



# LAND USE SERVICES DEPARTMENT PLANNING COMMISSION STAFF REPORT

**HEARING DATE:** December 8, 2016

**AGENDA ITEM # 2**

**Project Description:** Valley Corridor Specific Plan

<b><i>Applicant:</i></b>	Land Use Services Department
<b><i>Community:</i></b>	Bloomington
<b><i>Location:</i></b>	5 <sup>th</sup> Supervisorial District
<b><i>Staff:</i></b>	Linda Mawby, Senior Planner
<b><i>Proposal:</i></b>	Valley Corridor Specific Plan, a plan and design proposal to promote revitalization of a 355-acre area along Valley Boulevard, including the original Bloomington town site.

Newspaper Publication Date: November 27, 2016

Report Prepared by: Linda Mawby

**INTRODUCTION:**

The Draft Valley Corridor Specific Plan (VCSP) is a land use plan and design proposal to promote revitalization of a 355-acre area surrounding the original Bloomington town site. By definition, a specific plan is “a tool for the systematic implementation of the General Plan that establishes a link between implementing policies of the general plan and the individual development proposals in a defined area.

The VCSP provides the foundation for promoting a more vibrant community corridor that offers employment and retail opportunities in a walkable, safe, and attractive environment. It also encourages opportunities for healthier living, including pedestrian-oriented activity centers that highlight Bloomington’s cultural, historical, and community assets. The Plan also emphasizes the creation of employment spaces that foster small business development and promote a range of office and light industrial uses, planting the seeds of business and job opportunities to promote overall growth in community capital.

**BACKGROUND:**

**Revitalization Goals**

The Board of Supervisors has identified the Bloomington Community and the Valley Corridor in particular as a desirable area for concentrated reinvestment, based on the premise that focused public investment will not only provide direct benefits but can also

reinvalidate the community and stimulate private investment. Recent County investments include: 1) the Affordable Bloomington mixed use housing project, now renting as Bloomington Grove and Lillian Court, and including the new Bloomington Branch Library; 2) extension of sewer and water lines along Valley Boulevard, 3) roadway median improvements along Valley Boulevard, and 4) intersection improvement and widening of the Cedar Avenue/I-10 interchange. All serve as catalysts for additional public and private investment.

To leverage these public investments and ensure that future investment will reflect the Countywide Vision and the goals of the community, the VCSP provides a framework to guide development, as well as the regulatory mechanisms and design guidelines required to establish a sense of place throughout the corridor. The desired result is for new development proposals to reflect a certain style and consistency, and to be processed in a streamlined manner. Prepared in conformance with Section 65450 of the California Government Code, the VCSP guides both public and private development along the corridor while maintaining consistency with the County General Plan and the Bloomington Community Plan.

### **Historic Bloomington**

Bloomington residents take pride their historic identity as a rural, agricultural community. In some instances, the community has taken considerable measures to preserve their history. Originally developed as a part of the Semi-Tropic Land and Water Company land holdings, the town site for Bloomington was initially surveyed in April 1888. The original plats created large lots that could be used for agriculture. As a result, even today, part of the community remains rural and residents continue to keep and raise animals. The Bloomington Garage, constructed in 1912, remains a focal point for community members, and the VCSP incorporates historic protections for it and the home of its builders, the La Gue Family. Both structures are incorporated into the VCSP as part of a central historic commercial node (see VCSP Chapter 2 -Context, pages 2-5, 2-6, 3-11, and 3-12).

### **Urbanization Pressures**

As with most of southern California, over time the Bloomington area has seen a decrease in agricultural activities. Although part of the community remains rural, freeway access and proximity to adjacent cities make the area attractive to commuters as well as businesses. Today, Bloomington is facing urbanization pressures brought on by the growing needs of the region. While continuing to preserve and protect its unique character, it is important to also attract development that can generate economic vitality. The recovering economy presents an opportunity to develop a long-term vision for the area along Valley Boulevard, Bloomington's primary commercial corridor.

The Valley Boulevard corridor is characterized by scattered single-family housing, residential structures converted to commercial uses, new commercial and light industrial development, as well as vacant or underutilized parcels. Existing zoning in the area is commercial along the Valley Boulevard Corridor, with Bloomington Service Commercial (BL/CS) west of Locust Avenue and Bloomington General Commercial Sign Control Primary (CG-SCp) to the east. North of the Valley Boulevard corridor frontage properties are zoned for single family residential. (See VCSP EIR Figures 4-1 and 4-2.)

Historically, development efforts in this area have been frustrated by infrastructure issues. The VCSP also presents a comprehensive transportation, open space, and infrastructure program that outlines future system needs and identifies potential resources for financing and implementation of such improvements.

### **Public Outreach**

The Land Use Services Planning Division conducted extensive outreach over the course of several years to prepare the VCSP, and public input played a large role in its contents. Hundreds of residents, property owners, local business owners, community organizations, the development community, and service providers were consulted in the VCSP planning effort. Thus, the VCSP vision, principles, and development concepts reflect the needs and desires of those who live, serve, and invest in the area. The concept of creating community together carried through as an overarching theme for each event.

Significant input was also obtained from the Sheriff and Fire Department, as well as utility and service providers. Feedback was collected through several methods, including individual conversations, group discussions, question-and-answer sessions, comment cards, and surveys.

Outreach efforts occurred between August 2013 and October 2016:

August 2013	Bloomington Community Fair
July 2014	Town Hall Meeting
July 2014	Health and Wellness Stakeholder Meeting
July 2015	EIR Scoping Meeting
September 2015	Developer Roundtable
October 2015	Community Health and Resource Fair
November 2015	Bloomington Community Workshop
October 2016	Draft VCSP and VCSP EIR Public Review Period

Many materials were distributed in both English and Spanish, reflecting the diverse makeup of residents in and around the Valley Corridor. Translators were present at multiple meetings. Hundreds of people participated directly in both languages at the various meetings and workshops.

## **VALLEY CORRIDOR SPECIFIC PLAN PRIMARY COMPONENTS:**

The following Guiding Principles, generated and established through public outreach and feedback, direct the plans, standards, guidelines, and recommended implementation in the VCSP. Their combined effects are designed to shape future development proposals within the Specific Plan area.

### **Guiding Principles**

1. **Maintenance.** Pursue strategies that focus first and foremost on maintaining and improving existing private and community assets.
2. **Investments and partnerships.** Leverage recent county investments in infrastructure and community facilities to attract investment and stimulate new partnerships.
3. **Infrastructure.** Establish a comprehensive infrastructure program that outlines future system needs and identifies the resources necessary to finance and implement the program.
4. **Economic opportunity.** Generate new economic and employment opportunities for entrepreneurs and established businesses in a wide variety of industries.
5. **Activity centers.** Develop pedestrian-friendly activity centers that offer shared places for community members to socialize, support, and learn from one another.
6. **Mobility.** Create safe spaces for pedestrians, cyclists, transit, and motor vehicles along Valley Boulevard and between surrounding neighborhoods while maintaining Valley Boulevard as a four-lane facility.
7. **Housing options.** Provide new housing opportunities including a mix of housing types to meet various lifestyle choices and economic segments.
8. **Health and wellness.** Enhance the health and wellness of the community member's minds, bodies, and economy through the creative design and regulation of public and private spaces.
9. **Open space.** Relocate Ayala Park to functionally complement the new community library, better serve existing and new neighborhoods, and provide increased opportunities for physical activity through interconnected open space and exercise nodes or paths.
10. **Historic heart of the community.** Encourage the revitalization of the core area encompassing the historic Bloomington town site.
11. **Aesthetics.** Improve the image, wayfinding, and sustainable design of Bloomington and the corridor along Valley Boulevard and Interstate 10.

### **Development Plan and Standards** (VCSP Chapter 3, p. 3-1 to 3-42).

The VCSP Development Plan and Standards found in Chapter 3 are designed to supersede the County Development Code within the plan area. Land use changes under the VCSP are adopted by ordinance and would therefore replace the current conventional zoning districts with six new Valley Corridor land use districts: Mixed Use (VD/MU), Bloomington Enterprise (VC/BE), Commercial (VC/C), Low & Medium Residential (VC/LMR), Medium & High Residential (VC/MHR), and Open Space (VC/OS). Revised land use designations and their General Development Standards are described in the VCSP on pages 3-1 through 3-11. Parking, mobility and streetscape, open space and infrastructure plans are described on pages 3-16 through 3-41.

### **Design Guidelines** (VCSP Chapter 4, p. 4-1 to 4-32).

Quality development is achieved through attention to detail implemented from the initial conception of a project to the final construction of buildings, pathways, entry features, signage, and other design elements. Chapter 4 presents design guidelines that encourage cohesive, quality design consistent with the overall vision for the Specific Plan area yet allowing flexibility for creative and innovative ideas. The chapter is divided into five sections: site design, building design, landscaping, lighting, and sustainability and healthy design. Photographs are included to provide examples of how some of the design standards and guidelines in this chapter could be implemented.

### **Administration and Implementation** (VCSP Chapter 5, p. 5-1 to 5-22)

The VCSP acts as a bridge between the County General Plan, the Bloomington Community Plan, and individual development proposals. The VCSP implements policy direction by combining land use, mobility, and infrastructure plans, development standards, guidelines and financing methods into a single document, tailored to meet the needs of the Valley Boulevard corridor. County Development Code standards will remain in effect for regulations not covered in the VCSP.

### **CALIFORNIA ENVIRONMENTAL QUALITY ACT:**

A Program Environmental Impact Report (EIR) for the VCSP has been completed to evaluate the potential environmental impacts of implementing the VCSP, at a programmatic level. A Program EIR may be prepared for a series of actions, such as the many actions involved in buildout and implementation of a specific plan. The Draft EIR was circulated from October 11 through November 28, 2016. Comment letters received and responses to the comments are attached as Exhibit D. These comments and

responses will also be included in the Final EIR document prepared for certification by the Board of Supervisors.

The VCSP EIR analyzes an intensive buildout scenario for the entire planning area. Therefore, significant impacts that could not be fully mitigated to less than significant levels were identified in four impact categories: Air Quality, Greenhouse Gas Emissions, Noise, and Transportation/Traffic. A Statement of Overriding Considerations will be prepared for consideration by the Board of Supervisors in their review of the Final EIR and the CEQA Facts and Findings.

### **SUMMARY:**

The VCSP establishes a land use plan, development standards, design guidelines, and implementation guidance for promoting a more vibrant economic environment and a healthier living environment along the Valley Boulevard corridor. The VCSP highlights Bloomington's cultural and historical community assets, and encourages small business development, to promote overall growth in community capital. Adoption of the VCSP will require a General Plan amendment to incorporate the VCSP in the Land Use Element and a Development Code amendment to incorporate references to the VCSP.

### **RECOMMENDED ACTION:**

That the Planning Commission make the following recommendation to the Board of Supervisors:

- 1) **CERTIFY** the Final Environmental Impact Report (FEIR) as a Program FEIR for the Valley Corridor Specific Plan and adopt the Findings, Facts and Statement of Overriding Considerations.
- 2) **ADOPT** a General Plan Amendment to add the Valley Corridor Specific Plan to the Land Use Element.
- 3) **ADOPT** the Valley Corridor Specific Plan for a 355-acre area on both sides of Valley Boulevard in the community of Bloomington.
- 4) **AMEND** the County Development Code as needed to incorporate references to the Valley Corridor Specific Plan.
- 5) **ADOPT** the recommended Findings.
- 6) **DIRECT** the Clerk of the Board to file a Notice of Determination.

### **ATTACHMENTS:**

- Exhibit A: Valley Corridor Specific Plan
- Exhibit B: Recommended Findings
- Exhibit C: Valley Corridor Specific Plan Draft Program EIR
- Exhibit D: Comment Letters and Responses to Comments

## **EXHIBIT A**

**Valley Corridor Specific Plan  
(Please see separate link)**

## **EXHIBIT B**

### **Recommended Findings**



**FINDINGS - GENERAL PLAN AMENDMENT – (VALLEY CORRIDOR SPECIFIC PLAN)**  
[SBCC 86.12.060(a)]

The proposed Project is a General Plan Amendment (GPA) to add the Valley Corridor Specific Plan (VCSP) to the Land Use Element.

- 1. The proposed GPA is internally consistent with all other provisions of the respective plan and the General Plan. Below is a sampling of General Plan and Bloomington Community Plan goals and how (in italics) they are supported by adoption of the VCSP.:**

Land Use Element:

Goal LU 1: The County will have a compatible and harmonious arrangement of land uses by providing a type and mix of functionally well-integrated land uses that are fiscally viable and meet general social and economic needs of the residents.

*The proposed land use pattern of the VCSP is aimed at attracting business investment in the corridor along I-10, while creating a gradual transition to lower intensity development away from Valley Boulevard. Growth in nonresidential uses has been planned to meet economic needs for office space, light industrial uses, and entrepreneurial business opportunities.*

Goal LU 5: Reduce traffic congestion and air pollution and improve the quality of life for County residents by providing employment and housing opportunities in close proximity to each other.

*Implementation of the VCSP would guide residential and nonresidential growth in the VCSP area to enhance the quality of life through compatible design standards. Anticipated job growth would provide new opportunities for residents to work closer to home.*

Goal LU 6: Promote, where applicable, compact land use development by mixing land uses, creating walkable communities, and strengthening and directing development towards existing communities.

*The VCSP area is an existing community that contains a mix of residential and nonresidential land uses. Implementation of the VCSP would result in infill development along the corridor on underutilized sites. The VCSP would also improve the existing street network and introduce a mixed-use district.*

Goal LU 10: Encourage distinct communities with a sense of “place” and identity.

*The proposed Commercial District of the VCSP is envisioned as an interconnected sequence of plazas, paseos, walkable streets, and distinct building designs to create a pedestrian-friendly town center or “mercado”, that celebrates Bloomington’s history while reinforcing a sense of community for residents and businesses. The area’s identity will be reflected in the continued preservation of the historic Bloomington Garage and in new wayfinding signage.*

### Circulation and Infrastructure Element:

Goal CI 2: The County's comprehensive transportation system will operate at regional, countywide, community, and neighborhood scales to provide connectors between communities and mobility between jobs, residences, and recreational opportunities.

*Valley Boulevard and the parallel facilities south of the VCSP provide an important transportation corridor for automobile, truck, and rail traffic. Planned improvements to Valley Boulevard are designed to balance the needs of regional traffic and commuters, while also devoting attention to neighborhood-scale transportation amenities such as sidewalks, bicycle lanes and signage.*

Goal CI 6: The County will encourage and promote greater use of non-motorized means of personal transportation. The County will maintain and expand a system of trails for bicycles, pedestrians, and equestrians that will preserve and enhance the quality of life for residents and visitors.

*The VCSP proposes that the Valley Boulevard right of way be designed to focus more on safe pedestrian and bicycle travel. Additional sidewalks and interconnected pathways and nodes are also encouraged between parking and building spaces throughout the VCSP planning area.*

### Housing Element:

Goal H-1: A broad range of housing types in sufficient quantity, location, and affordability levels to meet the lifestyle needs of current and future residents, including those with special needs.

*The VCSP designates a range of mixed use, low-medium, and medium-high residential densities, to meet needs and demands for a variety of housing types. The Affordable Bloomington project represents a strong example of how a mixed use development can accommodate a variety of housing needs. This complex provides affordable units in a variety of styles for seniors, families, and persons with special needs.*

Goal H-3: Neighborhoods that protect the health, safety, and welfare of the community, and enhance public and private efforts in maintaining, reinvesting in, and upgrading the existing housing stock.

*Health and safety are key considerations throughout the VCSP. Design guidelines include provisions for structural design and orientation, lighting, and interconnectedness between land uses. The planned relocation of Ayala Park is being promoted primarily for neighborhood health and safety reasons.*

### Bloomington Community Plan:

Goal BL/LU 1: Provide a mix of housing choices that support a range of lifestyles in the community, ranging from traditional urban neighborhoods to more "rural" neighborhoods.

*The Bloomington area is primarily composed of low density residential housing designations. The VCSP, in designating a mixed use, low-medium residential, and medium-high residential densities, provides for increased densities that also allow flexibility in housing development, to provide a range of housing choices.*

Goal BL/CI 2: Ensure safe and efficient non-motorized traffic circulation within the community.

*The VCSP proposes that the Valley Boulevard right of way be improved with a greater focus on pedestrian and bicycle travel. Additional sidewalks and interconnected pathways and nodes are also encouraged between parking and building spaces.*

Goal BL/CO 1: Preserve the significant historical sites and structures which contribute to the unique character of the Bloomington Community Plan area.

*The proposed Commercial District west of Cedar Avenue is envisioned as an interconnected sequence of plazas, paseos, walkable streets, and distinct building designs to create a pedestrian-friendly town center or “mercado”, that celebrates Bloomington’s history while reinforcing a sense of community for residents and businesses. The area’s identity will be reflected in the continued preservation of the historic Bloomington Garage and La Gue family home in new wayfinding signage.*

2. **The proposed GPA would not be detrimental to the public interest, health, safety, convenience, or welfare of the County**, because the VCSP has considered and incorporated appropriate land use zoning, development standards, and design guidelines considered necessary to protect and enhance public health and safety, while providing a logical and orderly expansion of existing adjacent land uses.
3. **The proposed land use zoning district change is in the public interest, there will be a community benefit, and other existing and allowed uses will not be compromised**, because the VCSP protects existing uses in portions of the plan area that function well and define the community (e.g. the historic community center), yet improves upon those areas that face significant limitations (e.g. over-representation of General Commercial and demand for increased availability of affordable housing). Implementation of the VCSP represents a community benefit without compromising existing uses.
4. **The proposed land use zoning district change will provide a reasonable and logical extension of the existing land use pattern in the surrounding area.** Preparation of the VCSP involved careful consideration, both through land use studies and community input, of existing and proposed zoning districts and their ramifications.
5. **The proposed land use zoning district change does not conflict with provisions of the Development Code.** As a specific plan, the VCSP has considered all pertinent aspects of the Countywide Vision, the County General Plan, the Bloomington Community Plan, and the County Development Code in developing its vision, land use designations, and design guidelines. Changes in the VCSP will replace applicable provisions in the Development Code. Any regulations the VCSP does not specifically address will be governed by the County Code.
6. **The proposed land use zoning district change will not have a substantial adverse effect on surrounding property.** Preparation of the VCSP involved careful consideration, both through land use studies and community input, of existing and proposed zoning districts and ramifications of future development according to the VCSP. Therefore, implementation of the proposed zoning districts would have a beneficial effect on compatibility with surrounding properties.

7. **The affected site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the proposed or anticipated uses and/or development will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.**

Extensive study on impacts of implementing the VCSP were conducted to ensure that the site of the VCSP was physically suitable for the proposed land uses and development that would be permitted under the VCSP. Service providers were consulted in the planning process, and infrastructure needs are addressed in the VCSP to ensure that development according to the VCSP will be consistent with accepted standards for public health and safety.

### **FINDINGS – SPECIFIC PLAN ADOPTION – (VCSP)**

[SBCC 86.14.070(b)]

1. **The proposed development is generally in compliance with the actions, goals, objectives, and policies of the General Plan.**

As a specific plan, the VCSP has considered the actions, goals, objectives, and policies of the General Plan and the Bloomington Community Plan in developing its vision, land use designations, infrastructure and facility plans, and design guidelines.

2. **The design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle access and public services and utilities (e.g., drainage, fire protection, sewers, water, etc.), would ensure that the proposed development would not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or welfare, or injurious to the property or improvements in the vicinity and land use zoning district in which the property is located.**

The VCSP DEIR has evaluated the potential impacts generated by the proposed plan to ensure that implementation would not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or welfare, or injurious to the property or improvements in the proposed plan area and its vicinity.

3. **The proposed development would:**

- (A) **Ensure quality development by encouraging greater flexibility with more creative and aesthetically pleasing designs for major developments;**

The land use districts of the VCSP have been designed to allow for increased creativity and greater flexibility. Site and building design guidelines will facilitate infill development and re-use of existing structures with increased attention to compatibility and aesthetic quality.

- (B) **Ensure the timely provision of essential public services and facilities consistent with the demand for the services and facilities; and**

The VCSP EIR evaluated demand for public services and facilities created by the plan to ensure facility and service needs would be met.

- (C) Promote a harmonious variety of housing choices and commercial and industrial activities; attain a desirable balance of residential and employment opportunities; and result in a high level of amenities and the preservation of the natural and scenic qualities of open space.**

The VCSP provides a harmonious variety of housing choices and commercial and industrial activities through the provision of Low to Medium and Medium to High Residential, Commercial, and Bloomington Enterprise land use districts. These districts will enhance the balance of housing and employment opportunities. The plan to relocate Ayala Park and encourage the use of pocket parks and shared courtyard spaces will improve scenic qualities and improve resident access to open spaces.

- 4. The subject property is physically suitable for the proposed land use zoning district designation(s).**

The supporting studies prepared in conjunction with the VCSP, along with the public input received while formulating the VCSP support the suitability of the proposed land use plan for the VCSP area.

- 5. The proposed project has been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA) and the County’s Environmental Review Procedures.**

An Environmental Impact Report (EIR) has been completed and circulated pursuant to the California Environmental Quality Act (CEQA). The findings and conclusions of the EIR will be presented for approval concurrent with the VCSP, with a recommendation to the Board of Supervisors to certify the EIR.

- 6. There would be no potential significant negative effects upon environmental quality and natural resources that would not be properly mitigated and monitored, unless a Statement of Overriding Considerations is adopted by the Board.**

The VCSP EIR has identified four areas of significant impacts that would not be mitigated to less than significant levels with implementation of the recommended mitigation measures. A Statement of Overriding Considerations will be presented for consideration by the Board of Supervisors concurrent with the proposal to certify the EIR and adopt the VCSP.

## **FINDINGS – DEVELOPMENT CODE AMENDMENT – (VCSP)**

**[SBCC 86.12.060(b)]**

The proposed Project, primarily the adoption of the VCSP, will entail a minor amendment to the Development Code, to incorporate the VCSP by reference in sections 82.23.030 and 86.14.090.

- 1. The proposed amendment is consistent with the General Plan and any applicable community plan or specific plan.**

As a specific plan, the VCSP has considered all pertinent aspects of the Countywide Vision, the County General Plan, the Bloomington Community Plan, and the County Development Code in developing its vision, land use designations, and design guidelines. The VCSP provides enhanced land use planning and development standards to complement the General Plan and the Bloomington Community Plan within the Valley Boulevard Corridor.

**2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the County.**

Public interest, health, safety, convenience, and the welfare of the County were all key considerations in the development and preparation of the VCSP. The VCSP has considered all pertinent aspects of the Countywide Vision, the County General Plan, the Bloomington Community Plan, and the County Development Code in developing its vision, land use designations, and design guidelines. Implementation of the plan would not be detrimental, but beneficial, in meeting the needs of the Bloomington Community and the County.

**3. The proposed amendment is internally consistent with other applicable provisions of this Development Code.**

The VCSP will replace applicable provisions in the Development Code as they apply in the VCSP area; for regulations the VCSP does not specifically address, the Development Code will apply.

**Compliance with CEQA**

An EIR has been prepared for the VCSP, pursuant to CEQA. The EIR examines the potential environmental impacts of the VCSP and its components. Environmental impacts that could not be mitigated to less than significant levels are identified in Chapter 6 of the VCSP EIR as Significant Unavoidable Adverse Impacts. A full statement of Findings of Fact and a Statement of Overriding Considerations (SOC) will be prepared and presented for approval by the Board of Supervisors prior to final adoption of the VCSP. Following certification of the EIR and adoption of the VCSP by the Board of Supervisors, a Notice of Determination will be filed with the Clerk of the Board and the State Clearinghouse.

## **EXHIBIT C**

**Valley Corridor Specific Plan Draft Program EIR  
(Please see separate link)**

## **EXHIBIT D**

### **Comment Letters and Responses to Comments**



December 2016 | Draft Response to Comments  
State Clearinghouse No. 2015061085

# VALLEY CORRIDOR SPECIFIC PLAN

for County of San Bernardino

*Prepared for:*

**County of San Bernardino**

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**APPENDICES**

Appendix A. Traffic Study Letter

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# 1. Introduction

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## 1.1 INTRODUCTION

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

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

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

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

## 1.2 FORMAT OF THE FEIR

This document is organized as follows:

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

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

## 1. Introduction

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

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

### 1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

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

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

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

## 2. Response to Comments

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

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

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

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

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

## 2. Response to Comments

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## 2. Response to Comments

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

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 8  
PLANNING (MS 725)  
464 WEST 4th STREET, 6th FLOOR  
SAN BERNARDINO, CA 92401-1400  
PHONE (909) 388-7017  
FAX (909) 383-5936  
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www.dot.ca.gov/dist8



*Serious Drought.  
Help save water!*

November 21, 2016

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

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

**Valley Corridor Specific Plan Draft Environmental Impact Report**

Ms. Mawby,

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

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

A1-1

<sup>i</sup> <http://www.dot.ca.gov/mission.html>  
<sup>ii</sup> [http://www.dot.ca.gov/perf/library/pdf/Caltrans\\_Strategic\\_Mgmt\\_Plan\\_033015.pdf](http://www.dot.ca.gov/perf/library/pdf/Caltrans_Strategic_Mgmt_Plan_033015.pdf)  
<sup>iii</sup> <http://www.dot.ca.gov/hq/tpp/californiatransportationplan2040/2040.html>  
<sup>iv</sup> <http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.html>

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to enhance California's economy and livability"

## 2. Response to Comments

Ms. Mawby  
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Page 2

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

A1-1  
(cont.)

### Smart Growth Principles

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

A1-2

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

A1-3

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

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

A1-4

### Multimodal Accessibility

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

A1-5

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

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## 2. Response to Comments

Ms. Mawby  
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Page 3

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

A1-5  
(cont.)

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

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

A1-6

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

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

A1-7

<sup>v</sup> <http://www.dot.ca.gov/hq/oppd/dib/dib89.pdf>



## 2. Response to Comments

Ms. Mawby  
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Page 4

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

A1-7  
(cont.)

### Traffic Operations and Forecasting

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

A1-8

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

A1-9

A1-10

A1-11

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

A1-12

Sincerely,



MARK ROBERTS  
Office Chief  
Intergovernmental Review, Community and Regional Planning

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## 2. Response to Comments

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

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

**Table A1.1 Project Buildout Summary**

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

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

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

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

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

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

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

## 2. Response to Comments

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

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

## 2. Response to Comments

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

## 2. Response to Comments

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## 2. Response to Comments

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

### **Mawby, Linda**

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

Dear Ms. Mawby,

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

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

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

A2-1

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

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

A2-2

Regards,

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

## 2. Response to Comments

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## 2. Response to Comments

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

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

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

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

#### **Air Quality**

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

#### **Noise**

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

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

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

## 2. Response to Comments

Consequently, with adherence to the development code, stationary-source noise from these types of proposed land uses would not substantially increase the noise environment.”

### A2-2 **Air Quality**

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

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

AQ-4 Prior to issuance of Planning approval for projects within the vicinity of a sensitive receptor, development project applicants shall prepare and submit to the County of San Bernardino a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the South Coast Air Quality Management District (SCAQMD) methodology in assessing regional and localized air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD adopted thresholds of significance, the County of San Bernardino shall require that applicants for new development projects incorporate additional mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds. These identified measures shall be incorporated into appropriate construction documents (e.g., construction management plans) submitted to the County.

*Operational Phase:* The CJUSD is concerned that the Specific Plan closest to this school is proposed for "Valley Corridor Commercial", potentially resulting in greater vehicle trips

## 2. Response to Comments

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

### Noise

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


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

## 2. Response to Comments

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## 2. Response to Comments

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



**SAN BERNARDINO  
COUNTY**

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

[www.SBCounty.gov](http://www.SBCounty.gov)

**Department of Public Works**

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

**Gerry Newcombe**  
Director

November 28, 2016

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

File: 10(ENV)-4.01

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

Dear Ms. Mawby,

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

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

**BOARD OF SUPERVISORS**

<b>ROBERT A. LOVINGOOD</b> Vice Chairman, First District	<b>JANICE RUTHERFORD</b> Second District	<b>JAMES RAMOS</b> Chairman, Third District	<b>CURT HAGMAN</b> Fourth District	<b>JOSIE GONZALES</b> Fifth District
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**GREGORY C. DEVEREAUX**  
Chief Executive Officer

## 2. Response to Comments

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

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

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

Sincerely,



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

NAA:PE:sr



## 2. Response to Comments

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

A3-1 Comment noted.

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

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

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

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

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

## 2. Response to Comments

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## 3. Revisions to the Draft EIR

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### 3.1 INTRODUCTION

This section contains revisions to the DEIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of DEIR publication; and/or (3) typographical errors. Changes made to the DEIR are identified here in ~~strikeout text~~ to indicate deletions and in underlined text to signify additions.

### 3.2 DEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

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

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

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AQ-4 Prior to issuance of Planning approval for project within the vicinity of a sensitive receptor, development project applicants shall prepare and submit to the County of San Bernardino a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the South Coast Air Quality Management District (SCAQMD) methodology in assessing regional and localized air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD adopted thresholds of significance, the County of San Bernardino shall require that applicants for new development projects incorporate additional mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds. These identified measures shall be incorporated into appropriate construction documents (e.g., construction management plans) submitted to the County.

#### Impact 5.2-3

##### Stationary Source

AQ-45 Prior to issuance of a building permit for new development projects within the Valley Corridor Specific Plan area, the property owner/developer shall show on the building plans that all

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major appliances (dishwashers, refrigerators, clothes washers, and dryers) to be provided/installed are Energy Star appliances. Installation of Energy Star appliances shall be verified by the County prior to issuance of a certificate of occupancy.

#### *Transportation and Motor Vehicles*

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

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

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

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

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

- 1) Paint Booths
- 2) Industrial Bakery
- 3) Light Manufacturing,
- 4) Research and Development

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- 5) Welding
- 6) Urban farming

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

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

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

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

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N-5 Prior to issuance of Planning approval for future commercial uses within the vicinity of a sensitive receptor that generate 50 or more truck trips, the applicant(s)/developer(s) shall submit an acoustical study to the County of San Bernardino that identifies potential noise reduction measures to reduce project-generated noise from commercial uses at the sensitive

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receptor (e.g. Grimes Elementary School). Measures could include walls commercial and residential uses, relocating docking bays, and other stationary sources of noise (e.g. trash compactors).

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## Appendix A. Traffic Study Letter

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December 2, 2016

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

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

Dear Mr. Drukker,

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

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

Sincerely yours,

ALBERT A. WEBB ASSOCIATES



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

