Appendix B Comments on Notice of Preparation

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STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Jan Boel
Acting Director

Notice of Preparation

RECEIVED
DEC 3 2004

November 29, 2004

To: Reviewing Agencies

Re: City of San Bernardino General Plan Update EIR
SCH# 2004111132

Attached for your review and comment is the Notice of Preparation (NOP) for the City of San Bernardino General Plan Update EIR draft Environmental Impact Report (EIR).

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

Please direct your comments to:

Terri Rahhal
City of San Bernardino
300 North D Street, 3rd Floor
San Bernardino, CA 92418-0001

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

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

Sincerely,

Scott Morgan
Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2004111132
Project Title City of San Bernardino General Plan Update EIR
Lead Agency San Bernardino, City of

Type NOP Notice of Preparation

Description The proposed project consists of a comprehensive update to the City's General Plan. As part of the GP update the City is processing two specific plans: Arrowhead Springs Specific Plan and the University District Specific Plan.

Lead Agency Contact

Name Terri Rahhal
Agency City of San Bernardino
Phone (909) 384-5057 **Fax**
email
Address 300 North D Street, 3rd Floor
City San Bernardino **State** CA **Zip** 92418-0001

Project Location

County San Bernardino
City Highland, Colton, Loma Linda, Redlands, Rialto
Region
Cross Streets N/A
Parcel No. Various
Township **Range** **Section** **Base**

Proximity to:

Highways 18, 30, 330, I-10, I-215
Airports SB International Airport
Railways BNSF, UPRR
Waterways Santa Ana River
Schools Various
Land Use Various

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 8; Department of Parks and Recreation; Native American Heritage Commission; Office of Emergency Services; Department of Health Services; Reclamation Board; Office of Historic Preservation; Department of Fish and Game, Region 6; Department of Water Resources; California Highway Patrol; Caltrans, District 8; Caltrans, Division of Aeronautics; Department of Toxic Substances Control; Department of Conservation; Department of Forestry and Fire Protection; Department of Housing and Community Development

Date Received 11/24/2004 **Start of Review** 11/24/2004 **End of Review** 12/23/2004

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

OP Distribution List

County: San Bernardino SCH# 2004111132

sources Agency

- Resources Agency
  Nadell Gayou
- Dept. of Boating & Waterways
  Suzi Betzler
- California Coastal Commission
  Elizabeth A. Fuchs
- Colorado River Board
  Gerald R. Zimmerman
- Dept. of Conservation
  Roseanne Taylor
- California Energy Commission
  Environmental Office
- Dept. of Forestry & Fire Protection
  Allen Robertson
- Office of Historic Preservation
  Hans Kreutzberg
- Dept. of Parks & Recreation
  B. Noah Tilghman
  Environmental Stewardship Section
- Reclamation Board
  DeeDee Jones
- Santa Monica Mountains Conservancy
  Paul Edelman
- S.F. Bay Conservation & Dev't. Comm.
  Steve McAdam
- Dept. of Water Resources
  Resources Agency
  Nadell Gayou

sh and Game

- Dept. of Fish & Game
  Scott Flint
  Environmental Services Division
- Dept. of Fish & Game 1
  Donald Koch
  Region 1
- Dept. of Fish & Game 2
  Banky Curtis
  Region 2
- Dept. of Fish & Game 3
  Robert Floerke
  Region 3
- Dept. of Fish & Game 4
  William Laudermilk
  Region 4
- Dept. of Fish & Game 5
  Don Chadwick
  Region 5, Habitat Conservation Program
- Dept. of Fish & Game 6
  Gabrina Gatchel
  Region 6, Habitat Conservation Program
- Dept. of Fish & Game 6 I/M
  Tammy Allen
  Region 6, Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Game M
  George Isaac
  Marine Region

Other Departments

- Food & Agriculture
  Steve Shaffer
  Dept. of Food and Agriculture
- Dept. of General Services
  Robert Sleppy
  Environmental Services Section
- Dept. of Health Services
  Wayne Hubbard
  Dept. of Health/Drinking Water

Independent Commissions,Boards

- Delta Protection Commission
  Debby Eddy
- Office of Emergency Services
  John Rowden, Manager
- Governor's Office of Planning & Research
  State Clearinghouse

- Native American Heritage Comm.
  Debbie Treadway
- Public Utilities Commission
  Ken Lewis
- State Lands Commission
  Jean Sarino
- Tahoe Regional Planning Agency (TRPA)
  Cherry Jacques

Business, Trans & Housing

- Caltrans - Division of Aeronautics
  Sandy Hesnard
- Caltrans - Planning
  Terri Pencovic
- California Highway Patrol
  John Olejnik
  Office of Special Projects
- Housing & Community Development
  Cathy Creswell
  Housing Policy Division

Dept. of Transportation

- Dept. of Transportation 1
  Mike Eagan
  District 1
- Dept. of Transportation 2
  Don Anderson
  District 2
- Dept. of Transportation 3
  Jeff Pulverman
  District 3
- Dept. of Transportation 4
  Tim Sable
  District 4
- Dept. of Transportation 5
  David Murray
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- Dept. of Transportation 6
  Marc Birnbaum
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  Mario Orso
  District 11
- Dept. of Transportation 12
  Bob Joseph
  District 12

Cal EPA

Air Resources Board

- Airport Projects
  Jim Lerner
- Transportation Projects
  Kurt Karperos
- Industrial Projects
  Mike Tollstrup

- California Integrated Waste Management Board
  Sue O'Leary
- State Water Resources Control Board
  Jim Hockenberry
  Division of Financial Assistance
- State Water Resources Control Board
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- State Water Resouces Control Board
  Steven Herrera
  Division of Water Rights
- Dept. of Toxic Substances Control
  CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

- RWQCB 1
  Cathleen Hudson
  North Coast Region (1)
- RWQCB 2
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- RWQCB 3
  Central Coast Region (3)
- RWQCB 4
  Jonathan Bishop
  Los Angeles Region (4)
- RWQCB 5S
  Central Valley Region (5)
  - RWQCB 5F
    Central Valley Region (5)
    Fresno Branch Office
  - RWQCB 5R
    Central Valley Region (5)
    Redding Branch Office
- RWQCB 6
  Lahontan Region (6)
  - RWQCB 6V
    Lahontan Region (6)
    Victorville Branch Office
- RWQCB 7
  Colorado River Basin Region (7)
- RWQCB 8
  Santa Ana Region (8)
- RWQCB 9
  San Diego Region (9)

- Other _____

Last Updated on 05/21/04

City of Redlands

RECEIVED
DEC 01 2004
CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

November 29, 2004

Terri Rahhal, Principal Planner
City of San Bernardino
Development Services Department
300 North "D" Street
San Bernardino, CA 92418-0001

RE: Notice of Preparation for General Plan Update Environmental Impact Report

Dear Ms. Rahhal:

Thank you for the opportunity to comment on the Notice of Preparation for your pending General Plan Update Environmental Impact Report. The City of Redlands agrees with and supports your decision to prepare an Environmental Impact Report for the proposed General Plan Update. We would like to submit the following specific areas that we would like to have addressed.

Land Use

The area along Mountain View Avenue north from the I-10 Freeway to the Santa Ana River abuts the City of Redlands. This area will be developed industrially along the east side of Mountain View Avenue, however, it appears that the area to the west is planned for residential. While it is understood that these uses exist, there should be some discussion of the potential impacts due largely to truck traffic in the area and basic land use compatibility between residential and industrial. Some discussion of a land use buffer would seem appropriate as potential mitigation.

Noise

There are two areas where noise is a concern. One is for residential adjacent to major transportation corridors such as Mountain View Avenue. The second is what the noise level will be from San Bernardino International Airport and the land use relationships on the east end of the runway. While it is understood that the City does not control the noise from the airport, the level of noise should be evaluated, particularly at the east end of the runway as it relates to the City of Redlands.

Transportation

There was no data in the initial study relative to any traffic analysis and its relationship to the Circulation Element. The City of Redlands would like to see the traffic study that is prepared for the General Plan Update to evaluate its potential impact on the City of Redlands. We are particularly interested in an analysis of Mountain View Avenue, San Bernardino Avenue, and Alabama Street. The relation to Lugonia/Almond Avenue as it extends into San Bernardino should also be evaluated.

We look forward to the opportunity to review and comment on the draft EIR when it is available. We hope the above comments will be of some value to you in the EIR preparation for the General Plan Update. If you have any questions, please call me at (909) 798 7555.

Sincerely,

Jeffrey L. Shaw, AICP
Community Development Director

John N. Jaquess
Assistant Community Development Director

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

December 3, 2004

RECEIVED
DEC 0 6 2004
CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

Ms. Terri Rahhal, Principal Planner
City of San Bernardino
Development Services Department
300 North "D" Street
San Bernardino, CA 92418-0001

Dear Ms. Rahhal:

Notice of Preparation of a Draft Environmental Impact Report for
City of San Bernardino General Plan Update

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion.

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the CARB Website at: www.arb.ca.gov.

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

be included in the analysis. It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA webpages at the following internet address: http://www.aqmd.gov/ceqa/handbook/diesel_analysis.doc. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

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

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

SBC041201-03LI
Control Number

Terri

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Riverside County: Marion Ashley, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgnon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Ovitt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

December 9, 2004

Ms. Terri Rahhal
Principal Planner
City of San Bernardino
Development Services Department
300 North "D" Street
San Bernardino, CA 92418-0001

RE: **Comments on the Notice of Preparation for a Draft Environmental Impact Report for the City of San Bernardino Comprehensive General Plan Update – SCAG No. I 20040809**

Dear Ms. Rahhal:

Thank you for submitting the **Notice of Preparation for a Draft Environmental Impact Report for the City of San Bernardino Comprehensive General Plan Update Plan** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, 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.

We have reviewed the aforementioned **Notice of Preparation** and have determined that **the proposed Project is regionally significant per California Environmental Quality Act (CEQA) Guidelines (Section 15206).** The proposed Project considers a local general plan, element, or amendment for which an environmental impact report is being prepared. CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and **regional plans (Section 15125 [d]).** If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan, which may be applicable to your project, are outlined in the attachment. **We expect the Draft EIR to specifically cite the appropriate SCAG policies and address the manner in which the Project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use our policy numbers to refer to them in your Draft EIR. Also, we would encourage you to use a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the Proposed Project.**

Please provide a minimum of 45 days for SCAG to review the Draft EIR when this document is available. If you have any questions regarding the attached comments, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

COMMENTS ON THE PROPOSAL TO DEVELOP A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF SAN BERNARDINO GENERAL PLAN UPDATE SCAG NO. I 20040809

PROJECT DESCRIPTION

The proposed Project considers a comprehensive update of the City of San Bernardino General Plan.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the City of San Bernardino General Plan Update.

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.

Regional Growth Forecasts

The Draft EIR should reflect the most current SCAG forecasts which are the 2004 RTP (April 2004) Population, Household and Employment forecasts for the San Bernardino Association of Governments (SANBAG) subregion and the City of San Bernardino. These forecast follows:

SANBAG SUBREGION	2000	2005	2010	2015	2020	2025
POPULATION	1,718,311	1,919,215	2,059,420	2,229,700	2,397,709	2,558,729
HOUSEHOLD	530,498	567,172	618,782	686,584	756,640	826,669
EMPLOYMENT	594,923	669,028	770,877	870,491	972,243	1,074,861

CITY OF S. BERDO	2000	2005	2010	2015	2020	2025
POPULATION	185,772	199,035	207,021	208,860	210,672	212,404
HOUSEHOLD	56,341	57,221	58,288	60,211	62,290	64,440
EMPLOYMENT	81,115	88,791	99,337	110,056	120,965	131,943

3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.

3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.

3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.12 Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.

3.13 Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.

3.16 Encourage developments in and around activity centers, transportation corridors,

underutilized infrastructure systems, and areas needing recycling and redevelopment.

3.18 Encourage planned development in locations least likely to cause environmental impact.

3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.

3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.

3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.

3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

3.24 Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.

3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.

REGIONAL TRANSPORTATION PLAN

The **2004 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

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment, improve air quality and promote energy efficiency.
- Encourage land use and growth patterns that complement our transportation investments.

Regional Transportation Plan Policies

- Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.

Performance Indicator	Performance Measures	Definition	Performance Outcome
Mobility	• Average Daily Speed • Average Daily Delay	Speed-experienced by travelers regardless of mode. Delay-excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are indicators used.	10% Improvement 40% Improvement
Accessibility	• Percent PM peak work trips within 45 minutes of home • Distribution of work trip travel times		Auto 90% Transit 37% Auto 8% Improvement Transit 6% Improvement
Reliability	• Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	10% Improvement
Safety	• Accident Rates	Measured in accidents per million vehicle miles by mode	0.3% Improvement

Performance Indicator	Performance Measures	Definition	Performance Outcome
Cost Effectiveness	• Benefit-to-Cost (B/C) Ratio	Ratio of benefits of RTP investments to the associated investments costs.	$3.08
Productivity	• Percent capability utilized during peak conditions	Transportation infrastructure capacity and services provided • Roadway Capacity - vehicles per hour per lane by type of facility • Transit Capacity - seating capacity utilized by mode	20% improvement in known bottlenecks N/A
Sustainability	• Total cost per capita to sustain current system performance	Focus in on overall performance, including infrastructure condition Preservation measure is a sub-set of sustainability.	$20 per capita, primarily in preservation costs
Preservation	• Maintenance cost per capita to preserve system at base year conditions	Focus is on infrastructure condition. Sub-set of sustainability.	Maintain current condition
Environmental	• Emissions generated by travel	Measured/forecast emissions include CO, NOX, PM10, SOX and VOC. CO2 as secondary measure to reflect greenhouse emissions.	Meets conformity requirements
Environmental Justice	• Expenditures by quintile and ethnicity • Benefits vs. burden by quintiles	Proportionate share of expenditures in the 2004 RTP by each quintile Proportionate share of benefits to each quintile ethnicity Proportionate share of additional airport noise by ethnic group	No disproportionate impact to any group or quintile

- Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.

- RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.

- HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.

AIR QUALITY CHAPTER CORE ACTIONS

The **Air Quality Chapter** core actions related to the proposed project includes:

5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.

5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.

OPEN SPACE CHAPTER ANCILLARY GOALS

Outdoor Recreation

9.01 Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.

9.02 Increase the accessibility to open space lands for outdoor recreation.

9.03 Promote self-sustaining regional recreation resources and facilities.

Public Health and Safety

9.04 Maintain open space for adequate protection of lives and properties against natural and man-made hazards.

9.05 Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.

9.06 Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.

Resource Production

9.07 Maintain adequate viable resource production lands, particularly lands devoted to commercial agriculture and mining operations.

Resource Protection

9.08 Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

GROWTH VISIONING

The fundamental goal of the 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

- Encourage transportation investments and land use decisions that are mutually supportive.
- Locate new housing near existing jobs and new jobs near existing housing.
- Encourage transit-oriented development.
- Promote a variety of travel choices

Principle 2: Foster **livability** in all communities
- Promote infill development and redevelopment to revitalize existing communities.
- Promote developments, which provide a mix of uses.
- Promote "people scaled," walkable communities.
- Support the preservation of stable, single-family neighborhoods.

Principle 3: Enable **prosperity** for all people
- Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
- Support educational opportunities that promote balanced growth.
- Ensure environmental justice regardless of race, ethnicity or income class.
- Support local and state fiscal policies that encourage balanced growth
- Encourage civic engagement.

Principle 4: Promote **sustainability** for future generations
- Preserve rural, agricultural, recreational and environmentally sensitive areas.
- Focus development in urban centers and existing cities.
- Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.
- Utilize "green" development techniques.

CONCLUSIONS

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.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a ***Joint Powers Agency*** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's ***Metropolitan Planning Organization*** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated ***Regional Transportation Planning Agency***, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the ***South Coast Air Quality Management Plan***, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a ***Co-Lead Agency*** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining ***Conformity*** of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for ***reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans*** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

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 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized ***Areawide Waste Treatment Management Planning Agency.***

SCAG is responsible for preparation of the ***Regional Housing Needs Assessment***, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the ***Southern California Hazardous Waste Management Plan*** pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

Terri

STATE OF CALIFORNIA — Arnold Schwarzenegger
Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 – Fax

RECEIVED
DEC 14 2004
CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

December 9, 2004

Ms. Terri Rahhal
City of San Bernardino
300 N. D Street, 3rd Floor
San Bernardino, CA 92418-0001

Re: City of San Bernardino General Plan Update EIR
SCH# 2004111132

Dear Ms. Rahhal:

Thank you for the opportunity to comment on the above-mentioned document.

Early consultation with tribes in your area is the best way to identify Native American cultural resource concerns before a project is underway. Enclosed is a list of Native Americans individuals/organizations that may have unique knowledge of cultural resources in the project area. The Commission makes no recommendation of a single individual or group over another. Please contact all those listed; if they cannot supply you with specific information, they may be able to recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If you have not received a response within two weeks' time, we recommend that you follow-up with a telephone call to make sure that the information was received.

Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should consider avoidance, as defined in Section 15370 of the CEQA Guidelines, when significant cultural resources are that could be affected. Provisions should also be included for accidentally discovered archeological resources during construction per California Environmental Quality Act (CEQA), Public Resources Code §15064.5 (f). Health and Safety Code §7050.5; and Public Resources Code §5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery and should be included in all environmental documents. If you have any questions, please contact me at (916) 653-6251.

Sincerely,

Carol Gaubatz
Program Analyst

Cc: State Clearinghouse

Native American Contacts
San Bernardino County
December 9, 2004

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Morongo Band of Mission Indians
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(909) 864-3370 Fax

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(909) 864-3370 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed City of San Bernardino General Plan Update EIR, SCH# 2004111132, San Bernardino County.

WILDWOOD PARK NEIGHBORHOOD ASSOCIATION
P. O. Box 512
Patton CA 92369-0512

RECEIVED
DEC - 6 2004
CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

December 15, 2004

Ms. Terri Rahhal
Principal Planner
Development Services Department
City of San Bernardino
300 North "D" Street
San Bernardino CA (2418-0001

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

Our neighborhood boundaries are Waterman Avenue to Electric Avenue, and 40th Street to the foothills. In response to your 11/24/04 memo, subject as above, our group states our issues below:

TRAFFIC along the Waterman corridor currently is dangerous and noisy.

OUR ISSUES - TRAFFIC

(1) How many additional motor vehicles are expected from this development?

(2) How many work vehicles will use Waterman Avenue as the route to construction?

(3) What is planned for the noise level and traffic control along Waterman Avenue (west side)? We have residents that actually have driveways that exit/enter from Waterman Ave.

(4) Will Waterman Avenue still remain the only thoroughfare to the Arrowhead Springs Development as well as traffic to the mountains?

(5) Air Quality for our neighborhood will certainly be affected. What will be done to lessen the effect on our residents?.

OUR ISSUES - SOIL EROSION

(1) What additional danger of erosion is expected, that doesn't already exist, in the canyon? How will the storm runoff affect our area?

(2) What will be their emergency plan for evacuation? It will compound our evacuation along the Waterman Avenue corridor.

OUR ISSUE - BIOLOGICAL

(1) What happens to the wild birds that are in the canyon?

OUR ISSUE- HAZARDOUS MATERIALS BEING TRANSPORTED FROM CITE

(1) Will hazardous materials be transported by our neighborhood (along Waterman Ave)? If so what measures will be taken to keep our neighborhood residents safe?

Sincerely

Bob Fisher

BOB FISHER, President

Cy: Councilman Derry

MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

RECEIVED
JAN 18 2005
CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

December 21, 2004

Ms. Terri Rahhal
City of San Bernardino, Development Services Department
300 North D Street
San Bernardino, California 92418-0001

Dear Ms. Terri Rahhal:

Notice of Preparation of a
Draft Environmental Impact Report for the City of San Bernardino General Plan Update

The Metropolitan Water District of Southern California (Metropolitan) has reviewed a copy of the Notice of Preparation (NOP) of a Draft Environmental Impact Report (Draft EIR) for the City of San Bernardino General Plan Update (GPU). The City of San Bernardino (City) is located approximately 60 miles east of the City of Los Angeles in the San Bernardino Valley. More specifically, the City encompasses an area extending from the 10 Freeway on the south to the Cajon Creek Wash and the San Bernardino Mountains on the north, and bounded by the cities of Highland and Rialto to the east and west. The City's total planning area is approximately 44,792.7 acres, or 70 square miles. This includes approximately 38,244.1 acres, or 60 square miles, of unincorporated territory and 6,548.6 acres, or 10 square miles, of unincorporated lands within the City's Sphere of Influence.

The proposed Project consists of a comprehensive update to the City General Plan with the exception of the Housing Element that was adopted July 2003. The proposed General Plan Update reflects the City's vision for its development through buildout. The General Plan is divided into various topical sections, or Elements, that address a wide range of subjects and provide goals and policies that will guide future development in the City. As part of the General Plan Update, the City is processing two specific plans: the Arrowhead Springs Specific Plan and the University District Specific Plan. Consisting of approximately 1,916 acres, the Arrowhead Springs Specific Plan Area is located at the base of the San Bernardino Mountains along State Route 18 at the north end of the City. The University District Specific Plan is located in northwestern the portion of the City in the foothills of the San Bernardino Mountains. This letter contains Metropolitan's response to the NOP as a potentially affected agency.

Metropolitan owns and operates facilities within the boundaries of the City. Metropolitan's Foothill Feeder–Rialto Pipeline and Inland Feeder are within the boundaries of the City and Sphere of Influence and are in close proximity to both the Arrowhead Springs Specific Plan and the University District Specific Plan. The Foothill Feeder–Rialto Pipeline is an approximately 121-inch diameter pipeline located within a fee-owned property and permanent easement right-

121-inch diameter pipeline located within a fee-owned property and permanent easement right-of-way; and the Inland Feeder is an approximately 14-inch diameter tunnel located within permanent easement right-of-way. Metropolitan is concerned with potential impacts to our facilities and fee-owned property that may occur as a result of the proposed GPU and both Specific Plans. Metropolitan is interested in potential changes in land use designation that may occur as a result of the proposed GPU. Metropolitan must be allowed to maintain its rights-of-way and requires unobstructed access to our facilities and properties at all times in order to repair and maintain our system.

Metropolitan requests that the City consider Metropolitan's facilities and property in its planning and in the Draft EIR, and avoid potential impacts that may occur due to the implementation of the GPU and both Specific Plans. In order to avoid impacts, Metropolitan requests that our pipelines and property be assigned a land use designation that would not conflict with our operations and routine and/or emergency maintenance. The land use designation should ensure that development around Metropolitan's facilities and property is consistent with the express use of our pipelines and rights-of-way as public utilities.

In order to avoid potential conflicts with Metropolitan's rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Approval of any projects where they could impact Metropolitan's property should be contingent on Metropolitan's approval of design plans. Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist in preparing plans that are compatible with Metropolitan's facilities, easements, and properties, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

Metropolitan also requests that the City analyze the consistency of the proposed project with the growth management plan adopted by the Southern California Association of Governments (SCAG). Metropolitan uses SCAG's population, housing, and employment projections to determine future water demand.

In addition, Metropolitan encourages projects within its service area to include water conservation measures. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports mitigation measures such as using water efficient fixtures, drought-tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed project.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental documentation, including a copy of the Draft EIR, for this project. If we can be of further assistance, please contact Ms. Ana Reyes at (213) 217-7079.

Very truly yours,

Laura J. Simonek
Manager, Environmental Planning Team

LIM/rdl
(Public Folders/EPU/Letters/20-DEC-04B.doc – Terri Rahhal)

Enclosure: Planning Guidelines

Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California

1. Introduction

a. The following general guidelines should be followed for the design of proposed facilities and developments in the area of Metropolitan's facilities, fee properties, and/or easements.

b. We require that 3 copies of your tentative and final record maps, grading, paving, street improvement, landscape, storm drain, and utility plans be submitted for our review and written approval as they pertain to Metropolitan's facilities, fee properties and/or easements, prior to the commencement of any construction work.

2. Plans, Parcel and Tract Maps

The following are Metropolitan's requirements for the identification of its facilities, fee properties, and/or easements on your plans, parcel maps and tract maps:

a. Metropolitan's fee properties and/or easements and its pipelines and other facilities must be fully shown and identified as Metropolitan's on all applicable plans.

b. Metropolitan's fee properties and/or easements must be shown and identified as Metropolitan's with the official recording data on all applicable parcel and tract maps.

c. Metropolitan's fee properties and/or easements and existing survey monuments must be dimensionally tied to the parcel or tract boundaries.

d. Metropolitan's records of surveys must be referenced on the parcel and tract maps.

3. Maintenance of Access Along Metropolitan's Rights-of-Way

a. Proposed cut or fill slopes exceeding 10 percent are normally not allowed within Metropolitan's fee properties or easements. This is required to facilitate the use of construction and maintenance equipment, and provide access to its aboveground and belowground facilities.

b. We require that 16-foot-wide commercial-type driveway approaches be constructed on both sides of all streets crossing Metropolitan's rights-of-way. Openings are required in any median island. Access ramps, if necessary, must be at least 16-feet-wide. Grades of ramps are normally not allowed to exceed 10 percent. If the slope of an access ramp must exceed 10 percent due to the topography, the ramp must be paved. We require a 40-foot-long level area on the driveway approach to access ramps where the ramp meets the street. At Metropolitan's fee properties, we may require fences and gates.

c. The terms of Metropolitan's permanent easement deeds normally preclude the building or maintenance of structures of any nature or kind within its easements, to ensure safety and avoid interference with operation and maintenance of Metropolitan's pipelines or other facilities. Metropolitan must have vehicular access along the easements at all times for inspection, patrolling, and for maintenance of the pipelines and other facilities on a routine basis. We require a 20-foot-wide clear zone around all above-ground facilities for this routine access. This clear zone should slope away from our facility on a grade not to exceed 2 percent. We must also have access along the easements with construction equipment. An example of this is shown on Figure 1.

d. The footings of any proposed buildings adjacent to Metropolitan's fee properties and/or easements must not encroach into the fee property or easement or impose additional loading on Metropolitan's pipelines or other facilities therein. A typical situation is shown on Figure 2. Prints of the detail plans of the footings for any building or structure adjacent to the fee property or easement must be submitted for our review and written approval as they pertain to the pipeline or other facilities therein. Also, roof eaves of buildings adjacent to the easement or fee property must not overhang into the fee property or easement area.

e. Metropolitan's pipelines and other facilities, e.g. structures, manholes, equipment, survey monuments, etc. within its fee properties and/or easements must be protected from damage by the easement holder on Metropolitan's property or the property owner where Metropolitan has an easement, at no expense to Metropolitan. If the facility is a cathodic protection station it shall be located prior to any grading or excavation. The exact location, description and way of protection shall be shown on the related plans for the easement area.

4. Easements on Metropolitan's Property

a. We encourage the use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes, provided that such use does not interfere with Metropolitan's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way.

b. Please contact the Director of Metropolitan's Right of Way and Land Division, telephone (213) 250-6302, concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within Metropolitan's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purposes into its public system. The grant of the easement will be subject to Metropolitan's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been made. There will be a charge for the easement. Please note that, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained. There will also be a charge for the entry permit.

5. Landscaping

Metropolitan's landscape guidelines for its fee properties and/or easements are as follows:

a. A green belt may be allowed within Metropolitan's fee property or easement.

b. All landscape plans shall show the location and size of Metropolitan's fee property and/or easement and the location and size of Metropolitan's pipeline or other facilities therein.

c. Absolutely no trees will be allowed within 15 feet of the centerline of Metropolitan's existing or future pipelines and facilities.

d. Deep-rooted trees are prohibited within Metropolitan's fee properties and/or easements. Shallow-rooted trees are the only trees allowed. The shallow-rooted trees will not be permitted any closer than 15 feet from the centerline of the pipeline, and such trees shall not be taller than 25 feet with a root spread no greater than 20 feet in diameter at maturity. Shrubs, bushes, vines, and ground cover are permitted, but larger shrubs and bushes should not be planted directly over our pipeline. Turf is acceptable. We require submittal of landscape plans for Metropolitan's prior review and written approval. (See Figure 3).

e. The landscape plans must contain provisions for Metropolitan's vehicular access at all times along its rights-of-way to its pipelines or facilities therein. Gates capable of accepting Metropolitan's locks are required in any fences across its rights-of-way. Also, any walks or drainage facilities across its access route must be constructed to AASHTO H-20 loading standards.

f. Rights to landscape any of Metropolitan's fee properties must be acquired from its Right of Way and Land Division. Appropriate entry permits must be obtained prior to any entry on its property. There will be a charge for any entry permit or easements required.

6. Fencing

Metropolitan requires that perimeter fencing of its fee properties and facilities be constructed of universal chain link, 6 feet in height and topped with 3 strands of barbed wire angled upward and outward at a 45 degree angle or an approved equal for a total fence height of 7 feet. Suitable substitute fencing may be considered by Metropolitan. (Please see Figure 5 for details).

7. Utilities in Metropolitan's Fee Properties and/or Easements or Adjacent to Its Pipeline in Public Streets

Metropolitan's policy for the alinement of utilities permitted within its fee properties and/or easements and street rights-of-way is as follows:

a. Permanent structures, including catch basins, manholes, power poles, telephone riser boxes, etc., shall not be located within its fee properties and/or easements.

b. We request that permanent utility structures within public streets, in which Metropolitan's facilities are constructed under the Metropolitan Water District Act, be placed as far from our pipeline as possible, but not closer than 5 feet from the outside of our pipeline.

c. The installation of utilities over or under Metropolitan's pipeline(s) must be in accordance with the requirements shown on the enclosed prints of Drawings Nos. C-11632 and C-9547. Whenever possible we request a minimum of one foot clearance between Metropolitan's pipe and your facility. Temporary support of Metropolitan's pipe may also be required at undercrossings of its pipe in an open trench. The temporary support plans must be reviewed and approved by Metropolitan.

d. Lateral utility crossings of Metropolitan's pipelines must be as perpendicular to its pipeline alinement as practical. Prior to any excavation our pipeline shall be located manually and any excavation within two feet of our pipeline must be done by hand. This shall be noted on the appropriate drawings.

e. Utilities constructed longitudinally within Metropolitan's rights-of-way must be located outside the theoretical trench prism for uncovering its pipeline and must be located parallel to and as close to its rights-of-way lines as practical.

f. When piping is jacked or installed in jacked casing or tunnel under Metropolitan's pipe, there must be at least two feet of vertical clearance between the bottom of Metropolitan's pipe and the top of the jacked pipe, jacked casing or tunnel. We also require that detail drawings of the shoring for the jacking or tunneling pits be submitted for our review and approval. Provisions must be made to grout any voids around the exterior of the jacked pipe, jacked casing or tunnel. If the piping is installed in a jacked casing or tunnel the annular space between the piping and the jacked casing or tunnel must be filled with grout.

g. Overhead electrical and telephone line requirements:

1) Conductor clearances are to conform to the California State Public Utilities Commission, General Order 95, for Overhead Electrical Line Construction or at a greater clearance if required by Metropolitan. Under no circumstances shall clearance be less than 35 feet.

2) A marker must be attached to the power pole showing the ground clearance and line voltage, to help prevent damage to your facilities during maintenance or other work being done in the area.

3) Line clearance over Metropolitan's fee properties and/or easements shall be shown on the drawing to indicate the lowest point of the line under the most adverse conditions including consideration of sag, wind load, temperature change, and support type. We require that overhead lines be located at least 30 feet laterally away from all above-ground structures on the pipelines.

4) When underground electrical conduits, 120 volts or greater, are installed within Metropolitan's fee property and/or easement, the conduits must be incased in a minimum of three inches of red concrete. Where possible, above ground warning signs must also be placed at the right-of-way lines where the conduits enter and exit the right-of-way.

h. The construction of sewerlines in Metropolitan's fee properties and/or easements must conform to the California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Services and the local City or County Health Code Ordinance as it relates to installation of sewers in the vicinity of pressure waterlines. The construction of sewerlines should also conform to these standards in street rights-of- way.

i. Cross sections shall be provided for all pipeline crossings showing Metropolitan's fee property and/or easement limits and the location of our pipeline(s). The exact locations of the crossing pipelines and their elevations shall be marked on as-built drawings for our information.

j. Potholing of Metropolitan's pipeline is required if the vertical clearance between a utility and Metropolitan's pipeline is indicated on the plan to be one foot or less. If the indicated clearance is between one and two feet, potholing is suggested. Metropolitan will provide a representative to assists others in locating and identifying its pipeline. Two-working days notice is requested.

k. Adequate shoring and bracing is required for the full depth of the trench when the excavation encroaches within the zone shown on Figure 4.

l. The location of utilities within Metropolitan's fee property and/or easement shall be plainly marked to help prevent damage during maintenance or other work done in the area. Detectable tape over buried utilities should be placed a minimum of 12 inches above the utility and shall conform to the following requirements:

1) Water pipeline: A two-inch blue warning tape shall be imprinted with:

"CAUTION BURIED WATER PIPELINE"

2) Gas, oil, or chemical pipeline: A two-inch yellow warning tape shall be imprinted with:

"CAUTION BURIED _____ PIPELINE"

3) Sewer or storm drain pipeline: A two-inch green warning tape shall be imprinted with:

"CAUTION BURIED _____ PIPELINE"

4) Electric, street lighting, or traffic signals conduit: A two-inch red warning tape shall be imprinted with:

"CAUTION BURIED _____ CONDUIT"

5) Telephone, or television conduit: A two-inch orange warning tape shall be imprinted with:

"CAUTION BURIED _____ CONDUIT"

m. Cathodic Protection requirements:

1) If there is a cathodic protection station for Metropolitan's pipeline in the area of the proposed work, it shall be located prior to any grading or excavation. The exact location, description and manner of protection shall be shown on all applicable plans. Please contact Metropolitan's Corrosion Engineering Section, located at Metropolitan's F. E. Weymouth Softening and Filtration Plant, 700 North Moreno Avenue, La Verne, California 91750, telephone (714) 593-7474, for the locations of Metropolitan's cathodic protection stations.

2) If an induced-current cathodic protection system is to be installed on any pipeline crossing Metropolitan's pipeline, please contact Mr. Wayne E. Risner at (714) 593-7474 or (213) 250-5085. He will review the proposed system and determine if any conflicts will arise with the existing cathodic protection systems installed by Metropolitan.

3) Within Metropolitan's rights-of-way, pipelines and carrier pipes (casings) shall be coated with an approved protective coating to conform to Metropolitan's requirements, and shall be maintained in a neat and orderly condition as directed by Metropolitan. The application and monitoring of cathodic protection on the pipeline and casing shall conform to Title 49 of the Code of Federal Regulations, Part 195.

4) If a steel carrier pipe (casing) is used:

(a) Cathodic protection shall be provided by use of a sacrificial magnesium anode (a sketch showing the cathodic protection details can be provided for the designers information).

(b) The steel carrier pipe shall be protected with a coal tar enamel coating inside and out in accordance with AWWA C203 specification.

n. All trenches shall be excavated to comply with the CAL/OSHA Construction Safety Orders, Article 6, beginning with Sections 1539 through 1547. Trench backfill shall be placed in 8-inch lifts and shall be compacted to 95 percent relative compaction (ASTM D698) across roadways and through protective dikes. Trench backfill elsewhere will be compacted to 90 percent relative compaction (ASTM D698).

o. Control cables connected with the operation of Metropolitan's system are buried within streets, its fee properties and/or easements. The locations and elevations of these cables shall be shown on the drawings. The drawings shall note that prior to any excavation in the area, the control cables shall be located and measures shall be taken by the contractor to protect the cables in place.

p. Metropolitan is a member of Underground Service Alert (USA). The contractor (excavator) shall contact USA at 1-800-422-4133 (Southern California) at least 48 hours prior to starting any excavation work. The contractor will be liable for any damage to Metropolitan's facilities as a result of the construction.

8. Paramount Right

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of Metropolitan to use its fee properties and/or easements for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the fee properties and/or easements, such removal and replacement shall be at the expense of the owner of the facility.

9. Modification of Metropolitan's Facilities

When a manhole or other of Metropolitan's facilities must be modified to accommodate your construction or reconstruction, Metropolitan will modify the facilities with its forces. This should be noted on the construction plans. The estimated cost to perform this modification will be given to you and we will require a deposit for this amount before the work is performed. Once the deposit is received, we will schedule the work. Our forces will coordinate the work with your contractor. Our final billing will be based on actual cost incurred, and will include materials, construction, engineering plan review, inspection, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount.

10. Drainage

a. Residential or commercial development typically increases and concentrates the peak storm water runoff as well as the total yearly storm runoff from an area, thereby increasing the requirements for storm drain facilities downstream of the development. Also, throughout the year water from landscape irrigation, car washing, and other outdoor domestic water uses flows into the storm drainage system resulting in weed abatement, insect infestation, obstructed access and other problems. Therefore, it is Metropolitan's usual practice not to approve plans that show discharge of drainage from developments onto its fee properties and/or easements.

b. If water must be carried across or discharged onto Metropolitan's fee properties and/or easements, Metropolitan will insist that plans for development provide that it be carried by closed conduit or lined open channel approved in writing by Metropolitan. Also the drainage facilities must be maintained by others, e.g., city, county, homeowners association, etc. If the development proposes changes to existing drainage features, then the developer shall make provisions to provide for replacement and these changes must be approved by Metropolita in writing.

11. Construction Coordination

During construction, Metropolitan's field representative will make periodic inspections. We request that a stipulation be added to the plans or specifications for notification of Mr. _____ of Metropolitan's Operations Services Branch, telephone (213) 250-____, at least two working days prior to any work in the vicinity of our facilities.

12. Pipeline Loading Restrictions

a. Metropolitan's pipelines and conduits vary in structural strength, and some are not adequate for AASHTO H-20 loading. Therefore, specific loads over the specific sections of pipe or conduit must be reviewed and approved by Metropolitan. However, Metropolitan's pipelines are typically adequate for AASHTO H-20 loading provided that the cover over the pipeline is not less than four feet or the cover is not substantially increased. If the temporary cover over the pipeline during construction is between three and four feet, equipment must restricted to that which

imposes loads no greater than AASHTO H-10. If the cover is between two and three feet, equipment must be restricted to that of a Caterpillar D-4 tract-type tractor. If the cover is less than two feet, only hand equipment may be used. Also, if the contractor plans to use any equipment over Metropolitan's pipeline which will impose loads greater than AASHTO H-20, it will be necessary to submit the specifications of such equipment for our review and approval at least one week prior to its use. More restrictive requirements may apply to the loading guideline over the San Diego Pipelines 1 and 2, portions of the Orange County Feeder, and the Colorado River Aqueduct. Please contact us for loading restrictions on all of Metropolitan's pipelines and conduits.

b. The existing cover over the pipeline shall be maintained unless Metropolitan determines that proposed changes do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance.

13. Blasting

a. At least 20 days prior to the start of any drilling for rock excavation blasting, or any blasting, in the vicinity of Metropolitan's facilities, a two-part preliminary conceptual plan shall be submitted to Metropolitan as follows:

b. Part 1 of the conceptual plan shall include a complete summary of proposed transportation, handling, storage, and use of explosions.

c. Part 2 shall include the proposed general concept for blasting, including controlled blasting techniques and controls of noise, fly rock, airblast, and ground vibration.

14. CEQA Requirements

a. When Environmental Documents Have Not Been Prepared

1) Regulations implementing the California Environmental Quality Act (CEQA) require that Metropolitan have an opportunity to consult with the agency or consultants preparing any environmental documentation. We are required to review and consider the environmental effects of the project as shown in the Negative Declaration or Environmental Impact Report (EIR) prepared for your project before committing Metropolitan to approve your request.

2) In order to ensure compliance with the regulations implementing CEQA where Metropolitan is not the Lead Agency, the following minimum procedures to ensure compliance with the Act have been established:

a) Metropolitan shall be timely advised of any determination that a Categorical Exemption applies to the project. The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

b) Metropolitan is to be consulted during the preparation of the Negative Declaration or EIR.

c) Metropolitan is to review and submit any necessary comments on the Negative Declaration or draft EIR.

d) Metropolitan is to be indemnified for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

b. <u>When Environmental Documents Have Been Prepared</u>

If environmental documents have been prepared for your project, please furnish us a copy for our review and files in a timely manner so that we may have sufficient time to review and comment. The following steps must also be accomplished:

1) The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

2) You must agree to indemnify Metropolitan, its officers, engineers, and agents for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

15. <u>Metropolitan's Plan-Review Cost</u>

a. An engineering review of your proposed facilities and developments and the preparation of a letter response

giving Metropolitan's comments, requirements and/or approva that will require 8 man-hours or less of effort is typicall performed at no cost to the developer, unless a facility must be modified where Metropolitan has superior rights. I an engineering review and letter response requires more thar 8 man-hours of effort by Metropolitan to determine if the proposed facility or development is compatible with its facilities, or if modifications to Metropolitan's manhole(s) or other facilities will be required, then all of Metropolitan's costs associated with the project must be paid by the developer, unless the developer has superior rights.

b. A deposit of funds will be required from the developer before Metropolitan can begin its detailed engineering plan review that will exceed 8 hours. The amount of the required deposit will be determined after a cursory review of the plans for the proposed development.

c. Metropolitan's final billing will be based on actual cost incurred, and will include engineering plan review, inspection, materials, construction, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount. Additional deposits may be required if the cost of Metropolitan's review exceeds the amount of the initial deposit.

16. Caution

We advise you that Metropolitan's plan reviews and responses are based upon information available to Metropolitan which was prepared by or on behalf of Metropolitan for general record purposes only. Such information may not be sufficiently detailed or accurate for your purposes. No warranty of any kind, either express or implied, is attached to the information therein conveyed as to its accuracy, and no inference should be drawn from Metropolitan's failure to comment on any aspect of your project. You are therefore cautioned to make such surveys and other field investigations as you may deem prudent to assure yourself that any plans for your project are correct.

17. Additional Information

Should you require additional information, please contact:

Civil Engineering Substructures Section
Metropolitan Water District
of Southern California
P.O. Box 54153
Los Angeles, California 90054-0153
(213) 217-6000

JEH/MRW/lk

Rev. January 22, 1989

Encl.

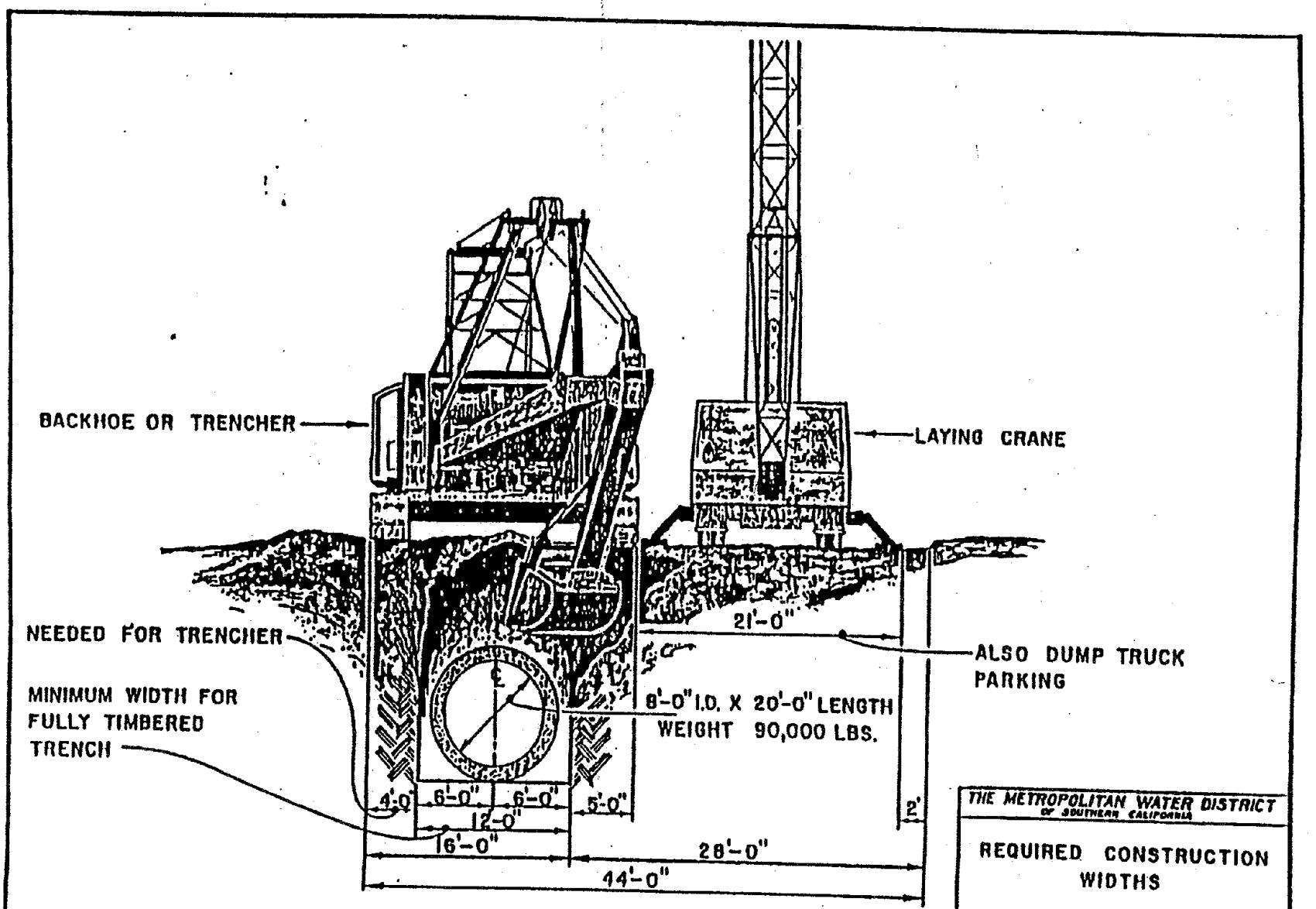
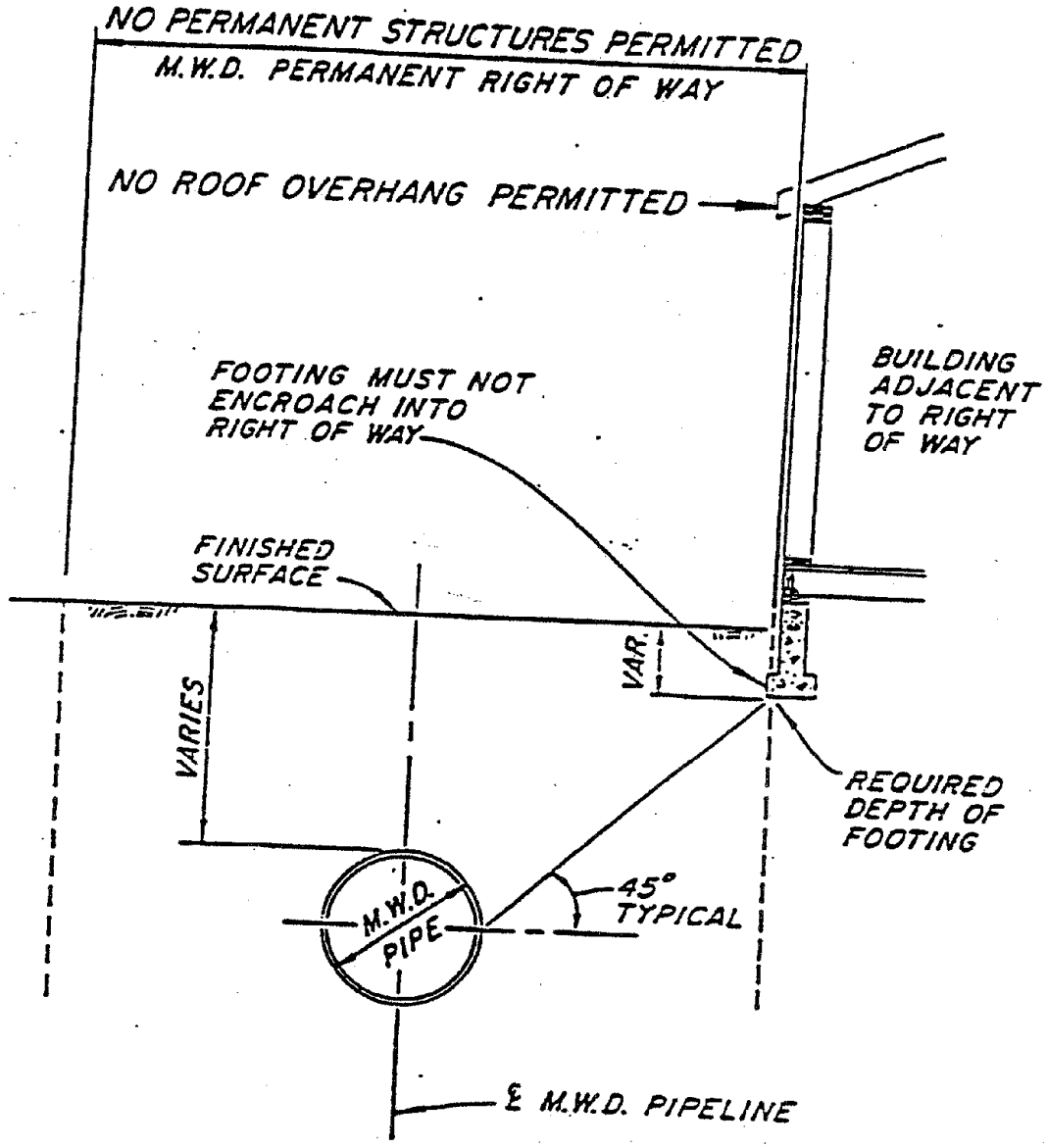


FIGURE 1

11-68 DIETERICH-POST CLEARPRINT 1025
FORM NO 39 B 1000 11-65 P.O. NO. 49-5907



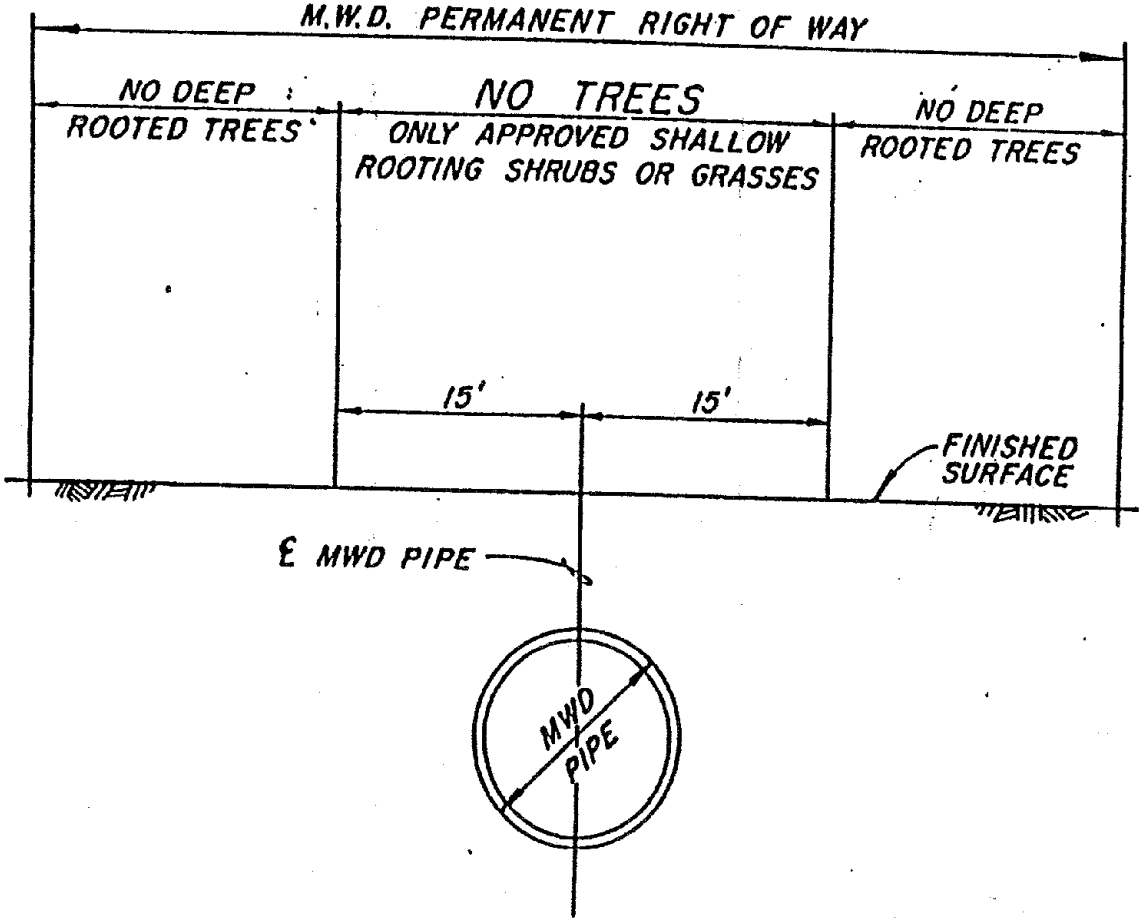
NOTE: M.W.D. PIPELINE SIZE, DEPTH, LOCATION AND WIDTH OF PERMANENT RIGHT OF WAY VARIES.

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

REQUIREMENTS FOR BUILDINGS AND FOOTINGS ADJACENT TO M.W.D. RIGHT OF WAY

DRAWN _____ RECOMMENDED _____
TRACED _____
CHECKED _____ APPROVED _____

FIGURE 2

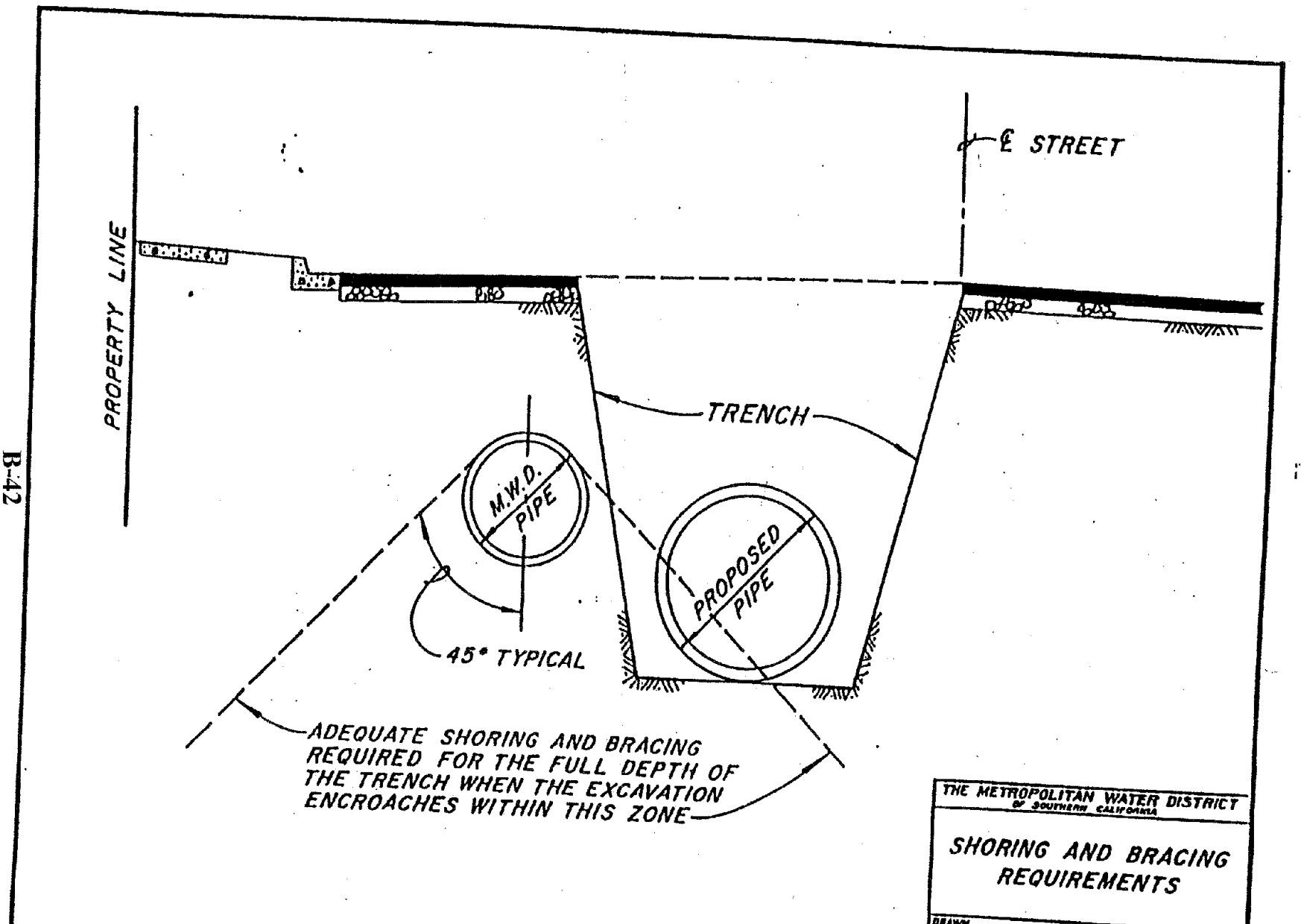


THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

LANDSCAPE GUIDELINES FOR M.W.D. RIGHT OF WAY

DRAWN..... RECOMMENDED.....
TRACED.....
CHECKED..... APPROVED.....

FIGURE 3

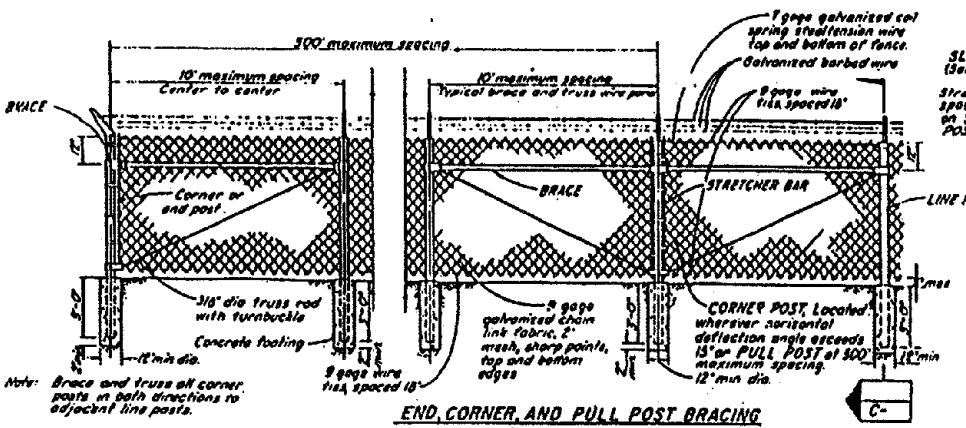


THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

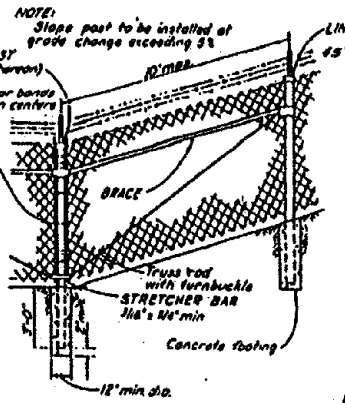
SHORING AND BRACING REQUIREMENTS

DRAWN..... RECOMMENDED.....
TRACED.....
CHECKED..... APPROVED.....

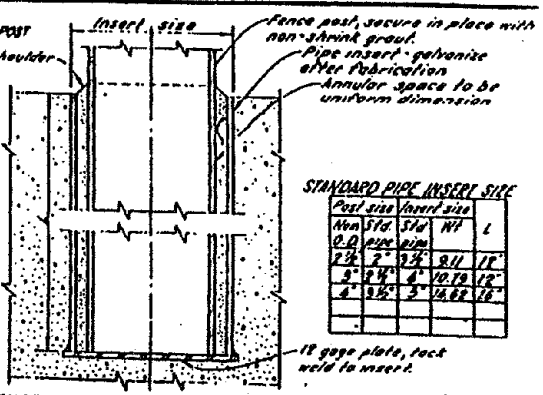
FIGURE 4



END, CORNER, AND PULL POST BRACING
(Not to scale)



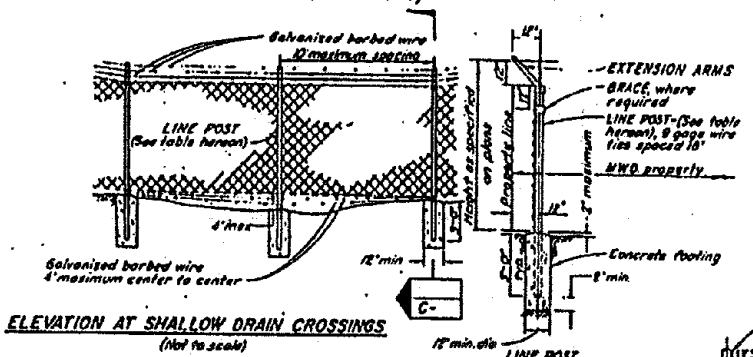
TYPICAL FENCE ON SLOPE
(Not to scale)



STANDARD PIPE INSERT SIZE

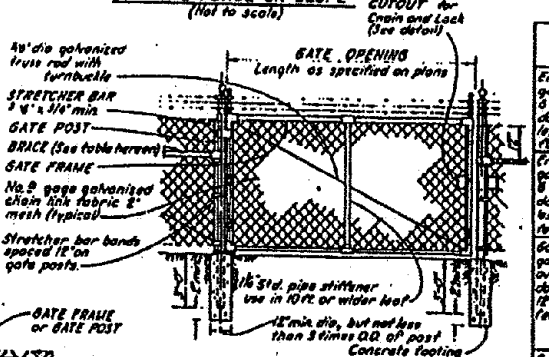
Post size Nom O.D.	Std. pipe	Insert size Std. o/m	Wt	L
2½	2"	3¼"	9.11	12"
3"	2½"	4"	10.79	12"
4"	3½"	5"	14.62	16"

FENCE POST INSERT FOR CONCRETE WALL AND CONCRETE CURB
(Not to scale)
I

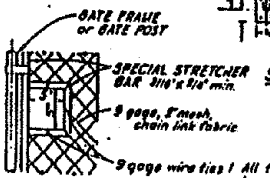


ELEVATION AT SHALLOW DRAIN CROSSINGS
(Not to scale)

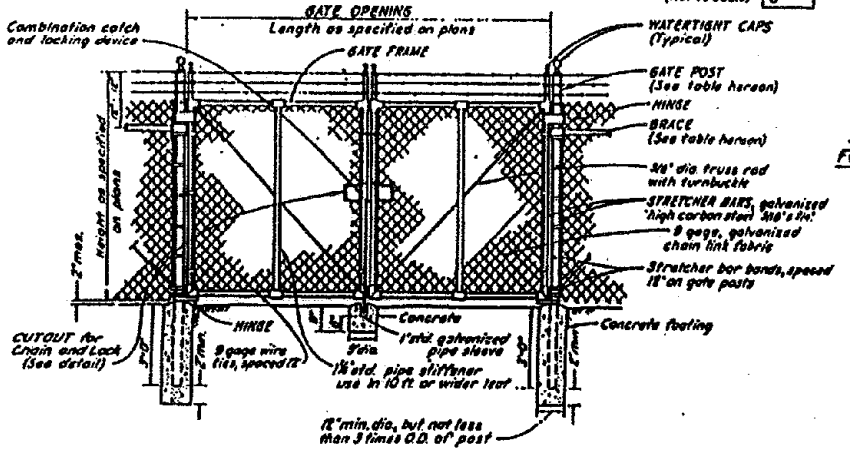
LINE POST SECTION
(Not to scale) C-



SINGLE SWING GATE DETAIL
(Not to scale)



DETAIL OF CUTOUT FOR CHAIN AND LOCK
(Not to scale)



DOUBLE SWING GATE DETAIL
(Not to scale)

Use	Type	Nominal Size (inches)	Actual O.D (inches)	Weight per foot (pounds)
End, corner, slope, pull and gate posts (for single gates 6 feet or less in width and double gates 12 feet or less in width) for chain link fabric 72 inches or higher	Pipe	2½	2.875	5.79
End, corner, slope, pull and gate posts (for single gates 6 feet or less in width and double gates 12 feet or less in width) for chain link fabric less than 72 inches height	Pipe	2	2.375	3.65
Gate posts for single swing gates over 6 feet but not over 13 feet in width and double swing gates over 12 feet but not over 26 feet in width.	Pipe	3½	4.000	9.11
Gate posts for single swing gates over 13 feet but not over 18 feet in width and double swing gates over 26 feet but not over 36 feet in width.	Pipe	6	6.625	18.97
Gate posts for single swing gates over 18 feet in width and double swing gates over 36 feet in width	Pipe	8	8.625	24.70
Line posts for chain link fabric 72 inches or higher	Pipe H-Section	2 2¾ x 1½	2.375	3.65 4.10
Line posts for chain link fabric less than 72 inches in height	Pipe H-Section	1¼ 1¾ x 1¾	1.900	2.72 2.80
Braces	Pipe H-Section	1¼ 1¼ x 1¼	1.660	2.27 2.60
Frame for gates	Pipe	1¼	1.900	2.72
Stiffeners for gates	Pipe	1¼	1.660	2.27

GENERAL NOTES

1 All ferrous parts and materials shall be galvanized after fabrication

2 Adjustable tightener shall be turnbuckle or equivalent, having minimum 6" take-up

3 Extension arms for barbed wire shall be steel, malleable iron or wrought iron and shall be attached to the top of the post with a ⅜ inch round head rivet. The extension arms shall carry three wires each at approximately 5 inch centers in a plane approximately 45° from the vertical.

4 All gate hinges shall be heavy duty malleable iron or steel, industrial service type, 270 degree swing, of approved quality and design.

5 Secure cap to post with ⅜ inch round head rivet

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA
DISTRIBUTION SYSTEM

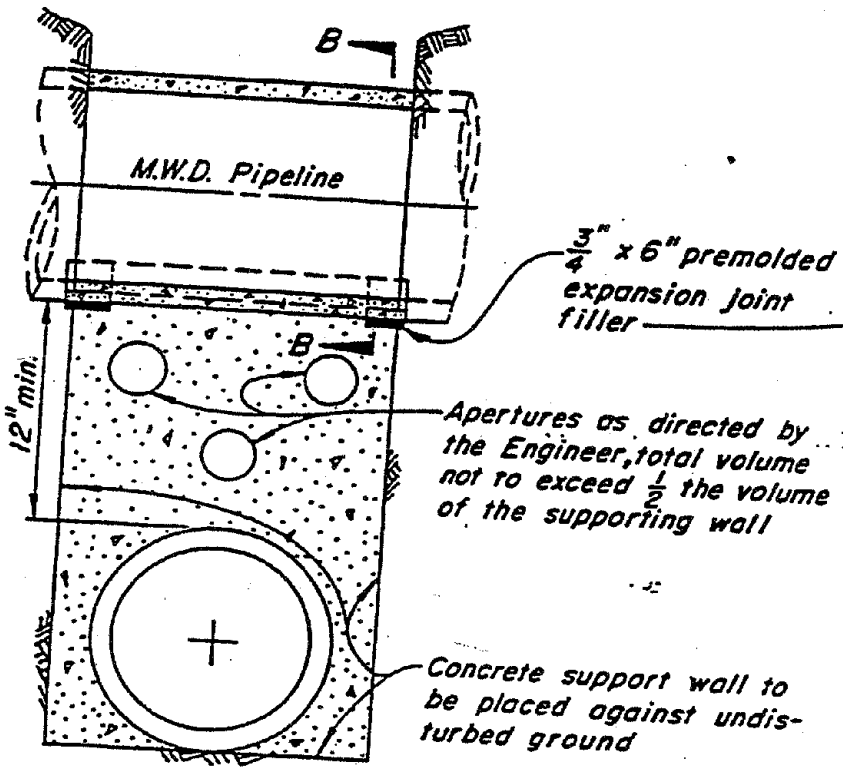
CHAIN LINK FENCE DETAILS

DESIGNED
DRAWN
CHECKED
RECOMMENDED
APPROVED
WORK ORDER NO.
LOS ANGELES

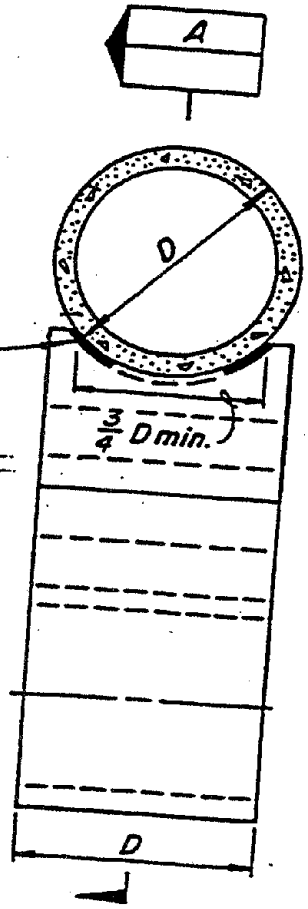
NO.	DATE	BY	CHK.	REVISION	DRG.	APP.

REVISION	COORDINATION CHECK
ORIGINAL	
REVISED	
STRUCT.	
ELEC.	
CIVIL	
SPECIAL	
INTERSECTIONAL COORDINATION	DATE CHECK

B-43

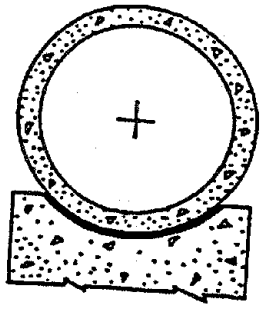


SECTION "A-A"



CROSS SECTION

1. Supporting wall shall have a firm bearing on the subgrade and against the side of the excavation.
2. Premolded expansion joint filler per ASTM D-1751-73 to be used in support for steel pipe only.
3. If trench width is 4 feet or greater, measured along centerline of M.W.D. pipe, concrete support must be constructed.
4. If trench width is less than 4 feet, clean sand backfill, compacted to 90% density in accordance with the provisions of ASTM Standard D-1557-70 may be used in lieu of the concrete support wall.



SECTION "B-B"

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

TYPICAL SUPPORT FOR M.W.D. PIPELINE

DRAWN
TRACED
CHECKED
RECOMMENDED
APPROVED

C-9547

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS MS 40
1120 N STREET
P.O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY (916) 651-6827

Flex your power!
Be energy efficient!

RECEIVED

December 16, 2004

Ms. Terri Rahhal
City of San Bernardino
300 North D Street, 3rd Floor
San Bernardino, CA 92418

Dear Ms. Rahhal:

Re: City of San Bernardino General Plan Update
SCH# 2004111132

Thank you for including the California Department of Transportation, Division of Aeronautics in the environmental review process for the above-referenced project. We have reviewed the Notice of Preparation for an Environmental Impact Report, dated November 2004, and offer the following comments with respect to airport land use compatibility planning.

1. The proposed project is the comprehensive update of the City of San Bernardino General Plan. As a part of this update, the City is concurrently processing two Specific Plans, the Arrowhead Springs Specific Plan and the University District Specific Plan. The San Bernardino International Airport is located within the planning area.

2. Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our State's network of over 250 airports. Aviation contributes nearly 9% of both total State employment (1.7 million jobs) and total State output ($110.7 billion) annually. These benefits were identified in a recent study, "Aviation in California: Benefits to Our Economy and Way of Life," prepared for the Division of Aeronautics, and it is published on-line at http://www.dot.ca.gov/hq/planning/aeronaut/. Among other things, aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services, annually transports air cargo valued at over $170 billion, and generates over $14 billion in tourist dollars, which in turn improves our economy and quality of life.

3. In accordance with Public Utilities Code (PUC) Section 21676, local General Plans and any amendments must be consistent with the adopted airport land use compatibility plans developed by the San Joaquin County Airport Land Use Commission (ALUC). An ALUC consistency review will be required of the City's proposed general plan update. This requirement is necessary to ensure that General Plan policies and recommendations for noise impact assessment and land use densities are appropriate, given the nature of airport operations.

4. As stated in the State Aeronautics Act, Public Utilities Code Section 21676 *et seq.*, the Department reviews and comments on the specific findings a local government intends to use when proposing to overrule an ALUC. The Department specifically looks at the proposed findings to gauge their relationship to their overrule. Also, pursuant to the PUC 21670 et seq., findings should show evidence that the city is minimizing "...the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."

5. General Plans and Elements must clearly demonstrate intent to adhere to ALUC policies to ensure that compliance with compatibility criteria. Direct conflicts between mapped land use designations in a General Plan and the ALUC criteria must be eliminated. A General Plan needs to include (at the very least) policies committing the county to adopt compatibility criteria essential to ensuring that such conflicts will be avoided. The criteria do not necessarily need to be spelled out in the General Plan. There are a number of ways for a city or county to address the airport consistency issue, including:

   - Incorporating airport compatibility policies into the update
   - Adopting an airport combining zoning ordinance
   - Adopting an 'Airport Element' into the General Plan
   - Adopting the Airport Compatibility Plan as a 'stand alone' document or as a specific plan

6. The General Plan must acknowledge that until ALUC compatibility criteria are incorporated into the General Plan, proposals within the airport influence area must be submitted to the ALUC for review. These provisions must be included in the General Plan at a minimum for it to be considered consistent with the airport compatibility land use plan.

   The General Plan should also be coordinated with airport staff to ensure its compatibility with future as well as existing airport operations.

7. In addition, in accordance with CEQA, Public Resources Code 21096, the Department's Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within an airport land use compatibility plan boundaries or if such a plan has not been adopted, within two nautical miles of an airport. The Handbook is a resource that should be applied to all public use airports. The Handbook is published on-line at http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php. The Handbook provides a "General Plan Consistency Checklist" in Table 5A and a "Possible Airport Combining Zone Components" in Table 5B.

8. The planned height of buildings, antennas, and other objects should be checked with respect to Federal Aviation Regulation (FAR) Part 77 criteria if development is close to the airport, particularly if situated within the runway approach corridors. General Plans must include policies restricting the heights of structures to protect airport airspace. To ensure compliance with FAR Part 77, "Objects Affecting Navigable Airspace," submission of a Notice of Proposed Construction or Alteration (Form 7460-1) tothe Federal Aviation Administration (FAA) may be required. For further technical information, please refer to the FAA's web site at http://www1.faa.gov/ats/ata/ATA400/oeaaa.html.

9. Education Code, Section 17215 requires a school site investigation by the Division of Aeronautics prior to acquisition of land for a proposed school site located within two miles of an airport runway. The Division's recommendations are submitted to the State Department of Education for use in determining acceptability of the site. This should be a consideration prior to designating residential uses in the vicinity of an airport.

10. Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code (http://www.leginfo.ca.gov/calaw.html) address buyer notification requirements for lands around airports. Any person who intends to offer land for sale or lease within an *airport influence area* is required to disclose that fact to the person buying the property.

11. Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. The Federal Aviation Administration (FAA) recommends that landfills, wastewater treatment facilities, surface mining, wetlands and other uses that have the potential to attract wildlife, be restricted in the vicinity of an airport. FAA Advisory Circular (AC150/5200-33) entitled "Hazardous Wildlife Attractants on or Near Airports" and AC 150/5200-34 entitled "Construction or Establishment of Landfills Near Public Airports" address these issues. These advisory circulars can be accessed at http://www1.faa.gov/arp/150acs.cfm#Airport_Safety. For further technical information, please refer to the FAA's web site at http://wildlife-mitigation.tc.faa.gov/public_html/index.html. For additional information concerning wildlife damage management, you may wish to contact Patrick L. Smith, United States Department of Agriculture, Wildlife Services, at (916) 979-2675.

12. We strongly feel that the protection of airports from incompatible land use encroachment is vital to California's economic future. The San Bernardino International Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports in California is both a local and a state issue, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport land use compatibility planning. We advise you to contact Ms. Rosa Clark at 909-670-6908 in our District 8 office for surface transportation issues.

We appreciate the opportunity to review and comment on this environmental document. If you have any questions, please call me at (916) 654-5253.

Sincerely,

DAVID COHEN
Associate Environmental Planner

c: San Bernardino International Airport

Terri

Department of Toxic Substances Control

Alan C. Lloyd, Ph.D.
Agency Secretary
Cal/EPA

5796 Corporate Avenue
Cypress, California 90630

Arnold Schwarzenegger
Governor

RECEIVED
CITY OF SAN BERNARDINO
COMMUNITY DEVELOPMENT SERVICES
PLANNING DEPARTMENT

December 24, 2004

Ms. Terri Rahhal
Planning Department
City of San Bernardino
300 North D Street, 3rd Floor
San Bernardino, California 92418-0001

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF SAN BERNARDINO GENERAL PLAN UPDATE DRAFT EIR (SCH#2004111132)

Dear Ms. Rahhal:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Preparation for the above-mentioned project. The following project description is stated in your document: "As part of the General Plan Update, the City of San Bernardino is processing two specific plans: the Arrowhead Springs Specific Plan and the University District Specific Plan." Based on the review of the submitted document DTSC has comments as follow:

1) The EIR should identify and determine the current or historic uses at the project site that may have resulted in any release of hazardous wastes/substances.

2) The EIR should identify the known or potentially contaminated sites within the proposed Project area. For all identified sites, the EIR should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:

   - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).

Printed on Recycled Paper

- Site Mitigation Program Property Database (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control.

- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.

- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.

- Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.

- Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.

- Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.

- The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

3) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored and used at the site, an investigation can determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state regulations and policies.

4) All environmental investigations, sampling and/or remediation should be conducted under a Workplan approved and overseen by a regulatory agency

that has jurisdiction to oversee hazardous waste cleanup. The findings and maximum valued sampling result of each hazardous contaminant and at which depth location from any sampling or subsequent reports should be clearly summarized in a table in the EIR so the general public may understand and comprehend.

5) Proper investigation, sampling and remedial actions overseen by a regulatory agency, if necessary, should be conducted at the site prior to the new development or any construction.

6) If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a "Border Zone Property

7) If building structures, asphalt or concrete-paved surface areas or other structures are planned to be demolished, an investigation should be conducted for the presence of lead-based paints or products, mercury, and asbestos containing materials (ACMs). If lead-based paints or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.

8) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.

9) Human health and the environment of sensitive receptors should be protected due to any soil contamination. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.

10) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the

California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5).

11) If it is determined that hazardous wastes are or will be generated and the wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite, or (c) disposed of onsite, then a permit from DTSC may be required. If so, the facility should contact DTSC at (818) 551-2171 to initiate pre application discussions and determine the permitting process applicable to the facility.

12) If it is determined that hazardous wastes will be generated, the facility should obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942.

13) Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

14) If the project plans include discharging wastewater to storm drain, you may be required to obtain a wastewater discharge permit from the overseeing Regional Water Quality Control Board.

15) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the EIR should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.

16) If the site was used for agricultural activities or if weed abatement occurred, onsite soils may contain pesticides, and agricultural chemical residue. If the site was used for dairy and cattle industry operations, the manure-rich soils might have to be removed from the property. If so, activities at the site may have contributed to other soil and groundwater contamination. Proper investigation, confirmation samples and remedial actions, if necessary, might have to be conducted at the site prior to construction of the project.

DTSC provides guidance for cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP, please visit DTSC's web site at www.dtsc.ca.gov.

If you have any questions regarding this letter, please contact me at (714) 484-5461 or by email at gholmes@dtsc.ca.gov.

Sincerely,

Greg Holmes
Unit Chief
Southern California Cleanup Operations Branch - Cypress Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

CEQA #1020

RECEIVED
DEC 29 2004
CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

OMNITRANS

December 27, 2004

Ms. Terri Rahhal
Principal Planner
City of San Bernardino
300 North "D" Street
San Bernardino, CA 92418-0001

RE: City of San Bernardino General Plan Update and Arrowhead Springs and University District Specific Plans

Dear Ms. Rahhal:

Thank you for giving us the opportunity to review the Initial Study for the above stated projects. The update of the General Plan and Specific Plans are germane to creating a vision for future development within the City.

Currently, Omnitrans provides both fixed-route service and demand-response service within the City boundaries. Several Omnitrans projects are currently taking place within the City that will help improve these services for the residents of San Bernardino.

The first project is the development of a Downtown Transcenter that will facilitate better transfer connections between Omnitrans service as well as other transit agencies such as the Victor Valley Transit Authority (VVTA), Mountain Area Regional Transit Authority (MARTA), and Metrolink Commuter Rail service. The preferred location for a transcenter is located on "E" Street and Rialto Avenue which is adjacent to Metrolink's one-mile rail extension and Omnitrans' future "E" Street Transit Corridor.

Omnitrans is also currently working on a Major Investment Study (MIS) for the "E" Street Transit Corridor. As part of this study, Omnitrans, San Bernardino City staff, and Parsons Transportation Group as well as other key stakeholders have been working to identify the corridor's alignment and opportunities for integrating land-use decisions with an improved public transportation system. In addition, other corridors have been identified in the MIS through the ***System-Wide Transit Corridor Plan for the San Bernardino Valley*** prepared by Parsons in July 2004 and formally adopted by the Omnitrans Board of Directors on September 1, 2004. This plan identifies several corridors as potential candidates for enhanced transportation service within the City and throughout the region. This document is available online at www.estreet-sbx.com and by clicking on the Information Library tab.

As part of the Draft Environmental Impact Report, please consider the benefits of providing enhanced public transportation service as a potential mitigation measure for automobile traffic generated from the proposed land uses identified in the General and Specific Plans. Also, please consider aesthetic treatments of the public rights-of-way to include features that support and promote the use of alternative modes of transportation (i.e. pedestrian, bicycle, and public transportation).

We would like to continue to work with City Staff to ensure that enhanced public transportation service is available for the residents of the City. Thank you again for allowing us to provide comments. If you have any questions, please call me at 909.379.7256 or email mervin.acebo@omintrans.org.

Sincerely,

Mervin Acebo
Associate Planner

cc: Rohan Kuruppu, Director of Planning

Terri

RECEIVED

Terri Rahhal
Principal Planner
City of San Bernardino, Development Services Department
300 North "D" Street, 3rd Floor
San Bernardino, CA 92418-0001

December 28, 2004

RE: Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the City of San Bernardino General Plan Update (GP Update)

Dear Ms. Rahhal,

Thank you for the opportunity to provide input as to what issues and concerns should be addressed in the DEIR for the GP Update. As you are well aware of, the GP Update represents the City's intended "blueprint" for future development. The Draft EIR should provide a detailed, authoritative, and impartial assessment of the potential environmental impacts that may result from implementation of the GP Update. Because the "life" of the General Plan extends far into the future (buildout), the GP Update (and its companion EIR) must consider not only potential environmental impacts that may result in the near-term, but also those cumulative impacts that may result up to the buildout year identified in the GP Update. Listed as follows, are my specific concerns:

1) It is difficult to assess the required scope of analysis in the NOP without knowing of the nature of the changes that will occur in the General Plan Update. The review of the DEIR, in the absence of the updated General Plan could lead to the significant withholding of valuable information necessary for an adequate review of the DEIR. To ensure commentors have adequate opportunity to simultaneously review both the DEIR and GP Update, I respectfully request that the GP Update and the DEIR (as well as any supporting technical studies) be provided electronically on the City's website. Recent review of the documents published on the City's website (e.g. Lakes and Steams DEIR) lead me to believe that the City has the ability to post large, complex documents on its website. To preclude publishing of the GP Update and the DEIR on the City's website, in light of the City-wide importance of these documents, would be a serious lapse of judgment and would, I believe, represent an effort to circumvent the public review process mandated by the California Environmental Quality Act CEQA.)

2) The City has proven to be woefully outmatched in their dealings with the San Manual Band of Mission Indians (Tribe.) Past transfers of land into Trust status and Tribal development will result in the soon-to-be opened casino and entertainment complex, which happens to sit amidst single-family neighborhoods. The residents who make their homes within the Barton, Belvedere, and Amber Hill Neighborhoods Associations areas must be assured the City will provide an adequate level of protection from the impacts that result from the operation of the casino and other Tribal development. While the development that occurs on Tribal land is outside the jurisdiction of the City, it is painfully obvious that the casino patrons must pass through the City to reach this gaming Mecca. As the City has been unwilling to demand the Tribal government to consider the opinions of local residents, it falls upon the City to provide the mitigation necessary to reduce casino-related impacts. Any GP Update or DEIR that fails to recognize, consider, or mitigate for these off-reservation impacts would be considered not only incomplete, but grossly flawed.

3) I believe the GP Update must include an area-specific consideration of those portions of City that have unique development potential, jurisdictional conflicts, and/or environmental constraints. The NOP states the Arrowhead Springs Specific Plan and University District Specific Plan are to be considered during the DEIR process. I respectfully request that the area encompassing the Barton, Belvedere, and Amber Hills Neighborhood Associated be assigned a "Special Policy Area" designation (or whatever the City is willing to call it). The GP Update must recognize the special problems and challenges (e.g. casino impacts) that occur in this area, the jurisdictional conflicts with the Tribal government and their development plans, and the adverse effects of continued large-scale commercial development in close proximity to residential areas. Policies to deal with the unique situations that occurring within these so-called "Special Policy Areas" must be identified in the GP Update and DEIR. Other "Special Policy Areas" could include the area surrounding the Airport and the Santa Ana River wash, the unincorporated islands of County territory scattered throughout the City, and the Devore/Verdemont area.

4) The DEIR and GP Update must include clear and up-to-date demarcations of lands within the City, within its Sphere of Influence, and within the GP Area. The jurisdiction limits of other municipalities, special districts (e.g., SBCUSD, EVWD), and San Manual Tribal lands must not only be described within the text of the documents, but must be concisely depicted on any graphic representation prepared to support the GP and/or DEIR.

5) The DEIR must include a thorough and realistic analysis of the cumulative effects that will result from the proposed GP Update. The DIER must consider those projects that potentially may contribute to future environmental effects. Because the City does not exist in isolation, the City must solicit data from adjacent jurisdictions as the level of development projected to occur within their areas of control, and determine if impacts from these developments (e.g., the Boulder/Highland Avenue commercial development, the proposed SR-30/Victoria Avenue Interchange, and other Tribal development) will significantly impact the quality of the physical and human environment in the City.

6) The City must ensure that it has prepared the GP Update and DIER in consultation with the applicable local, Regional, State, and federal agencies. The supporting data cited in the GP Update and DEIR must represent the best and most recent information available. Efforts should be made to solicit detailed information from all affected groups, public entities, and organizations, so that all potential areas of concern are adequately addressed in the GP Update and the DEIR.

I could probably continue this letter for many more pages, but hesitate. The NOP process is meant to provide an initial airing of areas of concern to the general public, and not an exhaustive accounting of what the DIER should include. I look forward to reviewing a comprehensive, objective, accurate, progressive, and insightful analysis of the many potential environmental impacts that face our City. I respectfully request to be notified of any future action related to the either the GP Update and/or the DEIR. Thank you for your consideration of my concerns.

Sincerely,

Mitchell F. Harrison

Mitchell F. Harrison

LOCAL AGENCY FORMATION COMMISSION

175 West Fifth Street, Second Floor • San Bernardino, CA 92415-0490
(909) 387-5866 • Fax (909) 387-5871
E-mail: lafco@lafco.sbcounty.gov • www.sbclafco.org

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ANGELA M. SCHELL
Deputy Clerk to the Commission

LEGAL COUNSEL

CLARK H. ALSOP

January 14, 2004

Ms. Terri Rahhal, Principal Planner
City of San Bernardino
Development Services Department
300 North "D" Street
San Bernardino, CA 92418-0001

RE: Notice of Preparation of a Draft Environmental Impact Report

Dear Ms. Rahhal:

The Local Agency Formation Commission has received a Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the City of San Bernardino General Plan Update. After reviewing the submitted document, LAFCO has the following comments:

- The proposed project includes an update of the City's General Plan as well as two specific plan studies – the Arrowhead Springs Specific Plan and the University District Specific Plan. However, the Project Title does not explicitly identify these specific plans as part of the project. Is the intent to incorporate the specific plans in the General Plan Update? Shouldn't this be clearly spelled-out in the title? Will these plans be individually addressed in the General Plan EIR?

- A discussion on the City's Sphere-of-influence should be comprehensively undertaken since the City is planning to annex areas within its sphere such as the Arrowhead Springs area. The City of San Bernardino has historically pre-zoned all of its unincorporated sphere of influence. As part of the General Plan Update process, if the City is pre-zoning its sphere, it is important that pre-zoning be specifically addressed in the text. In addition, the specific process of pre-zoning should be a part of the environmental evaluation of the General Plan Update.

- The Geology and Soils Section (Item I on page 37) discuss the City's wastewater treatment and collection system. However, the document failed to identify also the East Valley Water District (EVWD) as a sewer service provider overlaying portions of the City and portions of its unincorporated sphere. In discussing the availability of sewer for all new development, it might be worthwhile to also include the availability of sewer (through the City) for areas in the unincorporated sphere – by means of the City's sewer service contracts, pursuant to the Municipal Code.

  The discussion also indicates that there is an on-site wastewater treatment facility services in Arrowhead Springs. Since this treatment facility is not in the City, who is handling and maintaining the facility?

  It was also discussed in pages IS-37 and IS-57 that the wastewater treatment facility in Arrowhead Springs would require expansion to accommodate the future development planned for the area. Will this facility expansion be addressed in the EIR? Further discussion on page IS-57 indicates that the development of Arrowhead Springs would meet the basic engineering design guidelines established by the City of San Bernardino Wastewater Master Plan. This statement is inconsistent with the indication that the wastewater facility will require an expansion.

- The Land Use and Planning Section (Item A on page 45) identify specific areas (such as the Redlands Opportunity Area, Southeast Industrial Opportunity Area, and Southeast Opportunity Area) that are unfamiliar to the reader. Are these areas identified in the old General Plan? If so, the document should make the distinction and indicate that they are not changing these area boundaries. However, if these areas are new to the update, their boundaries should be identified.

  This same section (Item E, on page 46) identifies the Foothill Fire Zones overlaying portions of the City and the Specific Plan area. However, there is no mention that these areas are also designated as State Responsibility Area (SRA) for wildland fire protection. Since the City is proposing to annex portions overlaid by this SRA designation, it is important to discuss the removal of the SRA designation from these lands upon annexation since the financial responsibility for State support in a wildland fire situation is transferred to the City.

- Utilities and Service Systems (Item D, page 57) did not identify the EVWD as a water service provider overlaying portions of the City and portions of its unincorporated sphere. Also, the document did not indicate that EVWD also provides wastewater collection (refer to discussion on Geology and Soils).

If you have any questions regarding the information outlined above, please do not hesitate to contact me at (909) 387-5866. Please maintain LAFCO on your distribution list to receive further information related to this process. We look forward to working with the City in the future.

Sincerely,

KATHLEEN ROLLINGS-McDONALD
Executive Officer

cc: Tom Dodson, Tom Dodson & Associates, LAFCO Environmental Consultant

Terri

California Regional Water Quality Control Board
Santa Ana Region

Alan C. Lloyd, Ph.D.
Agency Secretary

3737 Main Street, Suite 500, Riverside, California 92501-3348
Phone (951) 782-4130 - FAX (951) 781-6288
http://www.waterboards.ca.gov/santaana

Arnold Schwarzenegger
Governor

RECEIVED
FEB 25 2005
CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

February 24, 2005

Terri Rahhal, Principal Planner
City of San Bernardino Planning Department
300 North D Street, 3rd Floor
San Bernardino, CA 92418-0001

INITIAL STUDY FOR DRAFT ENVIRONMENTAL IMPACT REPORT, CITY OF SAN BERNARDINO GENERAL PLAN UPDATE, SCH# 2004111132

Dear Ms. Rahhal:

Staff of the Regional Water Quality Control Board, Santa Ana Region (RWQCB), has reviewed the City of San Bernardino's Initial Study (IS) for a Draft Environmental Impact Report (DEIR) for its pending General Plan Update (project). The project will cover the City's corporate area, including the Arrowhead Springs Specific Plan, and the University District Specific Plan, and its Sphere of Influence (SOI)(project area). Although we may have more detailed comments on the DEIR once it is distributed, we request that the following general comments be considered during DEIR development so that future projects in the planning area are carried out in a manner that protects water quality standards (that is, water quality objectives, beneficial uses, and an applicable anti-degradation policy) identified in the Water Quality Control Plan for the Santa Ana River Basin (Basin Plan):

1. The IS shows that expansion of a city carries incremental effects that are "cumulatively considerable" and pose a "potentially significant impact" on the environment. There is widespread experience that urbanization of previously undeveloped areas contributes to pollutant loading and impairment of water quality standards. Project alternatives leading to decisions that are most protective of water-quality beneficial uses are preferred, such as those that limit development in urban fringes where surface water beneficial uses, such as those supporting aquatic habitat and wildlife, persist. These alternatives should be fully evaluated in the DEIR in terms of how they impact water quality standards and exhibited with large-scale maps of the affected project areas. Alternatives that fully protect and support existing water quality standards should be selected. Consideration of antidegradation policies, such as the State Water Resources Control Board's (SWRCB) Resolution No. 68-16) and the federal antidegradation policy (40 CFR 131.12) should be part of the alternatives evaluation and discussed in the DEIR.

2. The City must incorporate the requirements of Order No. R8-2002-0012, the Regional Water Quality Control Board's waste discharge requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the Incorporated Cities of San Bernardino County within the Santa Ana Region Area-Wide Urban Storm Water Runoff (NPDES Permit No. CAS618036), (also known as the San Bernardino County municipal separate storm sewer system, or "San Bernardino County MS4" permit), into the General Plan to the extent necessary to ensure consistent implementation of the MS4 permit within the City and its SOI. The City is a co-permittee in this permit. In accordance with Clean Water Act (CWA) Section 303(d), Santa Ana

River Reach 4 (from the San Jacinto Fault at the I-10/SR-215 interchange south to the Mission Avenue Bridge, Riverside) is listed as impaired by pathogens and therefore TMDLs must be established for discharges to this reach. The DEIR should fully reflect that implementation of the MS4 controls on urban runoff and other measures will be necessary and required to comply with pending pathogen Total Maximum Daily Loads (TMDLs) for discharges to this reach of the river. Regional Board action on a pathogen TMDL for Santa Ana River Reach 4 is projected for 2006.

3. Appropriate Best Management Practices (BMPs) must be developed and implemented to control the discharge of point source and non-point source pollutants both during construction and for the life of development projects. Post-construction BMPs must address all pollutant loads carried by dry weather runoff and first-flush storm water runoff from an entire project. The DEIR should reflect that the Water Quality Management Plan required by the San Bernardino County MS4 permit is now in effect and that all development must conform to the Plan's provisions. The DEIR should encourage BMPs that utilize the principles of low impact development (LID).

4. The EIR must include provisions to advise the City's development, construction and business communities of the need to comply with several permit programs, including:

   a. The General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ) for individual projects occurring on an area of one or more acres. A Notice of Intent (NOI) with the appropriate fees for coverage of the project under this Permit must be submitted to the SWRCB at least 30 days prior to the initiation of construction activity at the site. Information about this permit program can be found at http://www.swrcb.ca.gov/stormwtr/construction.html.

   b. A National Pollutant Discharge Elimination System (NPDES) permit and waste discharge requirements for projects that will have dewatering or other wastewater discharges to surface waters of the state. RWQCB Order No. R8-2003-0061, NPDES No. CAG998001, a regional general *de minimus* permit, is available for most such discharges. Order No. R8-2003-0061 may be reviewed at http://www.swrcb.ca.gov/rwqcb8/pdf/03-61. Waste discharge requirements (WDRs) may also be required for discharge of wastes to land. Further information can be obtained by contacting the RWQCB Regulations Section staff at (951) 782-4130.

   c. A Clean Water Act Section 401 Water Quality Standards Certification from the Regional Board for any project that causes material to be dredged from or filled into waters of the United States, i.e., surface waters or tributaries thereto, where these waters fall under the jurisdiction of the United States Army Corps of Engineers (ACOE) and a CWA Section 404 permit is required. **Early consultation with Regional Board staff concerning potential Section 401 certification issues is strongly suggested.** Information concerning Section 401 certification can be found at the Regional Board's website, www.swrcb.ca.gov/rwqcb8/html/401.html. Where the ACOE determines that a surface water body is isolated and does not fall under the Section 404 permit program, the Regional Board may determine that waste discharge requirements are necessary for protection of water quality standards if filling or dredging of an isolated water is proposed.

5. The DEIR should emphasize that an underlying, guiding premise that all future development must follow is that impacts to water quality standards of all surface

waters, including ephemeral drainages, must first and foremost be avoided, whenever possible. Where avoidance imposes unreasonable constraints on development, unavoidable impacts to water quality standards must be minimized, and generously mitigated. Mitigation requires, at a minimum, replacement of the full function and value of the impacted water's beneficial uses that existed prior to impact. Merely indicating that project proponents will be required to obtain environmental permits does not constitute mitigation for impairment to water quality standards.

6. Acceptable mitigation for unavoidable direct and cumulative impacts on water quality beneficial uses must be determined through consultation with the responsible agencies that likely will be issuing permits for the project, including ACOE (Section 404 permit), the Regional Board (Section 401 Certification or waste discharge requirements), and/or the California Department of Fish and Game (Fish and Game Code Section 1600 Streambed Alteration Agreement). The Lead Agency for a project should not finalize its CEQA process until mitigation agreed to between the project proponent and all Responsible Agencies can be incorporated into the final CEQA document.

7. The DEIR should consider how the project can seek opportunities to restore beneficial uses to previously impacted waters.

8. Groundwater beneath parts of San Bernardino has been historically shallow and has been impacted by several contaminant plumes from known sources. The DEIR must emphasize protection of the beneficial uses of groundwater.

9. We note that the proposed Lakes and Streams Project will be exposed to a variety of non-point source contaminants. To protect the future water quality standards of this project, aggressive BMPs must be implemented and maintained.

10. We believe that the DEIR should lead to a General Plan that restricts development that proposes to rely on onsite subsurface disposal systems for waste disposal, in deference to extending sanitary sewers to all future development projects. The DEIR should make note that on-site subsurface disposal systems (OSDS), i.e., septic tank installations, within the project area must observe the Santa Ana RWQCB's minimum lot size requirements of one-half acre per subsurface disposal system.

11. The IS states that the Arrowhead Springs Specific Plan will utilize and expand the wastewater treatment plant at the site. Under current WDRs issued by the Regional Board, the operator may spray secondary treated wastewater on an adjacent greenbelt or discharge to percolation ponds adjacent to Twin Creek (that were washed out during the winter of 2003-04). While the disposal site itself does not overlie a groundwater basin that has been assigned water quality standards, it is tributary to Waterman Canyon Creek and to the "Bunker Hill A" Groundwater Management Zone (GMZ). Total Dissolved Solids (TDS) concentrations in the discharge from the treatment plant, largely attributable to the area's geothermal supply water, have commonly exceeded the 310 mg/l GMZ TDS objective. To minimize or prevent additional salt loadings to the GMZ, we request that the Arrowhead Springs Specific Plan also include evaluation of the option of connecting the existing and future facilities to the sanitary sewer system serving the San Bernardino area. The proponent should be directed to submit to this office a Report of Waste Discharge (ROWD) for continued and future operation of the existing wastewater treatment plant.

12. The DEIR should recommend development and construction project guidelines designed to protect, and if possible improve, the quality of underlying groundwater subbasins and management zones. An increase in the amount of impervious area covered with pavement, parking lots, or structures will alter the rate and volumes of groundwater recharge and surface water runoff. In areas of new construction, such as the project area for the University District Specific Plan, we encourage the use of grassed swales and pervious materials for runoff channels and parking areas in order to capture and infiltrate more storm water runoff into underlying groundwater aquifers. Studies have shown that such swales filter total suspended solids and reduce the concentration of nutrients and metals in impacted runoff. For parking areas, we encourage the use of porous pavement systems that contain an underlying stone reservoir to temporarily store surface runoff, thereby allowing it to infiltrate into the subsoil.

13. The DEIR should recommend that areas of native vegetation be preserved and protected to the maximum extent possible and that clearing should be strictly limited. Among other water quality and environmental benefits, native vegetation is effective at reducing slope erosion, filtering runoff, and providing habitat for native animal species. Therefore, we encourage the proactive replanting and hydroseeding of native vegetation in most operations. Established native riparian vegetation along and within broad flood plains and drainage systems, flanked by adequately vegetated upland buffer areas, will capture storm flows and thereby lessen erosion and sedimentation, and consequently protect water quality standards.

14. The DEIR should reflect that the preservation of natural drainage systems, water bodies, and slopes reduces impacts to water quality and may lessen development's impact on water quality standards. To avoid impeding wildlife movement, roadways or pipelines should be carried over ravines, arroyos, and slope drainages by bridges or wide, "soft-bottomed" arched culverts. A policy of considering wildlife corridors should be supported by measures that require generous mitigation for construction impacts to natural drainages and other surface waters of the state and of the United States. By facilitating wildlife movement through riparian corridors, the Basin Plan's wildlife habitat beneficial uses are served. This policy support may lead to streamlining the issuance of CWA 401 water quality standards certifications, or waste discharge requirements. Further, this policy support may aid the City's compliance with any future Multi-Species Habitat Conservation Plan (MSHCP) as acknowledged by the IS.

If you have any questions, please contact me at (951) 782-3234, or Glenn Robertson of my staff at (951) 782-3259.

Sincerely,

Glenn Robertson, for

Mark G. Adelson, Chief
Regional Planning Programs Section

cc: Scott Morgan – State Clearinghouse

Q: Planning/Groberts/Letters/CEQA/DEIR- City of San Bernardino- General Plan Jan 2005