

**SAN BERNARDINO COUNTY
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM**

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

PROJECT LABEL:

APN:	0252-151-16, 92, 93, 94, 0254-221-64
APPLICANT:	DCT INDUSTRIAL
COMMUNITY:	BLOOMINGTON/FIFTH SUPERVISORIAL DISTRICT
LOCATION:	NORTH SIDE OF SLOVER AVENUE APPROXIMATELY 321' EAST OF ALDER AVENUE
PROJECT NO:	P201100326/CUP
STAFF:	HEIDI DURON
REP('S):	SAME AS APPLICANT
PROPOSAL:	CONDITIONAL USE PERMIT TO ESTABLISH A 651,815 SQUARE FOOT INDUSTRIAL BUILDING TO BE USED AS A HIGH CUBE WAREHOUSE DISTRIBUTION FACILITY WITH A MAJOR VARIANCE TO ALLOW A HIGHER FLOOR AREA RATIO ON 26.88 ACRES.

USGS Quad: Fontana
T, R, Section: T1S R5W Sec.21 S 1/2

Thomas Bros.: page 605 Grid: C-7

Planning Area: Bloomington Community Plan
Land Use: BL/IR
Zoning: BL/IC
Overlays: None

PROJECT CONTACT INFORMATION:

Lead agency: County of San Bernardino
Land Use Services Department
385 N. Arrowhead Avenue
San Bernardino, CA 92415-0182

Contact person: Heidi Duron, Senior Planner
Phone No: (909) 387-4108 Fax No: (909) 387-3223
E-mail: hduron@lusc.sbcounty.gov

Project Sponsor: DCT Industrial
12 Corporate Plaza, Suite 150
Newport Beach, CA 92660

PROJECT DESCRIPTION:

The proposed project is a Conditional Use Permit to establish a 651,815 square-foot industrial building to be used as a "High Cube" warehouse distribution facility (Project) on 26.88 acres. High Cube Warehouse is defined as follows: "Warehouse/Distribution Centers are used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouse. These facilities are typically constructed utilizing concrete tilt-up technique, with a typical ceiling height of at least 24 feet. Warehouse/Distribution Centers are generally greater than 100,000 SF in size with a land coverage ratio of approximately 50% and a dock-high loading ratio of approximately 1:5,000-10,000 SF. They are characterized by a small employment count due to a high level of automation."

The proposed warehouse includes a maximum of 10,000 square feet of office space. The Project site is 26.88 acres. The General Plan Land Use Zoning designation for the site is IC (Community Industrial) and IR (Regional Industrial). Because the site is split-zoned, there are two different Floor Area Ratios (FAR) that apply to the project. The IC zone has an FAR of .55, and .45 for the IR zone, with a weighted average of .49. The proposed FAR for this project is .53 of the net site area, and therefore the applicant is requesting a Major Variance to allow the higher FAR. Landscaping covers 15.1% of the net site area, which meets the requirement under the Development Code.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The Project site is located on the north side of Slover Avenue, approximately 321' east of Alder Avenue in the unincorporated community of Bloomington. A majority of the site is fully paved, but not occupied with any approved land use. There is a small unpaved area proposed for drainage detention and an infiltration basin. The terrain is relatively level with no unique topographical or riparian features. The Project is located immediately south of a railroad track. The site is not within any identified hazard overlay. However, it is within an area identified as having potential for habitat that supports the Delhi Sands flower-loving fly, a federally protected species.

AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT
SITE	Vacant	BL/IC (Community Industrial)/ BL/IR (Regional Industrial)
North	Railroad/Interstate 10	BL/IR (Regional Industrial)
South	Vacant/Single Family Residences	BL/IC (Community Industrial)
East	Auto Auction/Vacant	BL/IC (Community Industrial)/ BL/IR (Regional Industrial)
West	Single Family Residences	BL/IC (Community Industrial)/ BL/IR (Regional Industrial)

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

Federal: None.

State of California: Regional Water Quality Control Board (RWQCB), South Coast Air Quality Management District (AQMD).

County of San Bernardino: Land Use Services - Code Enforcement; Building and Safety, Public Health-Environmental Health Services, Special Districts, Public Works. County Fire, and

Local: Local Agency Formation Commission (LAFCO), City of Rialto.

EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on seventeen (17) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact
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Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact:** No impacts are identified or anticipated and no mitigation measures are required.
2. **Less than Significant Impact:** No significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. **Less than Significant Impact with Mitigation Incorporated:** Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)
4. **Potentially Significant Impact:** Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

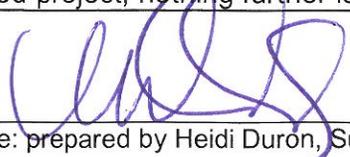
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use/ Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

<input type="checkbox"/>	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
<input checked="" type="checkbox"/>	Although the proposed project could have a significant effect on the environment, there shall not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION shall be prepared.
<input type="checkbox"/>	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION , including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature: prepared by Heidi Duron, Supervising Planner

April 26, 2013
~~March 26, 2012~~
 Date

Signature: Terri Rahhal, Planning Manager

March 26, 2012
 Date

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
I. AESTHETICS - Would the project				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: (Check if project is located within the view-shed of any Scenic Route listed in the General Plan):

- a) **No Impact.** The proposed project is not located within a designated Scenic Corridor and will not have a substantial adverse effect on a scenic vista, as there are none identified within the vicinity of the project site that would be affected by the proposed development.
- b) **Less than Significant Impact.** The proposed project will not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway because the project site is not within or adjacent to a state scenic highway, and there are no existing rock outcroppings or historic buildings present on the site.
- c) **Less than Significant Impact.** The proposed project will not substantially degrade the existing visual character or quality of the site and its surroundings, because the project is consistent with the planned visual character of the area and will incorporate landscaping and screening of exterior mechanical equipment, loading and storage areas.
- d) **Less than Significant Impact.** The proposed project will not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area because all lighting proposed onsite will be designed in accordance with the County Development Code. These standards and code requirements will ensure that the project will not create a new source of substantial light or glare by requiring lighting to be shielded or hooded. A lighting plan will be required as a condition of approval for this project. Impacts are considered less than significant.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<p>II. AGRICULTURE AND FORESTRY RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: (Check if project is located in the Important Farmlands Overlay):

- a) **No Impact.** The subject property is not identified or designated as Prime Farmland, Unique Farmland, or Farmland of Statewide. Importance on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. There are no agricultural uses on the site currently.
- b) **No Impact.** The subject property is not designated or zoned for agricultural use and the proposed project does not conflict with any agricultural land use or Williamson Act land conservation contract.
- c) **No Impact.** The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). The proposed project area is currently vacant land, which has never been designated as forest land or timberland. No rezoning of the project site would be required as the proposed project is compatible with the current zoning designation.
- d) **No Impact.** The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. The proposed project area is currently vacant land, which has never been designated as forest land or timberland.
- e) **No Impact.** The proposed project will not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to a non-agricultural use because, although the project involves the development of a warehouse facility, the site is currently not used for agricultural purposes. Impacts are considered less than significant.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district might be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: *(Discuss conformity with the South Coast Air Quality Management Plan, if applicable):*

- a) **Less than Significant Impact.** The proposed project does not conflict with or obstruct implementation of the applicable air quality plan. The Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB) sets forth a comprehensive program that will lead the SCAB into compliance with all federal and state air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections. The site will be paved and landscaped, which will mean little or no wind-blown dust or particulate matter will leave the site. The General Plan Land Use Zoning designation of the site is Community Industrial and Regional Industrial. Since this project involves the development of warehouse buildings, which is consistent with County General Plan, the proposed project is in compliance with the AQMP.
- b) **Less than Significant with Mitigation.** The proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Air quality impacts would include construction exhaust emissions generated from construction equipment, vegetation clearing and earth movement activities (if necessary), construction workers' commute, and construction material hauling for the entire construction period. These activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants such as Carbon Monoxide (CO), Nitrogen Oxides (NO_x), Reactive Organic Gases (ROG) or Volatile Organic Compounds (VOC), Sulfur Oxides (SO_x), Particulate Matter less than 10 microns (PM₁₀), and Particulate Matter less than 2.5 microns (PM_{2.5}). The project construction activities also represent sources of vehicle re-entrained fugitive dust (which includes PM₁₀), a potential concern because the proposed project is in a non-attainment area for ozone and PM-10.

Based on the data provided in the air quality analysis there are no emissions would exceed the SCAQMD thresholds for significance during construction activities. Therefore, there are no significant short-term regional air quality impacts during the off-site construction, site clearing, and grading phase for the project that would occur. Therefore, air quality impacts associated with grading is considered to be less than significant. All short-term emissions associated with construction activities, of all criteria pollutants, are below the SCAQMD regional and localized thresholds of significance.

The maximum daily operational emissions are 21 lbs. for ROG, 34 lbs. for NO_x, 58 lbs for CO, 0.09 lbs for SO_x, 10 lbs. for PM₁₀, and 1.4 lbs. for PM_{2.5}. Long-term emissions of all criteria pollutants are below the SCAQMD regional significance thresholds in both winter and summer during project operation. Since the project emissions are mainly from mobile sources, according to SCAQMD localized significance threshold methodology, no localized significance threshold analysis is required.

Therefore, both short-term and long-term emissions from project do not exceed the SCAQMD established significance thresholds and the impact is considered less than significant. The project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation, because the proposed use(s) do not exceed established thresholds of concern as established by the District.

- c) **Less than Significant Impact.** In evaluating the cumulative effects of the project, Section 21100(e) of CEQA states that "previously approved land use documents including, but not limited to, general plans, specific plans, and local coastal plans, may be used in cumulative impact analysis." In addressing cumulative effects for air quality, the AQMP utilizes approved general plans and, therefore, is the most appropriate document to use to evaluate cumulative impacts of the subject project. This is because the AQMP evaluated air quality emissions for the entire south coast air basin using a future development scenario based on population projections and set forth a comprehensive program that would lead the region, including the project area, into compliance with all federal and state air quality standards. However, the project would contribute criteria pollutants to the area during construction. Depending on other construction occurring in the area, generation of fugitive dust and pollutant emissions during construction could result in substantial short-term increases in air pollution. The portion of the South Coast Air Basin within which the project is located is designated as a non-attainment area for ozone and PM-10 under state standards, and as a non-attainment area for ozone, carbon monoxide, PM-10, and PM-2.5 under federal standards. Construction of the proposed project, in conjunction with other planned

developments would contribute to the existing nonattainment status. The proposed project would exacerbate nonattainment of air quality standards and contribute to adverse cumulative air quality impacts. With incorporation of mitigation measures, the impacts are less than significant.

- d) **Less than Significant Impact.** The proposed project does not expose sensitive receptors to substantial pollutant concentrations because the nearest sensitive receptor is further away than the recommended screening area and no residential uses are anticipated to be constructed in the study area, since the area is primarily zoned for industrial uses. The ongoing operation of the proposed project would generate TAC emissions from diesel truck emissions created by the on-going operations of warehouse uses. According to the SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TAC's over a 70-year lifetime will contract cancer, based on the use of the standard risk-assessment methodology.

According to the methodology described in *Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, prepared by SCAQMD, August 2003, and the *Localized Significance Threshold Methodology*, prepared by SCAQMD, June 2003, the TAC screening area should extend out to 500 meters or 1,640 feet. Since the nearest sensitive receptor is farther than the recommended screening area and no residential uses are anticipated to be constructed in the study area, no TAC impacts are anticipated. Therefore, TAC impacts from long-term operations-related TAC impacts are considered to be less than significant.

- e) **Less than Significant Impact.** The proposed project will not create objectionable odors affecting a substantial number of people because the project will only include warehousing uses and no manufacturing uses are allowed under this approval. In addition, the project is in an industrial area with no sensitive receptors within the vicinity of the project. Therefore, the impact is considered less than significant.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level below significant.

MM# Mitigation Measures

III-1 *AQ/Operational Mitigation.* The "developer" shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:

- a) *County Diesel Exhaust Control Measures [SBCC §83.01.040 (c)]*
- b) *Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.*
- c) *All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.*
- d) *Engines shall be maintained in good working order to reduce emissions.*
- e) *Ultra low-sulfur diesel fuel shall be utilized.*
- f) *Electric, CNG and gasoline-powered equipment shall be substituted for diesel-powered equipment, where feasible.*

- g) *On-site electrical power connections shall be made available, where feasible.*
- h) *All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.*

[Mitigation Measure III-1] General Requirements/Planning

III-2 AQ-Dust Control Plan. The "developer" shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:

- a) *Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.*
- b) *During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.*
- c) *Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.*
- d) *Storm water control systems shall be installed to prevent off-site mud deposition.*
- e) *All trucks hauling dirt away from the site shall be covered.*
- f) *Construction vehicle tires shall be washed, prior to leaving the project site.*
- g) *Rumble plates shall be installed at construction exits from dirt driveways.*
- h) *Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.*
- i) *Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.*

[Mitigation Measure III-2] Grading Permits/Planning

III-3 AQ - Construction Mitigation. The "developer" shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:

- a) *Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.*
- b) *Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.*
- c) *Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.*
- d) *All gasoline-powered equipment shall have catalytic converters.*
- e) *Provide onsite electrical power to encourage use of electric tools.*
- f) *Minimize concurrent use of equipment through equipment phasing.*

- g) Provide traffic control during construction to reduce wait times.
- h) Provide on-site food service for construction workers to reduce offsite trips.
- i) Implement the County approved Dust Control Plan (DCP)
- j) Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside counties).

[Mitigation Measure III-3] Grading Permits/Planning

III-4 AQ - Coating Restriction Plan. The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:

- a) Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.
- b) Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.
- c) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.
- d) Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.
- e) Comply with SCAQMD Rule 1113 on the use or architectural coatings.

[Mitigation Measure III-4] Building Permits/Planning

III-5 AQ – Design. The developer shall include the following air quality design considerations, where feasible, into the project design (per SBCC § 83.14.030). The building design with these features shall be submitted for review and approval obtained from County Planning in coordination with County Building and Safety:

- a) Bicycle Parking. Bicycle racks or secured bicycle lockers shall be provided at a rate of 1 per 30 parking spaces with a minimum of a three-bike rack.
- b) Bicycle Plan. Participate in implementation of the Countywide Bicycle Plan, through construction of on/off- site facilities or contribution of fees for these.
- c) Shower facilities. A minimum of one shower facility accessible to both men and women shall be provided for persons bicycling or walking to work for all new non-residential development meeting the CMP thresholds (250+peak hour trips).
- d) Street/walkway Connections. On-site pedestrian walkways and bicycle paths shall connect each project structure main entry to adjacent public streets.
- e) Passenger Loading Area. Passenger loading areas in locations shall be provided close to building entrances for all developments with at least 100 parking spaces. (Loading area shall be equivalent to a minimum of 5 parking spaces and shall have a 15 minute parking time limit).
- f) Vanpool Parking. Vanpool parking spaces shall be provided near building entrances. A vertical clearance of no less than 9' shall be provided.
- g) Transit improvements. Transit improvements (e.g. bus pullouts, bus signage, bus pads, and/or bus shelters) shall be provided along existing or planned transit routes. The need for and nature of those improvements shall be determined in

cooperation with the designated local transportation authority (e.g. Omnitrans, MARTA or other).

- h) *Parking Reduction.* Parking requirements may be reduced, if developer demonstrates that increased ridesharing by bus or other modes of transportation and/or incorporation on-site of either child care or senior care facilities.
- i) *Employee Services.* Provide on-site employee services such as automated tellers, cafeterias, postal machines).
- j) *Energy conservation.* Conserve energy through the use of alternative energy resources (e.g. passive lighting, heating, ventilation and air conditioning) and conservation efforts in wastewater treatment, irrigation and use of recycled water. Incorporate energy efficient lighting and California Energy Commission insulation standards into the design.
- k) *SCAQMD – Design.* New and modified stationary sources shall be required to install Best Available Control Technology and offset any new emissions such that there is no net gain in emissions within the air basin. (SCAQMD Regulation XIII)

[Mitigation Measure III-5] *Building Permits/Planning*

III-6 *AQ – Installation.* The developer shall submit for review and obtain approval from County Planning of evidence that all air quality mitigation measures have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/procedures include the following:

- a) *Dust Control Plan (DCP)*
- b) *Coating Restriction Plan (CRP)*
- c) *Design elements including the following:*
 - *Bicycle parking (racks/locker) with showers available for cyclists near building entrances to promote cyclist safety, security, and convenience.*
 - *Participation in appropriate bike plan*
 - *All showerheads, lavatory faucets, and sink faucets shall comply with the California Energy Conservation flow rate standards.*
 - *Low flush toilets shall be installed as specified in California State Health and Safety Code Section 17921.3 and as confirmed by County Building & Safety.*

[Mitigation Measure III-6] *Final Inspection/Planning*

III-7 *East Valley Area Plan Mitigation AQ/EVAP – SART Mitigation Fee.* Prior to issuance of building permits the developer shall contribute a fair share fee of \$1435 per net acre to the satisfaction of County Regional Parks for construction of the East Valley Area Plan segment of the Santa Ana River Trail (SART) from California Street to the SH30 bridge. This fee may be waived or adjusted by County Regional Parks based upon inflation and credit may be granted for any developer completed trail improvements. The construction of the trail shall provide an incentive to use alternative transportation modes that access the area. This action assists with air quality mitigation and is also an offset to the aesthetic resource loss caused by removal of the orange groves in the area. [Mitigation Measure III-7] *Building Permits/Planning*

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
IV. BIOLOGICAL RESOURCES - Would the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc...) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: (Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database):
Category N/A

- a) **Less than Significant Impact.** The California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS) may list species as threatened or endangered under the California Endangered Species Act (CESA) or Federal Endangered Species Act (FESA). The USFWS can designate critical habitat that identifies specific areas that are essential to the conservation of a listed species. The Coastal California gnatcatcher

(*Polioptila californica californica*), Delhi Sands flower-loving fly (*Phaphiodas terminates abdominalis*), and San Bernardino kangaroo rat (*Dipodomys merriami parvus*) have been reported to be within a two-mile radius of the project vicinity due to previous documented occurrences. A General Biological Resources Assessment was prepared by LSA Associates on June 17, 2011 and included a site visit on May 18, 2011. Based on the findings, none of these species can occur on the project site due to the existing developed condition. No other threatened or endangered species are expected to occur on the project site and the site is not within designated critical habitat of any species.

- b) **Less than Significant Impact.** The project implementation would not have any impacts to sensitive or regulated habitat because the project site is devoid of native riparian vegetation or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game (CDFG) or United States Fish and Wildlife Services (USFWS). No drainage features, ponded areas, or riparian habitat potentially subject to jurisdiction by CDFG, U.S. Army Corps of Engineers (ACOE) and/or Regional Water Quality Control Board (RWQCB) were found within the project site.
- c) **No Impact.** This project will not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, because there are no identified protected wetlands on the project site.
- d) **Less than Significant Impact.** This project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, because there are no such corridors or nursery sites within or near the project site.
- e) **Less than Significant Impact.** There are no local policies or ordinances protecting biological resources that are applicable to the proposed project site. Therefore, development of the proposed project would not conflict with local policies or ordinances protecting such resources.
- f) **No Impact.** The project area is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be no take of critical habitat and, therefore, no land use conflict with existing management plans would occur.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
V. CULTURAL RESOURCES - Would the project				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: (Check if the project is located in the Cultural or Paleontologic Resources overlays or cite results of cultural resource review):

- a) **Less than Significant Impact.** The project will not cause a substantial adverse change in the significance of a historical resource, because no resources have been identified on the site.
- b) **Less than Significant Impact.** This project will not cause a substantial adverse change in the significance of an archeological resource, because no resources have been identified on the site. To further reduce the potential for impacts, a condition shall be added to the project, which requires the developer to contact the County Museum for determination of appropriate mitigation measures, if any finds are made during project construction.
- c) **Less than Significant Impact.** This project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no resources have been identified on the site. To further reduce the potential for impacts, a condition shall be added to the project which requires the developer to contact the County Museum for determination of appropriate mitigation measures, if any finds are made during project construction.
- d) **Less than Significant Impact.** This project will not disturb any human remains, including those interred outside of formal cemeteries, because no such burials grounds are identified on this project site. If any human remains are discovered, during construction of this project, the developer is required to contact the County Coroner, County Museum for determination of appropriate mitigation measures and a Native American representative, if the remains are determined to be of Native American origin.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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VI. GEOLOGY AND SOILS - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001) creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION: (Check if project is located in the Geologic Hazards Overlay District):

- a) **i) Less than Significant Impact.** The entire San Bernardino County area is particularly susceptible to strong ground shaking and other geologic hazards. However, the proposed project site is not located within an Alquist-Priolo Earthquake fault zone. While the potential for onsite ground rupture cannot be totally discounted (e.g., unmapped faults could conceivably underlie the project corridor), the likelihood of such an occurrence is considered

low due to the absence of known faults within the site. The nearest fault zone is the San Andreas fault zone located approximately 8 miles northeast of the project site. Therefore, impacts from proximity to fault zones are considered less than significant.

ii) Less than Significant Impact. The subject site is within an area that is subject to strong earthquakes due to its location to the San Andres fault. Due to economic considerations, it is not generally considered reasonable to design a structure that is not susceptible to earthquake damage. Therefore, significant damage to structures may be unavoidable during large earthquakes. The proposed structure should, however, be designed to resist structural collapse through incorporation of UBC design guidelines and thereby provide reasonable protection from serious injury, catastrophic property damage and loss of life. With compliance with the UBC, impacts are considered less than significant.

iii) Less than Significant Impact. The project site is expected to experience earthquake activity that is typical of the Southern California area. The potential for liquefaction at this site is considered to be very low due to the regional depth of groundwater in excess of 100 feet. Additionally, the site is beyond the limits of the liquefaction zone for the aforementioned earthquake faults. Therefore, based on the geotechnical investigation, impacts from liquefaction are considered less than significant.

iv) No Impact. The proposed project would not have any risks associated with landslides. Landslides are the downslope movement of geologic materials. The stability of slopes is related to a variety of factors, including the slope's steepness, the strength of geologic materials, and the characteristics of bedding planes, joints, faults, vegetation, surface water, and groundwater conditions. The project area is relatively flat terrain where landslides have not historically been an issue; therefore, no significant impacts are anticipated with respect to seismic-related (or other) landslide hazards.

- b) **Less than Significant Impact.** The project will not result in substantial soil erosion or the loss of topsoil, because the site will be paved and landscaped. Erosion control plans will be required to be submitted, approved and implemented. Measures to reduce and control erosion of soil during construction and long term operation are required by SCAQMD through its Rule 403 for control of fugitive dust, the Santa Ana Regional Water Quality Control Board (RWQCB) under its administration of the State's General Construction Permit, and the County of San Bernardino Public Works Department through its Storm Water Management Program. Implementation of requirements under SCAQMD Rule 403 for control of fugitive dust would reduce or eliminate the potential for soil erosion due to wind. Implementation of Best Management Practices (BMPs) that would be included in the applicant's Storm Water Pollution Prevention Plan (SWPPP), would reduce soil erosion due to storm water or water associated with construction.
- c) **Less than Significant Impact.** The project is not identified as being located on a geologic unit or soil that has been identified as being unstable or having the potential to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Where a potential for these is identified a geology report is required to be reviewed and approved by the County Building and Safety Geologist, who will require implementation of appropriate mitigation measures, if any additional measures are required.

- d) **Less than Significant Impact.** The project site is not located in an area that has been identified by the County Building and Safety Geologist as having the potential for expansive soils.

- e) **Less than Significant Impact.** The project will be served by a proposed septic system via permit through the Environmental Health Services Division of the County and review by the Regional Water Quality Control Board.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
VII GREENHOUSE GAS EMISSIONS - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- a, b) **Less than Significant Impact.** In September 2006 Governor Schwarzenegger signed the Global Warming Solutions Act (Assembly Bill 32), which was created to address the Global Warming situation in California. The Act requires that the greenhouse gas (GHG) emissions in California be reduced to 1990 levels by 2020. This is part of a larger plan in which California hopes to reduce its emissions to 80 percent below 1990 levels by 2050. This reduction shall be accomplished through an enforceable statewide cap on GHG emissions that shall be phased in starting in 2012 and regulated by the California Air Resources Board (CARB). With this Act in place, CARB is in charge of setting specific standards for different source emissions, as well as monitoring whether they are being met.

As discussed in Section III of this document, the proposed project's primary contribution to air emissions is attributable to construction activities. Project construction would result in greenhouse gas (GHG) emissions from construction equipment and construction workers personal vehicles traveling to and from the site. Construction-related GHG emissions vary depending on the level of activity, length of the construction period, specific construction operations, types of equipment, and number of personnel.

The primary emissions that would result from the proposed project occur as carbon dioxide (CO₂) from gasoline and diesel combustion, with more limited vehicle tailpipe emissions of nitrous oxide (N₂O) and methane (CH₄), as well as other GHG emissions related to vehicle cooling systems. Although construction emissions are a one-time event, GHG emissions such as CO₂ can persist in the atmosphere for decades.

A Global Climate Change Analysis was prepared on September 8, 2011 by Kunzman Associates, Inc., and GHG emissions were calculated using the CalEEMod Model run for the proposed project. In the year 2020, the proposed project would generate 4,759.59 metric tons of CO₂e per year. According to the thresholds of significance, as defined by SCAQMD and the San Bernardino County GHG Emissions Reduction Plan, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations in year 2020 would exceed 3,000 metric tons per year of CO₂e. Therefore, operation of the proposed project would create a significant cumulative impact to global

climate change. Incorporation of mitigation measures would reduce the GHG emissions to a less than significant level.

GHGs and criteria pollutants would realize co-beneficial emissions reduction from the implementation of measures discussed in Section III, *Air Quality*, as well as the project's conditions of approval, project design and construction features. Furthermore, the construction of this project would result in "green" electric power generation that would otherwise be produced at a traditional fossil fuel burning plant, which generate considerably more GHG emissions. For these reasons, it is unlikely that this project would impede the State's ability to meet the reduction targets of AB32.

There are no significant adverse impacts identified or anticipated. However, as a precautionary measure and to further reduce any potential for impacts, the following mitigation measures shall apply:

MM# Mitigation Measures

VII-1 *GHG/Operational Mitigation. The "developer" shall implement the following programs to the satisfaction of County Planning as green house gas (GHG) mitigation during operation of the approved project.*

- a) *Waste Stream Reduction. The "developer" shall provide to all project employees, guests and tenants County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services.*
- b) *Vehicle Trip Reduction. The "developer" shall provide to all project employees, guests and tenants County-approved informational materials about the need to reduce vehicle trips and the program elements this project and/or tenant is implementing to reduce travel. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides.*

[Mitigation Measure VII-1] General Requirements/Planning

VII-2 *GHG – Construction Mitigation. The "developer" shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce impacts to GHG and submitting documentation of compliance. The developer/construction contractors shall do the following:*

- a) *Implement both the approved Dust Control Plan and Coating Restriction Plan.*
- b) *Selection of construction equipment will be based on low-emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment.*
- c) *Use low-sulfur fuel for stationary equipment. (SCAQMD Rules 431.1 and 431.2).*
- d) *Grading plans shall include the following statements:*
 - *"All construction equipment shall be tuned and maintained in accordance with the manufacturer's specifications".*

- *“All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes.”*
- e) *Minimize vehicles and equipment operating at the same time.*
- f) *Reduce daily equipment operation hours during smog season (May-October).*
- g) *Schedule construction traffic ingress/egress to not interfere with peak-hour traffic and to minimize traffic obstructions. Queuing of trucks on and off site shall be firmly discouraged and not scheduled. A flagperson shall be retained to maintain efficient traffic flow and safety adjacent to existing roadways.*
- h) *Recycle and reuse construction and demolition waste (e.g. soil, vegetation, concrete, lumber, metal, and cardboard) per County Solid Waste procedures.*
- i) *The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew and educate all construction workers about the required waste reduction and the availability of recycling services.*

[Mitigation Measure VII-2] Grading Permits/Planning

VII-3 *GHG – Design. The developer shall submit for review and obtain approval from County Planning that the following measures have been incorporated into the design of the project. These are to reduce potential project impacts on green house gases (GHGs): Proper installation of the approved design features and equipment shall be confirmed by County Building and Safety prior to final inspection of each structure.*

- a) *Title 24 + 5%. The Developer shall document that the design of the proposed structures exceeds the current Title 24 requirements by a minimum of five percent. County Planning shall coordinate this review with the County Building and Safety. Any combination of the following design features may be used to fulfill this mitigation, provided that the total increase in efficiency meets or exceeds the cumulative goal (105%+ of Title 24) for the entire project (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non Residential Buildings, as amended October 1, 2005; Cool Roof Coatings performance standards as amended September 11, 2006):*
 - *Incorporate dual paned or other energy efficient windows,*
 - *Incorporate energy efficient space heating and cooling equipment,*
 - *Incorporate energy efficient light fixtures, photocells, and motion detectors,*
 - *Incorporate energy efficient appliances,*
 - *Incorporate energy efficient domestic hot water systems,*
 - *Incorporate solar panels into the electrical system,*
 - *Incorporate cool roofs/light colored roofing,*
 - *Incorporate other measures that will increase energy efficiency.*
 - *Increase insulation to reduce heat transfer and thermal bridging.*
 - *Limit air leakage throughout the structure and within the heating and cooling distribution system to minimize energy consumption.*
- b) *Plumbing. All showerheads, lavatory faucets, and sink faucets shall comply with the California Energy Conservation flow rate standards. Low flush toilets shall be installed where applicable as specified in California State Health and Safety Code Section 17921.3. If possible, utilize grey water systems and dual plumbing for recycled water.*
- c) *Lighting. Lighting design for building interiors shall support the use of:*
 - *Compact fluorescent light bulbs or equivalently efficient lighting.*

- *Natural day lighting through site orientation and the use of reflected light.*
- *Skylight/roof window systems.*
- *Light colored building materials and finishes shall be used to reflect natural and artificial light with greater efficiency and less glare.*
- d) *Building Design. Orient building locations to best utilize natural cooling/heating with respect to the sun and prevailing winds/natural convection to take advantage of shade, day lighting and natural cooling opportunities. Utilize natural, low maintenance building materials that do not require finishes and regular maintenance.*
- e) *Landscaping. The developer shall submit for review and obtain approval from County Planning of landscape and irrigation plans that are designed to include drought tolerant and smog tolerant trees, shrubs, and groundcover to ensure the long-term viability and to conserve water and energy. The landscape plans shall include shade trees around main buildings, particularly along southern and western elevations, where practical.*
- f) *Irrigation. The developer shall submit irrigation plans that are designed, so that all common area irrigation areas shall be capable of being operated by a computerized irrigation system, which includes either an on-site weather station, ET gauge or ET-based controller capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain and wind. In addition, the computerized irrigation system shall be equipped with flow sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failure due to mainline breaks and eliminating over-watering and flooding due to pipe and/or head breaks.*
- g) *Recycling. Exterior storage areas for recyclables and green waste shall be provided. Adequate recycling containers shall be located in public areas. Construction and operation waste shall be collected for reuse and recycling.*
- h) *Multimodal. The design shall included adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. Preferred carpool/vanpool spaces shall be provided and if available mass transit facilities shall be provided (e.g. bus stop bench/shelter).*

[Mitigation Measure VII-3] Building Permits/Planning

VII-4 *GHG – Installation. The developer shall submit for review and obtain approval from County Planning of evidence that all GHG mitigation measures have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/ procedures include the following:*

- a) *Design features and/or equipment that cumulatively increase the overall compliance of the project to exceed Title 24 minimum standards by five percent.*
- b) *All interior building lighting shall support the use of fluorescent light bulbs or equivalent energy-efficient lighting.*
- c) *Installation of both the identified mandatory and optional design features or equipment that have been constructed and incorporated into the facility.*

[Mitigation Measure VII-4] Final Inspection/Planning

- VII-5 *GHG/Occupancy Information. The “developer” shall prepare, submit for review and obtain approval from County Planning of informational materials intended for distribution to all project employees, guests and tenants to implement the following programs as green house gas (GHG) mitigation during operation of the approved project.*
- a) *Waste Stream Reduction. Informational materials about methods and need to reduce the solid waste stream and listing available recycling services.*
 - b) *Vehicle Trip Reduction. Informational materials about the need to reduce vehicle trips and the program elements that this project and/or tenant is implementing to reduce travel. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides.*

[Mitigation Measure VII-5] Occupancy/Planning

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VIII HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, because no use approved on the site is anticipated to be involved in such activities. If such uses are proposed on-site in the future, they will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department and in some instances additional land use review.
- b) **Less than Significant Impact.** The project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, because any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.
- c) **Less than Significant Impact.** The future occupants of the proposed facilities will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, because the project does not propose the use of hazardous materials. In addition, all existing and proposed schools are more than one-quarter mile away from the project site.
- d) **Less than Significant Impact.** The project site is not located on a known site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The proposed project shall not create a significant hazard to the public or the environment. No impacts to this topic shall occur as a result of implementing the proposed project and, therefore, no mitigation measures are required.
- e) **No Impact.** The project site is not within the vicinity or approach/departure flight path of a public airport.
- f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip; therefore, it would not result in a safety hazard for people residing or working in the project area.
- g) **Less than Significant Impact.** The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, because the project has adequate access from two or more directions via San Bernardino Avenue, California Street and Almond Avenue.
- h) **No Impact.** The project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because there are no wildlands adjacent to this site. The project site is in an urban area and is not located in or adjacent to wildlands or near the wildlands/urban interface. Therefore, people and infrastructure will not be exposed to wildland fires.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
IX HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structure which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** The project will not violate any water quality standards or waste discharge requirements, because the project will be served by the West Valley Water District, an established water purveyor that is subject to independent regulation by local and state agencies that ensure compliance with water quality requirements. The project will be served by a proposed septic system via permit through the Environmental Health Services Division of the County and review by the Regional Water Quality Control Board.
- b) **Less than Significant Impact.** The project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level, because the project is served by an existing water purveyor that has indicated that there is currently sufficient capacity in the existing water system to serve the anticipated needs of this project.
- c) **Less than Significant Impact.** The project will not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river and the project is required to submit and implement an erosion control plan.
- d) **Less than Significant Impact.** The project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river. County Public Works has reviewed the proposed project drainage and all necessary drainage improvements both on and off site have been required as conditions of the construction of the project.
- e) **Less than Significant Impact.** The project will not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, because County Public Works has reviewed the proposed project drainage and has determined that the proposed systems are adequate to handle anticipated flows. All necessary drainage improvements both on and off site will be required as conditions of the construction of the project. There will be adequate capacity in the local and regional drainage systems so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of stormwater flows originating from or altered by the project.
- f) **Less than Significant Impact.** The proposed project would not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required.
- g) **No Impact.** The project will not place unprotected housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, because the project does not propose housing and is not within identified flood hazard areas as reviewed by County Public Works.

- h) **No Impact.** The project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows, because the site is not located within a 100-year flood hazard area and any area identified as being potentially affected by a 100-year storm the structures will be subject to a flood hazard review and will be required to be elevated a minimum of one foot above the base flood elevation.
- i) **No Impact.** The project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, because the project site is not within any identified path of a potential inundation flow that might result in the event of a dam or levee failure or that might occur from a river, stream, lake or sheet flow situation.
- j) **No Impact.** The project will not be impacted by inundation by seiche, tsunami, or mudflow, because the project is not adjacent to any body of water that has the potential of seiche or tsunami nor is the project site in the path of any potential mudflow.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
X. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

- a) **No Impact.** The project will not physically divide an established community, because the project is a logical and orderly extension of the planned land uses and development that are established within the surrounding area.
- b) **Less than Significant Impact.** The project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, because the project is consistent with all applicable land use policies and regulations of the County Code and General Plan. The project will comply with all hazard protection, resource preservation and land use modifying Overlay District regulations.

Because the site is split-zoned, there are two different Floor Area Ratios (FAR) that apply to the Project. The FAR standard for the IC zone is 55%, and for the IR zone it is 45%. The weighted average of 49% applies to the Project. The FAR of the proposed Project is 53% of the net site area, and therefore the applicant is requesting a Major Variance to allow the higher FAR. The project site is irregularly shaped, with over an acre of the property being unusable for the construction of the warehouse. Additionally, the property is within two Land Use Zoning Districts that have different development standards for the same use. Since the proposed warehouse is allowed in the IC District, which provides for light industrial uses, the proposed FAR for this development is consistent with the less restrictive development standards of that District. As a result, Staff feels there is enough justification to support the applicant's request for a Major Variance in conjunction with the development proposal.

- c) **No Impact.** The proposed project does not conflict with any applicable habitat conservation plans or natural community conservation plans.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XI. MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: (Check if project is located within the Mineral Resource Zone Overlay):

- a) **No Impact.** The project will not result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state, because there are no identified important mineral resources on the project site and the site is not within a Mineral Resource Zone Overlay.
- b) **No Impact.** The project will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, because there are no identified locally important mineral resources on the project site. The underlying soils in the area could be recovered, but the area has already been developed with industrial uses and it is impractical to recover those resources. As such the area has not been identified as a locally important mineral resource.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XII. NOISE - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: (Check if the project is located in the Noise Hazard Overlay District or is subject to severe noise levels according to the General Plan Noise Element):

- a) **Less than Significant Impact.** The project will not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, because the project has been conditioned to comply with the noise standards of the County Development Code and no noise exceeding these standards is anticipated to be generated by the proposed uses.
- b) **Less than Significant Impact.** The project will not create exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, because the project has been conditioned to comply with the vibration standards of the County Development Code and no vibration exceeding these standards is anticipated to be generated by the proposed uses.

- c) **Less than Significant Impact.** The project will not generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing or allowed without the project, because the project has been conditioned to comply with the noise standards of the County Development Code and no noise exceeding these standards is anticipated to be generated by the project.

- d) **Less than Significant Impact.** The project will not generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing or allowed without the project because the project has been conditioned to comply with the noise standards of the County Development Code.

- e) **Less than Significant Impact.** The project is not located within an airport land use plan area or within 2 miles of a public/public use airport.

- f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XIII. POPULATION AND HOUSING - Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** The project will not induce substantial population growth in an area either directly or indirectly. The project will generate several new jobs and employment opportunities. This may generate a need for housing for new employees. However, even considering the low unemployment rate for the area, the existing and currently developing housing stock should accommodate the housing needs for those employed by the type of jobs generated by the project. The project proposes a new warehouse facility, however no tenant has been proposed so the number of employees cannot be determined. Typically, new uses such as the proposed use generate 50-100 jobs including warehouse employees and drivers that will be on site in shifts. Employees could be full time or part time depending on the ultimate tenant. The Inland Empire has been considered to be housing rich with employees having to travel out of the area to work. Recently, warehouse and other industrial uses have been developed, such that local residents are now able to commute shorter distances to work. The proposed project will likely draw from the local employment base for most of its employees.
- b) **No Impact.** The proposed project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere because the project site is currently undeveloped. No significant adverse impacts are anticipated and, therefore, no mitigation measures are required.
- c) **No Impact.** The proposed project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere because the project site is currently undeveloped. No significant adverse impacts are anticipated and, therefore, no mitigation measures are required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
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XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

a) **Less than Significant Impact.** The proposed project will not result substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire and police protection, schools, parks or other public facilities. Construction of the project will increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this project.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** This project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, because the project will not generate any new residential units and the impacts to parks generated by the employees of this project will be minimal.
- b) **Less than Significant Impact.** This project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, because the type of project proposed will not result in an increased demand for recreational facilities.

XVI. TRANSPORTATION/TRAFFIC - Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and greenways, pedestrian and bicycle paths, and mass transit. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION:

a,b) **Less than Significant Impact with Mitigation.** The County Traffic Division has reviewed the Traffic Study for DCT Alder Slover Warehouse located on the north side of Slover Avenue, approximately 321' east of Alder Avenue in the unincorporated community of Bloomington. LSA Associates prepared the Traffic Study on October 4, 2011. This study concluded that additional traffic generated by the project could have a significant impact to the Level of Service (LOS) for the study area roadway network with the proposed project. The study area intersections are projected to operate below acceptable Levels of Service during the peak hours for Opening Year 2012 and Future Year 2035 with project traffic conditions.

The project will result in the addition of 1230 total trips per day (in passenger car equivalents (PCE) on roadways in the project vicinity, 77 morning peak hour passenger cars equivalent trips and 85 evening peak hour passenger cars equivalent trips. The study concluded that the additional traffic will have a significant impact to the existing traffic load

and capacity of the street system. Mitigation measures have been required to reduce the potential impacts of the increased traffic load at this location.

- c) **No Impact.** The project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks because there are no airports in the vicinity of the project and there is no anticipated notable impact on air traffic volumes by passengers or freight generated by the proposed uses and no new air traffic facilities are proposed.
- d) **Less than Significant Impact.** The project will not substantially increase hazards due to a design feature or incompatible uses because the project site is adjacent to an established road that is accessed at points with good site distance and properly controlled intersections. There are no incompatible uses proposed by the project that will impact surrounding land uses.
- e) **Less than Significant Impact.** The project will not result in inadequate emergency access, because there is a minimum of two access points to the site.
- f) **Less than Significant Impact.** The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks), because these have been required to be installed as conditions of approval.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level below significant.

- XVI-1 Regional Transportation Facilities Fee. This project falls within the Regional Transportation Development Mitigation Plan for the Rialto Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office.
[Mitigation Measure XVI-1] Prior to Building Permit.
- XVI-2 The County Department of Public Works has a capital improvement project to widen Slover Avenue to four lanes and install traffic signals at the intersections of Slover Avenue at Laurel Avenue and Slover Avenue at Locust Avenue.

If the applicants constructs prior to the County then the following applies:

Fair Share Contribution. The total fair share contribution for this project is required based on the traffic report dated November 4, 2011 from LSA Associates, Inc. The total fair share is \$112,000 and shall be paid with a cashier's check to the Department of Public Works - Traffic Division. The breakdown in cost for these improvements is:

- Alder Avenue at Slover Avenue: A traffic signal is required at a cost of \$400,000. The project fair share shall be \$32,000.
- Laurel Avenue at Slover Avenue: A traffic signal is required at a cost of \$400,000. The project fair share shall be \$48,000.

- *Locust Avenue at Slover Avenue: A traffic signal is required at a cost of \$400,000. The project fair share shall be \$32,000.*
[Mitigation Measure XVI-2] Prior to Building Permit.

If the County constructs prior to the Applicant then the following applies:

Fair Share Contribution. *The total fair share contribution for this project is required based on the traffic report dated November 4, 2011 from LSA Associates, Inc. The total fair share is \$32,000 and shall be paid with a cashier's check to the Department of Public Works - Traffic Division. The breakdown in cost for these improvements is:*

- *Alder Avenue at Slover Avenue: A traffic signal is required at a cost of \$400,000. The project fair share shall be \$32,000.*
[Mitigation Measure XVI-2] Prior to Building Permit.

- XVI-3 *The County Department of Public Works has a capital improvement project to widen Slover Avenue to four lanes and install traffic signals at the intersections of Slover Avenue at Laurel Avenue and Slover Avenue at Locust Avenue.*

If the applicants constructs prior to the County then the following applies:

Street Improvements. *The applicant shall design/construct the following:*

- *The southbound approach (shared driveway) at the intersection of Slover Avenue at Laurel Avenue shall be two lanes, one left turn lane and one shared through/right lane. This intersection shall be an all way stop control.*
- *Design the project westerly driveway along Slover Avenue to be right in/right out only*

[Mitigation Measure XVI-3] Design Prior to Building Permit, Construct Prior to Occupancy

If the County constructs prior to the Applicant then the following applies:

Street Improvements. *The applicant shall design/construct the following:*

- *The southbound approach (shared driveway) at the intersection of Slover Avenue at Laurel Avenue shall be two lanes, one left turn lane and one shared through/right lane.*
- *Design the project westerly driveway along Slover Avenue to be right in/right out only.*
- *The applicant is required to design the traffic signal modification at the intersection of Slover Avenue and Laurel Avenue to add the north leg.*

[Mitigation Measure XVI-3] Design Prior to Building Permit, Construct Prior to Occupancy

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded, entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** The proposed project does not exceed wastewater treatment requirements of the Regional Water Quality Control Board, Santa Ana Region, as determined by County Public Health – Environmental Health Services.
- b) **Less than Significant Impact.** The proposed project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, as there is sufficient capacity in the existing system for the proposed use. The proposed project will be serviced by an existing on-site septic system. Water will be provided by the West Valley Water District.

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- c) **Less than Significant Impact.** The proposed project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities that cause significant environmental effects. A Water Quality Management Plan (WQMP), was approved by the San Bernardino County Department of Public Works. The site design includes on-site infiltration/retention basins within the landscape areas, as well as a vegetated swale, and all drainage is directed towards these areas. As a result of the use of Best Management Practices (BMPs) as described in the WQMP, it is not expected that there will be any run-off entering the storm drain system during post construction operation.
- d) **Less than Significant Impact.** The proposed project will have sufficient water supplies available to serve the project from existing entitlements and resources as the local water purveyor (West Valley Water District) has given assurance that it has adequate water service capacity to serve the projected demand for the project, in addition to the provider's existing commitments.
- e) **Less than Significant Impact.** The proposed project will utilize an on-site septic system.
- f) **Less than Significant Impact.** The proposed project is served by the Mid-Valley landfill which has sufficient permitted capacity to accommodate the project's solid waste disposal needs.
- g) **Less than Significant Impact.** The proposed project would comply with all federal, state, and local statutes and regulation related to solid waste. The project would consist of short-term construction activities (with short-term waste generation limited to minor quantities of construction debris) and thus would not result in long-term solid waste generation. Solid wastes produced during the construction phase of this project, or during future decommission activity, would be disposed of in accordance with all applicable statutes and regulations. Accordingly, no significant impacts related to landfill capacity are anticipated from the proposed project.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which shall cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** The project does not appear to have the potential to significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. There are no rare or endangered species or other species of plants or animals or habitat identified by the California Natural Diversity Database (CNDDDB) as being significantly and negatively impacted by this project. There are no identified historic or prehistoric resources identified on this site. If any archaeological or paleontological resources are identified during construction the project, the project is conditioned to stop and identify appropriate authorities, who properly record and/or remove for classification any such finds.
- b) **Less than Significant Impact.** The project does not have impacts that are individually limited, but cumulatively considerable. The sites of projects in the area to which this project would add cumulative impacts have either existing or planned infrastructure that is sufficient for all planned uses. These sites either are occupied or are capable of absorbing such uses without generating any cumulatively significant impacts.

- c) **Less than Significant Impact.** The incorporation of design measures, County policies, standards, and guidelines would ensure that there would be no substantial adverse effects on human beings, either directly or indirectly. Impacts of the proposed project would be less than significant.

GENERAL REFERENCES

Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500)

California Department of Water Resources Bulletin #118 (Critical Regional Aquifers).

CEQA Guidelines, Appendix G

California Standard Specifications, July 1992

County Museum Archaeological Information Center

County of San Bernardino Development Code, 2007

County of San Bernardino General Plan, adopted 2007

County of San Bernardino Identified Hazardous Materials Waste Sites List, April 1998

County of San Bernardino, Countywide Integrated Waste Management Plan.

County of San Bernardino, *San Bernardino County Stormwater Program, Model Water Quality Management Plan Guidance*.

County of San Bernardino Road Planning and Design Standards

Environmental Impact Report, San Bernardino County General Plan, 2007

Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map

South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993.

PROJECT SPECIFIC STUDIES:

LSA Associates, June, 2011, Air Quality Analysis, Alder Slover Warehouse

LSA Associates, June 17, 2011, General Biological Resources Report, Alder Slover Warehouse

LSA Associates, June, 2011, Noise Impact Analysis, Alder Slover Warehouse

LSA Associates, October 4, 2011, Traffic Study, Alder Slover Warehouse

MITIGATION MEASURES

(Any mitigation measures, which are not “self-monitoring,” shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval.)

III-1 AQ/Operational Mitigation. The “developer” shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:

- a) County Diesel Exhaust Control Measures [SBCC §83.01.040 (c)]*
- b) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.*
- c) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.*
- d) Engines shall be maintained in good working order to reduce emissions.*
- e) Ultra low-sulfur diesel fuel shall be utilized.*
- f) Electric, CNG and gasoline-powered equipment shall be substituted for diesel-powered equipment, where feasible.*
- g) On-site electrical power connections shall be made available, where feasible.*
- h) All transportation refrigeration units (TRU’s) shall be provided electric connections, when parked on-site.*

[Mitigation Measure III-1] General Requirements/Planning

III-2 AQ-Dust Control Plan. The “developer” shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:

- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.*
- b) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.*
- c) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.*
- d) Storm water control systems shall be installed to prevent off-site mud deposition.*
- e) All trucks hauling dirt away from the site shall be covered.*
- f) Construction vehicle tires shall be washed, prior to leaving the project site.*
- g) Rumble plates shall be installed at construction exits from dirt driveways.*
- h) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.*

- i) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.

[Mitigation Measure III-2] Grading Permits/Planning

III-3 AQ - Construction Mitigation. The "developer" shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:

- a) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.
- b) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.
- c) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.
- d) All gasoline-powered equipment shall have catalytic converters.
- e) Provide onsite electrical power to encourage use of electric tools.
- f) Minimize concurrent use of equipment through equipment phasing.
- g) Provide traffic control during construction to reduce wait times.
- h) Provide on-site food service for construction workers to reduce offsite trips.
- i) Implement the County approved Dust Control Plan (DCP)
- j) Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside counties).

[Mitigation Measure III-3] Grading Permits/Planning

III-4 AQ - Coating Restriction Plan. The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:

- a) Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.

- b) Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.
- c) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.
- d) Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.
- e) Comply with SCAQMD Rule 1113 on the use of architectural coatings.

[Mitigation Measure III-4] Building Permits/Planning

III-5 AQ – Design. The developer shall include the following air quality design considerations, where feasible, into the project design (per SBCC § 83.14.030). The building design with these features shall be submitted for review and approval obtained from County Planning in coordination with County Building and Safety:

- a) *Bicycle Parking.* Bicycle racks or secured bicycle lockers shall be provided at a rate of 1 per 30 parking spaces with a minimum of a three-bike rack.
- b) *Bicycle Plan.* Participate in implementation of the Countywide Bicycle Plan, through construction of on/off- site facilities or contribution of fees for these.
- c) *Shower facilities.* A minimum of one shower facility accessible to both men and women shall be provided for persons bicycling or walking to work for all new non-residential development meeting the CMP thresholds (250+peak hour trips).
- d) *Street/walkway Connections.* On-site pedestrian walkways and bicycle paths shall connect each project structure main entry to adjacent public streets.
- e) *Passenger Loading Area.* Passenger loading areas in locations shall be provided close to building entrances for all developments with at least 100 parking spaces. (Loading area shall be equivalent to a minimum of 5 parking spaces and shall have a 15 minute parking time limit).
- f) *Vanpool Parking.* Vanpool parking spaces shall be provided near building entrances. A vertical clearance of no less than 9' shall be provided.
- g) *Transit improvements.* Transit improvements (e.g. bus pullouts, bus signage, bus pads, and/or bus shelters) shall be provided along existing or planned transit routes. The need for and nature of those improvements shall be determined in cooperation with the designated local transportation authority (e.g. Omnitrans, MARTA or other).
- h) *Parking Reduction.* Parking requirements may be reduced, if developer demonstrates that increased ridesharing by bus or other modes of transportation and/or incorporation on-site of either child care or senior care facilities.
- i) *Employee Services.* Provide on-site employee services such as automated tellers, cafeterias, postal machines).
- j) *Energy conservation.* Conserve energy through the use of alternative energy resources (e.g. passive lighting, heating, ventilation and air conditioning) and conservation efforts in wastewater treatment, irrigation and use of recycled water. Incorporate energy efficient lighting and California Energy Commission insulation standards into the design.

- k) SCAQMD – Design. New and modified stationary sources shall be required to install Best Available Control Technology and offset any new emissions such that there is no net gain in emissions within the air basin. (SCAQMD Regulation XIII)

[Mitigation Measure III-5] Building Permits/Planning

- III-6 AQ – Installation. The developer shall submit for review and obtain approval from County Planning of evidence that all air quality mitigation measures have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/procedures include the following:

- a) Dust Control Plan (DCP)
- b) Coating Restriction Plan (CRP)
- c) Design elements including the following:
 - Bicycle parking (racks/locker) with showers available for cyclists near building entrances to promote cyclist safety, security, and convenience.
 - Participation in appropriate bike plan
 - All showerheads, lavatory faucets, and sink faucets shall comply with the California Energy Conservation flow rate standards.
 - Low flush toilets shall be installed as specified in California State Health and Safety Code Section 17921.3 and as confirmed by County Building & Safety.

[Mitigation Measure III-6] Final Inspection/Planning

- VII-1 GHG/Operational Mitigation. The “developer” shall implement the following programs to the satisfaction of County Planning as green house gas (GHG) mitigation during operation of the approved project.

- a) Waste Stream Reduction. The “developer” shall provide to all project employees, guests and tenants County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services.
- b) Vehicle Trip Reduction. The “developer” shall provide to all project employees, guests and tenants County-approved informational materials about the need to reduce vehicle trips and the program elements this project and/or tenant is implementing to reduce travel. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides.

[Mitigation Measure VII-1] General Requirements/Planning

- VII-2 GHG – Construction Mitigation. The “developer” shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce impacts to GHG and submitting documentation of compliance. The developer/construction contractors shall do the following:

- a) Implement both the approved Dust Control Plan and Coating Restriction Plan.
- b) Selection of construction equipment will be based on low-emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment.
- c) Use low-sulfur fuel for stationary equipment. (SCAQMD Rules 431.1 and 431.2).
- d) Grading plans shall include the following statements:
 - "All construction equipment shall be tuned and maintained in accordance with the manufacturer's specifications".
 - "All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes."
- e) Minimize vehicles and equipment operating at the same time.
- f) Reduce daily equipment operation hours during smog season (May-October).
- g) Schedule construction traffic ingress/egress to not interfere with peak-hour traffic and to minimize traffic obstructions. Queuing of trucks on and off site shall be firmly discouraged and not scheduled. A flagperson shall be retained to maintain efficient traffic flow and safety adjacent to existing roadways.
- h) Recycle and reuse construction and demolition waste (e.g. soil, vegetation, concrete, lumber, metal, and cardboard) per County Solid Waste procedures.
- i) The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew and educate all construction workers about the required waste reduction and the availability of recycling services.

[Mitigation Measure VII-2] Grading Permits/Planning

VII-3 GHG – Design. The developer shall submit for review and obtain approval from County Planning that the following measures have been incorporated into the design of the project. These are to reduce potential project impacts on green house gases (GHGs): Proper installation of the approved design features and equipment shall be confirmed by County Building and Safety prior to final inspection of each structure.

- a) Title 24 + 5%. The Developer shall document that the design of the proposed structures exceeds the current Title 24 requirements by a minimum of five percent. County Planning shall coordinate this review with the County Building and Safety. Any combination of the following design features may be used to fulfill this mitigation, provided that the total increase in efficiency meets or exceeds the cumulative goal (105%+ of Title 24) for the entire project (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non Residential Buildings, as amended October 1, 2005; Cool Roof Coatings performance standards as amended September 11, 2006):
 - Incorporate dual paned or other energy efficient windows,
 - Incorporate energy efficient space heating and cooling equipment,
 - Incorporate energy efficient light fixtures, photocells, and motion detectors,
 - Incorporate energy efficient appliances,
 - Incorporate energy efficient domestic hot water systems,
 - Incorporate solar panels into the electrical system,
 - Incorporate cool roofs/light colored roofing,

- Incorporate other measures that will increase energy efficiency.
 - Increase insulation to reduce heat transfer and thermal bridging.
 - Limit air leakage throughout the structure and within the heating and cooling distribution system to minimize energy consumption.
- b) *Plumbing.* All showerheads, lavatory faucets, and sink faucets shall comply with the California Energy Conservation flow rate standards. Low flush toilets shall be installed where applicable as specified in California State Health and Safety Code Section 17921.3. If possible, utilize grey water systems and dual plumbing for recycled water.
- c) *Lighting.* Lighting design for building interiors shall support the use of:
- Compact fluorescent light bulbs or equivalently efficient lighting.
 - Natural day lighting through site orientation and the use of reflected light.
 - Skylight/roof window systems.
 - Light colored building materials and finishes shall be used to reflect natural and artificial light with greater efficiency and less glare.
- d) *Building Design.* Orient building locations to best utilize natural cooling/heating with respect to the sun and prevailing winds/natural convection to take advantage of shade, day lighting and natural cooling opportunities. Utilize natural, low maintenance building materials that do not require finishes and regular maintenance.
- e) *Landscaping.* The developer shall submit for review and obtain approval from County Planning of landscape and irrigation plans that are designed to include drought tolerant and smog tolerant trees, shrubs, and groundcover to ensure the long-term viability and to conserve water and energy. The landscape plans shall include shade trees around main buildings, particularly along southern and western elevations, where practical.
- f) *Irrigation.* The developer shall submit irrigation plans that are designed, so that all common area irrigation areas shall be capable of being operated by a computerized irrigation system, which includes either an on-site weather station, ET gauge or ET-based controller capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain and wind. In addition, the computerized irrigation system shall be equipped with flow sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failure due to mainline breaks and eliminating over-watering and flooding due to pipe and/or head breaks.
- g) *Recycling.* Exterior storage areas for recyclables and green waste shall be provided. Adequate recycling containers shall be located in public areas. Construction and operation waste shall be collected for reuse and recycling.
- h) *Multimodal.* The design shall included adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. Preferred carpool/vanpool spaces shall be provided and if available mass transit facilities shall be provided (e.g. bus stop bench/shelter).

[Mitigation Measure VII-3] Building Permits/Planning

- VII-4 *GHG – Installation. The developer shall submit for review and obtain approval from County Planning of evidence that all GHG mitigation measures have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/procedures include the following:*
- a) *Design features and/or equipment that cumulatively increase the overall compliance of the project to exceed Title 24 minimum standards by five percent.*
 - b) *All interior building lighting shall support the use of fluorescent light bulbs or equivalent energy-efficient lighting.*
 - c) *Installation of both the identified mandatory and optional design features or equipment that have been constructed and incorporated into the facility.*

[Mitigation Measure VII-4] Final Inspection/Planning

- VII-5 *GHG/Occupancy Information. The “developer” shall prepare, submit for review and obtain approval from County Planning of informational materials intended for distribution to all project employees, guests and tenants to implement the following programs as green house gas (GHG) mitigation during operation of the approved project.*

- a) *Waste Stream Reduction. Informational materials about methods and need to reduce the solid waste stream and listing available recycling services.*
- b) *Vehicle Trip Reduction. Informational materials about the need to reduce vehicle trips and the program elements that this project and/or tenant is implementing to reduce travel. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides.*

[Mitigation Measure VII-5] Occupancy/Planning

- XVI-1 *Regional Transportation Facilities Fee. This project falls within the Regional Transportation Development Mitigation Plan for the Rialto Subarea. This fee shall be paid by a cashier’s check to the Department of Public Works Business Office.*

[Mitigation Measure XVI-1] Prior to Building Permit.

- XVI-2 *The County Department of Public Works has a capital improvement project to widen Slover Avenue to four lanes and install traffic signals at the intersections of Slover Avenue at Laurel Avenue and Slover Avenue at Locust Avenue.*

If the applicants constructs prior to the County then the following applies:

Fair Share Contribution. The total fair share contribution for this project is required based on the traffic report dated November 4, 2011 from LSA Associates, Inc. The total fair share is \$112,000 and shall be paid with a cashier’s check to the Department of Public Works - Traffic Division. The breakdown in cost for these improvements is:

- Alder Avenue at Slover Avenue: A traffic signal is required at a cost of \$400,000. The project fair share shall be \$32,000.
- Laurel Avenue at Slover Avenue: A traffic signal is required at a cost of \$400,000. The project fair share shall be \$48,000.
- Locust Avenue at Slover Avenue: A traffic signal is required at a cost of \$400,000. The project fair share shall be \$32,000.

[Mitigation Measure XVI-2] Prior to Building Permit.

If the County constructs prior to the Applicant then the following applies:

Fair Share Contribution. The total fair share contribution for this project is required based on the traffic report dated November 4, 2011 from LSA Associates, Inc. The total fair share is \$32,000 and shall be paid with a cashier's check to the Department of Public Works - Traffic Division. The breakdown in cost for these improvements is:

- Alder Avenue at Slover Avenue: A traffic signal is required at a cost of \$400,000. The project fair share shall be \$32,000.

[Mitigation Measure XVI-2] Prior to Building Permit.

XVI-3 The County Department of Public Works has a capital improvement project to widen Slover Avenue to four lanes and install traffic signals at the intersections of Slover Avenue at Laurel Avenue and Slover Avenue at Locust Avenue.

If the applicants constructs prior to the County then the following applies:

Street Improvements. The applicant shall design/construct the following:

- The southbound approach (shared driveway) at the intersection of Slover Avenue at Laurel Avenue shall be two lanes, one left turn lane and one shared through/right lane. This intersection shall be an all way stop control.
- Design the project westerly driveway along Slover Avenue to be right in/right out only

[Mitigation Measure XVI-3] Design Prior to Building Permit, Construct Prior to Occupancy

If the County constructs prior to the Applicant then the following applies:

Street Improvements. The applicant shall design/construct the following:

- The southbound approach (shared driveway) at the intersection of Slover Avenue at Laurel Avenue shall be two lanes, one left turn lane and one shared through/right lane.
- Design the project westerly driveway along Slover Avenue to be right in/right out only.
- The applicant is required to design the traffic signal modification at the intersection of Slover Avenue and Laurel Avenue to add the north leg.

[Mitigation Measure XVI-3] Design Prior to Building Permit, Construct Prior to Occupancy