

We appreciate the opportunity to offer our comments concerning this project. If you have any question or concerns regarding our analysis please do not hesitate to contact Christine Medina (909) 383-6908 or me at (909) 383-4557.

CALTRANS-7

Sincerely,



DANIEL KOPULSKY
Office Chief,
Community Planning/IGR-CEQA

cc: Haissam, Y, Green, G.

California Department of Transportation (CALTRANS)

This letter is specific to the 2007 Focused Traffic Impact Assessment and the 2010 Revised and Recirculated Draft EIR. Appendix L of the 2020 Final EIR provides the Response to Comments on the 2018 Focused Traffic Impact Assessment, summarized in this section. Appendix M of this 2020 Final EIR provides the Revised 2018 Focused Traffic Impact Assessment.

Response to CALTRANS-1

The commenter expresses their appreciation for the opportunity to review the Traffic Impact Analysis for the Moon Camp Project. County of San Bernardino acknowledges the commenter's comment and will forward it to the decision-makers prior to consideration of the Project. The Revised 2018 Focused Traffic Impact Assessment was prepared to evaluate whether the increased traffic volumes at the intersection of Stanfield Cutoff and North Shore Drive for Sunday (mid-day) peak hour would alter any of the previous findings as reported in the 2007 Traffic Impact Assessment. In addition, the fair share costs presented in the 2007 Traffic Impact Assessment have been updated and sight distance evaluation at the proposed Project driveways on North Shore drive has been included.

Response to CALTRANS-2

The commenter asserts that only one driveway should be allowed on State Route 38 (SR-38). The site plan for the Project proposes two points of access from SR-38; driveway number one, toward the western portion of Tentative Tract No. 16136, with another driveway providing access to the Project from SR-38 further to the east. San Bernardino County Municipal Code § 87.06.030(c)(2)(E) states that: "The subdivision in each of its phases shall have two points of vehicular ingress and egress from existing surrounding streets, one of which may be used for emergency use only." Particularly in the mountain communities that are prone to fire events, two points of access from SR-38 are required by the County of San Bernardino for emergency purposes and to facilitate evacuation should that become necessary.

Response to CALTRANS-3

The commenter is concerned that because of the curvature of SR-38 and the location of the driveways accessing the Project site, drivers may not have adequate line-of-sight to safely perform turning movements from and onto SR-38. As indicated on page 4.8-38, line-of-sight at the project access roadways will be reviewed for compliance with Caltrans/County of San Bernardino Sight Distance Standards at the time of approval of final grading and street improvement plans.

Response to CALTRANS-4

The commenter requests that the Traffic Impact Analysis consider the intersection of Canyon Road and SR-38. However, the 55-slip private marina will only be available to the homeowners within the tract. No launch ramp is included in the Project's design. Homeowners wishing to launch boats for use on Big Bear Lake, or to access the private marina via water will need to use public launch ramps. An increase in traffic trips to the private marina by the general public or the homeowners during the summer months is not anticipated. No additional impacts are anticipated.

Response to CALTRANS-5

The commenter notes that driveway number two on Exhibit 4.8-11 appears to be the northern leg of a four-way intersection with SR-38. The commenter requests that all turning movements be reflected in the Traffic Impact Analysis for the Project at this intersection. However, based upon the existing curve radius of the State Highway (which is required to remain as a part of the Project) the design provides proper sight distance for the Project. Consequently, Caltrans comments are incorporated into this response to comment, and as outlined within the RRDEIR No. 1, Caltrans will issue a permit to construct the road improvements, which will include the design of the two intersections, turning movements, signage and striping.

Response to CALTRANS-6

The commenter notes the lead agency's responsibility under CEQA for quantifying the environmental impacts of the Project and monitoring all appropriate mitigation measures. County of San Bernardino acknowledges its obligation under CEQA. County will adopt a Mitigation Monitoring Reporting Program that will provide enforcement mechanisms to ensure all applicable mitigation measures are implemented and monitored as part of project development.

Response to CALTRANS-7

County of San Bernardino acknowledges that Caltrans may provide additional comments prior to project approval.

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

PLANNING (MS 725)

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*Making Conservation
a California Way of Life.*

CALTRANS.2

Page 1 of 3

July 9, 2018

File: 08-SBd-38-PM 55.2/R53.8

Kevin White
County of San Bernardino
385 North Arrowhead Avenue
San Bernardino, CA 92415

Subject: Moon Camp 50-Lot Residential – Focused Traffic Impact Assessment dated November 7, 2017

Dear Mr. White,

The California Department of Transportation (Caltrans) has completed the review of the Focused Traffic Impact Assessment for the Moon Camp 50-Lot Residential (project). This project is located on 62.43 acres in unincorporated San Bernardino County (County). The project is located at the northeast corner of State Route 38 and Canyon Road in unincorporated community of Fawnskin, San Bernardino County. The project proposes the construction of 50 new single-family detached dwelling units, three open space lots, and a common area.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl. We have circulated copies of the plans and supporting documentation to our functional units for review. The following comments are based on the Focused Traffic Impact Assessment:

TRAFFIC OPERATIONS & FORECASTING

1. In the second paragraph on page 6, you stated, "All driveways are proposed to have full access." Because of line-of-sight issues, horizontal curves, and safety issues near proposed project driveways, a left-turn pocket on State Route 38 is needed for each proposed full-

Mr. White
July 9, 2018
Page 2

access driveway or street. In addition, include a discussion on left-turn and right-turn pockets in the traffic study.

Alternatively, we will consider replacing the full access intersection at Driveway 2 with right-in, right-out-only turns on both sides of the intersection. This will require approval through the Encroachment Permit process.

See the Caltrans Highway Design Manual Section 405.1 'Sight Distance' for more information.

2. Show types of access for each proposed driveway or street access from State Route 38 in Exhibits 6 and 7. | 3
3. Page 8 Exhibit 2: Near-Term (2021) without Project Sunday (Mid-Day) Peak Volumes: depicts "Mid-Day" counts. The page 42 Attachment showing 2016 count data from Counts Unlimited show counts on Friday 9/9/2016 from 4:00 p.m. to 6:00 p.m. Please provide justification for Sunday Midday and Friday PM. | 4
4. There are no exhibits to show the existing (2016) Traffic Volumes in PCE nor any exhibits to show Project Trip Distribution. Please verify. | 5

COMMUNITY PLANNING

1. Update the Site Plan to show pedestrian access from the residential community to the marina. See the Highway Design Manual 100, Topic 105 'Pedestrian Facilities' for more information. | 6
2. Update the Site Plan to show Class II Bicycle Lanes on State Route 38. This is in accordance with the Big Bear Valley Pedestrian, Bicycle, and Equestrian Master Plan. | 7

See Big Bear Valley Pedestrian, Bicycle, and Equestrian Master Plan, Map 7.1 'Existing and Proposed Bicycle Network' for more information.
3. Project design that may require vehicles to back out onto the State Highway System is prohibited. Where an entrance gate is used at the marina, update the Site Plan to address non-resident vehicles that accidentally turn in. | 8

All comments should be addressed and TIA should be resubmitted prior to proceeding with the Encroachment Permit Process. | 9

Mr. White
July 9, 2018
Page 3

Thank you for providing us the opportunity to review the Focused Traffic Impact Assessment for the Moon Camp 50-Lot Residential Project and for your consideration of these and future comments. These recommendations are preliminary and summarize our review of materials provided for our evaluation. If this proposal is revised in any way, please forward appropriate information to this office so that updated recommendations for impact mitigation may be provided. If you have questions concerning these comments, or would like to meet to discuss our concerns, please contact Ricky Rivers at (909) 806-3298 or myself at (909) 383-4557.

9
CONT

Sincerely,



MARK ROBERTS, AICP
Office Chief
Intergovernmental Review, Community and Regional Planning

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California Department of Transportation (CALTRANS.2)

This letter is specific to the 2018 Focused Traffic Impact Assessment; however, for transparency purposes, it is included in this FEIR document. Appendix L of the 2020 Final EIR provides the Response to Comments on the 2018 Focused Traffic Impact Assessment, summarized in this section.

Appendix M of this 2020 Final EIR provides the Revised 2018 Focused Traffic Impact Assessment.

Response to CALTRANS.2-1

The commenter reiterates the Project and outlines the mission of Caltrans. County of San Bernardino acknowledges the commenter's comment and will forward it to the decision-makers prior to consideration of the Project.

Response to CALTRANS.2-2

The commenter asserts that a left-turn pocket on State Route 38 (SR-38) is needed for each proposed full-access driveway or street and that the traffic study should include a discussion on left-turn and right-turn pockets.

Sight distance and site access evaluations have been included in the updated Focused Traffic Impact Analysis. A 7.5-second criterion has been applied to the outside travel lanes in either direction to provide the most conservative sight distance in accordance with Caltrans Highway Design Manual Section 405.1 'Sight Distance'. Left-turn pockets have been added to driveways along North Shore Drive (SR-38) where ingress to residential homes and the marina are provided. As indicated in Highway Design Manual Section 405.3, for right-turning traffic, delays are less critical and conflicts less severe than for left-turning traffic. Right-turn pockets are not proposed on SR-38 at Driveway 1 and Driveway 2 because of the nominal right-turning volume (less than 20 peak hour trips) at both the driveways.

Response to CALTRANS.2-3

The commenter expresses that need to show types of access for each proposed driveway or street access from SR-38 in Exhibits 6 and 7.

The type of access to each proposed driveway is included in Exhibits 8, 9, and 10 of the revised traffic impact assessment (2020 Final EIR Appendix M).

Response to CALTRANS.2-4

The commenter requests justification for Sunday midday and Friday PM peak volume counts.

Appendix M of the 2020 FEIR—Count Data includes both Friday 09/09/2016 from 4:00pm to 6:00pm and Sunday 09/11/2016 from 12:00pm to 2:00pm counts.

Response to CALTRANS.2-5

The commenter requests the exhibits show the existing (2016) Traffic Volumes in PCE and project trip distribution.

Existing (2016) Sunday (midday) peak volumes in PCE has been added as Exhibit 1 and the project trip distribution has been added as Exhibit 2 in the focused traffic impact assessment (2020 Final EIR Appendix M).

Response to CALTRANS.2-6

The commenter asserts that the project should include pedestrian access from the residential community to the marina.

Review of aerial images shows that there is no uncontrolled pedestrian crossing on SR-38 for several miles east and west of the Project site. As such, providing an uncontrolled pedestrian crossing would be inconsistent with the current conditions and driver expectation and has not been recommended.

Response to CALTRANS.2-7

The commenter explains that the Project should include Class II Bicycle Lanes on SR-38.

A Class II Bicycle Lane has been included in the revised Tentative Tract Map in addition to the left-turn pockets at project entrances on SR-38 (2020 Final EIR Appendix M).

Response to CALTRANS.2-8

The commenter requests that the Project should include Class II Bicycle Lanes on SR-38.

A Class II Bicycle Lane has been included in the revised Tentative Tract Map in addition to the left-turn pockets at project entrances on SR-38 (2020 Final EIR Appendix M).

Response to CALTRANS.2-9

The commenter requests that where an entrance gate is used at the marina, the site plan should address non-resident vehicles that accidentally turn in.

The revised Tentative Tract Map/site plan shows the public turn-around area just inside the marina parking lot entry and the gate location.

Response to CALTRANS.2-10

The commenter thanks the applicant for providing the opportunity to review the Focused Traffic Impact Assessment and notes that all comments should be addressed and the Focused Traffic Impact Assessment should be resubmitted if revised.

These responses serve to address comments and the Focused Traffic Impact Assessment shall be resubmitted, as-needed.



ARNOLD SCHWARZENEGGER
GOVERNOR

OPR

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



CYNTHIA BRYANT
DIRECTOR

Memorandum

Date: May 18, 2010
To: All Reviewing Agencies
From: Scott Morgan, Acting Director
Re: SCH # 2002021105
Moon Camp

RECEIVED
MAY 25 2010
LAND USE SERVICES DEPT.
ADVANCE PLANNING DIVISION

OPR-1

Pursuant to the attached letter, the Lead Agency has extended the review period for the above referenced project to June 3, 2010 to accommodate the review process. All other project information remains the same.

cc: Matthew Slowik
San Bernardino County Land Use Services Department
385 N. Arrowhead, 1st Floor
San Bernardino, CA 92415-0182

Notice of Completion Supplementary Document M

Mail to: State Clearinghouse, 1400 Tenth Street Sacramento, CA 95814 916/445-0613

See NOTE below
SCH 2002021105

Project Title: MOON CAMP
Lead Agency: San Bernardino County Land Use Services Department
Street Address: 385 N. Arrowhead, 1st Floor
City: San Bernardino, CA Zip: 92415-0182

Contact Person: MATTHEW SLOWIK
Phone: (909) 387-4147
County: San Bernardino

Project Location

County: San Bernardino City/Nearest Community: Fawnskin
Cross Streets: Canvon Road/Poique Canvon Road Zip Code: 92333 Total Acres: 62+
Assessor's Parcel No. 0304-082-04, 0304-091-12, 21, 22 Section: 13 Twp. 2N Range: 1W
Latitude: 34 Degrees 15' 46.91139" Longitude: -116 Degrees 55' 57.0000"
Within 2 Miles: State Hwy #: 38 Waterways: Big Bear Lake Airports: n.a. Railways: n.a. Schools: n.a.

RECEIVED
APR 15 2010

Document Type

CEQA: NOP Supplement/Subsequent EIR (Prior SCH No.) Other: Recirculated Draft EIR Draft EIR
NEPA: NOI Other: EA Draft EIS FONSI
STATE CLEARING HOUSE Joint Document Final Document Other
SCH #2002021105

Local Action Type

General Plan Update General Plan Amendment General Plan Element Community Plan
 Specific Plan Master Plan Planned Unit Development Site Plan
 Rezone Prezone Use Permit Land Division (Subdivision, Parcel Map, Tract Map, etc.)
 Annexation Redevelopment Coastal Permit Other: Env. Review

Development Type

Residential: Units 50 Acres 62.43 Water Facilities: Type: _____
 Office: Sq.ft. _____ Acres _____ Employees _____ Transportation/FC: Type: _____
 Commercial: Sq.ft. _____ Acres _____ Employees _____ Mining: Mineral _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Power: Type _____ Watts _____
 Educational _____ Waste Treatment Type _____
 Recreational Marina/Boat Dock Hazardous Waste: Type _____ Other.

Project Issues Discussed in Document

Aesthetic/Visual Flood Plain/Flooding Schools/Universities Water Quality
 Agricultural Land Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Air Quality Geologic/Seismic Sewer Capacity Wetland/Riparian
 Archeological/Historical Minerals Soil Erosion/Compaction/Grading Wildlife
 Coastal Zone Noise Solid Waste Growth Inducing
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Landuse
 Economic/Jobs Public Services/Facilities Traffic/Circulation Cumulative Effects
 Fiscal Recreation/Parks Vegetation Other: Climate Change/ Green House Gas

Present Land Use/Zoning/General Plan Use
BV/RL-40 (Rural Living - 40-acre minimum lot size)

Project Description: 1) GPA from BV/RL-40 Bear Valley Community Plan (Rural Living 40-acres) to BV/RS-20,000 Bear Valley Community Plan (Single Residential 20,000 s.f.); 2) A Tentative Tract Map (#16136) with a total of 57 lots; and 3) a Conditional Use Permit for a marina (boat dock) with 55 boat slips.

State Clearinghouse Contact: SM
(916) 445-0613

State Review Began: 04-05-2010

SCH COMPLIANCE 10-3-2010
05-19-2010

extended review

Please note State Clearinghouse Number (SCH#) on all Comments

SCH#: 2002021105

Please forward late comments directly to the Lead Agency

AQMD/APCD 33/20

(Resources: 04/10)

Project Sent to the following State Agencies

Resources State/Consumer Svcs
 Boating & Waterways General Services
 Coastal Comm Cal EPA
 Colorado Rvr Bd ARB - Airport Projects
 Conservation ARB - Transportation Projects
 Fish & Game # 10 ARB - Major Industrial Projects
 Delta Protection Comm SWRCB: Div. Financial Assist.
 Cal Fire SWRCB: Wtr Quality
 Historic Preservation SWRCB: Wtr Rights
 Parks & Rec Reg. WQCB # 8
 Central Valley Flood Prot. Toxic Sub Ctrl-CTC
 Bay Cons & Dev Comm. Yth/Adlt Corrections
 DWR Corrections
 Cal EMA
 Resources, Recycling and Recovery
 Bus Transp Hous Independent Comm
 Aeronautics Energy Commission
 CHP NAHC
 Caltrans # 8 Public Utilities Comm
 Trans Planning State Lands Comm
 Housing & Com Dev Tahoe Rgl Plan Agency
 Food & Agriculture
 Health Services
 Conservancy

Other:

OPR-1

Governor’s Office of Planning and Research (OPR)

Response to OPR-1

The commenter confirms the County of San Bernardino’s extension to close the public review period from May 19, 2010, to June 3, 2010, for the RRDEIR No. 1. The Governor’s Office of Planning and Research is noted. No additional response is necessary.

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California Regional Water Quality Control Board Santa Ana Region

RWQCB



Linda S. Adams
Secretary for
Environmental Protection

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Arnold Schwarzenegger
Governor

May 20, 2010

Matt Slowik, Director
Advance Planning Division
San Bernardino County Land Use Services Department
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0182

RECEIVED
MAY 25 2010
LAND USE SERVICES DEPT.
ADVANCE PLANNING DIVISION

DRAFT RECIRCULATED ENVIRONMENTAL IMPACT REPORT, MOON CAMP DEVELOPMENT PROJECT, TENTATIVE TRACT MAP NO. 16136, FAWNSKIN AREA BETWEEN CANYON, FLICKER, AND POLIQUE CANYON ROADS, SAN BERNARDINO COUNTY, SCH# 2002021105

Dear Mr. Slowik:

Staff of the Regional Water Quality Control Board, Santa Ana Region (Regional Board), have reviewed the Revised and Recirculated Draft Environmental Impact Report (RRDEIR) for the Moon Camp Development Project (Project). The Project is located at Fawnskin on the north shore of Big Bear Lake (Lake), east of Grout Bay, and it is bisected by Highway 38 (North Shore Drive). Conclusions and public comments for the original environmental analyses (2005 Final EIR) prompted formulation of a Proposed Alternative Project and recirculation of an RRDEIR under the California Environmental Quality Act (CEQA).

Both original and current versions of the Project would modify 62.43 acres of forested slope and shoreline for a "single-residential" subdivision and private boat marina. The original proposal included 31 lakefront lots among 95 lots and 103 slips, all located on the west side of the property. The Proposed Alternative Project (Project, reflected in the RRDEIR), eliminates the lakefront lots and reduces the earlier proposal to 57 sewer lots (7 lettered lots and 50 lots for custom homes) and 55 slips, all relocated to the east side of the property. We note that several other changes have been made to the Project to reduce adverse environmental impacts from previous planning.

We request that the following general comments be considered for incorporation into the RRDEIR, so that the Project protects water quality standards (water quality objectives and beneficial uses) identified in the Water Quality Control Plan for the Santa Ana River Basin, 1995, as amended (Region 8 Basin Plan):

General Notes On Impacts To Beneficial Uses

Regional Board Staff commend the extensive reduction of the Project from the 2005 proposal that would likely have greatly impacted the beneficial uses of the Lake and the Project's onsite tributaries, to this revision that appears to have far less impact. The Project must meet the requirements of the Big Bear Lake Management Plan, which will be considered for adoption by the Regional Board on July 23, 2010.

RWQCB-1

RWQCB-2

There will be no fuel storage at this small marina, though we are unaware of restrictions on the maximum size of boats and whether pumpout facilities are anticipated. Please clarify. We ask that the RRDEIR address whether or not treatment of wood or metal surfaces related to the marina will be used, including anti-fouling paint on boats, which could create pollutants.

RWQCB-3

Surface water and groundwater flows may potentially carry pollutants over and through the shore into the Lake, and the Final EIR should reflect that antidegradation policies should be considered in all Project analyses, i.e., the State Water Resources Control Board's (SWRCB) Resolution No. 68-16 and the federal antidegradation policy (40 CFR 131.12). Further, cumulative impacts to water quality standards should be considered along with any other planned projects nearby.

RWQCB-4

Through the restoration of habitat and the facilitation of wildlife movement through riparian corridors, the Basin Plan's wildlife habitat beneficial uses are served (WILD, WARM, RARE). To avoid impeding wildlife movement, roadways or pipelines should be carried over drainages by bridges or wide, "soft-bottomed" arched culvert systems.

RWQCB-5

401 Certification

The Project would not extensively dredge or fill the 4.0-acre portion of Big Bear Lake shoreline to be impacted. A boat ramp (on two lettered lots) will be constructed on 0.04 acre, and posts will be sunk into the lakebed for extended floating docks (RRDEIR p.4.4-14). The waters of the U.S. jurisdictional to the U.S. Army Corps of Engineers (Corps) is 0.15 acre, which covers impacts to the three on-site ravines (RRDEIR p.4.3-30, -33), but it appears that the lakeshore impacted area must be added to the total. Because we understand that the three ephemeral drainages will be largely avoided, the portions of these drainages that are impacted vs. not impacted should be indicated on Exhibit 4.3-4 with measured linear distances of the impacted segments.

RWQCB-6

Given the above, we anticipate that a Clean Water Act (CWA) Section 401 Water Quality Standards Certification (Certification) must be issued by the Regional Board as a prerequisite to a CWA Section 404 Permit, for impacts to the water quality standards. Total impacted acreage to waters of the U.S. and the state may be 4.15 acres, but following Corps review, the actual figure may be less. No isolated waters are noted to exist on the Project site. Early consultation with Regional Board staff concerning potential Certification issues is strongly suggested.

RWQCB-7

All unavoidable impacts to state and federal jurisdictional waters will be mitigated by in-kind habitat onsite and/or offsite at a minimum 3:1 replacement ratio (RRDEIR p.4.3-52). This mitigation program is distinguished from the other mitigation measures listed in Section 4.3.5. (p.4.3-48-53), including some shoreline avoidance, bald eagle¹ perching sites, pebble plain preservation sites, avoided/dedicated drainage area for the southern rubber boa in six

RWQCB-8

¹ Impacts to the Big Bear area's bald eagle population are determined by the RRDEIR to be unavoidable, but the RRDEIR anticipates adequate mitigation through avoidance of key perching trees and only seasonal motor disturbance. Listed as federally threatened and state endangered, the bald eagle eats fish and waterfowl and is considered under the Regional Board's RARE beneficial use (Rare, Threatened, or Endangered species). While Big Bear Lake was originally man-made, it is considered naturalized (p.4.3-44) and to have accrued the beneficial uses of other lakes.