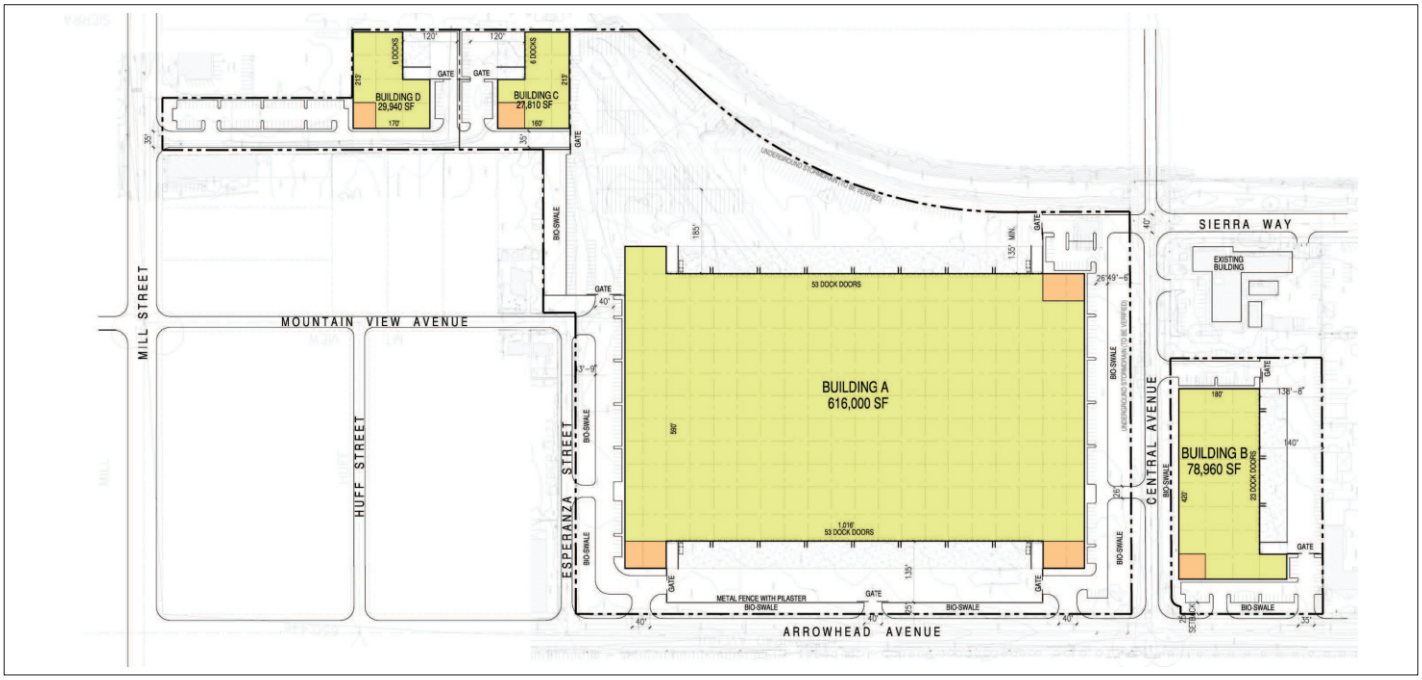

Response to Comments on the Draft Environmental Impact Report National Orange Show Industrial Project State Clearinghouse No. 201107017

Lewis Retail Centers • March 15, 2012

Michael Brandman Associates
621 E. Carnegie Drive, Suite 100
San Bernardino, CA 92408

Response to Comments on the Draft Environmental Impact Report National Orange Show Industrial Project City of San Bernardino, San Bernardino County, California State Clearinghouse No. 201107017

Prepared for:

Lewis Retail Centers
1156 N. Mountain Avenue
Upland, California 91786

Contact: Mr. Timothy Reeves, VP Retail Project Development

Prepared by:

Michael Brandman Associates
621 E. Carnegie Drive, Suite 100
San Bernardino, CA 92408
909.884.2255

Contact: Bob Prasse, Branch Manager

Michael Brandman Associates

March 15, 2012

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SECTION 1: INTRODUCTION

1.1 - Purpose

The Draft Environmental Impact Report for the National Orange Show Industrial Project was circulated for public review and comment beginning on December 9, 2011 through January 23, 2012. In accordance with Section 15088 of the State of California Environmental Quality Act (CEQA) Guidelines, the City of San Bernardino, as the lead agency, has evaluated comments on environmental issues raised by persons and organizations who have reviewed the Draft Environmental Impact Report (Draft EIR), and has prepared written responses to all such comments received during the noticed comment period.

The Response to Comments document is organized as follows:

- **Section 1 -** This section provides a discussion of the relationship of this document to the Draft EIR. It also discusses the structure of this document.
- **Section 2 -** This section lists the agencies/organizations/individuals that commented on the contents of the Draft EIR.
- **Section 3 -** This section includes a copy of all of the letters received and provides responses to comments included in the letters on environmental issues describing the disposition of the issues, explaining the EIR analysis, supporting the EIR conclusions, and/or providing information or corrections as appropriate. This section is organized with a copy of the comment letter followed with the corresponding responses for ease of reference.
- **Section 4 -** This section summarizes changes or additions to the Draft EIR described in Section 3 as well as minor corrections.

This Response to Comments document is part of the Final EIR, which includes the Draft EIR and the technical appendices. These documents, and other information contained in the environmental record, constitute the Final EIR for the National Orange Show Industrial Project.

SECTION 2: LIST OF COMMENTORS

A list of public agencies, organizations, and individuals that provided comments on the Draft EIR is presented below. Individual comments within each communication are numbered so comments can be crossed-referenced with responses. Section 3, Responses to Comments, includes the text of the communication followed by the corresponding response. Two of the comment letters received (letters A and C listed below) were received after the close of the 45-day review period.

Table 2-1: List of Commentors

Letter	Sender	Date Received
A	State of California, Governor's Office of Planning and Research. Scott Morgan, Director. (State Clearinghouse)	January 30, 2012
B	Department of Toxic Substances Control. Greg Holmes, Unit Chief.	January 5, 2012
C	State of California, Native American Heritage Commission. David Singleton, Program Analyst.	January 30, 2011
D	Southern California Association of Governments. Jacob Lieb, Manager.	January 18, 2012
E	County of San Bernardino, Department of Public Works. John Schatz, Supervising Planner.	January 25, 2012
F	South Coast Air Quality Management District, Ian MacMillan Program Supervisor, Inter-Governmental Review Planning, Rule Development & Area Sources.	February 3, 2012
G	South Coast Air Quality Management District, Ian MacMillan Program Supervisor, Inter-Governmental Review Planning, Rule Development & Area Sources.	February 3, 2012

SECTION 3: RESPONSES TO COMMENTS

3.1 - Introduction

In accordance with Section 15088 of the California Environmental Quality Act (CEQA) Guidelines, the City of San Bernardino, as the lead agency, evaluated the comments received on the Draft EIR (State Clearinghouse No. 201107017) for the National Orange Show Industrial Project and has prepared the following responses to the comments received. This Response to Comments document becomes part of the Final EIR for the project in accordance with Section 15132 of the CEQA Guidelines.

3.2 - Comments and Responses

The comment letters reproduced in the following pages follow the same order of presentation and organization as described in Section 2, List of Commentors.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

January 24, 2012

RECEIVED
JAN 30 2012
CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

Aron Liang
City of San Bernardino
300 North D Street, 3rd Floor
San Bernardino, CA 92418

Subject: National Orange Show Industrial Project
SCH#: 2011071017

Dear Aron Liang:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 23, 2012, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

A-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2011071017
Project Title National Orange Show Industrial Project
Lead Agency San Bernardino, City of

Type EIR Draft EIR

Description The project will construct 4 industrial buildings comprising ~752,770 sf of building area on ~37.6 acres. Building sizes will range from ~27,840 sf to 616,000 sf. In order to accommodate the proposed project, a general plan amendment will be required to re-designate the property from Public Commercial Recreation (PCR) to Industrial Light (IL). The PCR designation reflects historical use of the main part of the site as an overflow parking area for the National Orange Show grounds located on the west side of the Arrowhead Avenue. The individual building sites will be developed based on market demand over time. The project will be built and occupied by the Year 2013.

Lead Agency Contact

Name Aron Liang
Agency City of San Bernardino
Phone (909) 384-5057 **Fax**
email Liang_ar@sbcity.org
Address 300 North D Street, 3rd Floor
City San Bernardino **State** CA **Zip** 92418

Project Location

A-1
CONT

County San Bernardino
City San Bernardino
Region
Lat / Long 34° 05' 16.3" N / 117° 17' 16.2" W
Cross Streets Arrowhead Ave-west, Esperanza St.-north, and a flood control channel-east.
Parcel No. Multiple
Township 1S **Range** 4W **Section** **Base**

Proximity to:

Highways I-215, I-10
Airports San Bernardino Int'l
Railways Union Pacific
Waterways Warm Creek Channel, Santa Ana Watershed
Schools ES, Jr. HS
Land Use Commercial/Industrial
Z/GPLU: Public Commercial Recreation (PCR), and Light Industrial (LI)

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; 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; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 12/09/2011 **Start of Review** 12/09/2011 **End of Review** 01/23/2012

Note: Blanks in data fields result from insufficient information provided by lead agency.

Letter A - State of California, Governor's Office of Planning and Research. Scott Morgan, Director. January 24, 2011.

Response to Comment A-1

This comment acknowledges that the Draft EIR was distributed to selected state agencies for review. Also, enclosed is a copy of the Department of Toxic Substances Control and Native American Heritage Commission comment letters. Please see Responses to Comments B-1 through B-4 for responses regarding the Department of Toxic Substances Control comment letter, and Responses to Comments C-1 through C-8 for responses regarding the Native American Heritage Commission comment letter. No specific comments as to the content of the Draft EIR were provided. Therefore, no further response is necessary.

Department of Toxic Substances Control

Matthew Rodriquez
Secretary for
Environmental Protection

Deborah O. Raphael, Director
5796 Corporate Avenue
Cypress, California 90630

Edmund G. Brown Jr.
Governor

RECEIVED
JAN 05 2012
CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

January 3, 2012

Mr. Aron Liang, Senior Planner
City of San Bernardino Community Development Department
300 North "D" Street, 3rd Floor
San Bernardino, California 92418

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE NATIONAL ORANGE SHOW INDUSTRIAL PROJECT, (SCH#2011071017), SAN BERNARDINO COUNTY

Dear Mr. Liang:

The Department of Toxic Substances Control (DTSC) has received your submitted Draft Environmental Impact Report (DEIR) for the above-mentioned project. The following project description is stated in your document: "The proposed Project is associated with the construction of four industrial buildings comprising approximately 752,710 square feet of building area on approximately 38.1 acres (32.86 acres north parcel and 4.32 acres south parcel). Building sizes will range from approximately 27,840 square feet to 616,000 square feet. In order to accommodate the proposed project, a zone change/general plan amendment will be required to re-designate the property from approximately 36.3 acres of Public Commercial Recreational (PCR) to Light Industrial (LI). The Project site is located within the southeastern portion of the City of San Bernardino. The Project site is specifically located directly east of South Arrowhead Avenue, west of Warm Creek channel and south of Esperanza Street. The southern portion of the Project site is bisected by Central Avenue, while the northeast portion of the Project site extends north to Mill Street. The subject property was agricultural and residential prior to its acquisition by the National Orange Show. Currently this property is leased by Bar None Auctions, for equipment auctions. The Project site is located in a predominantly urban setting, surrounded by commercial / industrial land uses. The Project site is generally used for commercial / industrial, with some older residences located on Mountain View Avenue, north of the site".

Based on the review of the submitted document DTSC has the following comments:

1) DTSC provided comments on the project Notice of Preparation (NOP) on August 2, 2011; some of those comments have been addressed in the submitted DEIR. Please ensure that all those comments will be addressed in the final Environmental Impact Report. B-1

RECEIVED
JAN 05 2012
CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

2) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489. B-2

3) Also, in future CEQA document, please provide your e-mail address, so DTSC can send you the comments both electronically and by mail. B-3

If you have any questions regarding this letter, please contact Rafiq Ahmed, Project Manager, at rahmed@dtsc.ca.gov, or by phone at (714) 484-5491. B-4

Sincerely,

Greg Holmes
Unit Chief
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov.

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
Attn: Nancy Ritter
nritter@dtsc.ca.gov

CEQA # 3437

Letter B - Department of Toxic Substances Control. Greg Holmes, Unit Chief. January 3, 2012.

Response to Comment B-1

This comment addresses previous comments made by the California Department of Toxic Substance Control (DTSC) in response to the Notice of Preparation (NOP) dated August 2, 2011 (see Appendix A for the NOP letter). This comment further indicates that some of those comments have been addressed in the Draft EIR, and requests that all comments be addressed in the Final EIR, although the comment letter does not specify which items were not addressed. DTSC's August 2, 2011 letter contained generalized comments that assumed the Project Site had conditions that may pose a threat to human health or the Environment. The Phase I Environmental Site Assessment (ESA) that was prepared for the project site, however, did not identify any Recognized Environmental Conditions on or near the site. Consequently, the generalized comments provided in the NOP comment letter indicating requirements or procedures to be followed if certain conditions or activities, do not apply to the proposed project or the site. For instance, no pre-1979 buildings were identified on the site and, therefore health risk issues associated with demolition are not anticipated.

Additionally, the Air Quality and Health Risk Technical Report includes an air quality Health Risk Assessment, located at Appendix B of the Draft EIR and summarized in Section 3.3, Air Quality, of the Draft EIR. As summarized in the Draft EIR's discussion of Impact AQ-4, the Technical Report found that the proposed Project's generation of toxic air contaminants would have a less than significant impact on sensitive receptors during the construction phase of the proposed Project. With incorporation of Mitigation Measure AIR-1b, potential impacts during the operations of the Project would be less than significant. Mitigation Measure AIR-1b provides:

MM AIR-1b During operation, the following measures shall be complied with:

- Prohibit onsite truck idling in excess of five minutes.
- Use electricity, propane, butane, or natural gas to power onsite off-road equipment (i.e., forklifts, etc.) instead of diesel or gasoline.

Response to Comment B-2

This comment addresses DTSC's ability to provide cleanup oversight. Pursuant to the Phase I Site Assessment referenced in Response to Comment B-1 above, no cleanup activity requiring DTSC's oversight is anticipated. This comment is noted.

Response to Comment B-3

This comment addresses the Lead Agency's contact information. The mailing address, phone number, and email address for Terri Rahhal, Director/City Planner for the City of San Bernardino Development Service Department, are located in Section 1, Introduction, of the Draft EIR and within both the NOP and NOA. During the 45-day review period, Ms. Rahhal left the services of the City of San Bernardino. The new e-mail contact that should be used is Aron Liang.

Response to Comment B-4

This comment provides DTSC contact information. This comment is noted.

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net

clear
1/23/2012
e

RECEIVED
DEC 23 2011
STATE CLEARING HOUSE

December 20, 2011

Mr. Aaron Liang, Senior Planner
City of San Bernardino
300 North "D" Street, Third Floor
San Bernardino, CA 92418

Re: SCH#2011071017 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the **"National Orange Show Industrial Project;"** located in the City of San Bernardino; San Bernardino County, California

Dear Mr. Liang:

The Native American Heritage Commission (NAHC) is the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604). The court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources, impacted by proposed projects including archaeological, places of religious significance to Native Americans and burial sites. The NAHC wishes to comment on the proposed project.

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9. C-1

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect.

The NAHC Sacred Lands File (SLF) search resulted as follows: **Native American cultural resources were not identified** within the project area identified. Also, the absence of archaeological resources does not preclude their existence. . California Public Resources Code §§5097.94 (a) and 5097.96 authorize the NAHC to establish a Sacred Land Inventory to record Native American sacred sites and burial sites. These records are exempt from the provisions of the California Public Records Act pursuant to. California Government Code §6254 (r). The purpose of this code is to protect such sites from vandalism, theft and destruction. The NAHC "Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC C-2

Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r). C-2 CONT

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Special reference is made to the *Tribal Consultation* requirements of the California 2006 Senate Bill 1059: enabling legislation to the federal Energy Policy Act of 2005 (P.L. 109-58), mandates consultation with Native American tribes (both federally recognized and non federally recognized) where electrically transmission lines are proposed. This is codified in the California Public Resources Code, Chapter 4.3 and §25330 to Division 15. C-3

Furthermore, pursuant to CA Public Resources Code § 5097.95, the NAHC requests that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources. C-4

Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.' C-5

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity. C-6

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'. C-7

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects. C-8

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

Letter C - State of California, Native American Heritage Commission. David Singleton, Program Analyst. December 20, 2011.

Response to Comment C-1

This comment addresses the Native American Heritage Commission's (NAHC) role as the Trustee Agency in the State of California for the protection and preservation of Native American cultural resources pursuant to PRC §21070 and affirmed by the Third Appellate Court. The comment acknowledges State and federal statutes intended to protect Native American cultural, historic, and religious resources. This comment is noted.

Response to Comment C-2

This comment acknowledges that the NAHC performed a Sacred Lands File (SLF) search in the NAHC SLF Inventory and that Native American cultural resources were not identified within the area of potential effect (APE). The NAHC's conclusion is consistent with Section 3.5, Cultural Resources, of the Draft EIR that concluded the same. This comment is noted.

Response to Comment C-3

This comment observes that consultation with Native American tribes in the Project area is the best way to avoid unanticipated impact on Native American cultural resources or burial sites. The comment recommends contacting the Native American consulting parties on the previously supplied list of Native American contacts. As addressed in Section 3.5.2, Cultural Resources – Existing Conditions, of the Draft EIR, on May 24, 2011, letters were sent to all ten Native American contacts previously provided by the NAHC regarding the proposed Project. As of January 23, 2012, the end of the public review period, none of the Native American contacts responded to the letter. All correspondence associated with Native American consultation can be found in Appendix D, Cultural Resources Survey Report, of the Draft EIR. This comment is noted.

Response to Comment C-4

This comment recommends that the Native American consulting parties be provided pertinent project information. The comment also recommends avoidance as defined by CEQA Guidelines §153709(a) during Project development and addresses required documentation and date recovery of any cultural resources discovered during Project construction. As noted in Response to Comment C-3, letters were sent on May 24, 2011 to all ten Native American contacts as previously provided by the NAHC. Through the NOP and the Notice of Availability of the Draft EIR, the NAHC and all identified Native American consulting parties were made aware of preparation of the Draft EIR. The NOP and the Draft EIR were made publicly available on July 7, 2011 and December 9, 2011, respectively, with the public review period starting December 9, 2011 and ending January 23, 2012 for the Draft EIR. All interested parties, including all identified Native American consulting parties, were invited to comment on the Draft EIR during these times.

Furthermore, as addressed in Section 3.5, Cultural Resources, of the Draft EIR, the proposed Project would have a less than significant impact on Native American cultural resources and burial sites with incorporation of the following Mitigation Measure CR-1. This Mitigation Measure also addresses documentation and data recovery. This comment is noted.

MM CR-1 In the event that buried cultural resources are discovered, all activities shall cease in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The qualified archeologist shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with § 15064.5 of the CEQA Guidelines. Any previously undiscovered resources found during construction within the Project area should be recorded on appropriate DPR forms and evaluated for significance in terms of CEQA criteria. If the resources are determined to be unique historic resources as defined under § 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.

No further grading shall occur in the vicinity of the discovery until the Lead Agency approves the measures to protect these resources. Any archaeological artifacts recovered because of mitigation shall be donated to a qualified scientific institution approved by the Lead Agency where they would be afforded long-term preservation to allow future scientific study.

In addition, reasonable efforts to avoid, minimize, or mitigate adverse effects to the property will be taken and the SHPO and Native American tribes with concerns about the property, as well as the Advisory Council on Historic Preservation (ACHP) will be notified within 48 hours in compliance with 36 CFR 800.13(b)(3).

Response to Comment C-5

This comment addresses compliance with the requirements of the National Environmental Protection Agency (NEPA) and the Secretary of the Interior's Standards for the Treatment of Historic Properties. Per the Cultural Resources Survey Report included as Appendix D of the Draft EIR, a records search conducted on May 11, 2011 at the Archeological Information Center (AIC), located at the San Bernardino County Museum concluded that: (i) no known cultural resources occur inside the boundary of the Project site; and (ii) no cultural resources are known to occur within the APE. As addressed in Section 3.5, Cultural Resources, of the Draft EIR, the proposed Project would have a less than significant impact on Native American cultural resources, including historical and burial sites, with incorporation of Mitigation Measure, MM CR-1. This comment is noted.

Response to Comment C-6

This comment addresses State and federal regulations regarding confidentiality of historic properties of religious and cultural significance. Per MM CR-1, any discovery of significance would be handled by a qualified archeologist, who would make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with §15064.5 of the CEQA Guidelines. Any previously undiscovered resources found during construction within the Project area will be recorded on appropriate DPR forms and evaluated for significance in terms of CEQA criteria pursuant to Mitigation Measure CR-1. If the resources are determined to be unique historic resources as defined under § 15064.5 of the CEQA Guidelines, the qualified archeologist will identify and recommend mitigation measures to the Lead Agency. All of the above actions would comply with California Government Code §6254(r) and would be conducted with confidentiality by the previously identified qualified archeologist. This comment is noted.

Response to Comment C-7

This comment addresses the accidental discovery of any human remains in a location other than a dedicated cemetery. As addressed by Impact CR-4 in Section 3.5, Cultural Resources, of the Draft EIR, in the event of an accidental discovery or recognition of any human remains, the proposed Project would be consistent with California State Health and Safety Code § 7050.5. The California State Health and Safety Code § 7050.5 dictates that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA Guidelines and PRC § 5097.98. Consistency with California State Health and Safety Code § 7050.5 would reduce potential impacts to human remains to a level of less than significant. This comment is noted.

Response to Comment C-8

This comment is a general statement recommending the formation of an ongoing relationship between the NAHC, Native American consulting parties, lead agencies, and project proponents as an effective means of project management. The comment also provides contact information for follow-up. The Lead Agency will continue to work with NAHC and the Native American consulting parties, as appropriate. This comment is noted.

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

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Bill Jahn, Big Bear Lake

Energy & Environment
Margaret Clark, Rosemead

Transportation
Paul Glaab, Laguna Niguel

January 18, 2012

Mr. Aron Liang
Senior Planner
City of San Bernardino
Community Development Department
300 North "D" Street, 3rd Floor
San Bernardino, CA 92418
Liang_Ar@sbcity.org

RE: SCAG Comments on the Draft Environmental Impact Report for the National Orange Show Industrial Project [I20120014]

Dear Mr. Liang:

Thank you for submitting the **Draft Environmental Impact Report for the National Orange Show Industrial Project [I20120014]** to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act (CEQA) Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) under California Government Code Section 65080 and 65082. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies. D-1

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act Guidelines, Sections 15125 and/or 15206. The proposed project involves construction of four industrial buildings comprising of approximately 752,710 square feet of building area on approximately 38.1 acres in the City of San Bernardino, California. D-2

We have evaluated this project based on the policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Vision Principles that may be applicable to your project. The RTP and Compass Growth Visioning Principles can be found on the SCAG web site at: http://scag.ca.gov/igr. The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures extracted from the RTP to aid with demonstrating consistency with regional plans and policies. Please send a copy of the Final Environmental Impact Report (FEIR) ONLY to SCAG's main office in Los Angeles for our review. If you have any questions regarding the attached comments, please contact Pamela Lee at (213) 236-1895. Thank you. D-3

Sincerely,

JACOB LIEB, Manager
Environmental and Assessment Services

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE NATIONAL ORANGE SHOW INDUSTRIAL PROJECT [I20120014]

PROJECT LOCATION

The project site is located within the southeastern portion of the City of San Bernardino. The project is specifically located directly east of South Arrowhead Avenue, west of Warm Creek channel (an earthen engineered channel managed by San Bernardino Flood Control District) and south of Esperanza Street. The southern portion of the project site is bisected by Central Avenue, while the northeast portion of the project site extends north to Mill Street.

PROJECT DESCRIPTION

The proposed project is associated with the construction of four industrial buildings comprising approximately 752,710 square feet of building area on approximately 38.1 acres (32.86 acres north parcel and 4.32 acres south parcel). Building sizes will range from approximately 27,810 square feet to 616,000 square feet.

Regional access to the project site is provided by Interstate 215 (I-215) Freeway, to the west of the project site, Interstate 10 (I-10) Freeway to the south and State Route 210 (SR 210) to the north of the project site. I215 freeway has full interchanges with West Mill Street (approximately 0.71 miles northwest) Inland Center Drive (approximately 0.64 mile west), and South Auto Center Drive (approximately 0.66 miles southwest). West Mill Street, Inland Center Drive and South Auto Center Drive provide local access to the project site.

The proposed project includes onsite infrastructure improvements related to vehicular access and circulation, water supply and wastewater conveyance, stormwater drainage and detention, and electrical power and natural gas extension to the site.

Further, the project will install approximately 10 acres of solar panels on the roof of Building A. Installation of approximately 10-acres of solar panels will generate a total of 5,884,959 kilowatts per year of energy in the San Bernardino area.

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

Regional Growth Forecasts

The Draft Environmental Impact Report (DEIR) should reflect the most recently adopted SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region, subregion, and city are as follows:

Adopted SCAG Regionwide Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,255,377	24,057,286
Households	6,086,986	6,474,074	6,840,328	7,156,645	7,449,484	7,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,376	10,287,125

D-4

Adopted San Bernardino Association of Governments Subregion Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	2,182,049	2,385,761	2,582,773	2,773,938	2,957,754	3,133,797
Households	637,252	718,601	787,138	852,994	914,575	972,565
Employment	810,232	897,493	965,781	1,045,471	1,134,964	1,254,752

D-4 CONT

Adopted City of San Bernardino Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	213,318	224,927	235,616	245,989	255,962	265,514
Households	60,877	65,147	68,783	72,277	75,544	78,620
Employment	107,024	117,428	124,973	133,639	143,639	157,086

1. The 2008 RTP growth forecast at the regional, subregional, and city level was adopted by the Regional Council in May 2008.

SCAG Staff Comments:

Pages 3.13-1 – 3.13-2, indicate that the DEIR population analyses were based on 2008 RTP Regional Growth Forecasts.

The **2008 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP 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. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
RTP G3 *Preserve and ensure a sustainable regional transportation system.*
RTP G4 *Maximize the productivity of our transportation system.*
RTP G5 *Protect the environment, improve air quality and promote energy efficiency.*
RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*
RTP G7 *Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.*

D-5

SCAG Staff Comments:

Where applicable, SCAG staff finds that the proposed project meets consistency with Regional Transportation Plan Goals.

Per RTP G1, SCAG staff finds the proposed project meets consistency. The proposed project does not interfere with the regional mobility and accessibility of the regional transportation system (Page 3.16-69)

SCAG staff finds the proposed project consistent with RTP G2. The proposed project would not impact any adopted policies, plans or programs regarding public transit, bicycle or pedestrian facility and would not interfere with the safety or reliability of the regional transportation system (Page 3.16-91).

SCAG staff finds the proposed project consistent with RTP G3 and RTP G4. Per page 3.10-27, the proposed project would not interfere with preservation and operation nor impede the productivity of the regional transportation system.

Per RTP G5, the proposed project partially meets consistency. The proposed project site does not contain any designated critical habitat for any plant or wildlife species (Page 3.4-2). There are also efforts in proposed plans to utilize energy-efficient building technology. In terms of effect on air quality, the proposed project is anticipated to have a less than significant impact (Page 3.3-17).

SCAG staff finds the proposed project to meet consistency with RTP G6. Per page 3.10-28, the proposed project utilizes existing transportation infrastructure, is located in a predominantly commercial and industrial area that is compatible with its proposed uses. D-5 CONT

The proposed project is not applicable to RTP G7 in that it is not a transportation project and would not interfere with the security of the regional transportation system.

COMPASS GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents.

GV P1.1 *Encourage transportation investments and land use decisions that are mutually supportive.*
GV P1.2 *Locate new housing near existing jobs and new jobs near existing housing.*
GV P1.3 *Encourage transit-oriented development.*
GV P1.4 *Promote a variety of travel choices* D-6

SCAG Staff Comments:

SCAG staff finds that the proposed project partially meets consistency with Principle 1. The proposed project is not applicable to GV 1.2 in that the proposed project does not include residential housing development.

Per GV P1.1, SCAG staff finds the proposed project meets consistency. The proposed project is located near existing transportation infrastructure and located in a mostly commercial and industrial area (Page 3.10-27).

SCAG staff finds the proposed project meets consistency with GV P1.2. The proposed project is expected to create approximately 1,255 new jobs that could be filled by residents living in the City of San Bernardino and surrounding area (Page 3.13-3).

Principle 2: Foster livability in all communities.

GV P2.1 *Promote infill development and redevelopment to revitalize existing communities.*
GV P2.2 *Promote developments, which provide a mix of uses.*
GV P2.3 *Promote "people scaled," walkable communities.*
GV P2.4 *Support the preservation of stable, single-family neighborhoods.*

SCAG Staff Comments: D-7

SCAG staff finds that the proposed project meets consistency with Principle 2. The proposed project is not applicable to GV P2.2 and P2.3 because the project is a single-use industrial project

and is inherently not a pedestrian-friendly environment due to its industrial uses.

Per page GV P2.1, SCAG staff finds the proposed project to meet consistency. Although the proposed project site is undeveloped, the project area is developed. Existing commercial, industrial, recreational and public commercial residential uses surround the site and the proposed project would be considered infill development (Page 3.10-28). D-7 CONT

SCAG staff finds the proposed project meets consistency with GV P2.4. The proposed project would not physically encroach or divide single-family residential communities (Page 3.10-28).

Principle 3: Enable prosperity for all people.

GV P3.1 *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
GV P3.2 *Support educational opportunities that promote balanced growth.*
GV P3.3 *Ensure environmental justice regardless of race, ethnicity or income class.*
GV P3.4 *Support local and state fiscal policies that encourage balanced growth*
GV P3.5 *Encourage civic engagement.* D-8

SCAG Staff Comments:

SCAG staff finds that the proposed project meets consistency with Principle 3 where applicable. GV P3.1 is not applicable as the proposed project does not include residential housing development.

SCAG staff cannot determine consistency with GV P3.2, GV P3.3, GV P3.4 and GV P3.5 based on the information provided in in the DEIR.

Principle 4: Promote sustainability for future generations.

GV P4.1 *Preserve rural, agricultural, recreational, and environmentally sensitive areas*
GV P4.2 *Focus development in urban centers and existing cities.*
GV P4.3 *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
GV P4.4 *Utilize "green" development techniques*

SCAG Staff Comments:

Where applicable, SCAG staff finds that the project is partially consistent with Principle 4. D-9

Per GV 4.1, SCAG staff finds the proposed project to meet consistency. The proposed project does not interfere with any permanent removal of rural, agricultural, creational or environmentally sensitive areas (Page 3.10-29).

SCAG staff finds the proposed project to meet consistency with GV P4.2. Project site location is located in the City of San Bernardino, an incorporated jurisdiction (Page 2-1)

SCAG staff cannot determine consistency with GV P4.3 and GV P4.4 based on the information provided in the DEIR.

CONCLUSION

Where applicable, the proposed project generally meets consistency with SCAG Regional Transportation Plan Goals and also meets consistency with Compass Growth Visioning Principles. D-10

All feasible measures needed to mitigate any potentially negative regional impacts associated with the

proposed project should be implemented and monitored, as required by CEQA. We recommend that you review the SCAG List of Mitigation Measures for additional guidance, and encourage you to follow them, where applicable to your project. The SCAG List of Mitigation Measures may be found here: http://www.scag.ca.gov/igr/documents/SCAG_IGRMMRP_2008.pdf D-10 CONT

When a project is of statewide, regional, or area wide significance, transportation information generated by a required monitoring or reporting program shall be submitted to SCAG as such information becomes reasonably available, in accordance with CEQA, Public Resource Code Section 21081.7, and CEQA Guidelines Section 15097 (g). D-11

Letter D. Southern California Association of Governments. Jacob Lieb, Manager. January 18, 2012.

Response to Comment D-1

This comment acknowledges Southern California Association of Governments' (SCAG) receipt of the Draft EIR. The comment also address SCAG's regional planning and guidance role under several federal and State regulations, as well as CEQA Guidelines. This comment is noted.

Response to Comment D-2

This comment acknowledges that, based on a review of the Draft EIR, SCAG has determined that the proposed Project is regionally significant per CEQA Guidelines. This comment is noted.

Response to Comment D-3

This comment addresses the proposed Project's applicability with the SCAG Regional Transportation Plan (RTP) and Compass Growth Vision Principles. SCAG recommends the use of the SCAG List of Mitigation Measures from the RTP to aid with demonstrating consistency with regional plans and policies. The comment also requests that a copy of the Final EIR by delivered to SCAG's Los Angeles offices for review. This comment is noted. SCAG will receive a copy of the Response to Comments/Final EIR at least ten days prior to City action on the EIR, as required by CEQA.

Response to Comment D-4

This comment addresses the use of most recently adopted SCAG population forecasts, which the comment identifies as May 2008. The comment acknowledges that population analyses in the Draft EIR were based on these forecasts. This comment is noted.

Response to Comment D-5

This comment acknowledges that the proposed Project would be consistent with RTP Goal 1 (G1) through RTP G4, as well as RTP G6. The comment also acknowledges that the Project partially meets consistency with RTP G5 because the proposed Project Site does not contain any designated critical habitat. It also states that RTP G7 is not applicable. This comment is noted.

Response to Comment D-6

This comment acknowledges that the proposed Project would be partially consistent with the Compass Growth Visioning *Principle 1: Improve Mobility for All Residents*, since the proposed Project does not include residential housing development. This comment is noted.

Response to Comment D-7

This comment acknowledges that the proposed Project would be consistent with the Compass Growth Visioning *Principle 2: Foster Livability in All Communities*. This comment is noted.

Response to Comment D-8

This comment acknowledges that the proposed Project, where applicable, would be consistent with the Compass Growth Visioning *Principle 3: Enable Prosperity for All People*. This comment is noted.

Response to Comment D-9

This comment acknowledges that the proposed Project, where applicable, would be partially consistent with the Compass Growth Visioning *Principle 4: Promote Sustainability for Future Generations*. Based on the information provided in the Draft EIR, SCAG could not determine or dismiss complete consistency with this principle at this time. This comment is noted.

Response to Comment D-10

This comment acknowledges that where applicable, the proposed Project generally meets consistency with SCAG RTP Goals and with the Compass Growth Visioning Principles. The comment recommends that all feasible measures designed to mitigate any potentially negative regional impacts associated with the proposed Project be implemented and monitored, as required by CEQA. The comment also recommends reviewing the SCAG List of Mitigation Measures for additional guidance, as well as incorporating them where applicable. Impact LUP-2 of Section 3.10, Land Use and Planning, examined the proposed Project's consistency with all applicable measures, goals, and policies of SCAG's Regional Comprehensive Plan, Regional Transportation Plan, and Compass Growth Visioning. It was determined that the proposed Project would be consistent with all applicable provisions within these SCAG authored documents. This comment is noted.

Response to Comment D-11

This comment address PRC §21081.7 and CEQA Guidelines §15097(g), which mandate that when a project is of statewide, regional, or area wide significance, transportation information generated by a required monitoring or reporting program shall be submitted to SCAG as such information becomes reasonably available. This comment is noted.

DEPARTMENT OF PUBLIC WORKS
FLOOD CONTROL • LAND DEVELOPMENT & CONSTRUCTION • OPERATIONS
SOLID WASTE MANAGEMENT • SURVEYOR • TRANSPORTATION

COUNTY OF SAN BERNARDINO

825 East Third Street • San Bernardino, CA 92415-0835 • (909) 387-8104
Fax (909) 387-8130

GRANVILLE M. "BOW" BOWMAN, P.E., P.L.S.
Director of Public Works

January 18, 2012

RECEIVED
JAN 25 2012
CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

File: 10(ENV)-4.01

Aron Liang, Senior Planner
City of San Bernardino
Community Development Department
300 N. "D" Street, 3rd Floor
San Bernardino, CA. 92418

RE: NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE NATIONAL ORANGE SHOW INDUSTRIAL PROJECT

Dear Mr. Liang:

Thank you for giving the San Bernardino County Department of Public Works (Department) the opportunity to comment on the above-referenced project. The environmental document was circulated to other Divisions within our Department and the following are their comments:

Flood Control Planning Division (David Lovell, PWE III, (909) 387-7964):

1. The Project is located within CSDP 7 boundary, and there are no apparent impacts, however the current drains connecting to the Warm Creek Bypass, through its entire impact area, should be included as being connected to and apart of the proposed relocated Warm Creek Bypass. E-1
2. Any drainage improvements for the proposed project should be approved via permit from San Bernardino County Flood Control District (District) Permits Division. They will seek appropriate review of runoff and drainage issues. Drainage of the proposed project to the southwest portion of the site should be reviewed by District engineering staff. E-2
3. Any new/relocated facilities should be designed to ultimate capacity. E-3

Transportation Planning Division (Omar Gonzalez, PWE III, (909) 387-8164):

1. The proposal will require a (city) general plan amendment. E-4
2. The proposal is "not the environmentally superior alternative" and the city will be required to produce a "statement of over-riding considerations" to effect the project. E-5
3. From a transportation perspective several issues are either minimally addressed or ignored. E-6
4. The parcel is used by an auction site on roughly a monthly schedule. However, it is the parking for larger Orange Show complex events which occur several times a year. The issue of significant impact alternative parking is not addressed. E-7
5. The LOS is determined to be at "E" at intersections and road segments without the additional traffic impact generated by the project. Traffic generated as a result of the project will further deteriorate the LOS; this consideration was not addressed. E-8
6. The report mentions Bike routes on the major streets but does not comment or analyze the impacts to the Bike routes for the additional big rig traffic. E-9
7. The report makes no mention (at least in this section) of the developing "Sbx or E Street Corridor" RTB and the additional impacts that the project will have in accessing the site from the I-215 crossing E Street. E-10
8. From the Department's perspective, the additional traffic is likely to impact travel times between the Hospitality Lane offices and other County offices north of the site. E-11

GREGORY C. DEVEREAUX
Chief Executive Officer

Board of Supervisors
BRAD MITZELFELT ..... First District
JANICE RUTHERFORD ..... Second District
JOSIE GONZALES ..... Fifth District
NEIL DERRY ..... Third District
GARY C. OVITT ..... Fourth District

Water Resources Division (Mary Lou Mermilliod, PWE II, (909) 387-8222):

1. In general, it appears the DEIR does not identify the major concerns of the District. E-12
2. A large structure is proposed to be built over the District's Warm Creek By-Pass, designed by the Corps of Engineers to convey 200 cfs in drainage flows. There are also existing side drain connections to this facility that have not been addressed. Relocation and/or replacement of this facility should be addressed fully. The project may also encroach onto the District's Twin Creek Channel right-of-way. E-13
3. Encroachment on District right-of-way requires an encroachment permit. This project has previously been submitted to the District for a permit. Due to multiple issues raised during that review, a permit has not yet been granted for the project. It is recommended that the applicant contact the District's Operations Division, Permits Section for status of the permit application. Other on-site or off-site improvements may be required which cannot be determined at this time. E-14
4. The District's Right of Way Section should be contacted regarding the proposed relocation of Warm Creek By-Pass. If the relocated storm drain is to be operated and maintained by the District, then we recommend that adequate right-of-way be granted to the District. Information regarding this item can be obtained from: E-15

   Tom Williams, Right-of-Way Section Chief
   Flood Control Engineering Division
   825 E. Third Street, Room 140
   San Bernardino, CA 92415-0835
   (909) 387-8256

5. A Flood Hazard Review by San Bernardino County Water Resources Division is required for any development adjacent to District right-of-way. Section 16.0212(g) of the County Code sets the fee for the District's review and analysis at $1,001.00. This fee is to be submitted to the address below with an indication that it is for Flood Hazard Review ID 69469, File No. 2-410. E-16

   San Bernardino County Flood Control District
   Water Resources Division
   825 E. Third Street, Room 142
   San Bernardino, California 92415-0835

Stormwater Division (Marc Rodabaugh, Stormwater Program Manager (909) 387-8112):

Submit Hydrology/Water Quality section for review. E-17

If you have any questions or require additional information, please contact the specific individuals that have provided that specific comment, as listed above. E-18

Sincerely,

JOHN SCHATZ, AICP
Supervising Planner
Environmental Management Division

JS:PE:mb/CEQA Comments to DEIR_City of San Bernardino_Orange Show Industrial.doc

cc: Patrick Egle, EMD

Letter E. County of San Bernardino, Department of Public Works. John Schatz, Supervising Planner. January 18, 2012.

Response to Comment E-1

This comment addresses new and relocated drainage facilities. The current drains connected to the Warm Creek Bypass were included in the Draft EIR. Such facilities are outlined in further detail in Section 3.9, Hydrology and Water Quality, of the Draft EIR, and in the Warm Creek Bypass Relocation Analysis (Appendix H of the Draft EIR). The proposed relocation will not result in significant impacts with respect to Hydrology as outlined in Section 3.9 and Appendix H of the Draft EIR This comment is noted.

Response to Comment E-2

This comment addresses proposed drainage improvements on the Project site. The comment reminds the Applicant that any planned drainage improvements would need review and approval via permit from the San Bernardino County Flood Control District Permits Division. This comment is noted.

Response to Comment E-3

This comment addresses the need for new/relocated facilities to be designed to ultimate capacity. According to the Warm Creek Bypass Relocation Analysis (Appendix H of the Draft EIR), rerouting of the existing 78" reinforced concrete pipe (RCP) storm drain and connection to a proposed 48" RCP storm drain would be capable of containing onsite surfaces flows generated by substantial storm events, per the City of San Bernardino Municipal Code Chapter 8.80. As addressed by Section 3.9, Hydrology and Water Quality, of the Draft EIR, as well as the Warm Creek Bypass Relocation Analysis, these drainage facilities would have adequate capacity to convey surface flows from the Project site as well as other areas that would drain to this facility. This comment is noted.

Response to Comment E-4

This comment addresses the need for an amendment to the City of San Bernardino General Plan. The necessary General Plan amendment and zoning change is discussed in Impact LUP-2 of Section 3.10, Land Use and Planning, of the Draft EIR. This comment is noted.

Response to Comment E-5

This comment addresses that the proposed Project is not considered "Environmentally Superior Alternative," and therefore, the City of San Bernardino must adopt a Statement of Overriding Considerations. The Statement of Overriding Considerations will be included as Appendix A of Findings of Fact for Environmental Effects of the National Orange Show Industrial Project. This comment is noted.

Response to Comment E-6

This comment indicates the County of San Bernardino Department of Public Works' belief that several transportation issues are either minimally addressed or ignored although specific issues are not identified. Transportation and Traffic impacts, as outlined by the CEQA Guidelines' Appendix G

Environmental Checklist, are addressed in Section 3.16, Transportation and Traffic, of the Draft EIR, as well as in the Traffic Impact Analysis, included as Appendix J of the Draft EIR. This comment is only a generalized statement and fails to address any concerns with enough specificity for the Lead Agency to provide a meaningful response. This comment is noted.

Response to Comment E-7

This comment addresses the Project site's former use as intermittently providing overflow parking for the adjacent National Orange Show property. The most current CEQA Guidelines' Appendix G Environmental Checklist was used to analyze Transportation and Traffic impacts. At this time, according to CEQA Guidelines, project effects on parking is not included in impact analysis. This comment is noted. It should also be noted that ample parking is provided at other locations within the National Orange Show complex that is capable of accommodating the events that are currently held on the National Orange Show grounds. Based on area, the proposed Project site only represented approximately 20-percent of the National Orange Show's total parking capacity. The displacement of this parking area can be accommodated by the existing onsite parking spaces found at the National Orange Show complex, which has adequate capacity to accommodate parking needs. According to the National Orange Show's website (February 8, 2012), the complex contains over 6,000 parking spaces on the grounds, including parking for individuals with disabilities.

Response to Comment E-8

This comment indicates that Level of Service (LOS) is determined to be "E" (which is an unacceptable level of service based upon San Bernardino City standards) at road segments and intersections (although specifics are not provided) without the additional traffic impact generated by the project. The comment goes on to indicate that Project-generated traffic will further deteriorate the LOS, and that this deterioration has not been addressed in the Draft EIR.

It is correct that under without-project conditions that some intersections and road segment currently operate at below-standard LOS and would continue to do so in the future even if the Project is not built. It is also correct that the project results in direct and cumulative impacts on traffic, and this is documented and analyzed in both the traffic study and the Draft EIR. Contrary to Comment E-8, this issue was addressed by the Draft EIR on pages 3-26 through 3-88 and the traffic study. Furthermore, Mitigation Measures TRANS 1 and TRANS 2 address and mitigate direct Project traffic impacts, and Mitigation Measure TRAN 3 addresses cumulative traffic impacts for affected road facilities, as discussed below.

MM TRANS-1: The Project is proposed to have access on Arrowhead Avenue via Driveway 1, Driveway 2, Driveway 3, Central Avenue, Driveway 4 and Driveway 5; Central Avenue via Driveway 6, Driveway 7 and Driveway 8; and Mill Street via Driveway 9. All Project driveways are proposed to be full-access. As part of the development, the Project shall construct improvements on the site adjacent roadways of Arrowhead Avenue, Central Avenue, Esperanza Street,

and Mill Street. Regional access to the Project site shall be provided by the I-215 Freeway via Mill Street, Inland Center Drive, and Auto Center Drive. Roadway improvements necessary to provide site access and on-site circulation are assumed to be constructed in conjunction with site development and are identified within the TIA. These improvements shall be in place prior to occupancy.

MM TRANS-2 Arrowhead Avenue / Central Avenue (#17) – The following mitigation measures (shown in bold) are necessary to address direct project impacts for EAP 2013:

Install a traffic signal.

- Northbound: One through lane and one shared through-right turn lane.
- Southbound: One left turn lane and two through lanes.
- Eastbound: N/A
- Westbound: One left turn lane and one right turn lane.

MM TRANS-3 Prior to occupancy, the applicant shall participate in the funding or in-lieu construction of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions through the payment of City of San Bernardino Development Impact Fees (DIF) or a fair share contribution as directed by the City. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases. Each of the improvements discussed below have been identified as being included as part of the City DIF funding program or fair share contribution.

The following fair share or in-lieu contributions are necessary for the following improvements to address EAPC (2013) cumulative impacts:

- The following fair share or in-lieu contributions (shown in bold) are necessary to address EAPC (2013) cumulative impacts for "E" Street / Mill Street / Inland Center Drive (#10):
  - Northbound: One shared hard-left/left turn lane, one left turn lane, two through lanes and one right turn lane.
  - Southbound: **Two left turn lanes**, one through lane, one shared through-right turn lane, one right turn lane and **one hard-right turn lane**.

- Eastbound: One left turn lane, one through lane, one shared through-right turn lane and one shared right/hard-right turn lane.
- Westbound: **One hard-left turn lane**, two left turn lanes, one through lane and one shared through right turn lane.
- Northeast bound: One shared hard-left/left turn lane, one left turn lane, one right turn lane and one shared right/hard-right turn lane.
- *** Due to physical constraints, the modification of the cycle length from the existing 120 seconds to 130 seconds has been recommended in lieu of additional lanes.**

- The following fair share or in-lieu contributions (shown in **bold**) are necessary to address EAPC (2013) cumulative impacts for Mountain Avenue / Mill Street (#22):

Install a traffic signal.

- Northbound: One shared left-through-right turn lane.
- Southbound: One shared left-through-right turn lane.
- Eastbound: One shared left-through lane, one through lane and one defacto right turn lane.
- Westbound: One shared left-through lane, one through lane and one defacto right turn lane.

The following fair share or in-lieu contributions are necessary to address Horizon Year (2030) cumulative impacts:

- The following fair share or in-lieu contributions (shown in **bold**) are necessary to address Horizon Year (2030) cumulative impacts for I-215 Southbound Ramps / Mill Street (#3):
  - Northbound: N/A
  - Southbound: One left turn lane, **one shared left-through lane** and one right turn lane. The existing shared left-through-right turn lane should be re-striped as a shared left-through lane.
  - Eastbound: Two through lanes and one right turn lane.
  - Westbound: One left turn lane and two through lanes.
  - * **Modify the cycle length from the existing 65 seconds to 120 seconds as a coordinated system.**
- The following fair share or in-lieu contributions (shown in **bold**) are necessary to address Horizon Year (2030) cumulative impacts for I-215 Northbound Ramps / Inland Center Drive (#7):
  - Northbound: One left turn lane, **one through lane**, one shared through-right turn lane and one right turn lane.

- Southbound: N/A
- Eastbound: One left turn lane and two through lanes.
- Westbound: Four through lanes and one defacto right turn lane.
- * **Modify the cycle length from the existing 80 seconds to 120 seconds as a coordinated system.**

- The following fair share or in-lieu contributions (shown in **bold**) are necessary to address Horizon Year (2030) cumulative impacts for "E" Street / Mill Street / Inland Center Drive (#10):
  - Northbound: One shared hard-left/left turn lane, one left turn lane, two through lanes and one right turn lane.
  - Southbound: **Two left turn lanes**, one through lane, one shared through-right turn lane, one right turn lane and **one hard-right turn lane**.
  - Eastbound: One left turn lane, one through lane, one shared through-right turn lane and one shared right/hard-right turn lane.
  - Westbound: **One hard-left turn lane**, two left turn lanes, one through lane and one shared through-right turn lane.
  - Northeast-bound: One shared hard-left/left turn lane, one left turn lane, one right turn lane and one shared right/hard-right turn lane.
  - *** Due to the physical constraints, the modification of the cycle length from the existing 120 seconds to 130 seconds, removal the crosswalk on the west leg (southbound direction) and modification of the eastbound left and westbound left turn treatment to protected phasing from the existing split phasing have been recommended in lieu of additional lanes.**
- The following fair share or in-lieu contributions are necessary to address Horizon Year (2030) cumulative impacts for Mountain Avenue / Mill Street (#22):

Install a traffic signal.

- Northbound: One shared left-through-right turn lane.
- Southbound: One shared left-through-right turn lane.
- Eastbound: One shared left-through lane, one through lane and one defacto right turn lane.
- Westbound: One shared left-through lane, one through lane and one defacto right turn lane.

Response to Comment E-9

This comment addresses the proposed Project contribution to commercial truck traffic and this increase's effect on bike routes. Neither the proposed Project nor its effect on commercial truck traffic volumes would physically impede any existing designated bike route throughout the City of San Bernardino. All existing Class I and II bike routes would be maintained and left unaltered following development of the proposed Project. As determined in Impact T-6 of Section 3.16, Transportation and Traffic, of the Draft EIR, neither the proposed Project nor the traffic generated as a result would not prevent the implementation of any adopted policies, plans, or programs regarding bicycle facilities, including the "Regional Multi-Purpose" trail located just east of the Project site along warm creek (refer to the City of San Bernardino General Plan, Figure PRT-2). In addition, this is an area of the City where truck travel is already prevalent and is permitted by the City of San Bernardino.

Response to Comment E-10

This comment indicates that the DEIR "makes no mention of the developing "Sbx or E Street Corridor" RTB and the additional impacts that the project will have in accessing the site from the I-215 crossing E Street."

This comment appears to reference the sbX E Street Corridor Bus Rapid Transit (BRT) Project that was initiated by Omnitrans and involves a BRT corridor. The environmental documentation as well as other information pertaining to this project can be found at www.estreet-sbx.com. E Street crosses the two streets that will provide primary freeway access to the Project on the I-215: Orange Show Road and Mill Street. The Environmental Assessment/Initial Study (EA/IS) that was prepared for the sbX E Street Corridor BRT project was adopted by Omnitrans on August 19, 2009. The only potential impacts with respect to traffic identified in the EA/IS were related to construction of associated improvements and the EA/IS found potential traffic impact related to the BRT operation to be less than significant. Therefore, the sbX E Street Corridor Bus Rapid Transit (BRT) would not be expected to prevent or restrict access between the I-215 Freeway and the Project site along either Mill Street or Orange Show Road, nor will the Project generated traffic prevent or restrict such access.

Response to Comment E-11

This comment indicates the County of San Bernardino Department of Public Works' belief that the additional traffic is likely to impact travel times between the County's Hospitality Lane offices and other, unspecified County offices north of the Project site. This comment is noted. Local traffic impacts are addressed in Section 3.16, Transportation and Traffic, of the Draft EIR and the Traffic study found that all Project traffic impacts to local streets would be less than significant with mitigation.

Response to Comment E-12

This comment indicates the County of San Bernardino Department of Public Works' belief that the Draft EIR does not identify their major concerns. This comment is only a generalized statement and

fails to address any specific comments. In their response letter to the NOP dated July 14, 2011, which is included in the Draft EIR as part of Appendix A, the Department of Public Works failed to pose specific comments. This NOP response letter made general comments regarding Flood Control District facilities and County roads, both of which have been addressed in Section 3.9, Hydrology and Water Quality, and Section 3.16, Transportation and Traffic.

Response to Comment E-13

This comment indicates that a large structure is to be built over the Warm Creek By-Pass. It also indicates that there are "existing side drain connections to this facility that have not been addressed." Finally this comment indicates that relocation and/or replacement of this facility should be "fully addressed", and notes the possibility that the project may encroach into the District right-of-way for the Twin Creek Channel right-of-way. These items are noted. However, the potential hydrological and environmental issues associated with the Project have been fully evaluated in the Draft EIR and the "Warm Creek Bypass Relocation Analysis prepared by DRC Engineering, Inc. (August 25, 2011). The ultimate and final design of the proposed facility will be required to comply with all applicable San Bernardino County Flood Control District regulations and requirements including obtaining any encroachment permits that may be needed to construct the facility.

Response to Comment E-14

This comment addresses the need for an encroachment permit. According to the comment, a request for an encroachment permit has been submitted previously by the Applicant, but has not yet been granted. The comment also requests that the Applicant contact the Flood Control District's Operations Division, Permits Section for the current status of the encroachment permit application. This comment is noted. As previously stated, the potential hydrological and environmental issues associated with the Project have been fully evaluated in the Draft EIR and the "Warm Creek Bypass Relocation Analysis" prepared by DRC Engineering, Inc. (August 25, 2011). The ultimate and final design of the proposed facility will be required to comply with all applicable San Bernardino County Flood Control District regulations and requirements including obtaining any encroachment permits that may be needed to construct the facility.

Response to Comment E-15

This comment addresses consultation with the Flood Control District's Right-of-Way Section prior to relocation of the Warm Creek Bypass. Consultation would be required between the Applicant and the Right-of-Way Section before any relocation activity. Flood Control District Right-of-Way Section contact information is provided. This comment is noted.

Response to Comment E-16

This comment addresses the Flood Hazard Review required by the San Bernardino County Water Resources Division for any development adjacent to the District's right-of-way. The comment also discusses fees associated with such review. Water Resources Division contact information is provided. This comment is noted.

Response to Comment E-17

This comment makes the request that the Hydrology/Water Quality section be submitted for review. The Draft EIR, which was publicly circulated December 9, 2011 through January 23, 2012, included both Section 3.9, Hydrology and Water Quality, and the Warm Creek Bypass Relocation Analysis (Appendix H of the Draft EIR). This comment is noted.

Response to Comment E-18

This comment indicates that any questions or additional information requests be addressed to the specific individual who provided comment throughout the letter. This comment is noted.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

E-MAILED: FEBRUARY 3, 2012 February 3, 2012

Mr. Aron Liang, Senior Planner, Liang_Ar@sbcity.org
Community Development Department
City of San Bernardino
300 North "D" Street, 3rd Floor
San Bernardino, CA 92418-0001

Draft Environmental Impact Report (Draft EIR) for the Proposed National Orange Show Industrial Project

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final CEQA document.

In the project description, the lead agency proposes the construction of four industrial buildings totaling approximately 752,710 square feet on a 38.1 acre site. Building sizes will range from 27,810 square feet to 616,000 square feet. The proposed project would include at least 632 daily heavy-heavy duty truck (HHDT) trips and the project description includes 141 trailer at dock doors. In the Air Quality Section, the lead agency quantified the project's construction and operation air quality impacts and has compared those impacts with the AQMD's recommended regional daily significance thresholds concluding that construction emission impacts would be significant for NOx and that operational emission impacts would be significant for NOx and VOC. The AQMD staff has concerns regarding the air quality analysis including the daily truck trip rate used in the CalEEMod modeling, the omission of a localized analysis for operational on-site emissions, non-standard methods used in the health risk assessment, and that additional mitigation measures should be considered by the lead agency in the Final EIR. Additional comments are included in the attachment. F-1

Pursuant to Public Resources Code Section 21092.5, please provide the AQMD with written responses to all comments contained herein prior to the adoption of the Final Environmental Impact Report. The AQMD staff is available to work with the Lead Agency to address these issues and any other air quality questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

Sincerely,

Ian MacMillan
Program Supervisor, Inter-Governmental Review
Planning, Rule Development & Area Sources

F-1
CONT

IM:GM
Attachment

SBC111209-06
Control Number

Health Risk Assessment (HRA)

Impacts from Emission Sources in HRA not Aggregated

1. Cancer risks from individual roadway segments are presented in Tables 9, 10, and 11 in the air quality appendix to the Draft EIR. However, it appears that the aggregated risk from all sources on each receptor has not been calculated. AQMD staff strongly recommends that the risk from all sources be presented for the sensitive receptors most impacted by the project. The current dispersion modeling approach selected (Cal3QHCR and SCREEN3) to evaluate cancer risks may not be amenable to this approach. The lead agency may want to consider using AERMOD instead so that all sources and receptors can be included in a single model run. F-1 CONT

Emission Rates Used in Health Risk Assessment

2. It is unclear to AQMD staff how the emission rates used in the air quality HRA were derived. AQMD staff was not able to reproduce either the idling rates or the running emission rates using EMFAC 2007, the rates listed on the AQMD webpage derived from EMFAC2007, or EMFAC 2011. Idling emissions in particular appear to be significantly too low in the EIR with heavy duty truck rates of 0.011 grams/hour cited in Table C2 of Appendix B. Rates from EMFAC 2007 are over 100 times higher at 1.288 g/hr. In addition, emission rates typically increase with lower vehicle speed. As trucks will be traveling on roadways and onsite with different speeds, the emission rates for each roadway should reflect these increased rates. AQMD staff recommends that the lead agency update the emission factors and redo the HRA with the updated rates. The derivation of these emission rates should also be shown in greater detail. F-2

Emission Rates Applied to Dispersion Model for the HRA

3. The air quality appendix to the Draft EIR does not contain enough information to determine how emission rates from offsite roadways and onsite idling and truck travel were applied to the dispersion model. Although the dispersion model outputs are provided, they only show a unitary rate of 1 gram per second. If unitary emission rates are used in dispersion modeling, the post-processing that adjusts concentrations based on calculated emission rates needs to be presented in the EIR. Because this information is not presented, AQMD staff cannot confirm the validity of the presented HRA results. F-3

Onsite Running Emissions

4. Emissions from onsite truck travel were not explicitly modeled for the HRA. Instead, risks from two separate roadways with only 113 total truck trips were used to determine risks from this emission source. Because there will be substantially more than 113 truck trips per day at this facility, these risks are underestimated. The lead agency should explicitly model all onsite truck travel in the HRA. F-4

Operations - Truck Trip Rates

5. In Table C1 in the Air Quality Appendix, the lead agency assumed a daily operational truck trip rate of 0.91 trips for the proposed 695,000 square foot warehouse land use, which is below the CalEEMod default trip rate of 2.59. The AQMD staff recommends that the lead agency revise the operational emissions and health effects estimates using the CalEEMod default trip rate value of 2.59 (with 40% trucks)[1] in the Final EIR. Using the recommended CalEEMod rate would result in an estimate of 720 daily truck trips compared to the lead agency's estimate of approximately 632 daily truck trips using the 0.91 trip rate. Using the Draft EIR's lower trip rate may potentially underestimate project operational emissions and health effects from on-road trucks. If the lead agency chooses to use the lower rate, then project conditions should be added to ensure that the project is limited to the specified throughput. F-5

Operational Localized Significance Thresholds Analysis

6. In the Air Quality Section of the Draft EIR, the lead agency has limited its localized operational analysis to carbon monoxide impacts at intersections during operations. Since the proposed project operations could result in up to 720 daily heavy-heavy duty truck trips (see comment #1), with substantial NOx and PM emissions, localized on-site operational emission sources including the trucks entering, idling on-site, and exiting should be estimated along with any other on-site emission sources. These estimates should then be compared with the appropriate localized operational thresholds. Otherwise, the lead agency has not demonstrated that localized operational impacts are less than significant. It is noted that on page 3.3-5 and in an aerial map inspection that the proposed project and its truck route are located within one-quarter mile of sensitive receptors (Burbank Elementary School, Orchid Court Assisted Living Facility and residences) north of the proposed project. AQMD guidance for performing a localized air quality analysis can be found on the AQMD web page.[2] Should the lead agency conclude after its analyses that operational localized air quality impacts exceed the AQMD daily significance thresholds, staff has compiled mitigation measures in addition to those measures listed on page 3.3-28 of the Draft EIR that can be implemented if the air quality impacts are determined to be significant.[3] F-6

Idling Times

7. The HRA analysis assumes on page 3.3-28 that each truck will idle only five minutes per day onsite. Due to the number of trucks that will use this facility, there is a reasonable possibility of at least some queuing from entering and exiting the project site each day. The AQMD staff therefore recommends that the HRA include up to 15 minutes of total idling onsite per truck (five minutes entering, five minutes exiting, and five minutes at the dock). In the Draft EIR, the lead agency has proposed Mitigation Measure AIR-1b that F-7

[1] CalEEMod User Guide Appendix E3
[2] http://www.aqmd.gov/ceqa/handbook/LST/LST.html
[3] http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html

includes the provision prohibiting idling in excess of five minutes on-site. The lead agency should include clarification in the Final EIR about how it would enforce this measure (other than signage) to ensure that this additional idling will not occur. Otherwise, the lead agency should revise estimates of on-site idling and use up to 15 minutes per truck in the Subsequent Final EIR. F-7 CONT

Operational Mitigation Measures

8. The lead agency has determined that air quality impacts from project operations will exceed recommended regional thresholds. In addition, the AQMD staff has observed that the lead agency has used non-standard methodologies in its health risk effects analysis, which may result in significant project health effects. Finally, due to the significant air quality impacts from the trucks serving this project, the AQMD staff recommends that the lead agency consider the following additional mitigation measures. Other lead agencies that have used these measures include the City of Banning[4]1, Riverside County[5], City of San Bernardino[6], and the San Pedro Bay Ports[7], among others.

- At project start, all heavy duty trucks entering the property must meet or exceed EPA 2007 engine emission standards.
- Beginning in 2015, all heavy duty trucks entering the property must meet or exceed 2010 engine emission standards.
- If the above clean truck requirements are infeasible, a phase-in schedule should be put forth that will feasibly achieve emission reductions as soon as possible.
- The facility operator will maintain a log of all trucks entering the facility to ensure that on average, the daily truck fleet meets that emission standards listed in the EIR. This log should be available for inspection by city staff at any time. F-8
- The facility operator will ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies [for example, by requiring attendance at CARB approved courses (such as the free, one-day Course #512)].
- Limit the daily number of trucks allowed at each facility to levels analyzed in the Final EIR.
- Require at least a portion of the fleet to utilize alternative fueled technologies.
- Create a buffer zone, which can be office space, employee parking, greenbelt, etc. between the warehouse and sensitive receptors.
- Prohibit all vehicles from idling in excess of five minutes, both on- and off-site.
- Have truck routes clearly marked with trailblazer signs, so trucks will not enter residential areas.

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[4]Banning Business Park
http://banning.ca.us/archives/30/July%2013,%202010%20City%20Council%20Agenda.pdf
[5] Mira Loma Commerce Center
http://www.rctlma.org/online/content/conditions_of_approval.aspx?PERMITNO=pp17788
[6] Palm/Industrial Distribution Center http://www.ci.san-bernardino.ca.us/civica/filebank/blobdload.asp?BlobID=11793
[7] Clean Trucks Program http://www.cleanairactionplan.org/cleantrucks/

- At a minimum, require tenants upon occupancy that do not already operate 2007 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, or other similar funds. Should funds be awarded, the tenant should also be required to accept and use them. F-8
- Require facility operator to become SmartWay Partner upon start of operations.
- Require facility operator to incorporate incentives and requirements such that the maximum feasible number of truck trips (e.g., 90%) will be carried by SmartWay 1.0 or greater carriers within the shortest timeframe possible (e.g., three years).

Off-Road Construction Equipment Emissions Analysis

9. In the air quality analysis, the lead agency estimated project short- and long-term air quality impacts using CalEEMod, a statewide land use emissions computer model. This model uses default and user-defined settings to estimate emissions based on the land use settings. The lead agency has estimated on-site, off-road equipment emissions calculated by the CalEEMod model. After these estimates using the CalEEMod model, the lead agency then reduced the modeling off-road equipment emissions by 33 percent citing documentation of e-mail exchanges in 2010 between the lead agency's consulting staff and the ARB staff found in Appendix A - Justification for OFFROAD Equipment Reductions. In these e-mail exchanges, the lead agency concluded that a 33 percent reduction for load factors would apply to off-road equipment emissions estimated using CalEEMod.

   It is the AQMD staff's understanding that CARB currently does not approve of reducing the default settings in the current OFFROAD2007 at a project level because the 33 percent reduction in statewide emissions of diesel exhaust is not necessarily reflected in individual pieces of equipment. In fact, for some equipment types, OFFROAD2007 may underestimate emissions while others may be overestimated. Because of these revisions, CARB is currently seeking approval of the new OFFROAD2011. The AQMD staff therefore recommends that the lead agency use existing OFFROAD2007 defaults until OFFROAD2011 is incorporated into CalEEMod later this year. Therefore, even though the reductions might not change the lead agency's determination of significance for construction air quality impacts, these reductions related to reduced off-road equipment load factors are not recommended by the AQMD staff without further substantial evidence to support those emission reductions resulting from their use. An analysis comparing OFFROAD2011 emission factors with those used in the project analysis may provide such an approach. Otherwise, the lead agency should commit to enforcing the assumed lower emission factors. F-9

Construction Mitigation Measures

10. In the Air Quality Section, the lead agency has determined that construction air quality impacts will exceed the SCAQMD recommended daily significance thresholds for NOx. In addition to the measures listed on 3.3-25, the AQMD staff recommends the following change and additional mitigation measure to reduce short-term air quality impacts from NOx, if feasible: F-10

Recommended Change:

MM AIR-1a

- Prohibit idling in excess of five minutes~~.~~, on- and off-site. F-10 CONT

Recommended Addition:

- Reroute construction haul trucks away from congested streets or sensitive receptor areas.

11. Further, other lead agencies in the region including LA County Metro, the Port of Los Angeles, and the Port of Long Beach have also enacted the following mitigation measures. AQMD staff recommends the following measures to further reduce air quality impacts from construction equipment exhaust:

    - Project start to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
    - Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. F-11

    A copy of each unit's certified tier specification, BACT documentation, and CARB or AQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

    For additional measures to reduce off-road construction equipment, refer to the mitigation measure tables located at the following website: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html

Letter F. South Coast Air Quality Management District. Ian MacMillan Program Supervisor, Inter-Governmental Review Planning, Rule Development & Area Sources. February 3, 2012.

Response to Comment F-1

The City acknowledges and appreciates this comment. It should be noted that the California Air Pollution Control Officers Association (CAPCOA) has published guidance for the preparation of Health Risk Assessments for Proposed Land Use Projects (guidance document), July 2009. CAPCOA is an Association of Air Pollution Control Officers representing all thirty-five local air quality agencies throughout California that has been in existence since 1975. Therefore, the guidance document is representative of the opinions of all thirty-five local air quality agencies, SCAQMD included.

The SCAQMD asserts that the current dispersion modeling approach selected (Cal3QHCR and SCREEN3) may not be appropriate for use and that the lead agency should consider using the AERMOD dispersion model. Section 3.10 of CAPCOA's guidance document states that:

"Cal3QHCR is a preferred/recommended U.S. Environmental Protection Agency (EPA) model for roadway modeling that uses local meteorology."

Since Cal3QHCR was used in the analysis for modeling roadway-related impacts, the model is deemed appropriate consistent with CAPCOA guidance. Additionally the guidance document states that SCREEN3 is an appropriate model to be used in preparation of health risk assessments. In fact, the Cal3QHC and SCREEN3 models are both listed as appropriate models for use in health risk assessments in CAPCOA's guidance document. Therefore, the use of AERMOD dispersion model as recommended by the SCAQMD is not necessary.

Furthermore, the risks were not aggregated because the maximally exposed individual receptor locations for onsite impacts and roadway impacts are separated by over 250 meters. A screening evaluation shows that, due to the decrease in risks with distance from the sources, the maximum risks at any modeled receptor, when combined, are still below 10 in a million.

Response to Comment F-2

The commentor cites a discrepancy in its calculations of emission rates. The commentor has compared emission rates of different units (grams per hour vs. grams per mile), and therefore has reached different results. The emissions rates used in the analysis are summarized in the Lewis National Orange Show Air Quality and Health Risk Technical Report (Environ September 2011). More specifically, Table C2 of Appendix B, as noted contains detailed emission rates used in the analysis. The units in which emissions are presented are in terms of grams per mile as shown on Table C2. The SCAQMD is comparing this emission factor and units (grams per mile) to a different grams per hour rate, and thus is not comparing emission rates with the same units. This is the reason the commentor's emission rate is of a different magnitude.

The idling emission factor is the emission factor in tons/day reported in EMFAC divided by the miles/day. Therefore, the analysis averages idling emissions over an area, which assumes idling will occur in various areas.

For vehicle speeds, the analysis used values representative of expected speeds, including a reduced onsite truck speed. For onsite speed, the analysis used 10 mph, which reflects lower travel speeds that are expected on-site. For offsite speeds, the analysis used 35 mph as average speed along the road according to the city, as stated on page 17 of the air quality technical report.

Response to Comment F-3

Standard post-processing methods for air dispersion modeling were used for this analysis, and the inputs required for post-processing were provided in the report text and appendices. The emission rate calculations for this analysis are summarized in Appendices B and C, and the dispersion factors are presented in Appendix D for the roadway model and Appendix E for the onsite source model. The use of unit emission rates in the air dispersion model generates dispersion factors, which, when multiplied by the actual emission rates, produces air concentration estimates.

A) Offsite Roadway Emission Rates

The use of unit emission rates in the air dispersion model generates dispersion factors, which, when multiplied by the actual emission rates, produces air concentration estimates. The input files for the Cal3QHCR model runs were provided in Appendix D. Dispersion factors can be determined using the input files. Emission rates generated by EMFAC in grams per mile are shown in Table C2. The details of how these emission rates were generated are provided in Section 4.6.2.2.3. Emission rates in grams per mile were converted to emission factors in grams per second and used to calculate concentrations from the model output dispersion factors. The conversion to emission factors in grams per second was done using fleet and trip characteristics provided in Table C1. The fleet mix shown in Table C1 is broken down by EMFAC vehicle type and was converted from traffic volumes by axle provided in the traffic report using ARB's "Assessment of Heavy-Duty Gasoline and Diesel Vehicles in California: Population and Use Patterns"[1] as described in section 3.2.5.2 of the GHG report. The percentage of diesel vehicles in each vehicle class was determined using EMFAC VMT percentages in each vehicle class. Idling emissions were distributed over the modeled roadway segments. Concentrations were calculated per standard practice from the emission factors described above and the modeled dispersion factors. Risks are calculated from concentrations as detailed in footnotes a and b in Table 9.

B) Onsite Idling Emission Rates and Onsite Running Emission Rates

The use of unit emission rates in the air dispersion model generates dispersion factors, which, when multiplied by the actual emission rates, produces air concentration estimates. Dispersion factors are shown in Appendix E. For running emissions, emission rates in units of grams per second were

calculated from EMFAC generated emission rates in grams per mile using assumptions detailed in footnotes a and b to Table 11 as well as the breakdown of vehicle trips per day by vehicle class and the percent of diesel vehicle miles in each vehicle class. The percent of diesel vehicle miles was derived from the EMFAC VMT percentage for each vehicle class. Vehicle trips per day were provided in the traffic report. Distribution of the vehicle trips per day into EMFAC vehicle classes was converted from the distribution of traffic volumes by axle provided in the traffic report using ARB's "Assessment of Heavy-Duty Gasoline and Diesel Vehicles in California: Population and Use Patterns" as described in Section 3.2.5.2 of the GHG report. For idling emissions, emission rates in units of grams per second were calculated from EMFAC generated emission rates in grams per hour in an analogous manner with the addition of the assumption of five minutes of idling time described in Section 4.6.3.3. Emission rates in grams per second were converted to emission rates in grams per second per loading bay using the assumptions described in Section 4.6.3.3 and in the footnotes to Table 11. Concentrations were calculated from the dispersion factors and emissions rates and concentration contributions from each bay were summed as described in footnotes a and b to Table 11. Risks and hazard indices are calculated from concentrations as described in the footnotes c and d to Table 11.

Response to Comment F-4

Section 4.6.3.3 On-Site Source Modeling of the Lewis National Orange Show Air Quality and Health Risk Technical Report (Environ, September 2011) states that onsite truck travel is included in the health risk calculations. More specifically Section 4.6.3.3 states:

> The on-site diesel emission sources for this project consist of idling and running emissions from trucks visiting the warehouses…

Therefore, onsite running diesel emissions are included in the HRA. Furthermore, only a portion of the daily trips would travel (and thus generate emissions) in vicinity of the maximally exposed individual receptor. The risks from trucks on the onsite roadways serving the Building A area nearest to the maximally exposed individual receptor (located north of Building A) were modeled because this represented the area of greatest risks.

Response to Comment F-5

SCAQMD recommends that the City use CalEEMod rates without explanation of why CalEEMod is more accurate than the default trip rates. The Draft EIR relied on a project-specific traffic impact analysis, included on page 16 of the air quality technical report. The trip generation rates and vehicle mix employed in the Draft EIR are supported by definitive studies of industrial land use trip generation characteristics (City of Fontana Truck Trip Generation Study and ITE Trip generation Manual). The trip generation rates and ranges from these studies were used to define the trip rate employed in the Draft EIR. This same rate is employed in analyses for similar projects in the City, and is considered by the City to be appropriate and accurate.

Thus, the trip generation rates provided by SCAQMD are noted; however, no revisions to the trip generation rates employed in the Draft EIR are proposed, nor are any required.

Response to Comment F-6

Regarding Localized Significance Threshold (LST) Analysis, the SCAQMD's own guidance states that "The use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to the California Environmental Quality Act (CEQA)." As such, an operational LST analysis is not required.

The analysis includes a construction LST, but not an operational LST. The LST guidance explicitly states, "The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways." Accordingly, the operational emissions from this project are almost exclusively mobile sources traveling over roadways. Additionally, a diesel health risk assessment has been conducted for the Project to determine potential cancer risk impacts to sensitive land uses in the vicinity of the project.

Response to Comment F-7

Mitigation Measure AIR-1b shall be enhanced to include the language below. The City has adopted the SCAQMD's suggestion in full, but for the addition of prohibiting offsite idling in excess of five minutes. A mitigation measure prohibiting offsite idling would violate CEQA because it is unenforceable.

In order to reduce the project's operation diesel particulate matter emissions, prior to the issuance of building permits, the project applicant shall require by contract specifications that signs shall be posted on the site in loading bay areas informing truck drivers of the California Air Resources Board regulations that limit truck idling to no more than five (5) minutes onsite. The developer/successor-in-interest shall establish a complaint line for complaints regarding smoke, noise, and idling in excess of 5 minutes. This complaint line shall be a toll free 1-800 number and posted on visible signs."

See Section 4, Errata, of this Response to Comments on the Draft EIR, for enhanced Mitigation Measure AIR-1b.

Response to Comment F-8

These additional recommended mitigation measures will be included in the Final EIR except for the 6th bullet (truck trip limitations) and the 9th bullet (vehicle idling).

The recommendation to limit the daily number of trucks allowed at each facility to levels analyzed in the Final EIR is not feasible. The entire purpose of EIRs is to model and forecast the potential impacts of the project. Most methodologies employed in this regard are based on statistical samplings and modeling programs developed by scientists and government agencies. For example, the trip rates used by most EIRs are the product of nation-wide and sometimes localized trip studies published in the ITE Manual, which is used by transportation planners and government agencies

throughout the country. While CEQA requires a full, robust analysis of all direct and indirect environmental impacts, there are no requirements in CEQA that require the imposition of conditions recommended by the commentator. Nor could there be. Under our free market system, most development projects fall within the statistical averages, but others fall below and still others fall above. For example, retail development models are largely based on averaged statistical modeling, but clearly, some retails stores do better than others, and still others fail. Moreover, imposing such a condition as a mitigation measure is nonsensical.

The recommended mitigation measure prohibiting off-site idling in excess of five minutes (9th bullet) would violate CEQA as it is unenforceable, although that part of the measure that include on-site idling has been included.

The remaining mitigation measures adopted will further reduce impacts. To the extent that the City and the SCAQMD have differences regarding methodology, these differences have been mooted by the adoption of the recommended mitigation measures. See Section 4, Errata, of this Response to Comments on the Draft EIR, for the additional Mitigation Measure AIR-1c.

Response to Comment F-9

The reduction for load factors for off-road equipment is applied based on consultation with CARB as outlined in Appendix "A" of the Lewis National Orange Show Air Quality and Health Risk Technical Report (Environ, September 2011). CARB states that the load factor reduction is inappropriate only for CO2 emissions. Furthermore, CARB's appendix for OFFROAD 2011 (http://www.arb.ca.gov/regact/2010/offroadlsi10/offroadappd.pdf) states on page D-9: "A correction factor of 0.67 was estimated and applied to the original OFFROAD load factors for airport ground support equipment (GSE), construction and mining, industrial, and oil drilling equipment. Other studies that evaluated the load factors used in OFFROAD came to similar conclusions (San Pedro Bay Ports, 2009). Table 7 lists the original OFFROAD and proposed load factors for each type of off-road rule equipment." Table 7, in turn, shows a 33 percent reduction in load factor relative to OFFROAD2007 for the above-listed equipment. Thus, CARB does not appear to have changed its position on the 33 percent reduction factor.

Response to Comment F-10

These additional recommended mitigation measures will be included in the FEIR, but for the addition of prohibiting offsite idling in excess of five minutes. This mitigation measure would violate CEQA as it is unenforceable. The remaining mitigation measures adopted will further reduce impacts. See Section 4, Errata, of this Response to Comments on the Draft EIR, for the enhanced Mitigation Measure AIR-1a.

Response to Comment F-11

These additional recommended mitigation measures will be included in the Final EIR as Mitigation Measure AIR-1d and will further reduce impacts. To the extent that the City and the SCAQMD have

differences regarding methodology, these differences have been mooted by the adoption of all of the recommended mitigation measures. See Section 4, Errata, of this Response to Comments on the Draft EIR, for the additional Mitigation Measure AIR-1d.

From: Ian MacMillan [mailto:imacmillan@aqmd.gov]
Sent: Friday, February 03, 2012 6:16 PM
To: Aron Liang
Cc: Gordon Mize
Subject: RE: SCAQMD Staff Comments for the DEIR for the Proposed National Orange Show Industrial Project

Mr. Liang,

I want to apologize for getting these comments to you late, it is certainly not our standard practice. We needed to direct staff resources to some other high priority projects in the past couple of months. We would appreciate your agency considering our comments on this project and are available to discuss them with you or your consultants if you'd like. There are important air quality issues associated with this project that we want to make sure are addressed during the planning stage.

Should you have any questions, don't hesitate to contact me.

Regards,
Ian MacMillan

Program Supervisor - CEQA Intergovernmental Review
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

(909) 396-3244

G-1

From: Gordon Mize
Sent: Friday, February 03, 2012 6:05 PM
To: Liang_Ar@sbcity.org
Cc: Ian MacMillan; Angela Kim
Subject: SCAQMD Staff Comments for the DEIR for the Proposed National Orange Show Industrial Project

Mr. Aron Liang, Senior Planner
Community Development Department
City of San Bernardino

Attached are the SCAQMD staff comments concerning the above-mentioned document. The signed, original letter will be follow sent by USPS. If you have any questions, please feel free to contact me.

Gordon E. Mize
Air Quality Specialist
South Coast Air Quality Management District
CEQA Section, Inter-Governmental Review
(909) 396-3302 phone
(909) 396-3324 fax
gmize@aqmd.gov

Letter G. South Coast Air Quality Management District. Ian MacMillan Program Supervisor, Inter-Governmental Review Planning, Rule Development & Area Sources. February 3, 2012.

Response to Comment G-1

Comment noted.

SECTION 4: ERRATA

The following are revisions to the Draft EIR for the National Orange Show Industrial Project. These revisions are minor modifications and clarifications to the document, and do not change the significance of any of the environmental issue conclusions within the Draft EIR. The revisions are listed by page number. All additions to the text are underlined (underlined) and all deletions from the text are stricken (~~stricken~~).

Page 2-9

An error is corrected in Section 2, Project Description, of the Draft EIR. The absence of Heavy Commercial (CH) Zoning at the Project site was not provided in Section 2.2.3, Zoning Designations, and is corrected below. None of the analysis or conclusions in the narrative text that follows the addition of CH zoning at the site have changed as a result of this error; these changes do not constitute significant new information as identified within State CEQA Guidelines §15088.5 and therefore do not require recirculation. The error is corrected as follows:

> The City of San Bernardino General Plan Map and Zoning Map (2005~~2007~~) designates the proposed Project site for Public Commercial Recreation (PCR), and Heavy Commercial (CH) ~~and Light Industrial (LI)~~. In order to accommodate the proposed project, a zone change/general plan amendment will be required to re-designate the property from approximately ~~36.3~~ 37.18 acres of PCR and CH to Industrial Light (IL) ~~LI~~. ~~The approximately 1.8 acres located south of Central is currently designated as Light Industrial (LI) and will not need a zone change/general plan amendment.~~ The PCR and CH designation reflects historical use of the main part of the site as an overflow parking area for the National Orange Show grounds located on the west side of Arrowhead Avenue.

Page 3.3-28

Mitigation Measure AIR-1a has been enhanced to reduce short-term air quality impacts from NOx. Mitigation Measure AIR-1b has been enhanced to include clarification about how this measure will be enforced and to ensure that additional idling will not occur. In addition, Mitigation Measure AIR-1c is added to further reduce air quality impacts from trucks serving the project. In addition, Mitigation Measure AIR-1d is added to further reduce air quality impacts from construction equipment exhaust. To the extent that the City and the SCAQMD have differences regarding methodology, these differences have been mooted by the adoption of all of the recommended mitigation measures. None of the analysis or conclusions in the narrative text that follows the enhanced/added mitigation constitute as significant new information as identified within State CEQA Guidelines §15088.5 and therefore do not require recirculation.

MM AIR-1a The following mitigation measures are required for construction activities:

- Prohibit idling in excess of five minutes on site.
- Ensure that all off-road equipment is compliant with the California Air Resources Board's in-use off-road diesel vehicle regulation and South Coast Air Quality Management District Rule 2449.
- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable.
- Reroute construction trucks away from congested streets or sensitive receptor areas to the extent practicable.
- Use electricity, propane, butane, or natural gas to power off-road construction equipment instead of diesel or gasoline to the extent practicable.

MM AIR-1b During operation, the following measures shall be complied with:

- Prohibit onsite truck idling in excess of five minutes.
- In order to reduce the project's operation diesel particulate matter emissions, prior to the issuance of building permits, the project applicant shall require by contract specifications that signs shall be posted on the site in loading bay areas informing truck drivers of the California Air Resources Board regulations that limit truck idling to no more than five (5) minutes on site. The developer/successor-in-interest shall establish a complaint line for complaints regarding smoke, noise, and idling in excess of 5 minutes. This complaint line shall be a toll free 1-800 number and posted on visible signs.
- Use electricity, propane, butane, or natural gas to power onsite off-road equipment (i.e., forklifts, etc.) instead of diesel or gasoline.

MM AIR-1c During operation, the following measures shall be complied with:

- At project start, all heavy-duty trucks entering the property must meet or exceed EPA 2007 engine emission standards.
- Beginning in 2015, all heavy-duty trucks entering the property must meet or exceed 2010 engine emission standards.
- If the above clean truck requirements are infeasible, a phase-in schedule should be put forth that will feasibly achieve emission reductions as soon as possible.
- The facility operator will maintain a log of all trucks entering the facility to ensure that on average, the daily truck fleet meets the

emission standards listed in the EIR. This log should be available for inspection by city staff at any time.

- The facility operator will ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies [for example, by requiring attendance at CARB approved courses (such as the free, one-day Course #512)].
- Require at least a portion of the fleet to utilize alternative fueled technologies.
- Create a buffer zone, which can be office space, employee parking, greenbelt, etc. between the warehouse and sensitive receptors.
- Prohibit all vehicles from idling in excess of five minutes on site.
- Have truck routes clearly marked with trailblazer signs, so trucks will not enter residential areas.
- At a minimum, require tenants upon occupancy that do not already operate 2007 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, or other similar funds. Should funds be awarded, the tenant should also be required to accept and use them.
- Require facility operator to become SmartWay Partner upon start of operations.
- Require facility operator to incorporate incentives and requirements such that the maximum feasible number of truck trips (e.g., 90%) will be carried by SmartWay 1.0 or greater carriers within the shortest timeframe possible (e.g., three years).

MM AIR-1d The following mitigation measures are required for construction activities:

- Project start to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions

control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

Page 3.16-26

A formatting error is corrected in Section 3.16.6, Project Impacts and Mitigation Measures, of the Draft EIR. An incorrect impact statement was provided for Impact T-2 and is corrected below. None of the analysis or conclusions in the narrative text that follows this impact statement have changed as the result of the correction and these changes do not constitute significant new information as identified within State CEQA Guidelines §15088.5 and therefore do not require recirculation. The correction is as follows:

Traffic and LOS Increase

Impact T-1	**Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?** **[CEQA Transportation Threshold 16(a)]**
Impact T-2	**~~Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?~~** **Would the project could conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?** **[CEQA Transportation Threshold 16(b)]**