineer III, San Bernardino County Department of Public Works, dated November 28, 2016.

A3-1 Comment noted.

A3-2 It is acknowledged that the San Bernardino County Flood Control District is the responsible agency for planning, building, and maintaining drainage facilities in Bloomington.

A3-3 It is acknowledged that the San Bernardino County Flood Control District (District) would review and approve plans for drainage facility improvements in Bloomington; and that the District may require developer(s) to build such improvements as a condition of approval for projects approved pursuant to the proposed Specific Plan.

A3-4 DEIR Section 5.7, Hydrology and Water Quality, Page 2 is hereby revised; added text is shown underlined and deleted text is shown in ~~strikeout~~.

The NPDES has a variety of measures designed to minimize and reduce pollutant discharges. All counties with storm drain systems that serve a population of ~~50,000~~100,000 or more, as well construction sites one acre or more in size, must file for and obtain an NPDES permit. Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, man-made channels, and storm drains designed or used for collecting and conveying stormwater) is the EPA's Storm Water Phase ~~II~~I Final Rule. The Phase ~~II~~I Final Rule requires an operator (such as a city) of a regulated-~~small~~ municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., best management practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in post-construction runoff to the city's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to one acre. The current MS4 permit for the portion of San Bernardino County in the Santa Ana Watershed, Order No. R8-2010-0036, was issued by the Santa Ana Regional Water Quality Control Board in 2010. The San Bernardino County Public Works Department ~~is the local enforcing agency of the MS4 NPDES permit enforces conditions of the MS4 NPDES permit on development and redevelopment projects in the County's jurisdiction.~~

A3-5 Compliance with the Migratory Bird Treaty Act regarding protection of nesting migratory birds is addressed on Page 12 of the Habitat Assessment (Appendix C of the DEIR) and in DEIR Section 5.3, Biological Resources, Page 5.3-12. Impacts to nesting birds would be less than significant after compliance with existing law, and no mitigation measure is required. The comment does not assert that impacts to nesting birds would be significant without mitigation or provide evidence supporting such assertion.

2. Response to Comments

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3. Revisions to the Draft EIR

3.1 INTRODUCTION

This section contains revisions to the DEIR based upon (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 DEIR publication; and/or (3) typographical errors. Changes made to the DEIR are identified here in ~~strikeout text~~ to indicate deletions and in underlined text to signify additions.

3.2 DEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

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

Pages 5.2-29 through 5.2-31, Section 5.2, *Air Quality*, Section 5.2-7, *Mitigation Measures* ; Pages 5.5-29 through 5.5-30, Section 5.5, *Greenhouse Gas Emissions*, Section 5.5.7, *Mitigation Measures*; Page 1-13 through 1-17, Table 1-3, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*, Chapter 1, *Executive Summary*; and all references in the DEIR text to the revised mitigation numbering. The following mitigation measure is added in response to Comment A2-2, from Owen Chang, Director of Facilities, Planning, and Construction, Colton Joint Unified School District to require that future projects prepare an air quality assessment that quantifies site-specific construction emissions and incorporate mitigation measure, as needed to achieve the SCAQMD regional and localized significance thresholds. Additionally, the following mitigation measure numbering has been revised to reflect the new Mitigation Measure AQ-4.

AQ-4 Prior to issuance of ~~any construction permits~~ Planning approval for project within the vicinity of a sensitive receptor, development project applicants shall prepare and submit to the County of San Bernardino a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the South Coast Air Quality Management District (SCAQMD) methodology in assessing regional and localized air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD adopted thresholds of significance, the County of San Bernardino shall require that applicants for new development projects incorporate additional 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.

3. Revisions to the Draft EIR

Impact 5.2-3

Stationary Source

AQ-45 Prior to issuance of a building permit for new development projects within the Valley Corridor Specific Plan area, the property owner/developer shall show on the building plans that all major appliances (dishwashers, refrigerators, clothes washers, and dryers) to be provided/installed are Energy Star appliances. Installation of Energy Star appliances shall be verified by the County prior to issuance of a certificate of occupancy.

Transportation and Motor Vehicles

AQ-56 Prior to issuance of building permits for residential development projects within the Valley Corridor Specific Plan area, the property owner/developer shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the County of San Bernardino prior to issuance of a certificate of occupancy.

- For multifamily dwellings, electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the CALGreen Code.
- Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.

AQ-67 Prior to issuance of building permits for non-residential development projects within the Valley Corridor Specific Plan area, the property owner/developer shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the County of San Bernardino prior to issuance of a certificate of occupancy.

- For buildings with more than ten tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the CALGreen Code.
- Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code.
- Facilities shall be installed to support future electric vehicle charging at each non-residential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.

AQ-78 If it is determined during project-level environmental review that a light industrial project has the potential to emit nuisance odors beyond the property line, an odor management plan may be required, subject to County's regulations. Facilities in the Bloomington Enterprise district that have the potential to generate nuisance odors include but are not limited to:

3. Revisions to the Draft EIR

- 1) Paint Booths
- 2) Industrial Bakery
- 3) Light Manufacturing,
- 4) Research and Development
- 5) Welding
- 6) Urban farming

If an odor management plan is determined to be required through CEQA review, the County of San Bernardino shall require the project applicant to submit the plan prior to approval to ensure compliance with the South Coast Air Quality Management District's Rule 402, for nuisance odors. If applicable, the Odor Management Plan shall identify the Best Available Control Technologies for Toxics (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, scrubbers (e.g., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

Page 5.7-2, Section 5.7, Hydrology and Water Quality. The following typographical corrections are added in response to Comment A3-4, from San Bernardino County Department of Public Works.

The NPDES has a variety of measures designed to minimize and reduce pollutant discharges. All counties with storm drain systems that serve a population of ~~50,000~~100,000 or more, as well construction sites one acre or more in size, must file for and obtain an NPDES permit. Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, man-made channels, and storm drains designed or used for collecting and conveying stormwater) is the EPA's Storm Water Phase ~~II~~I Final Rule. The Phase ~~II~~I Final Rule requires an operator (such as a city) of a regulated-~~small~~ municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., best management practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in post-construction runoff to the city's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to one acre. The current MS4 permit for the portion of San Bernardino County in the Santa Ana Watershed, Order No. R8-2010-0036, was issued by the Santa Ana Regional Water Quality Control Board in 2010. The San Bernardino County Public Works Department ~~is the local enforcing agency of the MS4 NPDES permit~~ enforces conditions of the MS4 NPDES permit on development and redevelopment projects in the County's jurisdiction.

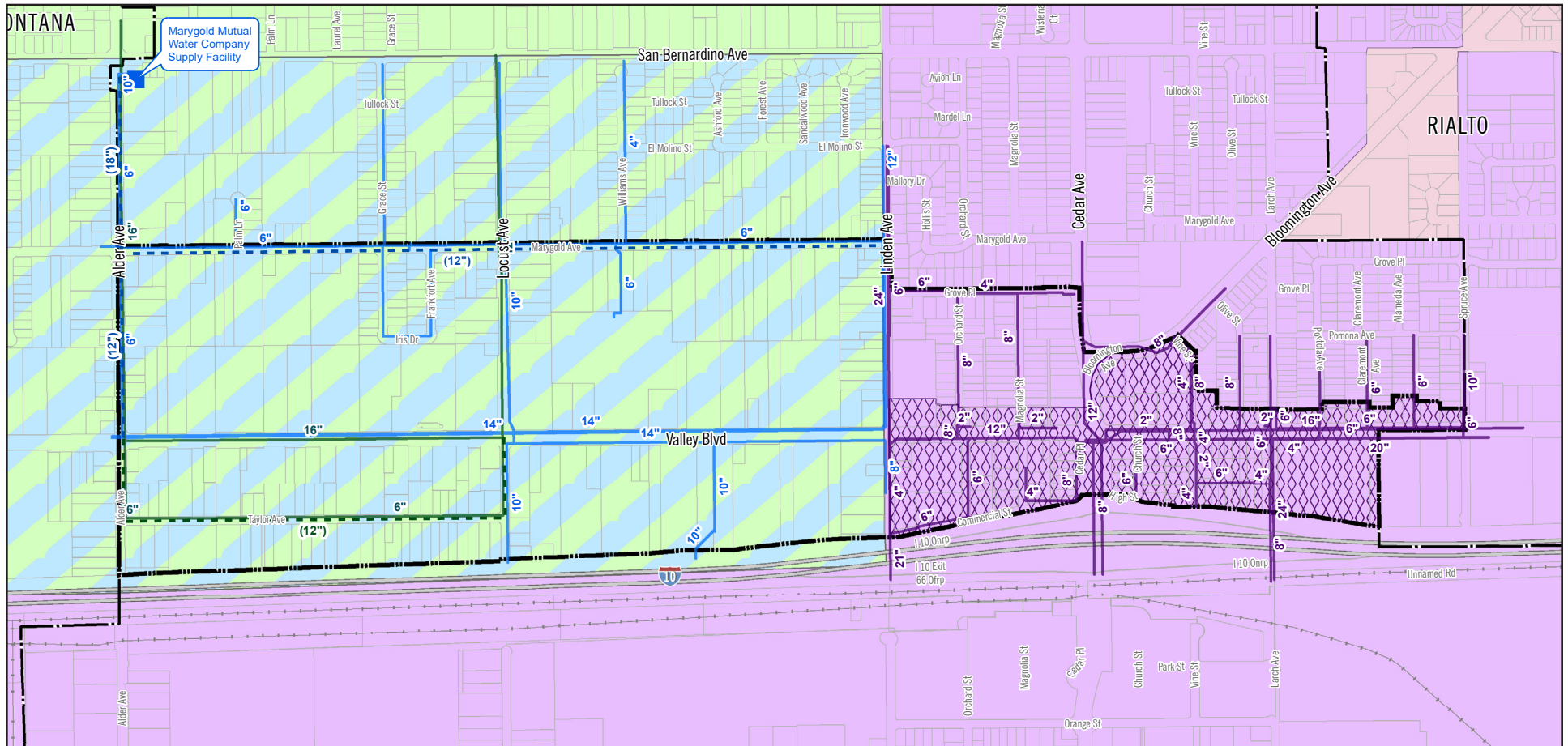
3. Revisions to the Draft EIR

Pages 5.2-20, Section 5.9, *Noise*, Section 5.9.7, *Mitigation Measures*; and Page 1-24, Table 1-3, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*, Chapter 1, *Executive Summary*. The following mitigation measure is added in response to Comment A2-2, from Owen Chang, Director of Facilities, Planning, and Construction, Colton Joint Unified School District to require that future projects prepare an acoustical study and include noise reduction measures to reduce impacts to noise-sensitive receptors.

N-5 ~~Prior to issuance of building permits~~ Planning approval for future commercial uses within the vicinity of a sensitive receptor that generate 50 or more truck trips, the applicant(s)/developer(s) shall submit an acoustical study to the County of San Bernardino that identifies potential noise reduction measures to reduce project-generated noise from commercial uses at the ~~nearby~~ sensitive receptors (e.g. Grimes Elementary School). Measures could include walls commercial and residential uses, relocating docking bays, and other stationary sources of noise (e.g. trash compactors).

Figure 5.14-2, *Existing and Proposed Water System*, Page 5.14-21, Section 5.14, *Utilities and Service Systems*. The figure overlays were updated for clarity.

Figure 5.14-2 - Existing and Proposed Water System
5. Environmental Analysis



Proposed Water Lines

- - - Marygold Mutual Water Company
- - - Fontana Water Company

Existing Water Lines

- - - West Valley Water District
- - - Marygold Mutual Water Company
- - - Fontana Water Company

- [Thick Black Line] Valley Corridor Specific Plan Boundary
- [Thin Black Line] Bloomington Community Boundary

- [Hatched Box] Site Specific Improvement for Fire Service
- [Yellow Box] City of Rialto

NAME

- [Blue Box] West Valley Water District
- [Light Blue Box] Marygold Mutual Water Company & Fontana Water Company
- [Green Box] Fontana Water Company

- XX" Existing Line Size
- (XX") Proposed Line Size

0 700
Scale (Feet)



Base Map Source: ESRI, 2016; WEBB

3. Revisions to the Draft EIR

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Appendix

Appendix A. Traffic Study Letter

Appendix

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Palm Desert, CA 92211
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41391 Kalmia Street #320
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December 2, 2016

Mr. Colin Drukker
Placeworks
1580 Metro Drive
Costa Mesa, CA 92626

RE: Traffic Impact Analysis Valley Corridor Specific Plan, prepared for San Bernardino County, dated January 2016 (provided as Appendix G of the DEIR)

Dear Mr. Drukker,

We are pleased to submit herewith our Traffic Impact Analysis Valley Corridor Specific Plan, prepared for San Bernardino County, dated January 2016 (provided as Appendix G of the DEIR) which we have prepared at your request.

If you have any questions regarding this report, please call the undersigned for clarification.

Sincerely yours,

ALBERT A. WEBB ASSOCIATES

A handwritten signature in blue ink, appearing to read "Myung Choo".

Myung Choo, P.E., T.E.
Senior Engineer



