

NOTICE OF PREPARATION

FROM: San Bernardino County Land Use Services Department
385 North Arrowhead Avenue, First Floor, San Bernardino, CA 92415-0182

TO: Interested Agencies, Organizations, and Individuals

DATE: June 24, 2015

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

The County of San Bernardino, as the lead agency under the California Environmental Quality Act (CEQA), will be coordinating the preparation of an Environmental Impact Report (EIR) for the proposed Valley Corridor Specific Plan (described below). The County is requesting identification of environmental issues and information that you or your organization believes should be considered in the EIR.

Project Title: Valley Corridor Specific Plan

Project Applicant: County of San Bernardino, Land Use Services Department

Project Location: The proposed Valley Corridor Specific Plan would apply to a 355-acre area in Bloomington, an unincorporated community in San Bernardino County located east of the City of Fontana and west of the City of Rialto. The project area would be oriented along a 1.25-mile corridor of Valley Boulevard between Bloomington's western (Alder Avenue) and eastern (Spruce Avenue) boundaries. It includes properties fronting Valley Boulevard and extending to Marygold Avenue to the north and Interstate 10 to the south.

Project Description: The Valley Corridor Specific Plan would provide the foundation for a more vibrant community corridor that offers employment and retail opportunities surrounded by a more walkable, safe, and attractive environment. The plan introduces land use changes to approximately 294 acres of parcelized land within the boundary and a little over 60 acres of ROW. The proposed land use and development framework could ultimately support approximately 1,093 housing units in residential and mixed-use projects and up to 1.9 million square feet of nonresidential building square footage comprised of a variety of retail stores, restaurants, hotels, and business development/office space.

The Specific Plan would look for ways to encourage opportunities for healthier living, including pedestrian-oriented activity centers that highlight Bloomington's cultural, historical, and community assets, and focus on its agricultural heritage. The plan will also emphasize the creation of employment spaces that foster small business development and promote a range of office and light industrial businesses, planting the seeds of business and job opportunities to promote overall growth in community capital.

Land use changes under the Valley Corridor Specific Plan would involve replacing the County's current zoning districts with five Specific Plan Land Use Districts: Mixed Use, Bloomington Enterprise, Commercial, Low & Medium Residential, and Medium & High Residential. Each district has its own development standards and strategies to individually and collectively contribute to the Specific Plan's overarching planning principles.

Buildout of the Valley Corridor Specific Plan could ultimately support a total of 1,093 residential dwelling units, 4,073 residents, 1,882,428 square feet of nonresidential buildings space, and 1,890 jobs in the plan area. This would represent an additional 568 dwelling units, 1,857 new residents, 907,319 square

feet of additional nonresidential building space, and approximately 1,413 new jobs in the plan area compared to existing conditions.

Potential Environmental Effects: A Program EIR will be prepared to evaluate the project's potential environmental impacts and analyze project alternatives. The topic areas to be analyzed in detail in the EIR are Aesthetics, Air Quality, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Transportation/Traffic, and Utilities and Service Systems. It will also briefly explain the reasons to find the following impact areas not potentially significant for this proposed Specific Plan: Agriculture/Forestry Resources, Biological Resources, Geology and Soils, and Mineral Resources.

Public Review Period: June 29, 2015 and ends on July 28, 2015

Responses and Comments: Please send your responses and comments by July 28, 2015 to Linda Mawby, Senior Planner at Linda.Mawby@lus.sbcounty.gov or at the following address:

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

Scoping Meeting: The County will hold a scoping meeting for the project to receive comments on the scope and content of the EIR. You are welcome to attend the scoping meeting and present environmental information that you believe should be considered in the EIR. The scoping meeting is scheduled as follows:

Date: Wednesday, July 15, 2015 **Time:** 6:00 p.m. to 8:00 p.m.
Place: Ayala Park Community Center
18313 Valley Boulevard
Bloomington, CA 92335

Agencies: In accordance with California Code of Regulations, Title 14, Section 15082(b), the County requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by the County when considering any permits that your agency must issue, or other approval for the project.

Document Availability: This Notice of Preparation can be viewed on the County of San Bernardino website at: <http://cms.sbcounty.gov/lus/Planning/Environmental/Valley.aspx>. The documents are also available during regular business hours at:

- County of San Bernardino Land Use Services Department, Planning Division, 385 North Arrowhead Avenue, San Bernardino, CA 92415; between the hours of 8:00 a.m. and 4:30 p.m., Monday through Friday
- Bloomington Branch Library, 993 West Valley Boulevard, Suite 102, Bloomington, CA 92316; Library Hours: Monday – Wednesday 11:00 a.m. to 7:00 p.m., Thursday 10 a.m to 6:00 p.m., Saturday 9:00 a.m. to 5:00 p.m. This branch is closed Friday and Sunday.

If you require additional information please contact Linda Mawby, Senior Planner, at (909) 387-4002.



State of California - Natural Resources Agency
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Inland Deserts Region
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EDMUND G. BROWN, Jr., Governor
CHARLTON H. BONHAM, Director



July 22, 2015

Ms. Linda Mawby
Senior Planner
San Bernardino County
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415

Subject: Notice of Preparation of a Draft Environmental Impact Report
Valley Corridor Specific Plan
State Clearinghouse No. 2015061085

Dear Ms. Mawby:

The Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Valley Corridor Specific Plan Project (project) [State Clearinghouse No. 2015061085]. The Department is responding to the NOP as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

The proposed Valley Corridor Specific Plan would apply to a 355-acre area in Bloomington, an unincorporated community in San Bernardino County, California, located east of the City of Fontana and west of the City of Rialto. The project area would be oriented along a 1.25-mile corridor of Valley Boulevard between Alder Avenue to the west and Spruce Avenue to the east, south of Marygold Avenue, and north of Interstate 10.

The project would introduce land use changes to approximately 294 acres of land within the boundary, and approximately 60 acres of Right-of-Way. Proposed land uses include Mixed Use, Bloomington Enterprise, Commercial, Low & Medium Residential, and Medium & High Residential. The project includes plans for a total of 1,093 residential dwelling units and 1,882,428 square feet of nonresidential building space.

Conserving California's Wildlife Since 1870

COMMENTS AND RECOMMENDATIONS

The Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of those species (i.e., biological resources); and administers the Natural Community Conservation Planning Program (NCCP Program). The Department offers the comments and recommendations presented below to assist San Bernardino County (County; the CEQA lead agency) in adequately identifying and/or mitigating the project's significant, or potentially significant, impacts on biological resources. The comments and recommendations are also offered to enable the Department to adequately review and comment on the proposed project with respect to impacts on biological resources. The Department recommends that the forthcoming DEIR address the following:

Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable Department staff to adequately review and comment on the project, the DEIR should include a complete assessment of the flora and fauna within and adjacent to the project footprint, with particular emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats. The Department recommends that the DEIR specifically include:

1. An assessment of the various habitat types located within the project footprint, and a map that identifies the location of each habitat type. The Department recommends that floristic, alliance- and/or association based mapping and assessment be completed following *The Manual of California Vegetation*, second edition (Sawyer et al. 2009). Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions;
2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the project. The Department's California Natural Diversity Database (CNDDDB) in Sacramento should be contacted at (916) 322-2493 or bdb@dfg.ca.gov to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the proposed project. The Department recommends that CNDDDB Field Survey Forms be completed and submitted to CNDDDB to document survey results. Online forms can be obtained and submitted at:
http://www.dfg.ca.gov/biogeodata/cnddb/submitting_data_to_cnddb.asp

Please note that the Department's CNDDDB is not exhaustive in terms of the data it houses, nor is it an absence database. The Department recommends that it be used

as a starting point in gathering information about the *potential presence* of species within the general area of the project site.

3. A complete, *recent* inventory of rare, threatened, endangered, and other sensitive species located within the project footprint and within offsite areas with the potential to be effected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish and Game Code § 3511). Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the project area and should not be limited to resident species. Focused species-specific surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service, where necessary. Note that the Department generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed project may warrant periodic updated surveys for certain sensitive taxa, particularly if the project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.
4. A thorough, recent, floristic-based assessment of special status plants and natural communities, following the Department's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see <https://www.wildlife.ca.gov/Conservation/Plants>);
5. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]);

Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources

The DEIR should provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the project. To ensure that project impacts to biological resources are fully analyzed, the following information should be included in the DEIR:

1. A discussion of potential impacts from lighting, noise, human activity, and wildlife-human interactions created by zoning of development projects or other project activities adjacent to natural areas, exotic and/or invasive species, and drainage. The latter subject should address project-related changes on drainage patterns and water quality within, upstream, and downstream of the project site, including: volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site.

2. A discussion of potential indirect project impacts on biological resources, including resources in areas adjacent to the project footprint, such as nearby public lands (e.g. National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Natural Community Conservation Plan, or other conserved lands).
3. A cumulative effects analysis developed as described under CEQA Guidelines § 15130. Please include all potential direct and indirect project related impacts to riparian areas, wetlands, vernal pools, alluvial fan habitats, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Mitigation Measures for Project Impacts to Biological Resources

The DEIR should include appropriate and adequate avoidance, minimization, and/or mitigation measures for all direct, indirect, and cumulative impacts that are expected to occur as a result of the construction and long-term operation and maintenance of the project. When proposing measures to avoid, minimize, or mitigate impacts, the Department recommends consideration of the following:

1. ***Fully Protected Species:*** Fully protected species may not be taken or possessed at any time. Project activities described in the DEIR should be designed to completely avoid any fully protected species that have the potential to be present within or adjacent to the project area. The Department also recommends that the DEIR fully analyze potential adverse impacts to fully protected species due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. The Department recommends that the Lead Agency include in the analysis how appropriate avoidance, minimization and mitigation measures will reduce indirect impacts to fully protected species.
2. ***Sensitive Plant Communities:*** The Department considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009). The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from project-related direct and indirect impacts.
3. ***Mitigation:*** The Department considers adverse project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the DEIR should include mitigation measures for adverse project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of

project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement should be evaluated and discussed in detail. If onsite mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, offsite mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.

The DEIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

4. ***Habitat Revegetation/Restoration Plans:*** Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

The Department recommends that local onsite propagules from the project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated in the near future in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various project components as appropriate.

Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the project; examples could include retention of woody material, logs, snags, rocks, and brush piles.

5. ***Nesting Birds and Migratory Bird Treaty Act:*** Please note that it is the project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). In addition, sections 3503, 3503.5, and 3513 of

the Fish and Game Code (FGC) also afford protective measures as follows: Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by FGC or any regulation made pursuant thereto; Section 3503.5 states that it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by FGC or any regulation adopted pursuant thereto; and Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

The Department recommends that the DEIR include the results of avian surveys, as well as specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: project phasing and timing, monitoring of project-related noise (where applicable), sound walls, and buffers, where appropriate. The DEIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the project site. If pre-construction surveys are proposed in the DEIR, the Department recommends that they be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

6. *Moving out of Harm's Way*: The proposed project is anticipated to result in the clearing of natural habitats that support native species. To avoid direct mortality, the Department recommends that the lead agency condition the DEIR to require that a Department-approved qualified biologist be retained to be onsite prior to and during all ground- and habitat-disturbing activities to move out of harm's way special status species or other wildlife of low or limited mobility that would otherwise be injured or killed from project-related activities. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise be injured or killed, and individuals should be moved only as far as necessary to ensure their safety (i.e., the Department does not recommend relocation to other areas). Furthermore it should be noted that the temporary relocation of onsite wildlife does not constitute effective mitigation for the purposes of offsetting project impacts associated with habitat loss.
7. *Translocation of Species*: The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species as studies have shown that these efforts are experimental in nature and largely unsuccessful. Translocation

California Endangered Species Act

The Department is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to the California Endangered Species Act (CESA). The Department

recommends that a CESA ITP be obtained if the project has the potential to result in "take" (California Fish and Game Code Section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of State-listed CESA species, either through construction or over the life of the project. CESA ITPs are issued to conserve, protect, enhance, and restore State-listed CESA species and their habitats.

The Department encourages early consultation, as significant modification to the proposed project and avoidance, minimization, and mitigation measures may be necessary to obtain a CESA ITP. Please note that the proposed avoidance, minimization, and mitigation measures must be sufficient for the Department to conclude that the project's impacts are fully mitigated and the measures, when taken in aggregate, must meet the full mitigation standard. Revisions to the California Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA ITP unless the Project CEQA document addresses all Project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit.

Lake and Streambed Alteration Program

Fish and Game Code section 1602 requires an entity to notify the Department prior to commencing any activity that may do one or more of the following: Substantially divert or obstruct the natural flow of any river, stream or lake; Substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or Deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

Upon receipt of a complete notification, the Department determines if the proposed project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify your project that would eliminate or reduce harmful impacts to fish and wildlife resources.

The Department's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the DEIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with the Department is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to <https://www.wildlife.ca.gov/Conservation/LSA/Forms>.

Additional Comments and Recommendations


California is experiencing one of the most severe droughts on record. To ameliorate the water demands of this project, the Department recommends incorporation of water-wise concepts in project landscape design plans. In particular the Department recommends xeriscaping with locally native California species, and installing water-efficient and targeted irrigation systems (such as drip irrigation). Local water agencies/districts, and resource conservation districts in your area may be able to provide information on plant nurseries that carry locally native species, and some facilities display drought-tolerant locally native species demonstration gardens (for example the Riverside-Corona Resource Conservation District in Riverside). Information on drought-tolerant landscaping and water-efficient irrigation systems is available on California's Save our Water website: <http://saveourwater.com/what-you-can-do/tips/landscaping/>

Further Coordination

The Department appreciates the opportunity to comment on the NOP of a DEIR for the Valley Corridor Specific Plan Project (SCH No. 2015061085) and recommends that the County address the Department's comments and concerns in the forthcoming DEIR.

If you should have any questions pertaining to the comments provided in this letter, or wish to schedule a meeting and/or site visit, please contact Gabriele Quillman at (909) 980-3818 or at gabriele.quillman@wildlife.ca.gov.

Sincerely,

(For) 
Leslie MacNair
Regional Manager

Literature Cited

Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A manual of California Vegetation, 2nd ed. California Native Plant Society Press, Sacramento, California.
<http://vegetation.cnps.org/>



South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

July 1, 2015

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

Notice of Preparation of a CEQA Document for the Valley Corridor Specific Plan

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts

when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

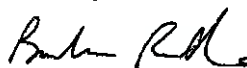
- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4>.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at Bradlein@aqmd.gov or call me at (909) 396-2716.

Sincerely,



Barbara Radlein
Program Supervisor
Planning, Rule Development & Area Sources

SBC150630-16
Control Number

Mawby, Linda

From: Melkonian, Adrineh@DOT <Adrineh.Melkonian@dot.ca.gov>
Sent: Wednesday, July 01, 2015 8:47 AM
To: Mawby, Linda
Subject: Valley Corridor Specific Plan

Hi Linda,

The California Department of Transportation (Caltrans) has received the NOP of Draft EIR on the County's "Valley Corridor Specific Plan". The information provided is inadequate for a thorough review of potential impacts to the nearby State transportation facilities. In order to fully assess the impacts, please provide us:

1. Environmental Impact Report and
2. Traffic Impact Study
 - 2 hard copies of the project Traffic Impact Analysis
 - 3 CDs of the project Traffic Impact Analysis (including the appendices).

You can have documents directed to me, at the mailing address in my signature below.

Thank you,

Adrineh Melkonian
Transportation Planner
Caltrans District 8
Division of Planning - Community & Regional Planning
464 West 4th Street, 6th Floor, MS 722
San Bernardino, CA 92401-1400
909.806.3928



CITY OF FONTANA CALIFORNIA

July 21, 2015

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

RE: Valley Corridor Specific Plan

Dear Ms. Mawby:

Thank you for the opportunity to review and comment on the Notice of Preparation (NOP) for Draft Environmental Impact Report (DEIR) for the Valley Corridor Specific Plan Project, which has a span of approximately 1.25 mile corridor of Valley Boulevard between Bloomington's western and eastern boundaries. It includes properties fronting Valley Boulevard and extending to Marigold Avenue to the north and Interstate 10 to the south.

The City of Fontana (City) appreciates the County of San Bernardino's outreach efforts as part of the NOP process; we look forward to working with your agency throughout the project. The City has the following comments:

- In advance of the release of the DEIR, we are requesting that your agency forward a copy of the Draft Specific Plan. Since the City of Fontana is within close proximity to the project site, we would like review proposed land uses in the proposed Draft Specific Plan to ensure land use compatibility with our City.
- Please ensure that the DEIR addresses the following environmental factors as they relate to our City: Traffic, Air Quality, Greenhouse Gases, Visual, Noise, Utilities/Public Services, and any other environmental impacts necessary to address potential effects to our City.

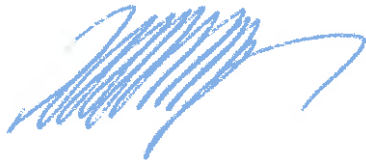
Ms. Linda Mawby
July 21, 2015
Page 2

Once available, please send a copy of the Draft Specific Plan, Environmental Impact Report, and associated technical studies to my attention. My contact information is provided below:

Rina Leung
Assistant Planner -- Community Development Department
8353 Sierra Avenue
Fontana, CA 92335
(909) 350-6566
rleung@fontana.org

Thank you for inviting the City of Fontana to participate in the public review process. We look forward to working with your agency on the Valley Specific Plan project.

Respectfully,



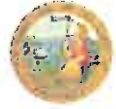
Rina Leung
Assistant Planner

c:James Troyer, Community Development Director
Zai AbuBakar, Planning Manager
Ricardo Sandoval, Director of Engineering
Kevin Ryan, Strategic Transportation Engineering Manager



State of California - Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
(909) 484-0459
www.wildlife.ca.gov

EDMUND G. BROWN, Jr., Governor
CHARLTON H. BONHAM, Director



July 22, 2015

Ms. Linda Mawby
Senior Planner
San Bernardino County
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415

Subject: Notice of Preparation of a Draft Environmental Impact Report
Valley Corridor Specific Plan
State Clearinghouse No. 2015061085

Dear Ms. Mawby:

The Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Valley Corridor Specific Plan Project (project) [State Clearinghouse No. 2015061085]. The Department is responding to the NOP as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

The proposed Valley Corridor Specific Plan would apply to a 355-acre area in Bloomington, an unincorporated community in San Bernardino County, California, located east of the City of Fontana and west of the City of Rialto. The project area would be oriented along a 1.25-mile corridor of Valley Boulevard between Alder Avenue to the west and Spruce Avenue to the east, south of Marygold Avenue, and north of Interstate 10.

The project would introduce land use changes to approximately 294 acres of land within the boundary, and approximately 60 acres of Right-of-Way. Proposed land uses include Mixed Use, Bloomington Enterprise, Commercial, Low & Medium Residential, and Medium & High Residential. The project includes plans for a total of 1,093 residential dwelling units and 1,882,428 square feet of nonresidential building space.

Conserving California's Wildlife Since 1870

COMMENTS AND RECOMMENDATIONS

The Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of those species (i.e., biological resources); and administers the Natural Community Conservation Planning Program (NCCP Program). The Department offers the comments and recommendations presented below to assist San Bernardino County (County; the CEQA lead agency) in adequately identifying and/or mitigating the project's significant, or potentially significant, impacts on biological resources. The comments and recommendations are also offered to enable the Department to adequately review and comment on the proposed project with respect to impacts on biological resources. The Department recommends that the forthcoming DEIR address the following:

Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable Department staff to adequately review and comment on the project, the DEIR should include a complete assessment of the flora and fauna within and adjacent to the project footprint, with particular emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats. The Department recommends that the DEIR specifically include:

1. An assessment of the various habitat types located within the project footprint, and a map that identifies the location of each habitat type. The Department recommends that floristic, alliance- and/or association based mapping and assessment be completed following *The Manual of California Vegetation*, second edition (Sawyer et al. 2009). Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions;
2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the project. The Department's California Natural Diversity Database (CNDDDB) in Sacramento should be contacted at (916) 322-2493 or bdb@dfg.ca.gov to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the proposed project. The Department recommends that CNDDDB Field Survey Forms be completed and submitted to CNDDDB to document survey results. Online forms can be obtained and submitted at:
http://www.dfg.ca.gov/biogeodata/cnddb/submitting_data_to_cnddb.asp

Please note that the Department's CNDDDB is not exhaustive in terms of the data it houses, nor is it an absence database. The Department recommends that it be used

as a starting point in gathering information about the *potential presence* of species within the general area of the project site.

3. A complete, *recent* inventory of rare, threatened, endangered, and other sensitive species located within the project footprint and within offsite areas with the potential to be effected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish and Game Code § 3511). Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the project area and should not be limited to resident species. Focused species-specific surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service, where necessary. Note that the Department generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed project may warrant periodic updated surveys for certain sensitive taxa, particularly if the project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.
4. A thorough, recent, floristic-based assessment of special status plants and natural communities, following the Department's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see <https://www.wildlife.ca.gov/Conservation/Plants>);
5. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]);

Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources

The DEIR should provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the project. To ensure that project impacts to biological resources are fully analyzed, the following information should be included in the DEIR:

1. A discussion of potential impacts from lighting, noise, human activity, and wildlife-human interactions created by zoning of development projects or other project activities adjacent to natural areas, exotic and/or invasive species, and drainage. The latter subject should address project-related changes on drainage patterns and water quality within, upstream, and downstream of the project site, including: volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site.

2. A discussion of potential indirect project impacts on biological resources, including resources in areas adjacent to the project footprint, such as nearby public lands (e.g. National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Natural Community Conservation Plan, or other conserved lands).
3. A cumulative effects analysis developed as described under CEQA Guidelines § 15130. Please include all potential direct and indirect project related impacts to riparian areas, wetlands, vernal pools, alluvial fan habitats, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Mitigation Measures for Project Impacts to Biological Resources

The DEIR should include appropriate and adequate avoidance, minimization, and/or mitigation measures for all direct, indirect, and cumulative impacts that are expected to occur as a result of the construction and long-term operation and maintenance of the project. When proposing measures to avoid, minimize, or mitigate impacts, the Department recommends consideration of the following:

1. **Fully Protected Species:** Fully protected species may not be taken or possessed at any time. Project activities described in the DEIR should be designed to completely avoid any fully protected species that have the potential to be present within or adjacent to the project area. The Department also recommends that the DEIR fully analyze potential adverse impacts to fully protected species due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. The Department recommends that the Lead Agency include in the analysis how appropriate avoidance, minimization and mitigation measures will reduce indirect impacts to fully protected species.
2. **Sensitive Plant Communities:** The Department considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009). The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from project-related direct and indirect impacts.
3. **Mitigation:** The Department considers adverse project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the DEIR should include mitigation measures for adverse project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of

project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement should be evaluated and discussed in detail. If onsite mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, offsite mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.

The DEIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

4. ***Habitat Revegetation/Restoration Plans:*** Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum:
(a) the location of restoration sites and assessment of appropriate reference sites;
(b) the plant species to be used, sources of local propagules, container sizes, and seeding rates;
(c) a schematic depicting the mitigation area;
(d) a local seed and cuttings and planting schedule;
(e) a description of the irrigation methodology;
(f) measures to control exotic vegetation on site;
(g) specific success criteria;
(h) a detailed monitoring program;
(i) contingency measures should the success criteria not be met; and
(j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

The Department recommends that local onsite propagules from the project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated in the near future in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various project components as appropriate.

Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the project; examples could include retention of woody material, logs, snags, rocks, and brush piles.

5. ***Nesting Birds and Migratory Bird Treaty Act:*** Please note that it is the project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). In addition, sections 3503, 3503.5, and 3513 of

the Fish and Game Code (FGC) also afford protective measures as follows: Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by FGC or any regulation made pursuant thereto; Section 3503.5 states that it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by FGC or any regulation adopted pursuant thereto; and Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

The Department recommends that the DEIR include the results of avian surveys, as well as specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: project phasing and timing, monitoring of project-related noise (where applicable), sound walls, and buffers, where appropriate. The DEIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the project site. If pre-construction surveys are proposed in the DEIR, the Department recommends that they be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

6. *Moving out of Harm's Way*: The proposed project is anticipated to result in the clearing of natural habitats that support native species. To avoid direct mortality, the Department recommends that the lead agency condition the DEIR to require that a Department-approved qualified biologist be retained to be onsite prior to and during all ground- and habitat-disturbing activities to move out of harm's way special status species or other wildlife of low or limited mobility that would otherwise be injured or killed from project-related activities. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise be injured or killed, and individuals should be moved only as far as necessary to ensure their safety (i.e., the Department does not recommend relocation to other areas). Furthermore it should be noted that the temporary relocation of onsite wildlife does not constitute effective mitigation for the purposes of offsetting project impacts associated with habitat loss.
7. *Translocation of Species*: The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species as studies have shown that these efforts are experimental in nature and largely unsuccessful. Translocation

California Endangered Species Act

The Department is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to the California Endangered Species Act (CESA). The Department

recommends that a CESA ITP be obtained if the project has the potential to result in "take" (California Fish and Game Code Section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of State-listed CESA species, either through construction or over the life of the project. CESA ITPs are issued to conserve, protect, enhance, and restore State-listed CESA species and their habitats.

The Department encourages early consultation, as significant modification to the proposed project and avoidance, minimization, and mitigation measures may be necessary to obtain a CESA ITP. Please note that the proposed avoidance, minimization, and mitigation measures must be sufficient for the Department to conclude that the project's impacts are fully mitigated and the measures, when taken in aggregate, must meet the full mitigation standard. Revisions to the California Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA ITP unless the Project CEQA document addresses all Project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit.

Lake and Streambed Alteration Program

Fish and Game Code section 1602 requires an entity to notify the Department prior to commencing any activity that may do one or more of the following: Substantially divert or obstruct the natural flow of any river, stream or lake; Substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or Deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

Upon receipt of a complete notification, the Department determines if the proposed project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify your project that would eliminate or reduce harmful impacts to fish and wildlife resources.

The Department's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the DEIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with the Department is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to <https://www.wildlife.ca.gov/Conservation/LSA/Forms>.

Additional Comments and Recommendations


California is experiencing one of the most severe droughts on record. To ameliorate the water demands of this project, the Department recommends incorporation of water-wise concepts in project landscape design plans. In particular the Department recommends xeriscaping with locally native California species, and installing water-efficient and targeted irrigation systems (such as drip irrigation). Local water agencies/districts, and resource conservation districts in your area may be able to provide information on plant nurseries that carry locally native species, and some facilities display drought-tolerant locally native species demonstration gardens (for example the Riverside-Corona Resource Conservation District in Riverside). Information on drought-tolerant landscaping and water-efficient irrigation systems is available on California's Save our Water website: <http://saveourwater.com/what-you-can-do/tips/landscaping/>

Further Coordination

The Department appreciates the opportunity to comment on the NOP of a DEIR for the Valley Corridor Specific Plan Project (SCH No. 2015061085) and recommends that the County address the Department's comments and concerns in the forthcoming DEIR.

If you should have any questions pertaining to the comments provided in this letter, or wish to schedule a meeting and/or site visit, please contact Gabriele Quillman at (909) 980-3818 or at gabriele.quillman@wildlife.ca.gov.

Sincerely,

(Fm) 
Leslie MacNair
Regional Manager

Literature Cited

Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A manual of California Vegetation, 2nd ed. California Native Plant Society Press, Sacramento, California.
<http://vegetation.cnps.org/>



July 28, 2015

Ms. Linda Mawby, Senior Planner
County of San Bernardino
Land Use Services Department – Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino, California 92415
E-mail: linda.mawby@lus.sbcounty.gov

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Valley Corridor Specific Plan [SCAG NO. IGR8533]

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435
t (213) 236-1800
f (213) 236-1825
www.scag.ca.gov

Dear Ms. Mawby,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Valley Corridor Specific Plan ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

Officers
President
Cheryl Viegas-Walker, El Centro
First Vice President
Michele Martinez, Santa Ana
Second Vice President
Margaret Finlay, Duarte
Immediate Past President
Carl Morehouse, San Buenaventura

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

Executive/Administration Committee Chair
Cheryl Viegas-Walker, El Centro

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Valley Corridor Specific Plan in the San Bernardino County. The proposed project includes land use changes to approximately 294 acres of parcelized land within the boundary and a little over 60 acres of right of way. Buildout of the Valley Corridor Specific Plan would support a total of 1,093 residential dwelling units, 4,073 residents, 1,882,428 square feet of nonresidential buildings space, and 1,890 jobs in the plan area.

Policy Committee Chairs

Community, Economic and Human Development
Bill Jahn, Big Bear
Energy & Environment
Deborah Robertson, Rialto
Transportation
Alan Wapner, San Bernardino Associated Governments

When available, please send environmental documentation to SCAG's office in Los Angeles or by email to suni@scag.ca.gov providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Lijin Sun, Esq., Senior Regional Planner, at (213) 236-1882 or suni@scag.ca.gov. Thank you.

Sincerely,

Ping Chang
Program Manager II, Land Use and Environmental Planning

¹ SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.

**COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR
THE VALLEY CORRIDOR SPECIFIC PLAN [SCAG NO. IGR8533]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

2012 RTP/SCS GOALS

The SCAG Regional Council adopted the 2012 RTP/SCS in April 2012. The 2012 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see <http://rtpscs.scag.ca.gov>). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012 RTP/SCS are the following:

SCAG 2012 RTP/SCS GOALS	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and non-motorized transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies</i>

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

SCAG 2012 RTP/SCS GOALS	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i>	Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i>	Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference
etc.	etc.

RTP/SCS STRATEGIES

To achieve the goals of the 2012 RTP/SCS, a wide range of strategies are included in SCS Chapter (starting on page 152) of the RTP/SCS focusing on four key areas: 1) Land Use Actions and Strategies; 2) Transportation Network Actions and Strategies; 3) Transportation Demand Management (TDM) Actions and Strategies and; 4) Transportation System Management (TSM) Actions and Strategies. If applicable to the proposed project, please refer to these strategies as guidance for considering the proposed project within the context of regional goals and policies. To access a listing of the strategies, please visit <http://rtpscsc.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf> (Tables 4.3 – 4.7, beginning on page 152).

REGIONAL GROWTH FORECASTS

At the time of this letter, the most recently adopted SCAG forecasts consists of the 2020 and 2035 RTP/SCS population, household and employment forecasts. To view them, please visit <http://scag.ca.gov/Documents/2012AdoptedGrowthForecastPDF.pdf>. The forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts		Adopted County of San Bernardino Forecasts	
	Year 2020	Year 2035	Year 2020	Year 2035
Population	19,663,000	22,091,000	2,268,000	2,750,000
Households	6,458,000	7,325,000	698,000	847,000
Employment	8,414,000	9,441,000	810,000	1,059,000

MITIGATION

SCAG staff recommends that you review the SCAG 2012 RTP/SCS Final Program EIR Mitigation Measures for guidance, as appropriate. See Chapter 6 (beginning on page 143) at: <http://rtpscsc.scag.ca.gov/Documents/peir/2012/final/Final2012PEIR.pdf>

As referenced in Chapter 6, a comprehensive list of example mitigation measures that may be considered as appropriate is included in Appendix G: *Examples of Measures that Could Reduce Impacts from Planning, Development and Transportation Projects*. Appendix G can be accessed at: <http://rtpscsc.scag.ca.gov/Documents/peir/2012/final/2012fPEIR AppendixG ExampleMeasures.pdf>

Southern California Automotive Museum

10175 Virginia Geil Way
Bloomington, California 92316

07/28/2015

RE Valley Corridor Scoping

To Whom It May Concern

Our concern is the history of the auto and the routes taken from horse and buggy to the now days automobile. This involves small towns, highways and the history that surrounds them. The town of Bloomington has a viable place in auto history and we would like to be consulted in the EIR process. Many of the service stations, restaurants and overnight motels hold a great deal of untold history for the Inland Empire and California. We would like to see that documented and preserved. Please contact me.

Respectfully Yours,

Mark Hoover

Bloomington Preservation Foundation

PO Box 654

Bloomington, California 92316

Comments on Valley Corridor Plan EIR

Thank you for allow us to comment on scope of the EIR

Over the years the town of Bloomington home of over 20000 residence is almost gone, most of what we have left of the business district is located in the Valley Plan area. We ask that your plan embraces the small town of Bloomington and not have it follow in the path of no return such as San Savine and Etiwanda. In the past Bloomington lost its packing houses and other main buildings to the I-10 freeway and Cedar interchange. It is up to the County to do the right thing and preserve the remaining history of areas they are "improving" not remove it. Highway 99 is as important as Route 66 only the numbers are reversed its history matters as does that of the few remaining original buildings in Bloomington. Our small motels, town buildings are as important to the auto age as those on Route 66 their preservation is vital. As are our other documented buildings such as the Bloomington Garage and La Gue home in the area.

Most important follow **CEQA** guidelines when removing any building in Bloomington, do not remove any building without researching in depth its contribution to the town of Bloomington. The town was build around 1888 and has much history still standing in the area of the Valley Corridor Plan. In fact most of Bloomington's history is in that area. As demonstrated with the added cost to installing a sewer on Valley, road ways and under ground pipes never known before were discovered. The community question is where and what were they for. Before demolition the buildings must be documented not just by asking the County Museum but by researching the local history in the proper way by contacting and researching each and every parcel to be modified or removed. Those with significance to the Valley Blvd, Highway 99, the Pacific Electric and/or Bloomington should be preserved and incorporated into the plan when ever possible. Bloomington's main highway should not be left with only a few buildings to say the historic town, original home to the County Museum was once here.

Here are a few comments and ideas which have come to our organization from the residents who have dropped into the Bloomington Garage. The residents want vitality but also want the small town feel and for their children to grow up in a town that has some history to tell. They realize it is not an easy task but one that if we work together can be obtained. A bit of vision from the people. The residents of Bloomington would like to see more high end less tilt up, as change and growth happens it should be a vision not a nightmare (such as they experienced with the islands on Valley previously installed).

Thank You for Your Time

Pamela Geil

Bloomington Preservation Foundation

Historic Coast to Coast Highway,

Bloomington the Place to Eat and Live the Rural Life

Key in on the Coast to Coast historic district of Bloomington how about playing it up with signage, murals, the packing district, the Pacific Electric all the things Bloomington had before it was torn apart.

1. Keep Valley a Commercial district the community needs the tax base to support the parks programs we may someday have again.
2. For the housing element keep the homes off Valley if the County needs affordable do like Fontana put in strictly Senior Housing North of the Business District off of Marygold or close to the Old Town Plaza along the freeway off of Linden where the mini storage is just off of Valley.
3. North of Marygold should remain horse property with county assistance the owners might grow crops for the Market district.
4. 3-4 star hotels dispersed in the mix of restaurants uniquely designed in old town Bloomington, make Bloomington different with appeal, somewhere people will come and remember their stay. Keep theme consistent.
5. **NO Motels** (the ones we have now are voucher and contribute to the crime, don't mix the uses, go high end). **Highlight the existing one or two travel motels** that are traditional of Highway 99. Help fund their restoration so they have character and charm.
6. High end Restaurants at least TGIF, Cask and Cleaver, Olive Garden maybe something like Pomona Valley Mining Co. and better. We will need to have restaurants to match the level of our hotels, the people staying at the hotels should be able to walk safely to dinner and a stroll without feeling like they will get mugged or being approached by a panhandler for money.
7. One smaller sit down diner Dennys, I-Hop or similar restaurant.
8. No light industrial in the Business District keep the district tax producing, think unique. Keep light industrial on Slover.
9. Instead of light industrial put in a several story business or medical facility along the freeway. Better yet put a Fry's Electronic Store, the closest one is in Covina I believe. Though I think Fry's should be on the South side by Roadway. It would bring in great revenue.
10. **No strip malls** on Valley keep them on the side streets like Locust and Linden.
11. Possibly some individual planned use business's Starbucks, clothing boutiques, specialty shops with a office element in the second and above levels. Possibly, for the offices of the 5th district representative, or the planning group working on the New Bloomington.
12. Better Lighting
13. Bike lanes/Horse lanes I would like to be able to ride my horse safely on Valley..... A horse route to the downtown for the horses North of Marygold. Area is known as Marygold Acres.
14. Crossing light buttons should be high enough you can push them on a horse.
15. Lighted flashing reflectors in the crosswalks
16. Everything on Valley should be income producing or used to draw attention to the central district of the town.
17. All residential should be behind the business district not part of it. No apartments. Rialto has plenty near by.
18. A local tram system to get people to the center of town. Pacific Electric Red Car on wheels for example.
19. Banks and other staple business's a town needs. Bloomington once had a Dairy possibly bring back something like that in Restaurant Form. Lawyer, medical, pharmacy, barbershop, blueprint shop, laundry, post office, grocery store, key shop, soda shop like in the 50s, gift shops, furniture store, feed store, Bloomington Garage, the justice court house, things that made up a rural small town.
20. Help with the restoration and transformation of existing buildings.

21. Historic District in the south west corner off of Cedar and Valley.
22. A park to beat all parks one the kids would be proud of possibly with the water element, basketball courts, tennis courts and a large meeting room with side rooms for activities, and a stage for presentations such as this town hall meeting or recitals. And of course a hitching post. The park should have that old town feel to it also, the theme should stay consistent.
23. A over-crossing over Valley so there is a safe way for all to get across, keep the crosswalks for bikes, horses and the brave at heart.
24. Nice covered bus stop benches
25. More frequent bus stops, longer hours day and night both sides freeway
26. Signage that depicts Bloomingtons entrances and exits
27. Signage arch over Cedar depicting Entering Bloomington
28. Signage for The Old Town Plaza
29. Farmers market where locals can sell their produce that the County helps them with the cost of growing.
30. All Corners in the specific plan should be used for commercial purpose not parks or non income producing venues including Linden and Valley..... we do not have that many corners available to waste on a park.
31. Improving existing park and enlarging is a better Idea it already exists., provide a safe way for residents and visitors to get to Alyala Park
32. Remove the transients from the park, enforce no alcohol or overnight camping
33. Make more access to streets and business's on Valley by removing some of the island and putting in turn lanes.
34. Remove Island at Magnolia so Fire department can exist and return going west bound. In other words make it a turn lane off of valley both directions.

What Bloomington does NOT need on Valley or the main Business corridor.

Most of all The Traffic.....since the islands have gone in it has been a nightmare just to get to the park.

1. Trucks parking overnight or any where at all in town, only for delivery's
2. People living in their motor homes on our streets
3. Truck related business's
4. Transients
5. Panhandlers
6. Drug dealers
7. Flower sellers on corners
8. Taco stands on corners and along street
9. Additional gas stations
10. Massage parlors
11. Bars, restaurants with cocktail lounge is fine.
12. Trucking companies
13. Car Lots. Unless possibly selling vintage cars....classics
14. More Fast food restaurants
15. Strip malls
16. Liquor stores
17. Dollar stores

Mawby, Linda

From: R Rodriguez <thisgramrocks@gmail.com>
Sent: Wednesday, July 29, 2015 10:17 PM
To: Mawby, Linda
Subject: Proposals of Change to Bloomington

Dear Ms. Mawby,

I wanted to have an opportunity to tell you how I feel about plans to change Bloomington, by demolishing current structures to build new ones, "updating" it, so to speak.

Having visited Bloomington I was smitten with it's unique charm, something you don't see all over our state of California. Valley Blvd, historic Highway 99, the quaint small motels, the "mom and pop" establishments, historic Bloomington Garage and home, the unique buildings near Cedar, all brought memories to mind of a beloved bygone era.

The community I grew up in, Placentia, CA, has lost it's charm, because of all the newer development that's taken place over the years. I drove through it a few months ago and barely recognized it, and I'd lived there for 27 years. I think this is why the plans to basically update and get rid of the old in your town of Bloomington trouble me so much.

Your community played an important part in the birth of the Inland Empire, it's history is what makes it special. My Dad taught me all about history as I grew up, and now as a grandmother I realize it's true importance to our youth. Some things need to remain the same, for the simple reason they were and are important. I implore you to carefully consider any changes you make to your town for the simple reason that your community is valuable as it stands, new and improved is not always better in all instances. Please keep your town's historic value, there are far too few places like it left.

Sincerely,
Rosanne Rodriguez

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

PLANNING (MS 725)

464 WEST 4th STREET, 6th FLOOR

SAN BERNARDINO, CA 92401-1400

PHONE (909) 388-7017

FAX (909) 383-5936

TTY 711

www.dot.ca.gov/dist8



*Serious Drought.
Help save water!*

ADMINISTRATION
2015 AUG -5 PM 4:16

RECEIVED
AUG 07 2015
San Bernardino County
Planning Division

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

August 3, 2015

Linda Mawby
San Bernardino County
385 North Arrowhead Avenue
San Bernardino, CA 92415

Valley Corridor Specific Plan – Notice of Preparation

Dear Ms. Mawby:

Thank you for providing the California Department of Transportation (Department) the opportunity to review and comment on the Notice of Preparation of a Draft Environmental Impact Report for the Valley Corridor Specific Plan (Project). The project area would be oriented along a 1.25-mile corridor of Valley Boulevard between Alder and Spruce Avenues boundaries. The Project proposes land use and development framework to ultimately support approximately 1,093 housing units in residential and mixed-use projects and up to 1.9 million square feet of nonresidential building square footage comprised of a variety of retail stores, restaurants, hotels, and business development/office space on a 355 acre area.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act, it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the County of San Bernardino, due to the project's potential impact to the State facilities, it is also subject to the policies and regulations that govern the SHS.

Our areas of concern, pertaining to State facilities, include hydrology/flooding and transportation/traffic issues. Due to these potentially significant impacts and because the south portion of the Project area directly abuts Interstate 10 (I-10) we recommend the following to be analyzed in the preceding DEIR:

Traffic Operations:

A traffic study to accurately evaluate the extent of potential impacts to the operational characteristics of the existing highway. We offer the following guidance on the preparation of the Traffic Impact Analysis:

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

- All state facilities impacted by the project area, which include Interstate I-10, should be analyzed in the traffic study; intersections impacted by the project should also be analyzed. Where applicable, synchro analyses, merge/diverge analyses, and queuing analyses are recommended to analyze such mitigation measures as signalized intersections and ramp interchanges. The data used in the Traffic Impact Study should not be more than 2 years old.
- Traffic Analysis Scenarios should clearly be exhibited as exiting, existing + project, existing + project + ambient growth, and existing + project + ambient growth + cumulative growth.
- The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities, where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.
- The lead agency should monitor impacts to ensure that roadway segments and intersections remain at an acceptable Level of Service (LOS). Should the LOS reach unacceptable levels, the lead agency should delay the issuance of building permits for any project until the appropriate impact mitigation is implemented. Clearly indicate LOS with and without mitigation improvements. Proposed improvements should be exhibited in preliminary drawings that indicate the LOS with improvements.
- Mitigation measures to State facilities should be included in the traffic impact analysis. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with the Department to identify and implement the appropriate mitigation, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with the Department concepts.
- Submit two hard copies and three electronic copies of all Traffic Impact Analysis documents and an electronic Synchro Analysis file.

Additionally, we recommend the traffic study be submitted prior to the circulation of the DEIR to ensure timely review of the submitted materials and a preliminary scoping meeting to discuss any potential issues.

Hydrology and Grading:

The Project has the potential to impact the drainage facilities within I-10 right-of-way (R/W). This may lead to erosion, increased runoff directed to I-10 R/W, create maintenance accessibility issues, and contaminate water flows entering state R/W. Please forward the site plan and grading and drainage plans to this office at the earliest opportunity for our review, as these concerns cannot be fully evaluated at this time. To ensure that proposed site grading and drainage design does not result in an adverse impact to State R/W, we ask that a requirement to review plans and provide written construction clearance be included among the project conditions of approval.

Consider the following when development does occur:

- Verify capacity of existing drainage structures within R/W where connections between private and Caltrans systems are proposed.
- The existing capacity of affected State drainage systems cannot be exceeded. Should 100-year project runoff volumes be determined to exceed the maximum capacity of the existing State drainage facilities, the proposed mitigation measures, which include a retention basin, must offset any drainage impacts to State facilities.
- Future review of project drainage design will include an evaluation of runoff impacts to adjacent State R/W. Where applicable, compliance with pertinent National Pollutant Discharge Elimination System (NPDES)/water quality standards will be required.

Highway Operations and Right-of-Way:

Increased traffic volumes associated with the development of the Project may impact traffic flow, circulation, highway capacity, and operational characteristics of I-10. The cumulative impacts of future projects may also lead to needed improvements within R/W and require R/W dedication. Please be advised that per Transportation System Development Plan (Plan):

- The Plan for this segment of I-10's 20-year outlook calls for widening the facility from 8 mixed flow lanes to 10 mixed flow lanes with 2 High-Occupancy Toll Lanes. This may require R/W dedication.

When development does occur a need for encroachment permits will be necessary for any work performed within the State right-of-way. Furthermore, the applicant's environmental documentation must include such work in their project description and indicate that an encroachment permit will be needed. As part of the encroachment permit process, the developer must provide appropriate environmental approval for potential environmental impacts to State Highway R/W.

Issuance of a Caltrans Encroachment Permit will be required prior to any construction within State R/W. In addition, all work undertaken within I-10 R/W shall be in compliance to all current design standards, applicable policies, and construction practices. Detailed information regarding permit application and submittal requirements is available at:

Office of Encroachment Permits
California Department of Transportation
464 West Fourth Street, 6th Floor, MS 619
San Bernardino, CA 92401-1400
(909) 383-4526

Multimodal Accessibility:

The Department is committed to providing a safe transportation system for all users. We encourage the County to embark a safe, sustainable, integrated and efficient transportation system and complete street to enhance California's economy and livability within a mixed use development. A pedestrian/bike-friendly environment served by multimodal transportation would reduce traffic congestion prevalent in the surrounding areas. We offer the following comments:

- The Department supports a specific plan that fosters a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility specifically Valley Boulevard Commercial/Residential Mixed Use projects (Complete Street Implementation action Plan 2.0).
- When the County considers striping the street to include a bicycle facility, we encourage the County to utilize roadway configurations and design standards found in the National Association of City Transportation Officials' Urban Street Design Guide and the Urban Bikeway Design Guide. The Department officially endorsed these innovative design guidelines on April 11, 2014. These guidelines provide safety treatments that separate cyclists from through traffic and provide increased visibility at intersections.
- It appears that the San Bernardino County Non-Motorized Transportation Plan calls for Class II Bike Lanes on Valley Boulevard. We recommend the County amend its Non-Motorized Transportation Plan for the segment of Valley Boulevard by changing the planned bike facility from Class II Bike Lanes to a Class IV Protected Bike Lane (as detailed in the design guides mentioned above).

Please continue to keep us informed of this project and other future updates, which could potentially impact the SHS and interfacing transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Adrineh Melkonian (909) 806-3928 or myself at (909) 383-4557.

Sincerely,



MARK ROBERTS
Office Chief
Intergovernmental Review, Community and Regional Planning



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

Notice of Preparation

June 26, 2015

To: Reviewing Agencies
Re: Valley Corridor Specific Plan
SCH# 2015061085

2015 JUL - 1 PM 1:35
RECEIVED

Attached for your review and comment is the Notice of Preparation (NOP) for the Valley Corridor Specific Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Linda Mawby
San Bernardino County
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415-0182

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015061085
Project Title Valley Corridor Specific Plan
Lead Agency San Bernardino County

Type NOP Notice of Preparation
Description The Valley Corridor Specific Plan would provide the foundation for a more vibrant community corridor that offers employment and retail opportunities surrounded by a more walkable, safe, and attractive environment. The plan introduces land use change to approximately 294 acres of parcelized land within the boundary and a little over 60 acres of ROW. Buildout of the Valley Corridor Specific plan could ultimately support a total of 1,093 residential dwelling units, 4,073 residents, 1,882,428 sf of nonresidential buildings space, and 1,890 jobs in the plan area. This would represent an additional 568 dwelling units, 1,857 new residents, 907,319 sf of additional nonresidential building space, and approximately 1,413 new jobs in the plan area compared to existing conditions.

Lead Agency Contact

Name Linda Mawby
Agency San Bernardino County
Phone 909 387 4002 **Fax**
email
Address 385 N. Arrowhead Avenue, 1st Floor
City San Bernardino **State** CA **Zip** 92415-0182

Project Location

County San Bernardino
City Fontana, Rialto
Region
Cross Streets Valley Blvd Corridor (E of Alder Ave.; W. of Spruce Ave.; N of I-10; S of Marygold Ave)
Lat / Long 34° 4' 14" N / 117° 23' 46" W
Parcel No. Multiple
Township 1S **Range** 5W **Section** 21,22 **Base** SBB&M

Proximity to:

Highways I-10; SR-66
Airports No
Railways UPRR
Waterways Santa Ana River
Schools Bloomington Jr. HS, etc.
Land Use Multiple

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse

Reviewing Agencies Resources Agency; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 6; Department of Housing and Community Development; Office of Emergency Services, California; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; California Highway Patrol; Caltrans, District 8; Air Resources Board; Regional Water Quality Control Board, Region 8

Date Received 06/26/2015 **Start of Review** 06/26/2015 **End of Review** 07/27/2015

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

2015061085

Project Title: Valley Corridor Specific Plan

Lead Agency: County of San Bernardino Land Use Services Dept.

Contact Person: Linda Mawby, Senior Planner

Mailing Address: 385 North Arrowhead Avenue, First Floor

Phone: (909) 387-4002

City: San Bernardino

Zip: 92415

County: San Bernardino

Project Location: County: San Bernardino City/Nearest Community: Bloomington (unincorp.); Fontana; Rialto

Cross Streets: Valley Blvd. Corridor (E of Alder Ave.; W of Spruce Ave.; N of I-10; S of Marygold Ave.) Zip Code: 92316

Longitude/Latitude (degrees, minutes and seconds): 34 °04 '14 " N / 117 °23 '46 " W Total Acres: 355 acres

Assessor's Parcel No.: Multiple

Section: 21, 22 Twp.: 1S Range: 5W Base: San Bern.

Within 2 Miles: State Hwy #: I-10; SR-66

Waterways: Santa Ana River

Airports: None

Railways: Union Pacific RR

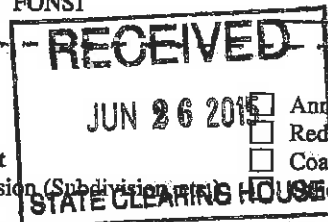
Schools: Bloomington Jr. HS, etc.

Document Type:

- | | | | |
|---|--|------------------------------------|--|
| CEQA: <input checked="" type="checkbox"/> NOP | <input type="checkbox"/> Draft EIR | NEPA: <input type="checkbox"/> NOI | Other: <input type="checkbox"/> Joint Document |
| <input type="checkbox"/> Early Cons | <input type="checkbox"/> Supplement/Subsequent EIR | <input type="checkbox"/> EA | <input type="checkbox"/> Final Document |
| <input type="checkbox"/> Neg Dec | (Prior SCH No.) _____ | <input type="checkbox"/> Draft EIS | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Mit Neg Dec | Other: _____ | <input type="checkbox"/> FONSI | |

Local Action Type:

- | | | | |
|---|---|--|---|
| <input type="checkbox"/> General Plan Update | <input checked="" type="checkbox"/> Specific Plan | <input type="checkbox"/> Rezone | <input type="checkbox"/> Annexation |
| <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Master Plan | <input type="checkbox"/> Prezone | <input type="checkbox"/> Redevelopment |
| <input type="checkbox"/> General Plan Element | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Use Permit | <input type="checkbox"/> Coastal Permit |
| <input type="checkbox"/> Community Plan | <input type="checkbox"/> Site Plan | <input type="checkbox"/> Land Division (Subdivision) | Other: _____ |



Development Type:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Residential: Units <u>568</u> Acres _____ | <input type="checkbox"/> Transportation: Type _____ |
| <input type="checkbox"/> Office: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Mining: Mineral _____ |
| <input checked="" type="checkbox"/> Commercial: Sq.ft. <u>907k</u> Acres _____ Employees <u>1,413</u> | <input type="checkbox"/> Power: Type _____ MW _____ |
| <input type="checkbox"/> Industrial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Waste Treatment: Type _____ MGD _____ |
| <input type="checkbox"/> Educational: _____ | <input type="checkbox"/> Hazardous Waste: Type _____ |
| <input type="checkbox"/> Recreational: _____ | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Water Facilities: Type _____ MGD _____ | |

Project Issues Discussed in Document:

- | | | | |
|--|--|---|--|
| <input checked="" type="checkbox"/> Aesthetic/Visual | <input type="checkbox"/> Fiscal | <input checked="" type="checkbox"/> Recreation/Parks | <input type="checkbox"/> Vegetation |
| <input type="checkbox"/> Agricultural Land | <input checked="" type="checkbox"/> Flood Plain/Flooding | <input checked="" type="checkbox"/> Schools/Universities | <input checked="" type="checkbox"/> Water Quality |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Forest Land/Fire Hazard | <input type="checkbox"/> Septic Systems | <input checked="" type="checkbox"/> Water Supply/Groundwater |
| <input checked="" type="checkbox"/> Archeological/Historical | <input checked="" type="checkbox"/> Geologic/Seismic | <input checked="" type="checkbox"/> Sewer Capacity | <input type="checkbox"/> Wetland/Riparian |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Minerals | <input checked="" type="checkbox"/> Soil Erosion/Compaction/Grading | <input type="checkbox"/> Growth Inducement |
| <input type="checkbox"/> Coastal Zone | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Solid Waste | <input checked="" type="checkbox"/> Land Use |
| <input checked="" type="checkbox"/> Drainage/Absorption | <input checked="" type="checkbox"/> Population/Housing Balance | <input checked="" type="checkbox"/> Toxic/Hazardous | <input type="checkbox"/> Cumulative Effects |
| <input type="checkbox"/> Economic/Jobs | <input checked="" type="checkbox"/> Public Services/Facilities | <input checked="" type="checkbox"/> Traffic/Circulation | <input type="checkbox"/> Other: _____ |

Present Land Use/Zoning/General Plan Designation:

Multiple

Project Description: (please use a separate page if necessary)

The Valley Corridor Specific Plan would provide the foundation for a more vibrant community corridor that offers employment and retail opportunities surrounded by a more walkable, safe, and attractive environment. The plan introduces land use changes to approximately 294 acres of parcelized land within the boundary and a little over 60 acres of ROW. Buildout of the Valley Corridor Specific Plan could ultimately support a total of 1,093 residential dwelling units, 4,073 residents, 1,882,428 square feet of nonresidential buildings space, and 1,890 jobs in the plan area. This would represent an additional 568 dwelling units, 1,857 new residents, 907,319 square feet of additional nonresidential building space, and approximately 1,413 new jobs in the plan area compared to existing conditions.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Resources Agency

- Resources Agency
Nadell Gayou
- Dept. of Boating & Waterways
Denise Peterson
- California Coastal Commission
Elizabeth A. Fuchs
- Colorado River Board
Lisa Johansen
- Dept. of Conservation
Elizabeth Carpenter
- California Energy Commission
Eric Knight
- Cal Fire
Dan Foster
- Central Valley Flood Protection Board
James Herota
- Office of Historic Preservation
Ron Parsons
- Dept of Parks & Recreation Environmental Stewardship Section
- California Department of Resources, Recycling & Recovery
Sue O'Leary
- S.F. Bay Conservation & Dev't. Comm.
Steve McAdam
- Dept. of Water Resources
Nadell Gayou

- Fish & Wildlife Region 1E
Laurie Hamsberger
- Fish & Wildlife Region 2
Jeff Drongesen
- Fish & Wildlife Region 3
Charles Armor
- Fish & Wildlife Region 4
Julie Vance
- Fish & Wildlife Region 5
Leslie Newton-Reed
Habitat Conservation Program
- Fish & Wildlife Region 6
Tiffany Ellis
Habitat Conservation Program
- Fish & Wildlife Region 6 I/M
Heidi Calvert
Iryo/Mono, Habitat Conservation Program
- Dept. of Fish & Wildlife M
George Isaac
Marine Region

Other Departments

- Food & Agriculture
Sandra Schubert
Dept. of Food and Agriculture
- Dept. of General Services
Public School Construction
- Dept. of General Services
Anna Garbeff
Environmental Services Section
- Delta Stewardship Council
Kevan Samsam
- Housing & Comm. Dev.
CEQA Coordinator
Housing Policy Division
- Delta Protection Commission
Michael Machado

- OES (Office of Emergency Services)
Marcia Scully
- Native American Heritage Comm.
Debbie Treadway
- Public Utilities Commission
Supervisor
- Santa Monica Bay Restoration
Guangyu Wang
- State Lands Commission
Jennifer Deleong
- Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Cal State Transportation Agency CalSTA

- Caltrans - Division of Aeronautics
Philip Crimmins
- Caltrans - Planning
HQ LD-IGR
Terri Pencovic
- California Highway Patrol
Suzann Ikeuchi
Office of Special Projects

Dept. of Transportation

- Caltrans, District 1
Rex Jackman
- Caltrans, District 2
Marcelino Gonzalez
- Caltrans, District 3
Eric Federicks - South
Susan Zanchi - North
- Caltrans, District 4
Patricia Maurice
- Caltrans, District 5
Larry Newland
- Caltrans, District 6
Michael Navarro
- Caltrans, District 7
Dianna Watson

- Caltrans, District 8
Mark Roberts
- Caltrans, District 9
Gayle Rosander
- Caltrans, District 10
Tom Dumas
- Caltrans, District 11
Jacob Armstrong
- Caltrans, District 12
Maureen El Harake

Cal EPA

- Air Resources Board
All Other Projects
Cathi Siaminski
- Transportation Projects
Nesamani Kalandiyur
- Industrial/Energy Projects
Mike Tollstrup
- State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance
- State Water Resources Control Board
Karen Larsen - Asst Deputy
Division of Drinking Water
- State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality
- State Water Resources Control Board
Phil Crader
Division of Water Rights
- Dept. of Toxic Substances Control
CEQA Tracking Center
- Department of Pesticide Regulation
CEQA Coordinator

- Regional Water Quality Control Board (RWQCB)
Cathleen Hudson
North Coast Region (1)
- RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)
- RWQCB 3
Central Coast Region (3)
- RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
- RWQCB 5S
Central Valley Region (5)
- RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- RWQCB 5R
Central Valley Region (5)
Reciding Branch Office
- RWQCB 5
Lahontan Region (6)
- RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- RWQCB 7
Colorado River Basin Region (7)
- RWQCB 3
Santa Ana Region (8)
- RWQCB 9
San Diego Region (9)
- Other
- Conservancy