Michael Baker INTERNATIONAL

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Memorandum

To: DiTanyon Johnson, Senior Planner, City of Fontana

From: Peter Minegar, Project Manager
Date: June 26, 2020
Subject: Supplemental Errata: I-15 Logistics Final EIR

This Supplemental Errata is being provided for inclusion in the I-15 Logistics Project (Project) Final Environmental Impact Report (Final EIR) in order to address comments received from the California Department of Justice (DOJ) on June 19, 2020 and the Center for Biological Diversity (CBD) on June 23, 2020. A double underline indicates additions to the text and a ~~strikethrough~~ indicates deletions to the text. The changes to the Revised Draft EIR do not affect the overall conclusions of the environmental document. Changes are listed by page and, where appropriate, by paragraph.

None of the minor updates, corrections, or clarifications to the Revised Draft EIR identified in this Supplemental Errata constitutes "significant new information" pursuant to CEQA Guidelines Section 15088.5. As a result, a recirculation of the Revised Draft EIR is not required. Any changes referenced to mitigation measures contained in the Revised Draft EIR text also apply to Revised Draft EIR Section 1.0, *Executive Summary*.

The corrections, additions, and clarifications are as follows:

Revised Draft EIR Section 4.2, Air Quality

PAGE 4.2-15 AND 4.2-17, IMPACT 4.2-2, VIOLATE AIR QUALITY STANDARDS, MITIGATION MEASURES

AQ-5: All on-site forklifts shall be non-diesel and shall be powered by electricity, compressed natural gas, or propane if technically feasible.

AQ-6: All construction equipment shall be maintained in good operating condition so as to reduce emissions. The construction contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer's specification. Maintenance records shall be available at the construction site for City of Fontana verification. The following additional measures, as determined applicable by the City Engineer, shall be included as conditions of the Grading Permit issuance:

- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
- Reroute construction trucks away from congested streets or sensitive receptor areas.
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.

- Improve traffic flow by signal synchronization and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications.
- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). If the City of Fontana determines that 2010 model year or newer diesel trucks cannot be obtained the project shall use trucks that meet EPA 2007 model year NOx and PM emissions requirements.
- During Project construction, all internal combustion engines/construction equipment operating on the project site shall meet EPA-Certified Tier 3 emissions standards, or higher according to the following:
    - All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for similarly sized engine as defined by CARB regulations.
    - A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be made available if requested at the time of mobilization of each applicable unit of equipment.

AQ-7: Prior to the issuance of any grading permits, the Applicant shall submit construction plans to the City of Fontana denoting the proposed schedule and projected equipment use. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project. Contractors shall also conform to any construction measures imposed by the SCAQMD as well as City Planning Staff.

AQ-8: All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113. Specifically, the following measures shall be implemented, as feasible:

- Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113.
- Construct or build with materials that do not require painting.
- Require the-use of pre-painted construction materials.

AQ-9: The Project shall be required to apply paints either by hand or high volume, low pressure (HVLP) spray. These measures may reduce volatile organic compounds (VOC) associated with the application of paints and coatings by an estimated 60 to 75 percent. In addition, the contractor shall specify the use of low volatility paints and coatings. Several of currently available primers have VOC contents of less than 0.85 pounds per gallon (e.g., Dulux professional exterior primer 100 percent acrylic). Top coats can be less than 0.07 pounds per gallon (8 grams per liter) (e.g., Lifemaster 2000-series). This latter measure would reduce these VOC emissions by more than 70 percent.

AQ-10: The Project shall designate preferential parking for vanpools.

AQ-11: The Project shall be required to post both bus and MetroLink schedules in conspicuous areas.

AQ-12: The Project shall be requested to configure its operating schedule around the MetroLink schedule to the extent reasonably feasible.

AQ-13: The Project shall be required to incorporate light colored roofing materials.

Revised Draft EIR Section 4.3, Biological Resources

PAGE 4.3-29, IMPACT 4.3-2, RIPARIAN HABITAT AND OTHER SENSITIVE NATURAL COMMUNITIES, MITIGATION MEASURES

BIO-5: ~~Pursuant to the City of Fontana's tiered mitigation program for the North Fontana Conservation Program (NFCP), t~~The Project shall mitigate impacts to Suitable Habitat, Restorable Riversidean Alluvial Fan Sage Scrub (RAFSS) Habitat, and Unsuitable Habitat through the following ~~either one of two options~~:

- ~~Mitigation Fee Payment. Based on Table 4.3-2, North Fontana Conservation Program Mitigation Cost, the Project Applicant shall pay a mitigation fee payment of $208,210.95 for the loss of Suitable Habitat, Restorable RAFSS Habitat, and Unsuitable Habitat on-site, as defined in the NFCP. Prior to the issuance of grading permits for any portion of the Project site within the boundaries of the NFCP, the Project Applicant shall submit to the City of Fontana Planning Division for review and approval, evidence that required fees have been paid.~~
- Conservation Easement/Mitigation Bank Credits. The Project Applicant shall either dedicate to a State of California certified third-party land trust a permanent conservation easement for like RAFSS habitat or purchase mitigation credits in a California Department of Fish and Wildlife (CDFW)-approved mitigation bank at a ratio of a minimum of 1:1. Proof of mitigation shall be provided to the City of Fontana Planning Division prior to the commencement of any ground disturbance activities.

These additional air quality mitigation measures and revisions to Mitigation Measure BIO-5 have been accepted by both the Project Applicant and the City, and the Project's MMRP has been revised as applicable; refer to Attachment A, *Revised Mitigation Monitoring and Reporting Program*. A double underline indicates additions to the text and a ~~strikethrough~~ indicates deletions to the text. Overall, the additional General Plan air quality mitigation measures and revisions to Mitigation Measure BIO-5 do not affect the overall conclusions of the Revised Draft EIR and do not constitute "significant new information" pursuant to CEQA Guidelines Section 15088.5. As a result, a recirculation of the Revised Draft EIR is not required.

Attachment A: Revised Mitigation Monitoring and Reporting Program

Table 4.0-1
Mitigation Monitoring and Reporting Checklist

Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
						Initials	Date	Remarks
Air Quality								
AQ-1	The construction contractor will use the following dust suppression measures from the SCAQMD CEQA Air Quality Handbook to reduce the Project's emissions: • Suspend all excavating and grading operations when wind speeds exceed 25 mph. • Sweep all streets once per day if visible soil materials are carried to adjacent streets. • Install "shaker plates" prior to construction activity where vehicles enter and exit unpaved roads, or wash trucks and equipment prior to their leaving the site. • Water all active portions of the construction site every three hours during daily construction activities and when dust is observed migrating from the Project site to prevent excessive amounts of dust.	Construction Contractor	During Construction	Public Works Department	During Construction			
AQ-2	All Logistics Facility truck access gates and loading docks within the Logistics Facility shall have a sign posted that states: • Truck drivers shall turn off engines when not in use. • Truck drivers shall shut down the engine after 5 minutes of continuous idling operation once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking break is engaged. • Telephone numbers of the building facilities manager and CARB to report violations.	Construction Contractor	During Construction	Public Works Department	During Construction			

Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
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AQ-3	The Project applicant shall make all Logistics Facility tenants aware of funding opportunities, such as the Carl Moyer Memorial Air Quality Standards Attainment Program and other similar funding opportunities, by providing applicable literature on such funding opportunities as available from the California Air Resources Board.	Project Applicant	Prior to Business License Approval	Community Development Department – Planning Division	Prior to Business License Approval			
AQ-4	The Logistics Facility site plan design shall provide a minimum of ~~two~~ ten on-site Level 2 electric vehicle charging stations for employees and guests.	Project Applicant	Prior to Grading Permit Issuance	Community Development Department – Planning Division	Prior to Grading Permit Issuance			
AQ-5	All on-site forklifts shall be non-diesel and shall be powered by electricity, compressed natural gas, or propane if technically feasible.	Project Applicant	Prior to, During, and After Construction	Public Works Department	Prior to, During, and After Construction			
AQ-6	All construction equipment shall be maintained in good operating condition so as to reduce emissions. The construction contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer's specification. Maintenance records shall be available at the construction site for City of Fontana verification. The following additional measures, as determined applicable by the City Engineer, shall be included as conditions of the Grading Permit issuance: • Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow. • Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site. • Reroute construction trucks away from congested streets or sensitive receptor areas. • Appoint a construction relations officer to act as a community liaison concerning on-site construction	Project Applicant	Prior to and During Construction	Public Works Department	Prior to and During Construction			

Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
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	activity including resolution of issues related to PM10 generation. • Improve traffic flow by signal synchronization and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications. • Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). If the City of Fontana determines that 2010 model year or newer diesel trucks cannot be obtained the project shall use trucks that meet EPA 2007 model year NOx and PM emissions requirements. • During Project construction, all internal combustion engines/construction equipment operating on the project site shall meet EPA-Certified Tier 3 emissions standards, or higher according to the following: ○ All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for similarly sized engine as defined by CARB regulations. ○ A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be made available if requested at the time of mobilization of each applicable unit of equipment.							
AQ-7	Prior to the issuance of any grading permits, the Applicant shall submit construction plans to the City of Fontana denoting the proposed schedule and projected	Project Applicant	Prior to Grading Permit Issuance	Community Development Department –	Prior to Grading			

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	equipment use. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project. Contractors shall also conform to any construction measures imposed by the SCAQMD as well as City Planning Staff.			Planning Division	Permit Issuance			
AQ-8	All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113. Specifically, the following measures shall be implemented, as feasible: • Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113. • Construct or build with materials that do not require painting. • Require the-use of pre-painted construction materials.	Project Applicant	Prior to and During Construction	Public Works Department	Prior to and During Construction			
AQ-9	The Project shall be required to apply paints either by hand or high volume, low pressure (HVLP) spray. These measures may reduce volatile organic compounds (VOC) associated with the application of paints and coatings by an estimated 60 to 75 percent. In addition, the contractor shall specify the use of low volatility paints and coatings. Several of currently available primers have VOC contents of less than 0.85 pounds per gallon (e.g., Dulux professional exterior primer 100 percent acrylic). Top coats can be less than 0.07 pounds per gallon (8 grams per liter) (e.g., Lifemaster 2000-series). This latter measure would reduce these VOC emissions by more than 70 percent.	Project Applicant	During Construction	Public Works Department	During Construction			
AQ-10	The Project shall designate preferential parking for vanpools.	Project Applicant	After Construction	Community Development Department – Planning Division	After Construction			
AQ-11	The Project shall be required to post both bus and MetroLink schedules in conspicuous areas.	Project Applicant	After Construction	Community Development	After Construction			

Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
						Initials	Date	Remarks
				Department – Planning Division				
AQ-12	The Project shall be requested to configure its operating schedule around the MetroLink schedule to the extent reasonably feasible.	Project Applicant	After Construction	Community Development Department – Planning Division	After Construction			
AQ-13	The Project shall be required to incorporate light colored roofing materials.	Project Applicant	Prior to Construction	Community Development Department – Planning Division	After Construction			
Biological Resources								
BIO-1	Prior to construction, a qualified biologist shall flag all Southern California black walnut (Juglans californica) individuals located within the Project footprint for avoidance. If avoidance of the Southern California black walnuts is not feasible, a tree removal permit shall be obtained from the City in compliance with the City of Fontana Municipal Code Chapter 28, Article III.	Project Applicant/ Qualified Biologist	Prior to Construction	Community Development Department – Planning Division	Prior to Construction			
BIO-2	Prior to approval of grading permits, a qualified biologist shall conduct a protocol-level floristic survey of the proposed development area for the Plummer's mariposa lily (*Calochortus plummerae*) within the appropriate blooming period. If Plummer's mariposa lily is found during the surveys within the proposed development area, a qualified biologist shall establish clearly demarcated avoidance zones around the plant species. If the plant populations cannot be avoided, the Project Applicant shall hire a qualified biologist to prepare a seed collection and replanting plan to reduce impacts to the identified special-status plant populations. The replanting plan must identify potential replanting area(s) sufficient to support the number of plants impacted by the proposed Project. The floristic survey report, seed collection, and replanting plan, and evidence of	Project Applicant/ Qualified Biologist	Prior to Grading Permit Approval	Community Development Department – Planning Division	Prior to Grading Permit Approval			

Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
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	compliance with provisions of the replanting plan shall be reviewed and approved by the City of Fontana Planning Division prior to the commencement of ground disturbing activities.							
BIO-3	A biological monitor shall be present on-site during all ground-disturbing activities to monitor construction activities and limits to ensure that special-status wildlife species with high to moderate potential to occur on-site (i.e., loggerhead shrike [Lanius ludovicianus], Cooper's hawk [Accipiter cooperii], northern harrier [Circus cyaneus], San Diego black-tailed jackrabbit [Lepus californicus bennettii], California glossy snake [Arizona elegans occidentalis], coastal whiptail [Asipidoscelis tigris stejnegeri], and coast horned lizard [Phrynosoma blainvillii]) and that are observed on-site are not adversely affected, , at the discretion of the biological monitor, by construction activities. The biological monitor shall have the authority to halt construction activities should any special-status wildlife species be observed on-site until the species has left the active construction areas.	Project Applicant/ Biological Monitor	During all Ground-Disturbing Activities	Public Works Department	During all Ground-Disturbing Activities			
BIO-4	Pursuant to the Migratory Bird Treaty Act and the California Fish and Game Code, removal of any trees, shrubs, or any other potential nesting habitat shall be conducted outside the avian nesting season. The nesting season generally extends from early February through August, but it can vary slightly from year to year based on seasonal weather conditions. If ground disturbance and vegetation removal cannot occur outside of the nesting season, a preconstruction clearance survey for nesting birds shall be conducted within 30 days of the start of any vegetation removal or ground-disturbing activities to ensure no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur.	Construction Contractor/ Qualified Biologist	30-Days Prior to Ground Disturbing Activities/ During Construction	Public Works Department	30-Days Prior to Ground Disturbing Activities/ During Construction			

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	If an active avian nest is discovered during the preconstruction clearance survey, construction activities shall stay outside of a 300-foot buffer around the active nest. For raptor species, this buffer is expanded to 500 feet. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities can occur. As part of the nesting bird clearance survey, a preconstruction burrowing owl clearance survey shall be conducted within 30 days of the start of ground-disturbing activities to ensure burrowing owl remain absent from the Project Area.							
BIO-5	Pursuant to the City of Fontana's tiered mitigation program for the North Fontana Conservation Program (NFCP), the Project shall mitigate impacts to Suitable Habitat, Restorable Riversidean Alluvial Fan Sage Scrub (RAFSS) Habitat, and Unsuitable Habitat through the following ~~either one of two options~~: • ~~1) Mitigation Fee Payment. Based on Table 4.3-2, North Fontana Conservation Program Mitigation Cost, the Project Applicant shall pay a mitigation fee payment of $208,210.95 for the loss of Suitable Habitat, Restorable RAFSS Habitat, and Unsuitable Habitat on site, as defined in the NFCP. Prior to the issuance of grading permits for any portion of the Project site within the boundaries of the NFCP, the Project Applicant shall submit to the City of Fontana Planning Division for review and approval, evidence that required fees have been paid.~~ • ~~2)~~ Conservation Easement/Mitigation Bank Credits. The Project Applicant shall either dedicate to a State of California certified third-	Project Applicant	Prior to Ground Disturbing Activities	Community Development Department – Planning Division	Prior to Ground Disturbing Activities			

Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
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	party land trust a permanent conservation easement for like RAFSS habitat or purchase mitigation credits in a California Department of Fish and Wildlife (CDFW)-approved mitigation bank at a ratio of a minimum of 1:1. Proof of mitigation shall be provided to the City of Fontana Planning Division prior to the commencement of any ground disturbance activities.							
BIO-6	Prior to issuance of any grading permits for permanent impacts in jurisdictional features, the Project Applicant shall provide to the City of Fontana Planning Division documentation from the USACE, RWQCB and CDFW of the lack of federal and state jurisdictional waters on the Project site, or documentation that a Federal Clean Water Act Section 404 permit, a Report of Waste Discharge certification from the Regional Water Quality Control Board (RWQCB); and/or 32 a Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the California Department of Fish and Wildlife (CDFW) have been obtained. The type, amount, and location of any required mitigation (including payment of fees or purchase of credits) shall be established by each regulatory agency during the review of any required permit	Project Applicant	Prior to Grading Permit Issuance	Community Development Department – Planning Division	Prior to Grading Permit Issuance			
Cultural Resources								
CR-1	Data Collection. Prior to any Project-related impacts, Historic American Building Survey (HABS) style photographic documentation shall be prepared for the historic stone house at 4055 Lytle Creek Road. While the photographs will meet HABS standards, only local curation (and no federal curation or involvement) will be necessary. The photographic documentation shall be provided to the City (and any required local repositories) for curation.	Qualified Historian	Prior to Construction	Community Development Department – Planning Division	Prior to Construction			
CR-2	An archaeological monitor with at least 3 years of regional experience in archaeology and tribal monitors	Qualified Archaeologist/	All Ground-Disturbing	Community Development	All Ground-Disturbing			

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	representing the consulting tribes (San Manuel Band of Mission Indians) shall be present for all ground-disturbing activities below 2 feet that occurs within the Proposed Project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.]). A Monitoring Plan shall be created prior to any and all ground-disturbing activity in consultation with the consulting tribes and agreed to by all parties. The Monitoring Plan shall include details regarding the monitoring process, as well as the Treatment and Disposition Plan described in Mitigation Measure CR 3. A sufficient number of archaeological and tribal monitors shall be present each workday to ensure that simultaneously occurring ground-disturbing activities receive thorough levels of monitoring coverage	Tribal Monitors Representing the San Manuel Band of Mission Indians	Activities Below 2 Feet that Occur within the Proposed Project Area	Department – Planning Division	Activities Below 2 Feet that Occur within the Proposed Project Area			
CR-3	A Treatment and Disposition Plan (TDP) shall be established, prior to the commencement of any and all ground-disturbing activities for the Project, including any archaeological testing. The TDP will provide details regarding the process for the in-field treatment of inadvertent discoveries and the disposition of inadvertently discovered non-funerary resources. Inadvertent discoveries of human remains and/or funerary object(s) are subject to California Health and Safety Code Section 7050.5. The subsequent disposition of those discoveries shall be decided by the most likely descendant (MLD), as determined by the Native American Heritage Commission (NAHC), should those findings be determined as Native American in origin.	Qualified Archaeologist	Prior to Ground Disturbing Activities	Community Development Department – Planning Division	Prior to Ground Disturbing Activities			

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Geology and Soils								
GEO-1	All Project structures shall be constructed pursuant to the most current CBC seismic building design and construction standards, as determined by the City as part of the grading plan and building permit review process.	Project Applicant/ Contractor	Grading Plan and Building Permit Review Process	Building and Safety Department	Grading Plan and Building Permit Review Process			
GEO-2	The Project shall comply with the established no-build setback zone depicted in the Geotechnical Investigation (CHJ Consultants, 2014), and all grading operations, including site clearing and stripping, shall be observed by an onsite representative of the Project's geotechnical engineer. All final plans shall be reviewed by the City of Fontana's Building and Safety Division to verify that the Geotechnical Investigation's no-build setback zone have been incorporated, as necessary.	Project Applicant/ Geotechnical Engineer	During Construction	Building and Safety Department	During Construction			
GEO-3	The Project shall adhere to the construction recommendations provided in the Geotechnical Investigation (CHJ Consultants, 2014), as described below. The City shall verify compliance during the permitting process. **Initial Site Preparation:** All areas to be graded shall be stripped of significant vegetation and other deleterious materials. These materials should be removed from the site for disposal. **Minimum Mandatory Removal and Recompaction of Existing Soils:** All areas to be graded shall have at least the upper 24 inches of existing materials removed. The open excavation bottoms thus created shall be observed by the Project engineering geologist to verify and document that suitable, non-compressible native sediments are exposed prior to moisture conditioning, compaction and refilling with properly tested and documented compacted fill. Deeper removals may be necessary, depending on the conditions encountered, as well as proposed footing depths and pad elevations.	Project Applicant/ Contractor	During Construction	Building and Safety Department	During Construction			

Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
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	Cavities created by removal of subsurface obstructions, such as structures and tree root stocks, shall be thoroughly cleaned of loose soil, organic matter and other deleterious materials, and shaped to provide access for construction equipment and backfilled as recommended for site fill. **Preparation of Fill Areas:** Prior to placing fill and after the subexcavation bottom has been observed and approved by the Project engineering geologist, the surfaces of all areas to receive fill shall be moisture conditioned to a depth of approximately 12 inches. The moisture conditioned soils shall be brought to near optimum moisture content and compacted to a relative compaction of at least 90 percent in accordance with ASTM D1557. It is anticipated that scarification of the underlying soils may result in dislodging oversized material, requiring additional handling. As such, a suitable alternative to the scarification of the underlying soils would be to moisture condition the soils, allowing sufficient time for the moisture to penetrate to a depth of 12 inches or more prior to compaction. Verification of the moisture penetration depth shall be required if this alternative method is utilized. **Oversized Material:** It is anticipated that quantities of oversized material (boulders larger than 12 inches in greatest dimension) requiring special handling for disposal may be encountered during the grading operation. While site-specific recommendations may be developed during grading plan preparation or in the field during construction, the following general methods for disposing of oversized rock onsite are recommended: • Rocks between approximately 12 and 24 inches in size may be placed in areas of fill at a depth greater than approximately 10 feet below finish grade with the approval of the building official.							

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	• The oversized rock should be placed in windrows and adequately spaced to prevent nesting. Then, sandy matrix material should be flooded in between the rock to fill any void spaces. Continuous observation of the rock placement and flooding operation shall be conducted by the geotechnical engineer. • If rock disposal areas are considered necessary, oversized rock can be disposed of within designated areas that should be indicated on the grading plans. Rock disposal areas shall be evaluated by the geotechnical engineer for suitability. • Oversized rock can also be crushed and exported off site or used in landscaping. Use of the oversize rock and appropriate maximum size of the oversize rock shall be referred to the landscape architect. **Preparation of Footing Areas:** All footings shall rest upon at least 24 inches of properly compacted fill material. In areas where the required thickness of compacted fill is not accomplished by the mandatory subexcavation operation and by site rough grading, the footing areas shall be subexcavated to a depth of at least 24 inches below the proposed footing base grade. The subexcavation shall extend horizontally beyond the footing lines a minimum distance of 5 feet where possible. The bottoms of these excavations shall then be moisture conditioned to a depth of at least 12 inches, brought to near optimum moisture content and recompacted to at least 90 percent relative compaction in accordance with ASTM D1557 prior to refilling the excavation to grade as properly compacted fill. **Compacted Fills:** The onsite soil shall provide adequate quality fill material, provided it is free from roots, other organic matter, deleterious and oversized materials. Unless approved by the geotechnical engineer, rock or similar irreducible							

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	material with a maximum dimension greater than 12 inches shall not be buried or placed in fills except as noted in the above "Oversized Material" recommendations. Import fill shall be inorganic, non-expansive granular soils free from rocks or lumps greater than 6 inches in maximum dimension. The contractor shall notify the geotechnical engineer of import sources sufficiently ahead of their use so that the sources can be observed and approved as to the physical characteristic of the import material. For all import material, the contractor shall also submit current verified reports from a recognized analytical laboratory indicating that the import has a "not applicable" (Class S0) potential for sulfate attack based upon current (ACI) criteria and is not corrosive to ferrous metal and copper. In addition, a report shall be submitted addressing environmental aspects of any proposed import material. The reports shall be accompanied by a written statement from the contractor that the laboratory test results are representative of all import material that will be brought to the job. If imported fill is to be utilized in structural areas, it shall meet the same strength requirement that was utilized to design the structure. Fill material shall be spread in near-horizontal layers, approximately 12 inches in thickness. Thicker lifts may be approved by the geotechnical engineer if testing indicates that the grading procedures are adequate to achieve the required compaction. Each lift shall be spread evenly, thoroughly mixed during spreading to attain uniformity of the material and moisture in each layer, brought to near optimum moisture content, and compacted to a minimum relative compaction of 90 percent in accordance with ASTM D 1557. Based upon the estimated relative compaction of the native soils encountered during the Geotechnical Investigation conducted for the Project, and the relative compaction anticipated for compacted fill soils, a							

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	compaction shrinkage of approximately 0 to 5 percent is estimated. Therefore, 1.00 cubic yards to 1.05 cubic yards of in- place soil material would be necessary to yield 1 cubic yard of properly compacted fill material. In addition, subsidence of approximately 0.1 foot is anticipated. These values are exclusive of losses due to stripping, tree removal or the removal of other subsurface obstructions, if encountered, and may vary due to differing conditions within the Project boundaries and the limitations of the Geotechnical Investigation. Shrinkage due to oversize material losses are estimated at 5 percent for material over 12 inches in diameter and less than 1 percent for material over 24 inches in diameter. These values are estimates only and final grades shall be adjusted, and/or contingency plans to import or export material shall be made to accommodate possible variations in actual quantities during site grading. **Expansive Soils:** Since all soil materials encountered during the Geotechnical Investigation were granular and considered to be non- critically expansive, specialized construction procedures to specifically resist expansive soil forces are not anticipated at this time. Additional evaluation of soils for expansion potential shall be conducted by the Project geotechnical engineer during the grading operation. **Foundation Design:** If the Project site is prepared as recommended, the proposed structures may be safely founded on conventional spread foundations, either individual spread footings and/or continuous wall footings with slabs-on-grade, bearing on a minimum of 24 inches of compacted fill. Footings shall be a minimum of 12 inches wide and be established at a minimum depth of 12 inches below lowest adjacent final subgrade level. For the minimum width and depth, footings may be designed for a maximum safe soil bearing pressure of 2,500 pounds per square foot (psf) for dead plus live loads. This							

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	allowable bearing pressure may be increased by 400 psf for each additional foot of width and by 1,000 psf for each additional foot of depth, to a maximum safe soil bearing pressure of 5,000 psf for dead plus live loads. These bearing values may be increased by one-third for wind or seismic loading. For footings thus designed and constructed, a maximum settlement of less than l inch is anticipated. Differential settlement between similarly loaded adjacent footings is expected to be approximately one-half the total settlement. **Lateral Loading:** Resistance to lateral loads shall be provided by passive earth pressure and base friction. For footings bearing against compacted fill, passive earth pressure may be considered to be developed at a rate of 420 psf per foot of depth. Base friction may be computed at 0.39 times the normal load. Base friction and passive earth pressure may be combined without reduction. For preliminary retaining wall or shoring design purposes, a lateral active earth pressure developed at a rate of 40 psf per foot of depth shall be utilized for unrestrained conditions. For restrained conditions, an at-rest earth pressure of 65 psf per foot of depth shall be utilized. The "at-rest" condition applies toward braced walls which are not free to tilt. The "active" condition applies toward unrestrained cantilevered walls where wall movement is anticipated. The structural designer shall use judgment in determining the wall fixity and may utilize values interpolated between the "at-rest" and "active" conditions where appropriate. These values are applicable only to level, properly drained backfill with no additional surcharge loadings and do not include a factor of safety other than conservative modeling of the soil strength parameters. If inclined backfills are proposed, the Project geotechnical engineer shall be contacted to develop appropriate active earth pressure parameters. If import material is to be utilized for backfill, the Project							

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	geotechnical engineer shall verify the backfill has equivalent or superior strength values. These values shall be verified prior to Project construction when the backfill materials and conditions have been determined and are applicable only to properly drained backfills with no additional surcharge loadings. Toe bearing pressure for walls on soils not bearing against compacted fill, as recommended earlier under "Preparation of Footing Areas", shall not exceed CBC values. Backfill behind retaining walls shall consist of a soil of sufficient granularity that the backfill will properly drain. The granular soil shall be classified per the USCS as SW, SP, SW-SM, SP-SM, GW or GP and shall meet the requirements of section 300-3.5.1 of the "Greenbook". Surface drainage shall be provided to prevent ponding of water behind walls. A drainage system shall be installed behind all retaining walls consisting of either of the following: • A 4-inch-diameter perforated PVC (Schedule 40) pipe or equivalent at the base of the stem encased in 2 cubic feet of granular drain material per lineal foot of pipe; or • Synthetic drains such as Enkadrain, Miradrain, Hydraway 300 or equivalent. Perforations in the PVC pipe shall be 3/8 inch in diameter. Granular drain material shall be wrapped with filter cloth to prevent clogging of the drains with fines. The wall shall be waterproofed to prevent nuisance seepage and include an approved drain. Suitable quantities of onsite soil shall be available for retaining wall backfill after screening the material to remove cobbles and boulders greater than 4 inches in diameter. Foundation concrete shall be placed in neat excavations with vertical sides, or the concrete shall be formed and the excavations properly backfilled as recommended for site fill.							

	Trench Excavation: Native materials are classified as a Type "C" soil in accordance with the CAL/OSHA (2013) excavation standards. All trench excavation shall be performed in accordance with CAL/OSHA excavation standards. Temporary excavations in native material shall not be inclined steeper than 1-1/2 (h):1(v) for a maximum trench depth of 20 feet. For trench excavations deeper than 20 feet, the Project geotechnical engineer shall be consulted. **Pipe Bedding and Backfills:** ***Pipe Bedding*** Pipe bedding material shall meet and be placed according to the "Greenbook" or other project specifications, and shall be uniform, free-draining granular material with a sand equivalent (SE) of at least 30. Sand equivalent testing of onsite material indicates an SE value of less than 30 for near-surface soils. Suitable material from deeper soils may be available after screening. ***Backfill*** Backfill shall be compacted following the recommendations in the "Compacted Fills" discussed above. Soils required to be compacted to at least 95 percent relative compaction, such as street subgrade and finish grade, shall be moisture treated to near optimum moisture content not exceeding 2 percent above optimum. To avoid pumping, backfill material shall be mixed and moisture treated outside of the excavation prior to lift placement in the trench. A lean sand/cement slurry shall be considered to fill any cavities, such as void areas created by caving or undermining of soils beneath existing improvements or pavement to remain, or any other areas that would be difficult to properly backfill, if encountered. **Slabs-On-Grade:** To provide adequate support, concrete slabs-on-grade shall bear on a minimum of 24 inches of compacted soil and be a minimum of 4 inches in thickness. The soil shall be compacted to 90 percent relative compaction. The							

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<tr><th>Mitigation Number</th><th>Mitigation Measure</th><th>Implementation Responsibility</th><th>Implementation Timing</th><th>Monitoring Responsibility</th><th>Monitoring Timing</th><th colspan="3">Verification of Compliance</th></tr>
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<tr><td></td><td colspan="8">final pad surfaces shall be rolled to provide smooth, dense surfaces.

Slabs to receive moisture-sensitive coverings shall be provided with a moisture vapor retarder. It is recommended that a vapor retarder be designed and constructed according to the American Concrete Institute (ACI) 302.1R, "Guide for Concrete Floor and Slab Construction", which addresses moisture vapor retarder construction. At a minimum, the vapor retarder shall comply with ASTM El745 and have a nominal thickness of at least 10 mils. The vapor retarder shall be properly sealed per the manufacturer's recommendations and protected from punctures and other damage. One inch of sand under the vapor retarder may assist in reducing punctures.

Concrete building slabs subjected to heavy loads, such as materials storage and/or forklift traffic, shall be designed by a registered civil engineer competent in concrete design. A modulus of vertical subgrade reaction of 250 pounds per cubic inch can be utilized in the design of slabs-on- grade for the proposed project.

Preliminary Flexible Pavement Design:

The following recommended structural sections were calculated based on traffic indices (Tls) provided in the Caltrans "Highway Design Manual for Safety Roadside Rest Areas" (Caltrans, 2012). Based upon preliminary sampling and testing, the structural sections tabulated below will provide satisfactory HMA pavement. The R-value of the most representative material was used in the analysis. As per the Caltrans Highway Design Manual, Section 614.3, a design subgrade maximum R-value of 50 for the soil was utilized in performing the pavement section calculations.

<table>
<tr><th>Usage</th><th>TI</th><th>R-Value</th><th>Recommended Structural Section</th></tr>
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Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
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Auto Parking Areas	5.0	50	0.25' HMA/0.35' Class 2 AB
Auto Road	5.5	50	0.25' HMA/0.35' Class 2 AB
Truck Parking Areas	6.0	50	0.30' HMA/0.35’ Class 2 AB
Truck Lanes and Roads	8.0	50	0.40' HMA/0.45' Class 2 AB

AB = Aggregate Base

The above structural sections are predicated upon proper compaction of the utility trench backfills and the subgrade soils, with the upper 12 inches of subgrade soils and all aggregate base (AB) material brought to a minimum relative compaction of 95 percent in accordance with ASTM D1557 prior to paving. The AB shall meet Caltrans requirements for Class 2 base. The above pavement design recommendations are based upon the results of preliminary sampling and testing, and shall be verified by additional sampling and testing during construction when the actual subgrade soils are exposed.

Preliminary Rigid Pavement Design:

Based upon an R-value of 65, a modulus of subgrade reaction of approximately 200 pounds per square inch per inch (k) was utilized. The following PCC pavement designs are recommended, and are based upon the American Concrete Institute (ACI) Guide for Design and Construction of Concrete Parking Lots (ACI 330R-08).

Design Area	Recommended Section
Car Parking and Access Lanes Average Daily Truck Traffic = 1 (Category A)	4.0" PCC/ Compacted Soil
Truck Parking and Interior Lane Areas	5.5" PCC/ Compacted Soil

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Average Daily Truck Traffic = 25 (Category B)	
Truck Interior and Exterior Lanes Average Daily Truck Traffic = 300 (Category C)	6.5" PCC/ Compacted Soil
Truck Interior and Exterior Lanes Average Daily Truck Traffic = 700 (Category D)	7.0" PCC/ Compacted Soil

The above recommended concrete sections are based on a design life of 20 years, with integral curbs or thickened edges. In addition, the above structural sections are predicated upon proper compaction of the utility trench backfills and the subgrade soils, with the upper 12 inches of subgrade soils brought to a uniform relative compaction of 95 percent (ASTM D1557).

Slab edges that would be subject to vehicle loading shall be thickened at least 2 inches at the outside edge and tapered to 36 inches back from the edge. Typical details are given in the ACI “Guide for Design and Construction of Concrete Parking Lots" (ACI 330R-08). Alternatively, slab edges subject to vehicle loading shall be designed with dowels or other load transfer mechanism. Thickened edges or dowels are not necessary where new pavement will abut areas of curb and gutter, buildings, or other structures preventing through-vehicle traffic and associated traffic loads.

The concrete sections may be placed directly over a compacted subgrade prepared as described above. The concrete to be utilized for the concrete pavement shall have a minimum modulus of rupture of 550 pounds per square inch. Contraction joints shall be sawcut in the pavement at maximum spacing of 30 times the thickness of the slab, up to a maximum of 15 feet. Sawcutting in the pavement shall be performed within 12 hours of concrete placement (or preferably sooner) and sawcut depths shall be equal to approximately one-quarter of the slab thickness for conventional saws or 1 inch when early-

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	entry saws are utilized on slabs 9 inches thick or less. The use of plastic strips for formation of jointing is not recommended. The use of expansion joints is not recommended, except where the pavement would adjoin structures. Construction joints shall be constructed such that adjacent sections butt directly against each other and are keyed into each other or the joints are properly doweled with smooth dowels. Distributed steel reinforcement (welded wire fabric) is not necessary, nor would any decrease in section thickness result from its inclusion. These pavement design recommendations are based upon the results of preliminary sampling and testing, and shall be verified by additional sampling and testing during construction when the actual subgrade soils are exposed.							
GEO-4	The potential for erosion shall be mitigated by proper drainage design. Water shall not be allowed to flow over graded areas or natural areas so as to cause erosion. Graded areas shall be planted or otherwise protected from erosion by wind or water.	Project Applicant/ Contractor	During Construction	Public Works Department	During Construction			
GEO-5	Monitoring. Any excavations in the finer-grained sedimentary deposits on the Project Area shall be monitored closely by a qualified paleontologist, defined as a paleontologist who meets the Secretary of the Interior's Professional Qualification Standards for paleontology, to quickly and professionally recover any fossil remains while not impeding development.	Qualified Paleontologist	During Excavations in the Finer-Grained Sedimentary Deposits	Public Works Department	During Excavations in the Finer-Grained Sedimentary Deposits			
GEO-6	Prior to any excavation in the finer-grained sedimentary deposits on the Project Area, sediment samples shall be collected by a qualified paleontologist, defined as a paleontologist who meets the Secretary of the Interior's Professional Qualification Standards for paleontology, from the finer-grained deposits on the Project Area and processed to determine their fossil potential. If subsurface fossils are discovered during earth-moving activities associated with the Proposed Project, a qualified paleontologist or qualified designee shall divert	Qualified Paleontologist	Prior to Excavations in the Finer-Grained Sedimentary Deposits/ During Construction	Public Works Department	Prior to Excavations in the Finer-Grained Sedimentary Deposits/ During Construction			

Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
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	these activities temporarily around the fossil site until the remains have been recovered, a rock sample has then been collected to process to allow for the recovery of smaller fossil remains, if warranted, and construction has been allowed to proceed through the site by a qualified paleontologist or qualified designee. If a qualified paleontologist or qualified designee is not present when fossil remains are uncovered by earth-moving activities, these activities shall be stopped, and a qualified paleontologist or qualified designee shall be called to the site immediately to recover the remains. Any fossils collected shall be placed in an accredited scientific institution for the benefit of current and future generations.							
Greenhouse Gas Emissions								
GHG-1	Prior to issuance of a Certificate of Occupancy, the tenant shall submit an Operations Plan to the City of Fontana Community Development Director detailing the following GHG reduction measures/programs that shall be applied during Project operations: • Ride-Sharing Programs. The tenant shall administer a ride-sharing program to reduce daily vehicle trips and vehicle miles traveled (VMT) and provide information to employees on ride share programs to reduce mobile GHG emissions. The tenant shall promote ride-sharing programs through a multi-faceted approach such as: • Designating a certain percentage of parking spaces for ride-sharing vehicles; • Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles; and • Providing a web site or message board for coordinating rides. • Public Transit Incentive Program. The tenant shall provide subsidized/discounted daily or	Project Tenants	Prior to Certificate of Occupancy Issuance	Community Development Director	Prior to Certificate of Occupancy Issuance			

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	monthly public transit passes for employees to reduce daily vehicle trips and VMT. The tenant may also provide free transfers between all shuttles and transit to participants. • Preferential Parking Permit Program. The tenant shall provide preferential parking in convenient locations (such as near public transportation or building front doors) in terms of free or reduced parking fees, priority parking, or reserved parking for commuters who carpool, vanpool, ride-share or use alternatively fueled vehicles. The Project shall provide wide parking spaces to accommodate vanpool vehicles.							
Hazards and Hazardous Materials								
HAZ-1	Prior to any renovation or demolition or building permit approval, an Asbestos Hazard Emergency Response Act (AHERA) and California Division of Occupational Safety and Health (Cal/OSHA) certified building inspector shall conduct an asbestos survey to determine the presence or absence of asbestos containing-materials (ACMs). If the asbestos survey reveals ACMs, asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403 prior to any activities that would disturb ACMs or create an airborne asbestos hazard.	Project Applicant	Prior to any Renovation or Demolition or Building Permit Approval	City Engineer	Prior to any Renovation or Demolition or Building Permit Approval			
HAZ-2	If paint is to be chemically or physically separated from building materials during structure demolition, the paint shall be evaluated independently from the building material by a qualified Environmental Professional. If lead-based paint is found, abatement shall be completed by a qualified lead specialist prior to any activities that would create lead dust or fume hazard. Lead-based paint removal and disposal shall be performed in accordance with California Code of Regulation Title 8, Section 1532.1, which specifics exposure limits, exposure monitoring and	Contractor	During Structure Demolition	City Engineer	During Structure Demolition			

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	respiratory protection, and mandates good worker practices by workers exposed to lead. Contractors performing lead-based paint removal shall provide evidence of abatement activities to the City Engineer.							
Transportation								
TR-1	Prior to issuance of any grading and/or demolition permits, whichever occurs first, the Project applicant shall prepare a Construction Traffic Management Plan (TMP) to be submitted for review and approval by the City Engineer. The TMP shall be submitted for review and approval by the County of San Bernardino Traffic Division if any County-maintained roads are proposed for construction traffic. The TMP shall, at a minimum, address the following: • Traffic control for any street closure, detour, or other disruption to traffic circulation. • Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the Project site, traffic controls and detours, and proposed construction phasing plan for the Project. • Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets. • Require the Project applicant to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt, as a result of its operations. The applicant shall clean adjacent streets, as directed by the City of Fontana Public Works Department, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas. • Hauling or transport of oversize loads shall be subject to the requirements of the City of	Project Applicant	Prior Grading and/or Demolition Permits Issuance/ During Construction	City Engineer/ County of San Bernardino Traffic Division	Prior Grading and/or Demolition Permits Issuance/ During Construction			

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	Fontana Public Works Department and/or the County of San Bernardino. • Use of local streets shall be prohibited. • Haul trucks entering or exiting public streets shall at all times yield to public traffic. • If hauling operations cause any damage to existing pavement, street, curb, and/or gutter along the haul route, the applicant will be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer. • All construction-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site. • Should the Project utilize State facilities for hauling of construction materials, the Construction Management Plan shall be submitted to the California Department of Transportation (Caltrans) for review and comment. • Should Project construction activities require temporary vehicle lane, bicycle lane, and/or sidewalk closures, the applicant shall coordinate with the City Engineer regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures do not impact operations of adjacent uses or emergency access. • The TMP shall be monitored for effectiveness and be modified in conjunction with the City Engineer, and County of San Bernardino Traffic Division, as applicable, if needed to improve safety and/or efficiency.							