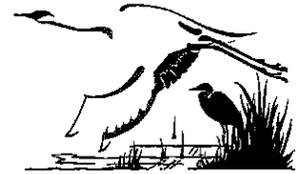


**Tom Dodson and Associates' Response
Including the County's Environmental
Documents for the Conditional Use Permit**

Attachment 4

TOM DODSON & ASSOCIATES
2150 N. ARROWHEAD AVENUE
SAN BERNARDINO, CA 92405
TEL (909) 882-3612 • FAX (909) 882-7015
E-MAIL tda@tdaenv.com



September 25, 2012

Ms. Kathleen Rollings-McDonald
Executive Officer
Local Agency Formation Commission
215 North D Street, Suite 204
San Bernardino, CA 92415-0490

RECEIVED
SEP 25 2012

LAFCO
San Bernardino County

Dear Kathy:

LAFCO SC#368 consists of a proposal by the City of Fontana (City) to extend sewer service to a site encompassing about 31.2 acres located on the east side of Sultana Avenue between Foothill and Arrow Boulevards within the City's western Sphere of Influence. The area proposed to receive sewer service through an out-of-area service agreement is being developed as warehouse distribution facility with approximately 647,244 square feet of area. If the Commission approves LAFCO SC#368, the project site can be developed with the above referenced industrial facilities.

The County of San Bernardino prepared an Initial Study and adopted a Mitigated Negative Declaration for this project. The Notice of Determination was filed with the County on November 18, 2011. The extension of sewer service by the District is required for the future industrial operations on the 31.2-acre site. A sewer lateral must be extended from the existing sewer line in Foothill Boulevard to the site on Sultana Avenue, located about 400 feet south of Foothill. The City of Fontana issued a Notice of Exemption for this extension and filed this document on December 16, 2011. Based on the surrounding level of development as determined by a site visit, no significant potential to induce growth will result from this lateral extension to the proposed development site.

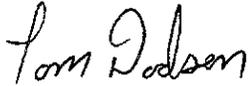
As indicated, the County prepared an Initial Study and the City adopted a Notice of Exemption which concluded that implementation of the proposed industrial project will not result in significant adverse environmental impacts to the environment with implementation of 15 mitigation measures that address air quality, greenhouse gas and circulation system mitigation measures. These measures must be implemented under the County's jurisdiction. Therefore, I am recommending that the Commission consider the adopted Mitigated Negative Declaration as a CEQA Responsible Agency as the appropriate CEQA environmental determination for LAFCO SC#368.

Based on a review of LAFCO SC#368 and the pertinent sections of CEQA and the State CEQA Guidelines, I believe it is appropriate for the Commission's CEQA environmental determination to cite the County's Mitigated Negative Declaration as adequate documentation in accordance with the Commission's CEQA Responsible Agency status. The CEQA review process was carried out in 2011 and the Notice of Determination for the project was filed on November 18, 2011. Based on a field review and review of the environmental issues in the County's document, no substantial changes in circumstances have occurred since its adoption that would require additional environmental documentation. Under this situation, I recommend that the Commission take the following steps if it chooses to approve LAFCO SC#368, acting as a CEQA Responsible Agency:

1. Indicate that the Commission staff and environmental consultant have independently reviewed the County's Initial Study and Mitigated Negative Declaration and found them adequate for the extension of service decision.
2. The Commission needs to indicate that it has considered the Mitigated Negative Declaration and environmental effects, as outlined in the Initial Study, prior to reaching a decision on the project and finds the information substantiating the Mitigated Negative Declaration adequate for approval of the extension of service decision.
3. The Commission should indicate that it does not intend to adopt alternatives or mitigation measures for this project. Mitigation measures were required for this project and they will remain the responsibility of the County to implement.
4. File a Notice of Determination with the County Clerk of the Board as a CEQA Responsible Agency.

If you have any questions regarding these recommendations, please feel free to give me a call.

Sincerely,

A handwritten signature in black ink that reads "Tom Dodson". The signature is written in a cursive, slightly slanted style.

Tom Dodson

RC# 415617
DATE FILED & POSTED

Notice of Determination

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: San Bernardino County Planning Department
385 North Arrowhead Avenue, Third Floor
San Bernardino, CA 92415-0182

Clerk of the Board of Supervisors
County of San Bernardino
385 North Arrowhead Avenue, Second Floor
San Bernardino, CA 92415-0130

Documentary Handling Fee (\$35.00)

Receipt Number _____

SUBJECT:

Filing of Notice of Determination in Compliance with Section 21108 or 21152 of the Public Resources Code.

	Project Description	Applicant
APPLICANT:	THE ALTER GROUP	The Alter Group
APN:	0232-051-02, 03, 11, 12, 26, 27, 35, & 38	Name
PROPOSAL:	CONDITIONAL USE PERMIT TO ESTABLISH A 647,244 (MAXIMUM) SQUARE FOOT INDUSTRIAL BUILDING WITH 12,000 SQUARE FEET OF OFFICE AREA, TO BE USED AS A HIGH CUBE WAREHOUSE DISTRIBUTION FACILITY ON 31.16 ACRES.	5500 West Howard Street
		Address
		Skokie, IL 60077
COMMUNITY:	FONTANA/2 ND SUPERVISORIAL DISTRICT	
LOCATION:	SULTANA AVENUE, EAST SIDE, APPROXIMATELY 385 FEET SOUTH OF FOOTHILL AVENUE	(847)676-4300
		Phone
PROJECT NO.:	P201100197	
STAFF:	KEVIN WHITE	
		Representative
State Clearing House Number	N/A	Hogle-Ireland
		Name
		1500 Iowa Avenue, Suite 110
		Address
		Riverside, CA 92507
	Kevin White	
	Lead Agency Contact Person	
	(909) 387-4115	(951) 787-9222
	Area Code/Telephone Number	Phone

This is to advise that the County of San Bernardino Lead Agency Responsible Agency Has approved the above described

project on 11/17/2011 Date with an effective date of 11/29/2011 Date and has made

the following determinations regarding the above project:

1. The project will will not] have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were were not] made a condition of the approval of the project.
4. A statement of Overriding Considerations was was not] adopted for this project.
5. Findings were were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval is available to the General Public at: N/A

[Signature] **CLERK OF THE BOARD** 11/18/2011 Senior Planner
Signature (Public Agency) Date Title

Date received for filing at OPR:

NOV 18 2011
COUNTY OF
SAN BERNARDINO



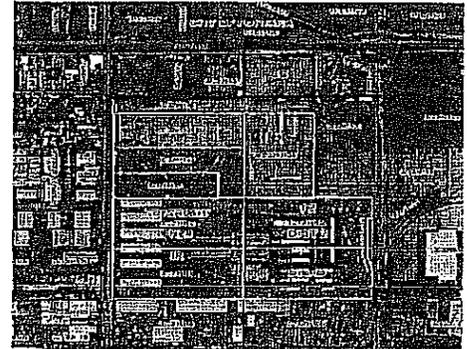
San Bernardino County Land Use Services Department, Current Planning Division
MITIGATED NEGATIVE DECLARATION
 385 North Arrowhead Avenue, First Floor, San Bernardino, CA 92415-0182

Project Description

APPLICANT: THE ALTER GROUP
 APN: 0232-051-02, 03, 11, 12, 26, 27, 35, & 38
 PROPOSAL: CONDITIONAL USE PERMIT TO ESTABLISH
 A 647,244 (MAXIMUM) SQUARE FOOT
 INDUSTRIAL BUILDING WITH 12,000 SQUARE
 FEET OF OFFICE AREA TO BE USED AS A HIGH
 CUBE WAREHOUSE DISTRIBUTION FACILITY ON
 31.16 ACRES.
 COMMUNITY: FONTANA/2ND SUPERVISORIAL DISTRICT
 LOCATION: SULTANA AVENUE, EAST SIDE, APPROXIMATELY
 385 FEET SOUTH OF FOOTHILL AVENUE
 PROJECT NO.: P201100197
 STAFF: KEVIN WHITE

Vicinity Map

↑ N



11/29/2011

Effective date of Mitigated Negative Declaration

(After appeal period)

Plans and specifications for the referenced project are available for public inspection in the San Bernardino County Land Use Services Department, Planning Division.

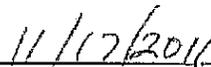
Pursuant to provisions of the California Environmental Quality Act and the San Bernardino County Environmental Review Guidelines, the above referenced project has been determined not to have a significant effect upon the environment. An Environmental Impact Report will not be required.

Reasons to support this finding are included in the written Initial Study prepared by the San Bernardino County Land Use Services Department, Planning Division.

The decision may be appealed by any aggrieved person, organization or agency to the Board of Supervisors. Appeals shall be filed before the effective date of the Mitigated Negative Declaration listed above. The Notice of Appeal shall be in writing and shall be filed with the appropriate fee at the San Bernardino County Government Center Public Information Counter during normal business hours.



 Kevin White, Senior Planner



 Date of Action

**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:	0232-051-02,03, 11, 12, 26, 27, 35, and 38
APPLICANT:	THE ALTER GROUP/MIKE RICHARDSON
COMMUNITY:	FONTANA/2 ND SUPERVISORIAL DISTRICT
LOCATION:	SULTANA AVENUE, EAST SIDE, SOUTH OF FOOTHILL BOULEVARD, WEST OF LIME AVENUE, AND NORTHERLY OF ARROW BOULEVARD
STAFF:	KEVIN WHITE
REP('S):	HOGLE-IRELAND INC. (PAMELA STEELE)
PROPOSAL:	CUP TO ESTABLISH AN INDUSTRIAL BUILDING TO BE USED AS HIGH-CUBE WAREHOUSE AND DISTRIBUTION FACILITIES NOT TO EXCEED 647,244 SQUARE FEET ON 31.16 GROSS ACRES/30.88 NET ACRES.

USGS Quad: Fontana
T, R, Section: T1S R6W Sec.26 W ½
Thomas Bros.: page 604 Grid: E & F -1 & 2

OLUD: IR (Regional Industrial)

Overlays: None

PROJECT CONTACT INFORMATION:

Lead agency: San Bernardino County
Land Use Services Department - Current Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0182

Contact person: Kevin White

Phone No: (909) 387-4131

Fax No: (909) 387-3249

E-mail: Kevin.White@lusc.sbcounty.gov

Project Sponsor: Mike Richardson - The Alter Group
5500 West Howard St., Skokie IL, 60077

Consultant: Hogle-Ireland Inc.
1500 Iowa Avenue, Suite 110, Riverside, CA 92507

PROJECT DESCRIPTION:

The proposed project is a Conditional Use Permit to construct one industrial building to be used as a high-cube warehouse/distribution facility. The building totals 647,244 sq. ft., including 12,000 sq. ft. of office space. The project site has a gross area of 31.16 acres and 30.88 net acres. The percentage of building coverage is 48.1% and landscaping covers 15% of the net area. The project also includes a Parcel Merger to combine the existing eight lots into one 30.88 acre lot.

The project is located easterly of Sultana Avenue, southerly of Foothill Boulevard, westerly of Lime Avenue, and northerly of Arrow Boulevard. Sultana Avenue is a County maintained road that provides access to the site. The project site is in the unincorporated portion of San Bernardino County and is in the Regional Industrial Land Use District (IR). The project is in the Second Supervisorial District and within the City of Fontana Sphere of Influence.

As defined by San Bernardino County, warehouse/distribution facilities are used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses. These facilities are commonly constructed utilizing concrete tilt-up technique, with a typical ceiling height of at least 24 feet. High-cube warehouse/distribution

October 6, 2011

centers are generally greater than 100,000 sq. ft. in size with a land coverage ratio of approximately 50% and a dock-high loading ratio of approximately 1:5,000-10,000 sq. ft.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The project site is currently occupied by Universal Truss, which utilizes the site for fabrication and storage of metal trusses. Seven buildings currently occupy the site totaling 77,314 square feet with additional canopy and other structures on the site. The site is surrounded by similar light to medium level industrial uses to the east, south, and west with vacant land to the north and sparse 7,500 sq. ft. to ½ acre lot size residential uses to the west. The topography of the site is relatively flat, sloping gently in a southerly direction.

AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT
SITE	Industrial	Regional Industrial
North	Vacant, Industrial	Regional Industrial, General Commercial, Service Commercial
South	Industrial	Regional Industrial
East	Railroad, Industrial	Regional Industrial
West	Industrial, Residential	Community Industrial, Regional Industrial

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

Federal: None.

State of California: None

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

Local: City of Fontana by special agreement provides sewer services to this area.

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EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (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	Less than Significant	No Impact
--------------------------------------	---	--------------------------	--------------

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. Therefore, no impacts are identified or anticipated and no mitigation measures are required.
2. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. 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 mitigation measures)
4. Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are: (List 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.

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

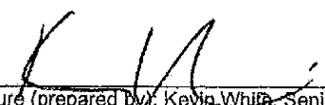
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & 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:

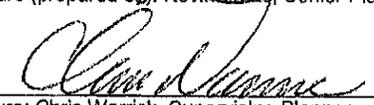
On the basis of this initial evaluation, the following finding is made

- The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- Although the proposed project could have a significant effect on the environment, there will 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 will be prepared.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- 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.
- 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): Kevin White, Senior Planner

10/6/2011
Date



Signature: Chris Warrick, Supervising Planner

10/6/2011
Date

October 6, 2011

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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 type="checkbox"/>	<input checked="" 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):

- I a) 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 of the site.
- I b) The project will not substantially damage scenic resources, including, but not limited to, rock outcroppings and historic buildings within a state scenic highway, because the site is not adjacent to a state scenic highway and there are no rock outcroppings, or historic buildings on the project site. There are no other scenic resources on-site.
- I c) The proposed project will not substantially degrade the existing visual character or quality of the site and its surroundings but will in fact improve the visual quality of the site and the area by replacing the existing, architecturally unadorned industrial buildings with a modern design that includes color variation and building articulation. A tubular steel fence with landscaping will be installed along Sultana Avenue to provide visual screening of the proposed western loading area of the building. The proposed project is consistent with the planned visual character of the area and will incorporate the design guidelines/standards found in the Development Code, including landscaping, buffering, and screening. With these design features, impacts to visual character and quality to the site and surroundings are considered less than significant.
- I d) Lighting proposed onsite will be designed in accordance with the design standards of the County Development Code. These standards will ensure that the project will not create a new source of substantial light or glare by requiring lighting to be shielded or hooded and to prohibit light trespass onto adjacent properties. Impacts are considered less than significant.

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

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

- II a) The subject property is identified as Urban and Built Up Land on the Farmland Mapping and Monitoring Program map prepared by the Department of Conservation. This indicates that the area is occupied by structures with a building density of at least one unit to one and a half acres. The proposed project would thus have no impact to designated farmland.
- II b) 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. No impact would occur.
- II c) The site is not zoned as forest land or timberland by San Bernardino County or the State of California Conservation Department. No impact would occur.

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- II d) There is no forest or timberland located on the project site. No impact could occur.

- II e) The proposed project will redevelop approximately 31 acres of existing developed industrial land into warehouse facilities. Although agricultural use was historically existing in the area, no agricultural uses are apparent adjacent to or near the project site. The project in and of itself will not involve changes that could result in the conversion of Farmland to non-agricultural uses. The proposed use does not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Prime Farmland to a non-agricultural use.

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

October 6, 2011

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	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 may 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 *The following summaries are based on the project Air Quality Assessment prepared by Hogle-Ireland in June 2011. Please reference that document for further details.*

III a) If a project conflicts with or obstructs the implementation of the South Coast Air Basin 2007 Air Quality Management Plan substantial impacts to air quality can occur because hindering implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2007 Air Quality Management Plan (AQMP) is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented below:

1. The project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, with mitigation incorporated, as demonstrated in Section 6.3 et seq. of the Air Quality Assessment. Therefore, the project could not result in an increase in the frequency or severity of any air quality standards violation and will not cause a new air quality standard violation.

October 6, 2011

2. The project includes construction of 647,244 sq. ft. of warehousing and office space on 30.88 acres. With an intensity of 0.48 floor-area ratio (FAR), the proposed logistics center is consistent with the IR (Regional Industrial) County General Plan land use designation that permits warehousing over 200,000 sq. ft. in size and a maximum intensity of 0.55 FAR. The County's General Plan was updated in 2007 and the AQMP was adopted in June 2007. Therefore, the land use projections used in the General Plan are assumed to be equivalent to the growth projections for the County utilized in the 2007 AQMP. The 2007 AQMP long-term emissions inventory is modeled from the growth projections utilized in the 2004 Regional Transportation Plan (RTP) prepared by the Southern California Association of Governments (SCAG). RTP growth projections are developed utilizing a comprehensive analysis of fertility, mortality, migration, labor force, housing units, and local policies such as land use plans; therefore, consistency with a local General Plan establishes consistency with the RTP projections and the AQMP growth assumptions.

Based on the consistency analysis presented above, the proposed project will not conflict with the AQMP.

- III b) Unmitigated maximum daily emissions from the construction (Demolition, Grading and Building Construction) of the warehouse will exceed the oxides of nitrogen threshold established by SCAQMD during grading activities in year 2012. Furthermore, initial runs of the model identified excessive emissions of volatile organic chemicals (identified as reactive organic gases) associated with interior and exterior coating activities as summarized in Tables 1 and 2; however, emissions of oxides of nitrogen from construction activities will not exceed the SCAQMD daily threshold with the requirement for low-VOC architectural coatings and Tier III engine efficiencies on select rubber-tired construction equipment during site clearing and grading activities. Additionally, low-VOC coatings will be required to reduce emissions of volatile organic compounds (VOC) from painting and other coating activities. These requirements have been incorporated as Mitigation Measures III-1 and III-2.

Table 1
Maximum Daily Construction Emissions (lbs/day)

Year	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
2012	22.71	118.53	89.62	0.17	37.31	6.10
2013	21.01	76.10	83.57	0.17	14.47	4.25
2014	892.63	69.61	78.42	0.17	14.10	3.87
2015	892.46	3.22	8.90	0.02	2.01	0.34
Maximum	892.63	118.53	89.62	0.17	37.31	6.10
Threshold	75	100	550	150	150	55
Significant?	Yes	Yes	No	No	No	No

October 6, 2011

Table 2
Mitigated Construction Emissions (lbs/day)

Year	ROG	NO _x
2012	22.57	85.52
2013	20.90	75.25
2014	69.47	68.90
2015	69.31	3.22
Maximum	69.47	85.52
Threshold	75	100
Significant?	No	No

Long-term criteria air pollutant emissions will result from the operation of the proposed warehouses. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile, truck, and other vehicle sources associated with daily trips to and from the warehouses. Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed warehouses. Energy demand emissions result from use of electricity and natural gas. Based on the results of the model, maximum daily operational emissions associated with the proposed warehouses will not exceed the thresholds established by SCAQMD, even without consideration of idling restrictions, as summarized in Table 3. No mitigation is required.

Table 3
Long-Term Unmitigated Daily Emissions (lbs/day)

Source	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
<i>Summer</i>						
Area Sources	35.17	0.00	0.00	0.00	0.00	0.00
Energy Demand	0.04	0.38	0.32	0.00	0.03	0.03
Mobile Sources	7.52	21.80	32.40	0.08	9.25	1.03
<i>Summer Total</i>	<i>42.73</i>	<i>22.18</i>	<i>32.72</i>	<i>0.08</i>	<i>9.28</i>	<i>1.06</i>
<i>Winter</i>						
Area Sources	35.17	0.00	0.00	0.00	0.00	0.00
Energy Demand	0.04	0.38	0.32	0.00	0.03	0.03
Mobile Sources	7.97	22.59	31.87	0.08	9.26	1.04
<i>Winter Total</i>	<i>43.18</i>	<i>22.97</i>	<i>32.19</i>	<i>0.08</i>	<i>9.29</i>	<i>1.07</i>
Threshold	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

- III c) Cumulative short-term, construction-related emissions from the project will not contribute considerably to any potential cumulative air quality impact because short-term project emissions will be less than significant with mitigation incorporated and other concurrent construction projects in the region will be required to implement standard air quality regulations and mitigation pursuant to State CEQA requirements, just as this project has.

The SCAQMD CEQA Air Quality Handbook identifies methodologies for analyzing long-term cumulative air quality impacts. These methodologies identify three performance standards that

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can be used to determine if long-term emissions will result in cumulative impacts. Essentially, these methodologies assess growth associated with a land use project and are evaluated for consistency with regional projections. Consistency would demonstrate that the project's cumulative impacts are not significant. Exceedance of regional projections could result in potentially significant impacts.

To determine if the project could result in cumulative impacts, the methodology identified in Table A9-15 of the Air Quality Handbook has been utilized. This method establishes a minimum one percent per year reduction in project emissions over the life of the project. The variance between year 2040 emissions and the maximum allowable one percent per year emissions threshold indicates that Year 2040 cumulative emissions from operation of the warehouse will be less than maximum allowable emissions for all criteria pollutants except PM¹⁰ as summarized in Table 4.

Emissions of PM¹⁰ will be reduced by approximately four percent over the 24 year project life, or approximately 0.17 percent per year. This is 0.28 total tons over the allowable 1.26 tons, or 0.01 per year (20 lbs per year) over the life of the project. An excess of 20 pounds per year is not substantial in light of the long-term emissions reductions that will be achieved over the life of the project.

**Table 4
 Long-Term Cumulative Emissions Reductions (tons/yr)**

Source	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
Year 2016						
Area Sources	5.80	0.00	0.00	0.00	0.00	0.00
Energy Demand	0.01	0.07	0.06	0.00	0.01	0.01
Mobile Sources	1.40	4.14	6.10	0.02	1.59	0.13
2016 Total	7.21	4.21	6.16	0.02	1.60	0.21
Year 2040						
Area Sources	6.42	0.00	0.00	0.00	0.00	0.00
Energy Demand	0.01	0.07	0.06	0.00	0.01	0.01
Mobile Sources	0.39	1.54	3.29	0.02	1.53	0.09
2040 Total	5.57	1.61	3.35	0.02	1.54	0.10
Maximum Allowable Emissions	5.66	3.31	4.84	0.02	1.26	0.16
Variance	0.09	1.70	1.49	0.00	-0.28	0.06
Year 2040 > Max Allowable?	No	No	No	No	Yes	No

- III d) Sensitive land uses located within one-quarter mile of the proposed warehouses include single-family and multiple-family residences. Pollutants of particular concern when relating to sensitive receptors include carbon monoxide, toxic air contaminants, and odors. Distribution warehouses result in the generation of heavy diesel truck traffic and have been linked with high emissions of diesel particulate matter (DPM), established as an air toxic contaminant by ARB in 1998. Potential cancer risk and non-cancer health risks to sensitive receptors within one-quarter mile of the project site due to DPM emissions were estimated using the EPA AERMOD model and guidance provided by SCAQMD in the *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions* white paper. The incremental increase of cancer risk at the receptors range from 1.3 in one million to 6.1 in one million. These incremental increases are less than the threshold of 10 in one million established by

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SCAQMD. Table 5 also notes that the non-cancer hazard index at the receptors ranges from 0.001 to 0.004. These hazard index values are less than the threshold of 1.0 established by SCAQMD.

**Table 5
 Cancer and Non-Cancer Risk**

Sensitive Receptor	Cancer Risk	Non-Cancer Risk
Sidewalk A (SEC Sultana and Arrow)	1.668E-06	0.001
Sidewalk B (NEC Sultana and Arrow)	2.916E-06	0.002
Bus Stop C (SEC Beech and Arrow)	1.287E-06	0.001
SFR D (APN 0232-031-09,10,11)	1.929E-06	0.001
SFR E (APN 0232-031-12)	1.266E-06	0.001
MFR F (APN 0232-032-21)	2.049E-06	0.001
SFR G (APN 0232-031-14)	1.896E-06	0.001
SFR H (APN 0232-031-20)	2.112E-06	0.001
MFR I (APN 0232-031-16)	6.153E-06	0.004
Threshold	1.000E-05	1.000
Significant?	No	No

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. The project traffic study analyzed traffic impacts from the proposed warehouse at the intersections of Sultana Avenue at Foothill Boulevard, at the project's north driveway, at the project's south driveway, and at Arrow Boulevard. In the year 2035, evening peak hour traffic increases from the proposed project are estimated at approximately 0.6 percent (20 project trips/2,979 total volume) at the intersection of Sultana Avenue at Foothill Boulevard, 21 percent (32 project trips/155 total volume) at the intersection of Sultana Avenue at the project's north driveway, 33 percent (61 project trips/184 total volume) at the intersection of Sultana Avenue at the project's south driveway, and 0.3 percent (56 project trips/1,887 total volume) at the intersection of Sultana Avenue at Arrow Boulevard. There are four single-family and two multiple-family residences located near the southwest corner of Sultana Avenue at Foothill Boulevard and along Muscat Avenue, west of the project's north driveway. These are indicated as SFR D through MFR I on Tables 5 and 6. Sidewalks are located along Arrow Boulevard at the intersection with Sultana Avenue. Sidewalk A as noted in Tables 5 and 6 is located on the southerly side of Arrow Boulevard and Sidewalk B is located on the northerly side of Arrow Boulevard. Two bus stops are also located on Arrow Boulevard at the intersection with Beech Avenue, with the closest one (Bus Stop C in Tables 5 and 6) located at the southeast corner of this intersection. These uses are considered sensitive receptors because they have the potential to support the elderly, children, and other receptors that may be sensitive to high pollutant concentrations.

Carbon monoxide increases based on the peak evening cumulative traffic increases from ambient traffic volumes and the proposed project in the year 2035 at the project study intersections were modeled using the CALINE4 (CL4) software as recommended by the Caltrans CO Protocol. Based on the model, maximum increase of 0.2 ppm will occur at any intersection and no sensitive receptor will be exposed to carbon monoxide levels that exceed the 20 ppm or 35 ppm AAQS as summarized in Table 6.

**Table 6
 Carbon Monoxide Concentrations**

Intersection	Receptor	Concentration Increase (ppm)	Total Concentration (ppm)
Sultana @ Arrow	Sidewalk A	0.1	3.8
	Sidewalk B	0.0	3.8
	Bus Stop C	0.0	3.7
Sultana @ South Driveway	SFR D	0.0	3.6
	SFR E	0.0	3.6
	MFR F	0.0	3.6
	MFR G	0.0	3.6
	SFR H	0.0	3.6
	SFR I	0.0	3.6
Sultana @ Foothill/North Driveway	SFR D	0.2	3.9
	SFR E	0.0	3.7
	MFR F	0.0	3.7
	MFR G	0.0	3.7
	SFR H	0.2	3.9
	SFR I	0.0	3.7

III e) According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed warehouse is sited near existing industrial uses to the east, south, and west. The proposed warehouse is not considered a sensitive receptor and therefore would not be substantially affected by potential odors from existing industrial uses operations. The proposed warehouse, in turn, does not produce odors that would affect a substantial number of people considering that the proposed warehouse will not result in the manufacturing of any products and that there are few sensitive receptors in the project vicinity.

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.

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- 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, or as otherwise necessary.
- 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)

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- 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,

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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 for all new non-residential development meeting the CMP thresholds (250+peak hour trips).*
 - *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 *Tier III Engine Requirements.* *Prior to issuance of grading permits, grading plans submitted by the project proponent shall specify use of construction equipment that utilize a minimum Tier III engine emissions output equivalent for equipment utilized in grading activities. This requirement equates to a minimum of two excavators, one grader, one rubber tired dozer, and one scraper with Tier III engine equivalent emissions during grading activities. The construction equipment requirements as specified on the grading plans shall conform to the performance standard that construction equipment emissions will not exceed the daily emissions standards established by the South Coast Air Quality Management District.*

[Mitigation Measure III-7] Grading Permits/Planning

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" 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

- IV a) The project site is entirely paved with no wildlife or native plants present. No impacts are anticipated to 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.
- IV b) The project site is entirely paved with no riparian habitat or other sensitive natural community present. The project is not anticipated to impact any such habitats.

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- IV c) The project site is entirely paved with no wetlands as defined by Section 404 of the Clean Water Act. Demolition of the existing paving and grading will be necessary for the project, however, the project does not contain and therefore will not impact any such protected wetlands.
- IV d) The project site is entirely paved and demolition of the existing paving and grading will be necessary for the project. 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.
- IV e) The project site is entirely paved and does not contain any trees, excluding those located within and just outside the existing street right-of-way. Those trees currently within the street right-of-way, along the southern portion of the project where the sidewalk would be installed, would be removed and replaced with trees to match those along the northern portion of the project. San Bernardino County does not have a tree preservation ordinance that would regulate the removal of existing trees. This project will not conflict with local policies or ordinances protecting native trees.
- IV f) This project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, because no such plan has been adopted in the area of the project site.

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

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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	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):

- V a) The project site is currently developed with industrial uses including seven buildings that will be removed. This project will not cause a substantial adverse change in the significance of a historical resource, because no historic resources exist on the site. The buildings on site have been constructed since the mid to late 1980s. A condition shall be added to the project, which requires the developer to contact the County Museum, if any finds are made during project construction.
- V b) The project site is currently developed with industrial uses including seven buildings that will be removed. Minimal grading is proposed for the site that would disturb the underlying soil that has potential for containing archaeological resources. In addition to the site's current condition, the site and surrounding area have in recent history (30 years and prior) have been utilized for agricultural purposes that will have previously disturbed the ground. This project will not cause a substantial adverse change in the significance of an archeological resource, because no resources are known to have been identified on the site. A condition shall be added to the project, which requires the developer to contact the County Museum, if any finds are made during project construction.
- V c) The project site is currently developed with industrial uses including seven buildings that will be removed. Minimal grading is proposed for the site that would disturb the underlying soil that has potential for containing paleontological resources. This project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because the site and surrounding area surface is characterized as young alluvial fan deposits of the latest Holocene era¹. Sediments from this more recent era of geologic activity do not typically contain fossil or other paleontological resources. While later aged sediments may exist beneath the surface deposits on the site, the minimal amount of

¹ Qyf₅ - USGS Geologic Map of the San Bernardino 30' x 60' Quadrangle, California

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grading proposed for the project is not anticipated to disturb any potential paleontological resources that may exist beneath the surface. A condition shall be added to the project which requires the developer to contact the County Museum, if any finds are made during project construction.

- V d) This project will not disturb any human remains, including those interred outside of formal cemeteries, because no such burial 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.

There are no significant adverse impacts identified or anticipated.

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 checked="" type="checkbox"/> | <input 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 181-B of the California Building Code (2001) creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

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

- VI a) (i-iv) The project will not 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, ii) strong seismic ground shaking, iii) Seismic-related ground failure, including liquefaction or iv) landslides, because there are no such geologic hazards identified in the immediate vicinity of the project site.

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The project site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest fault zone is the Cucamonga fault located approximately 7 kilometers (4 to 5 miles) northeast of the project site. As determined by the geotechnical report prepared by NorCal Engineering, dated April 7, 2011, an earthquake on this or other nearby faults could result in strong ground shaking. However, the project will be reviewed and approved by County Building and Safety with appropriate seismic standards. According to the San Bernardino County General Plan, the project site is not located within their fault zone overlay. The report concluded that adherence to latest building code requirements for earthquake design would provide adequate safety design against these potential hazards. Based on the relatively flat topography of the site and surrounding area, the potential for landslides is considered negligible and the impact is considered less than significant.

- VI b) 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.
- VI c) 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. The project site and surrounding area is relatively flat and therefore not prone to potential landslides. As determined by the geotechnical report prepared by NorCal Engineering, the potential for liquefaction is considered very low due to the depth of groundwater being greater than 200 feet within the area of the project. The report concluded that adherence to latest building code requirements for earthquake design would provide adequate safety design against these potential hazards.
- VI d) The geotechnical report prepared by NorCal Engineering determined that expansive soils are not anticipated to occur on site in substantial amounts based on borings performed during investigation of the site. If expansive soils are encountered during grading, they should be properly compacted and control of soil moisture maintained to ensure minimal impacts from expansive soils. These standard measures would reduce impacts from expansive soils to a less than significant level as concluded by the report.
- VI e) The project will be served by the City of Fontana Sewer System. No septic systems will be utilized as part of this project.

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

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Potentially Significant Impact Less than Significant with Mitigation Incorp. Less than Significant No Impact

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.
- b) Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.

SUBSTANTIATION *The following summaries are based on the project Climate Change Assessment prepared by Hogle-Ireland. Please reference this document for further details.*

VII a) The project will result in short-term greenhouse gas emissions from construction and installation activities associated with construction of the proposed warehouses. Greenhouse gas (GHG) emissions will be released by equipment used for demolition, utility installation, grading, paving, and building construction activities. GHG emissions will also result from worker and vendor trips to and from the project site. Table 7 (Construction Greenhouse Gas Emissions) summarizes the estimated yearly emissions from construction activities. Carbon dioxide emissions from construction equipment and worker/vendor trips were estimated utilizing the California Emissions Estimator Model (CalEEMod) version 2011.1.1 and Road Construction Emissions Model (RoadMod) version 6.3.2. Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends in its draft threshold to amortize construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project GHG inventory. Amortized construction emissions are included in Table 7.

**Table 7
 Construction Greenhouse Gas Emissions**

Construction Year	GHG Emissions (MT/YR)			
	CO2	CH4	N2O	TOTAL*
2012	785.27	0.07	0.00	786.73
2013	1,938.37	0.11	0.00	1,940.77
2014	1,629.73	0.09	0.00	1,631.70
2015	14.93	0.00	0.00	14.95
SUB-TOTAL	4,368.30	0.27	0.00	4,374.15
AMORTIZED TOTAL[^]	145.61	0.01	0.00	145.81
* MTCO2E Note: Slight variations may occur due to rounding and variations in modeling software [^] Amortized over 30-years				

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Warehousing and distribution activities will result in continuous greenhouse gas emissions from mobile, area, and operational sources. Mobile source, including vehicle trips to and from the project site, will result primarily in emissions of CO₂ with minor emissions of CH₄ and N₂O. The most significant GHG emission from natural gas usage will be methane. Electricity usage by the warehouse and indirect usage of electricity for water and wastewater conveyance will result primarily in emissions of carbon dioxide. Disposal of solid waste will result in emissions of methane from the decomposition of waste at landfills coupled with CO₂ emission from the handling and transport of solid waste. These sources combine to define the long-term greenhouse gas inventory for the build-out of the proposed project. To determine this inventory, CalEEMod was used. The methodology utilized for each emissions source is based on the CAPCOA *Quantifying Greenhouse Gas Mitigation Measures* handbook. A summary of the project's long-term greenhouse gas emissions inventory is included in Table 8 (Long-Term Greenhouse Gas Inventory). The emissions inventory is presented as metric tons of carbon dioxide equivalent (MTCO₂E) meaning that all emissions have been weighted based on their Global Warming Potential (GWP) (a metric ton is equal to 1.102 short tons). Mobile sources are based on annual vehicle miles traveled (VMT) based on daily trip generation identified in the project traffic study. Natural gas usage, electricity usage, and solid waste disposal are based on default demand figures utilized in CalEEMod.

Table 8
Long-Term Greenhouse Gas Emissions

Source	GHG Emissions (MT/YR)			
	CO ₂	CH ₄	N ₂ O	TOTAL*
Area	0.00	0.00	0.00	0.00
Energy	670.21	0.03	0.01	674.40
Mobile	1,500.81	0.04	0.00	1,501.56
Solid Waste	1,394.90	82.44	0.00	3,126.07
Water/Wastewater	16.32	0.03	0.00	17.17
<i>TOTAL</i>	<i>3,582.24</i>	<i>82.54</i>	<i>0.01</i>	<i>5,319.20</i>
* MTCO ₂ E/YR				
Note: Slight variations may occur due to rounding				

Greenhouse gas emissions from the project were evaluated in light of project design features and existing regulations to determine if emissions could be reduced below the 10,000 MTCO₂E threshold without the need for incorporation of mitigation measures. The proposed warehouse will emit approximately 5,465.01 MTCO₂E per year accounting for construction and operational sources as summarized in Table 9. Therefore, the project will not exceed the 10,000 MTCO₂E/YR thresholds established by SCAQMD.

**Table 9
 Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (MT/YR)			
	CO2	CH4	N2O	TOTAL*
Construction [^]	145.61	0.01	0.00	145.81
Operational	3,582.24	82.54	0.01	5,319.20
GRAND TOTAL	3,727.85	82.55	0.01	5,465.01
* MTCO2E/YR				
Note: Slight variations may occur due to rounding				
[^] Construction impacts amortized over 30-years				

VII b) In August 2007, the San Bernardino County Board of Supervisors launched four environmental initiatives known as Green County San Bernardino. These initiatives include use of green building practices in all new/redeveloped County buildings, a voluntary green building program for developers, waiver of County building fees for incorporation of green building techniques, and establishment of the Green County San Bernardino website. These initiatives are critically tied with the County's current efforts to reduce greenhouse gas emissions through a GHG reduction plan and General Plan amendment. The County's Green County website provides information related to transportation, construction, recycling, and landscaping for the community to learn how to reduce individual and development-related carbon footprints. The proposed warehouses support the green initiatives of the County through incorporation of energy efficient lighting, water efficient landscaping, and a mandatory recycling program; no conflict will occur with the Green County initiatives.

ARB's "Scoping Plan" identifies strategies to reduce California's greenhouse gas emissions in support of AB32. Many of the strategies identified in the Scoping Plan are not applicable at the project level, such as long-term technological improvements to reduce emissions from vehicles. Some measures are applicable and supported by the project, such as energy efficiency. Finally, while some measures are not directly applicable, the project would not conflict with their implementation. Table 10 summarizes the project's consistency with the State Scoping Plan. As summarized, the project will not conflict with any of the provisions of the Scoping Plan and in fact supports six of the action categories through energy efficiency, water conservation, recycling, and landscaping.

Table 10
Scoping Plan Consistency Summary

Action	Supporting Measures	Consistency
Cap-and-Trade Program	--	Not Applicable. These programs involve capping emissions from electricity generation, industrial facilities, and broad scoped fuels. Caps do not directly affect distribution warehouses.
Light-Duty Vehicle Standards	T-1	Not Applicable. This is a statewide measure establishing vehicle emissions standards.
Energy Efficiency	E-1	Consistent. The project will include a variety of building, water, and solid waste efficiencies consistent with 2011 CALGREEN requirements.
	E-2	
	CR-1	
	CR-2	
Renewables Portfolio Standard	E-3	Not Applicable. Establishes the minimum statewide renewable energy mix.
Low Carbon Fuel Standard	T-2	Not Applicable. Establishes reduced carbon intensity of transportation fuels.
Regional Transportation-Related Greenhouse Gas Targets	T-3	Consistent. The project will include features that reduce greenhouse gas emissions, assisting the region in meeting emissions targets.
Vehicle Efficiency Measures	T-4	Not Applicable. Identifies measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.
Goods Movement	T-5	Not applicable. Identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are yet to be implemented and will be voluntary, the proposed warehouse would not interfere with their implementation.
	T-6	
Million Solar Roofs Program	E-4	Not Applicable. Sets goal for use of solar systems throughout the state. While the project currently does not include solar energy generation, the building could support solar panels in the future.
Medium- & Heavy-Duty Vehicles	T-7	Consistent. MD and HD trucks and trailers working from the proposed warehouses will be subject to

	T-8	aerodynamic and hybridization requirements as established by ARB; no feature of the project would interfere with implementation of these requirements and programs.
Industrial Emissions	I-1	Not Applicable. These measures are applicable to large industrial facilities (> 500,000 MTCOE2/YR) and other intensive uses such as refineries.
	I-2	
	I-3	
	I-4	
	I-5	
High Speed Rail	T-9	Not Applicable. Supports increased mobility choice.
Green Building Strategy	GB-1	Consistent. The project will include a variety of building, water, and solid waste efficiencies consistent with 2011 CALGREEN requirements.
High Global Warming Potential Gases	H-1	Not Applicable. The proposed warehouses are not substantial sources of high GWP emissions and will comply with any future changes in air conditioning, fire protection suppressant, and other requirements.
	H-2	
	H-3	
	H-4	
	H-5	
	H-6	
	H-7	
Recycling and Waste	RW-1	Consistent. The project will be required recycle a minimum of 50 percent from construction activities and warehouse operations per State and County requirements.
	RW-2	
	RW-3	
Sustainable Forests	F-1	Consistent. The project will increase carbon sequestration by increasing on-site trees per the project landscaping plan.
Water	W-1	Consistent. The project will include use of low-flow fixtures and efficient landscaping per State requirements.
	W-2	
	W-3	
	W-4	
	W-5	
	W-6	
Agriculture	A-1	Not Applicable. The project is not an agricultural use.

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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.

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[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,*

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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

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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	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 type="checkbox"/>	<input checked="" 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"/>

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SUBSTANTIATION

- VIII a) 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.
- VIII b) Based on the Phase I Environmental Site Assessment (ESA) prepared on April 15, 2011 by Professional Service Industries, Inc. (PSI), a previous Phase I assessment prepared in 2000 identified that the northwestern portion of the property had previously been used as a junkyard. This was evidenced by a strong petroleum odor and heavy soil staining observed at that time. A Phase II ESA was also prepared by PSI, dated May 20, 2011, which concluded that concentrations of petroleum hydrocarbons, heavy metals, and Volatile Organic Compounds (VOCs) are at less than significant levels on the site. Levels of cadmium from a portion in one of the borings performed resulted in concentrations slightly above the California Human Health Screening Level. However, cadmium levels in the remaining boring and other nine borings was below detectable levels which indicates the portion with a high cadmium concentration is limited or an anomaly. As determined by the Phase II ESA, no further environmental assessments of the site or mitigation will be necessary.

The Phase I ESA also identified the existing use on site utilizing a septic system for domestic wastewater disposal. This system will be removed in accordance with applicable San Bernardino County Department of Environmental Health Services requirements for removal and disposal of septic systems.

- VIII c) The project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school. KinderCare Learning Center, located at Foothill Boulevard and Citrus Avenue, is the closest children's learning facility at approximately 0.6 miles easterly of the project site. Hemlock Elementary School is located approximately 0.7 miles northerly of the project site.
- VIII d) The project site is not included on the list of hazardous materials sites compiled in accordance with Government Code No. 65962.5. The nearest listed site is the Kaiser Steel facility, located approximately 1½ miles southwest of the project site.
- VIII e) The project site is not located within an adopted airport land use plan or within the vicinity or approach/departure flight path of a public airport.
- VIII f) The project site is not within the vicinity or approach/departure flight path of a private airstrip.
- VIII g) The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, because the project will not result in any substantial alteration to road design or capacity that would affect implementation of evacuation procedures nor result in any substantial increase in natural or man-made hazards that would increase the potential for evacuation. In addition, the project has adequate emergency access via Sultana Avenue.

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VIII h) The project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because the site is not adjacent to dense brush or other features typically associated with wildfires. In addition, the project site is identified as Urban/Unzoned by the California Department of Forestry and Fire Protection Fire Hazard Severity Zone mapping.

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

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	Potentially Significant Impact	Less than Significant with Mitigation Incomp.	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 type="checkbox"/>	<input checked="" 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 off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 that 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"/>

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- j) Inundation by seiche, tsunami, or mudflow?

SUBSTANTIATION

- IX a) The project will not violate any water quality standards or waste discharge requirements, because the project's design incorporates measures to diminish impacts to water quality to an acceptable level as required by state and federal regulations. The project requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) to determine the project's potential impacts on water quality caused by storm event runoff. Since project construction would encompass an area greater than an acre, the project would be subject to a General Construction Permit under the NPDES permit program of the federal Clean Water Act. As required under the General Construction Permit, the project applicant (or contractor) would prepare and implement a SWPPP. The SWPPP requires submittal of a Notice of Intent (NOI) to the Santa Ana RWQCB prior to construction activities. Implementation of the SWPPP would begin with the commencement of construction and continue through the completion of the project. The objectives of a SWPPP are to identify pollutant sources (such as sediment) that may affect the quality of storm water discharge and to implement Best Management Practices (BMPs) to reduce pollutants in storm water.

The project applicant and/or its construction contractor would use BMPs as described in the WQMP. These BMPs would be used to prevent the degradation of water quality in the construction area and during operation of the project.

In addition, the project will be served by the Fontana Water Company for potable water services and by the City of Fontana for sewer services, both of which are established water and wastewater purveyors that are subject to independent regulation by local and state agencies that ensure compliance with both water quality and waste discharge requirements. Impacts to these purveyors' facilities is detailed further in the Utilities and Service Systems section.

- IX b) 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. Due to the project site being entirely paved currently, the inclusion of the proposed drainage basins will likely increase the groundwater recharge on the site from the existing conditions.
- IX c) 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 with the submittal of final grading plans. The project proposes two basins to collect onsite flows as well as a portion of offsite flows. Basin A, 1.34 acres in size and located at the southeast portion of the site, collects flows from approximately 34.3 acres, including a 6.73 acre portion of offsite flow from the north of the project site. Flows that do not infiltrate the ground in Basin A are diverted to Basin B at

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a 100-year flow rate of 93.2 Cubic Feet per Second (CFS). Basin B, located at the southwest portion of the site, collects flows directly (not including those from Basin A) from approximately 1.87 acres, having a total of 95.6 CFS (no detention). Flows that do not infiltrate the ground in Basin B are diverted to Sultana Avenue at a 100-year flow rate of 118.2 CFS which includes the runoff from the north side (21.9 CFS). Offsite flows not collected by Basin A or B, from approximately 8.9 acres from the north, are diverted to a proposed 4' (four foot) concrete gutter that drains directly to Sultana Avenue at a 100-year flow rate of 21.9 CFS. The 0.89 acre area within the proposed Sultana Avenue right-of-way is proposed to drain directly to Sultana Avenue. Existing 100-year flow rate is 95.4 CFS (node 30.4 on existing hydro) and proposed 100-year flow rate is 77.8 CFS (node 64 on proposed hydro) with the proposed detention. The project would thus not substantially alter drainage from the site by increasing the rate of flow to downstream properties that would have potential for off site erosion or siltation, but would actually reduce drainage flow from the site due to the removal of pavement and construction of the onsite detention basins. The proposed onsite erosion control measures and detention facilities would limit these impacts to less than significant levels on site.

- IX d) 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. The existing project site is entirely paved and does not contain any existing streams or rivers. The site would continue to be nearly entirely paved excluding the proposed landscaped areas and two retention basins. See the previous discussion in subsection VII c) regarding existing and proposed drainage design and the increase in flow rates. Existing 100-year flow rate is 95.4 CFS (node 30.4 on existing hydro) and proposed 100-year flow rate is 77.8 CFS (node 64 on proposed hydro) with the proposed detention. The project would thus not substantially alter drainage from the site by increasing the rate of flow to downstream properties that would result in flooding offsite. The proposed onsite detention facilities would limit these impacts to less than significant levels on site. County Public Works has reviewed the proposed project drainage and all necessary drainage improvements both on- and off- site will be required as conditions of the construction of the project.
- IX e) 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. The project includes a series of on site storm drains and two basins that will collect, retain, and treat flows. See the previous discussion in subsection VII c) regarding existing and proposed drainage design and the increase in flow rates. Existing 100-year flow rate is 95.4 CFS (node 30.4 on existing hydro) and proposed 100-year flow rate is 77.8 CFS (node 64 on proposed hydro) with the proposed detention. According to the WQMP prepared for the project, these basins will provide adequate treatment for the runoff anticipated by the project. The small amount of drainage not captured by these basins does not exceed the existing condition and will be accommodated by the existing San Sevaine Channel which eventually drains into the Santa Ana River. The amount of runoff not captured by the basins does not present any potential substantial amount of polluted runoff. All necessary drainage improvements both on 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

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by any increases or changes in volume, velocity or direction of stormwater flows originating from or altered by the project.

- IX f) The project will not otherwise substantially degrade water quality, because appropriate measures relating to water quality protection, including erosion control measures have been included in the project design. The project is not anticipated to result in any other water quality impacts that are not otherwise addressed by local, state, or federal regulations.
- IX g) 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 FEMA designated flood hazard areas as shown on San Bernardino County's General Plan Hazard Overlays map.
- IX h) 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 within identified FEMA designated flood hazard areas as shown on San Bernardino County's General Plan Hazard Overlays map.
- IX i) The project will 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.
- IXI j) 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.

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

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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	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 type="checkbox"/>	<input checked="" 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

- X a) 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.
- X b) 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 is not located within any of the hazard protection, resource preservation and land use overlays as identified in the overlay maps for Biotic Resources, Open Space, Cultural Resources, Flooding, Dam Inundation, Noise, Fire, and Airport Safety Review. The project site is designated as IR (Regional Industrial) and the proposed use is consistent with that designation.

The project is located within the sphere of influence (SOI) of the City of Fontana, which has a Memorandum of Understanding (MOU) with San Bernardino County to ensure land use consistency between the two jurisdictions. The MOU states that all San Bernardino County land use designations are consistent with City of Fontana land use designations within their SOI.

- X c) The project will not conflict with any applicable habitat conservation plan or natural community conservation plan, because there is no habitat conservation plan or natural community conservation plan within the area surrounding the project site and no habitat conservation lands are required to be purchased as mitigation for the proposed project.

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

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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 :

- XI a) 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, as defined by San Bernardino County's General Plan. As shown in the 1995 California Department of Conservation Mineral Land Classification of the San Bernardino Valley Area map, the project site is located within MRZ-2, which indicates that significant mineral deposits are either known or inferred to exist. The County's development code requires a Conditional Use Permit for mining operations within the Regional Industrial (IR) zone. In addition, due to the surrounding existing light industrial and occasional residential uses, mineral resource extractions would likely be an incompatible use for the area.
- XI b) 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 and the site is not within a Mineral Resource Zone Overlay, as defined by San Bernardino County's General Plan. 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.

Therefore, less than significant adverse impacts are identified or anticipated and no mitigation measures are required.

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	Potentially Significant Impact	Less than Significant with Mitigation Incorpor.	Less than Significant	No Impact
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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 :

- XII a) 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. The proposed warehouses are not uses sensitive to noise and are not subject to County noise standards for exposure to mobile noise sources. The project is subject to the 70 decibel, A-weighted (dBA) noise standard for noise generated by stationary sources. Project operational activities will take place within the proposed warehouses and docking areas, keeping any associated noise near the center of the project area. Loading and unloading activities do not generate excessive noise like some industrial activities. The project will be conditioned to comply with the noise standards of the County Development Code. Impacts will be less than significant.
- XII b) The project will not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, because the project will be conditioned to comply

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with the vibration standards of the County Development Code and no vibration exceeding these standards is anticipated to be generated by the proposed uses.

- XII c) 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. To determine if the project could result in a "substantial" increase in noise, the term "substantial" must be defined. According to the Caltrans highway noise manual, a 3 dBA increase is a "barely perceptible" change in noise level by the average healthy ear while a 5 dBA increase is "readily perceptible" by the average ear. For purposes of analyzing noise impacts related to the proposed warehouses, a 5 dBA increase will constitute a "substantial" increase in noise levels.

Existing and future noise conditions in the area are most impacted from traffic/mobile sources on the surrounding streets. Mobile noise impacts were estimated for the proposed project Utilizing Federal Highway Administration's Look-Up Tables and traffic volumes from the traffic study prepared by Kunzman Associates, dated April 21, 2011 for existing, 2013 (opening year) without the project, 2013 with the project, 2035 without the project, and 2035 with the project.

Project traffic is expected to primarily travel on Sultana Avenue and Arrow Boulevard with nominal travel on Foothill Boulevard. No sensitive noise receptors (i.e. residences) are located on Arrow Boulevard and so it was not analyzed for noise impacts. Existing noise levels from mobile sources on Sultana Avenue at the two existing residences on the street are anticipated to be 59.2 dBA. This is just below the typical exterior noise standard of 60 dBA for residential land uses per section 83.01 of San Bernardino County's Development Code. Without the project, by 2013 and 2035 noise at these residences is expected to increase to 59.4 dBA and 60.8 dBA respectively due to natural traffic increase. With the project by 2013 and 2035 noise is expected to increase to 60.5 dBA and 61.3 dBA respectively with project traffic. Existing noise levels from mobile sources on Foothill Boulevard at the one existing residence on the street are anticipated to be 72.3 dBA. Without the project, by 2013 and 2035 noise at this residence is expected to increase to 72.7 dBA and 73.8 dBA respectively due to natural traffic increase. With the project by 2013 and 2035 noise is expected to increase to 72.7 dBA and 73.8 dBA respectively with project traffic.

Mobile source noise on Foothill Boulevard already exceeds acceptable noise standards and the proposed project would not differ from the expected noise impacts without the project, due to the relatively small amount of traffic the project will be creating on Foothill Boulevard. Although the proposed project would increase noise above acceptable noise standards on Sultana Avenue, the project would not create a substantial increase in noise as defined by the Caltrans highway noise manual.

On site noise is expected to be generated by onsite truck traffic and the loading and unloading of trucks primarily. Utilizing the modeling and analysis of operational noise for the existing G.I. Trucking Facility in Pomona, California, noise generated by trucks was 72.8 dBA at 50 feet. The noise attributed to trucks includes the loading and unloading of trucks, truck drive-by noise, truck engine noise, and forklift operations. Every doubling of distance from 50 feet results in the reduction of noise levels by 6 dBA. Based on this, the

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truck noise generated by the proposed project would be approximately 61 dBA at the nearest residence based on the distance to the truck loading area. This would exceed the acceptable noise standard of 60 dBA. However, since the increase in noise levels is less than 5 dBA from the expected 2013 ambient noise level of 59.4 dBA, the increase is not considered substantial. These impacts would result in a less than significant impact.

- XII d) The project will generate temporary or periodic increase in ambient noise levels in the project vicinity above levels existing or allowed without the project. Construction of the proposed warehouses will temporarily increase ambient noise levels primarily due to equipment use during grading and building construction activities. The loudest equipment to be used are scrapers during grading activities. This would be a temporary impact limited to day time hours. Furthermore, construction noise is exempt from County noise standards during 7:00am and 7:00pm except Sundays and federal holidays. Temporary impacts will be less than significant.
- XII e) The project site is not located within an airport land use plan or near any other public airport that would have noise impacts on the project site.
- XII f) The project site is not located near any private airstrip that would have noise impacts on the project site.

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

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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XIII. POPULATION AND HOUSING - Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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

XIII a) 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 new warehouse facilities, however no tenants have been proposed so the number of employees cannot be determined at this time. Typically, new uses such as the proposed use generate 25 to 75 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 begun to be developed in the area 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 workers. Therefore, the potential for substantial population growth in the area is less than significant.

XIII b) The proposed use will not displace substantial numbers of existing housing units, necessitating the construction of replacement housing, because no housing units currently exist on the site.

XIII c) The proposed use will not displace substantial numbers of people necessitating the construction of replacement housing elsewhere, because no housing units currently exist on the site.

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

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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 type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

XIV a) The proposed project will not 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, including fire and police protection, schools, parks or other public facilities. Construction of the project will likely increase property tax revenues compared to the existing current development to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this project. However, since there is an existing industrial land use on the project site with 77,314 square feet of building, the proposed industrial land use with 647,244 square feet of building is not anticipated to substantially increase demands for any public service.

Development Impact Fees are not collected for fire or sheriff services by San Bernardino County. However, per a Memorandum of Understanding (MOU) with City of Fontana, the project will be required to pay Development Impact Fees for fire protection services. The project will also be required to pay impact fees to the Fontana Unified School District.-

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

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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XV. RECREATION

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

SUBSTANTIATION

- XV a) 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.
- XV b) 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. No impact will occur.

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

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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 freeways, 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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

XVI a) The project will result in the addition of 1,210 total trips per day (in passenger car equivalents [PCE]) on roadways in the project vicinity, which is not anticipated to contribute traffic greater than the Congestion Management Plan (CMP) freeway threshold volume on Interstate 15 or CMP arterial link volume on roadway links serving CMP intersections in the City of Fontana. The traffic study prepared by Kunzman Associates, dated June 17, 2011, included traffic projections based on anticipated opening year (2013) conditions and "horizon year" (2035) conditions. The proposed project's impacts for 2013 would result in Level of Service (LOS) F and for 2035 would result in LOS C to the Sultana Avenue and Foothill Boulevard intersection during the morning and evening peak hours. The proposed project's impacts for 2013 would result in LOS E and for 2035 would result in LOS F to the Sultana Avenue and Arrow Boulevard during the evening peak hour.

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Incorporation of the recommended improvements for the Sultana Avenue and Arrow Boulevard intersection and the expected construction of a median along Foothill Boulevard (per City of Fontana Capital Improvement Program) that would restrict left turns at the Sultana Avenue and Foothill Boulevard intersection would result in an acceptable LOS at these intersections. These measures are detailed in Mitigation Measures XV-1 and XV-2. With the planned median construction on Foothill Boulevard that would restrict northbound left turn lanes from Sultana Avenue, truck traffic is expected to redirect to Arrow Boulevard. However, some passenger cars may utilize Muscat Avenue to connect to Beech Avenue, which will allow for left turns onto Foothill Boulevard. The amount of AM and PM peak trips utilizing Muscat Avenue (4 and 8 respectively) is deemed nominal and did not warrant analysis of impacts to this road segment or intersections.

In addition to the proposed improvements, the payment of traffic mitigation fees based on the County of San Bernardino Regional Transportation Plan would diminish any incremental impacts on any area regionally serving roadways and intersections from the project. Traffic Mitigation Fees would cover the project's fair share contribution to freeway interchange project, railroad grade separation projects, and major arterial projects.

- XVI b) The project will not exceed, either individually or cumulatively, a Level of Service (LOS) standard established by the county congestion management agency for designated roads or highways. The traffic study prepared by Kunzman Associates, dated June 17, 2011, determined that the project would not contribute traffic greater than the freeway threshold of 100 two-way peak trips or arterial link threshold of 50-two way peak trips as defined by the County's Congestion Management Plan to the respective surrounding roads.
- XVI c) The project site is approximately 3 miles from Rialto Municipal Airport and approximately 7 miles northeast of the Ontario International Airport. 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 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.
- XVI d) 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 sight distance and properly controlled intersections. There are no incompatible uses proposed by the project that will impact surrounding land uses.
- XVI e) The project will not result in inadequate emergency access, because there is a minimum of two access points via driveways on Sultana Avenue and adequate emergency vehicle access around the building.
- XVI f) The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks), because bike racks will be provided in accordance with Section 83.14.030 of the San Bernardino development code. Omnitrans provides public transportation services for the surrounding area via fixed bus routes primarily. No current bus routes are located along Sultana Avenue, therefore no bus turnouts or similar accommodations for bus routes are required. The project will provide for extension along the southern portion of the site of the existing five foot (5') wide sidewalk

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along Sultana Avenue to allow for greater ease of pedestrian use of the proposed project and surrounding area.

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

- XV-1** Traffic Improvements. *The developer shall construct the following traffic improvements: Construct at 100% project cost, completion of five foot (5') wide sidewalk along the eastern portion of Sultana Avenue along the project's frontage. [Mitigation Measure XV-1] Prior to Building Permits/Public Works – Traffic Division*
- XV-2** Traffic Mitigation Fee (Fair Share Obligation). *Prior to issuance of building permits, the developer shall contribute a fair share fee \$68,380 to County Public Works for traffic impacts to the off-site circulation system (in particular for traffic signal construction at Sultana Avenue and Arrow Boulevard). This fee may be adjusted by County Public Works – Traffic Division based upon inflation, completed traffic improvements and updates to the traffic analysis. The fee may be reduced by any credits that have accrued from constructed road improvements. The fee shall be calculated based upon the assigned percentage as applied to the then current construction costs. The construction costs of off-site improvements shall be agreed upon between the Public Works Department, other Responsible Agencies, and the developer. [Mitigation Measure XV-2] Prior to Building Permits/Public Works – Traffic Division*
- XV-3** Regional Transportation Facilities Fee Plan. *This project falls within the Regional Transportation Facilities Fee Plan for the Fontana Subarea. Currently this fee is \$1.47 per square foot for High Cube Warehouse Use. Per the submitted site plan dated April 20, 2011, the total fee is \$951,448.68 and shall be paid by a cashier's check to the Department of Public Works Business Office. [Mitigation Measure XV-3] Prior to Building Permits/Public Works – Traffic Division*

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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XVII. 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 type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- XVII a) The proposed project's wastewater will be collected and treated by the City of Fontana, which permits with the Regional Water Quality Control Board, Santa Ana Region (RWQCB). The City of Fontana, through the Inland Empire Utilities Agency, operates its wastewater treatment facilities pursuant to the requirements of the RWQCB. The proposed warehouse facility is not anticipated to create any wastewater that would require construction of new facilities or altered treatment measures that would require additional or revised permits from the RWQCB.
- XVII b) 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 existing sewer and water lines in proximity to the project. The project will be required to construct an approximately 400' sewer line beneath Sultana Avenue to connect to the existing sewer

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line beneath Foothill Boulevard. Wastewater treatment facilities will be provided by City of Fontana and water treatment facilities will be provided by the Fontana Water Company.

The County of San Bernardino and the City of Fontana entered into a Memorandum of Understanding (MOU) on August 26, 2008 to address sewer service for properties located within the City of Fontana's Western Sphere of Influence (SOI). To connect to Fontana's sewer, per the MOU, the project will be required to complete a "Pre-Annexation Agreement" that would include an "Irrevocable Agreement to Annex" to the City of Fontana if and when the area is brought forward for annexation. Along with the Pre-Annexation Agreement, the project will be required to pay the City's sewer service fees and sewer impact fees.

- XVII c) As detailed in section VIII, the proposed project will not increase storm flow rates from the site and would therefore not create any additional impacts on downstream storm drain facilities (in particular San Sevaine Channel) that would necessitate expansion of existing facilities or construction of new facilities. Per the County of San Bernardino and the City of Fontana MOU, the project is required to pay storm drain fees to the City. Pursuant to the City's "infill" project policy, the Storm Drain Facilities fee is reduced by 50%. These impact fees will address any incremental impacts on storm drain capacity. Additionally, the project will be required to pay the County Flood Control fee which was established to pay for the completion of the San Sevaine Channel.
- XVII d) The proposed project will have sufficient water supplies available to serve the project from existing entitlements and resources as the local water purveyor (Fontana Water Company) 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. A "Will Serve" letter was provided by the Fontana Water Company dated April 27, 2011 stating that adequate storage and line capacity exists to serve the project.
- XVII e) The City of Fontana has notified the project proponent that they are the wastewater purveyor pursuant to the MOU requirements detailed in subsection b). The City of Fontana has indicated that it has adequate capacity to serve the projected wastewater treatment demand for the project in addition to the provider's existing commitments. Standard impact fees will address any incremental impacts on wastewater treatment capacity.
- XVII f) Various landfills serve the City of Fontana and surrounding areas. According to the California Department of Resources Recycling and Recovery, the Mid-Valley Sanitary Landfill provided for over 90% of the City of Fontana's total disposal by weight in 2009. As of 2009 the landfill had approximately 66% of its total capacity remaining and is planned not to close until 2033. This landfill and others utilized in the area are expected to have sufficient permitted capacity to accommodate the project's solid waste disposal needs for the foreseeable future.
- XVII g) The proposed project is required to comply with federal, state, and local statutes and regulations related to solid waste.

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

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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XVIII. 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 will 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

- XVIII a) The project does not 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 Biological Resources Assessment (Ecological Sciences, Inc.) 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.
- XVIII b) 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.

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- XVIII c) The project will not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, as there are no such impacts identified by the studies conducted for this project or identified by review of other sources or by other agencies.

Increases in air quality emissions, noise, and traffic will be created by the implementation of the project. These potential impacts have been thoroughly evaluated and appropriate mitigation measures have been required to be implemented.

Implementation of the mitigation measures will reduce the level of these impacts so that they are neither individually significant nor cumulatively considerable in terms of any adverse effects upon the region. Additionally, the project will be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval will further insure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval.

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

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XIX. 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)

SELF MONITORING MITIGATION MEASURES: (Condition compliance will be verified by existing procedure)

- 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:
- i) County Diesel Exhaust Control Measures [SBCC §83.01.040 (c)]
 - j) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.
 - k) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
 - l) Engines shall be maintained in good working order to reduce emissions.
 - m) Ultra low-sulfur diesel fuel shall be utilized.
 - n) Electric, CNG and gasoline-powered equipment shall be substituted for diesel-powered equipment, where feasible.
 - o) On-site electrical power connections shall be made available, where feasible.
 - p) 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:
- j) 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, or as otherwise necessary.
 - k) 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.
 - l) 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.
 - m) Storm water control systems shall be installed to prevent off-site mud deposition.
 - n) All trucks hauling dirt away from the site shall be covered.
 - o) Construction vehicle tires shall be washed, prior to leaving the project site.
 - p) Rumble plates shall be installed at construction exits from dirt driveways.
 - q) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
 - r) 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.

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[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:
- k) 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.
 - l) 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.
 - m) 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.
 - n) All gasoline-powered equipment shall have catalytic converters.
 - o) Provide onsite electrical power to encourage use of electric tools.
 - p) Minimize concurrent use of equipment through equipment phasing.
 - q) Provide traffic control during construction to reduce wait times.
 - r) Provide on-site food service for construction workers to reduce offsite trips.
 - s) Implement the County approved Dust Control Plan (DCP).
 - t) 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:
- f) Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.
 - g) 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.
 - h) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.
 - i) Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.
 - j) 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

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coordination with County Building and Safety:

- l) *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.
- m) *Bicycle Plan.* Participate in implementation of the Countywide Bicycle Plan, through construction of on/off-site facilities or contribution of fees for these.
- n) *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).
- o) *Street/walkway Connections.* On-site pedestrian walkways and bicycle paths shall connect each project structure main entry to adjacent public streets.
- p) *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).
- q) *Vanpool Parking.* Vanpool parking spaces shall be provided near building entrances. A vertical clearance of no less than 9' shall be provided.
- r) *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).
- s) *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.
- t) *Employee Services.* Provide on-site employee services such as automated tellers, cafeterias, postal machines).
- u) *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.
- v) *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:

- d) *Dust Control Plan (DCP)*
- e) *Coating Restriction Plan (CRP)*
- f) *Design elements including the following:*
 - *Bicycle parking (racks/locker) with showers available for cyclists near building entrances to promote cyclist safety, security, and convenience for all new non-residential development meeting the CMP thresholds (250+peak hour trips).*
 - *Participation in appropriate bike plan*

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- 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 Tier III Engine Requirements. Prior to issuance of grading permits, grading plans submitted by the project proponent shall specify use of construction equipment that utilize a minimum Tier III engine emissions output equivalent for equipment utilized in grading activities. This requirement equates to a minimum of two excavators, one grader, one rubber tired dozer, and one scraper with Tier III engine equivalent emissions during grading activities. The construction equipment requirements as specified on the grading plans shall conform to the performance standard that construction equipment emissions will not exceed the daily emissions standards established by the South Coast Air Quality Management District.
[Mitigation Measure III-7] Grading Permits/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.

- c) 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.
- d) 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:

- j) Implement both the approved Dust Control Plan and Coating Restriction Plan.
- k) 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.
- l) Use low-sulfur fuel for stationary equipment. (SCAQMD Rules 431.1 and 431.2).
- m) 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.”
- n) Minimize vehicles and equipment operating at the same time.

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- o) Reduce daily equipment operation hours during smog season (May-October).*
- p) 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.*
- q) Recycle and reuse construction and demolition waste (e.g. soil, vegetation, concrete, lumber, metal, and cardboard) per County Solid Waste procedures.*
- r) 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.*

- i) 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.*
- j) 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.*
- k) 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.*

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- l) 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.*
- m) 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.*
- n) 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.*
- o) 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.*
- p) 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:*

- d) Design features and/or equipment that cumulatively increase the overall compliance of the project to exceed Title 24 minimum standards by five percent.*
- e) All interior building lighting shall support the use of fluorescent light bulbs or equivalent energy-efficient lighting.*
- f) 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.*

- c) Waste Stream Reduction. Informational materials about methods and need to reduce the solid waste stream and listing available recycling services.*

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- d) *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

- XV-1** Traffic Improvements. *The developer shall construct the following traffic improvements: Construct at 100% project cost, completion of five foot (5') wide sidewalk along the eastern portion of Sultana Avenue along the project's frontage. [Mitigation Measure XV-1] Prior to Building Permits/Public Works – Traffic Division*
- XV-2** Traffic Mitigation Fee (Fair Share Obligation). *Prior to issuance of building permits, the developer shall contribute a fair share fee \$68,380 to County Public Works for traffic impacts to the off-site circulation system (in particular for traffic signal construction at Sultana Avenue and Arrow Boulevard). This fee may be adjusted by County Public Works – Traffic Division based upon inflation, completed traffic improvements and updates to the traffic analysis. The fee may be reduced by any credits that have accrued from constructed road improvements. The fee shall be calculated based upon the assigned percentage as applied to the then current construction costs. The construction costs of off-site improvements shall be agreed upon between the Public Works Department, other Responsible Agencies, and the developer. [Mitigation Measure XV-2] Prior to Building Permits/Public Works – Traffic Division*
- XV-3** Regional Transportation Facilities Fee Plan. *This project falls within the Regional Transportation Facilities Fee Plan for the Fontana Subarea. Currently this fee is \$1.47 per square foot for High Cube Warehouse Use. Per the submitted site plan dated April 20, 2011, the total fee is \$951,448.68 and shall be paid by a cashier's check to the Department of Public Works Business Office. [Mitigation Measure XV-3] Prior to Building Permits/Public Works – Traffic Division*

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