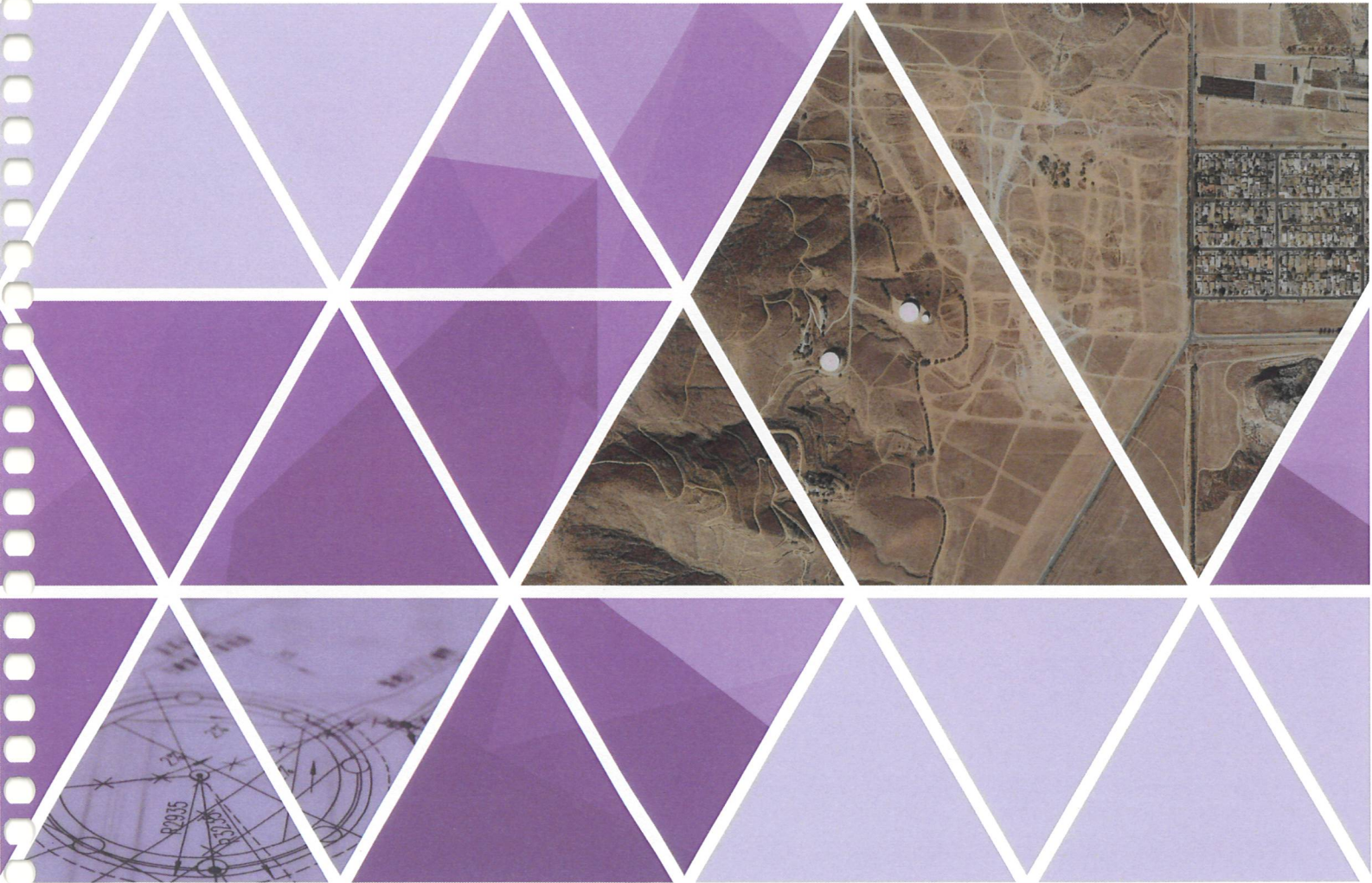


WEST VALLEY LOGISTICS CENTER SPECIFIC PLAN

CITY OF FONTANA

September 2018



Metis Environmental Group

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Chapter I: Introduction and Overall Strategy

I.1 Purpose and Intent

A Specific Plan is a tool that provides direction for implementing a community's General Plan in relationship to development of a particular area of the community. The West Valley Logistics Center Specific Plan ("Specific Plan") is intended to provide for the orderly and efficient development of the proposed logistic center in accordance with the provisions of the City of Fontana's General Plan. The Specific Plan establishes the planning concept, design framework, development regulations, design guidelines, infrastructure improvements, and administrative procedures necessary to achieve a high-quality industrial warehousing environment in southeast Fontana.

In accordance with the requirements of State law and the Fontana Municipal Code, the West Valley Logistics Center Specific Plan includes text and diagrams which detail the following:

- The distribution, location, and extent of the uses of land within the Specific Plan area (Chapter 2).
- The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, and other essential facilities proposed to be located within the Specific Plan area and needed to support the land uses described in the Specific Plan (Chapters 4, 5, 6).
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources (Chapters 3, 7, 8).
- A program of implementation measures that includes regulations and programs necessary to carry out the implementation of this Specific Plan (Chapters 9, 10).
- A statement of consistency describing the compatibility linkages between the Specific Plan and the City of Fontana General Plan (Appendix A-1).

I.2 Project Goals and Objectives

The following goals and objectives form the physical, economic, and environmental framework upon which the Specific Plan is built.

The primary purpose of the West Valley Logistics Center Specific Plan is to implement the City of Fontana General Plan by providing clear, achievable plans and standards for development of a high quality, state-of-the-art logistics center that will attract quality employers to the community.

I.2.1 Goals for the West Valley Logistics Center

- Facilitate the development of a functional, well serviced, and attractive logistics center that is sensitive to its setting in proximity to residential neighborhoods and is economically competitive in the marketplace.
- Balance the need for warehouse distribution development with the preservation of onsite habitat in natural open space.
- Facilitate economic development, build on Fontana's existing industrial base, increase the number of business enterprises located in Fontana, and assist in meeting the diverse needs of local and regional commerce.
- Establish development standards and design guidelines that facilitate business and employment opportunities, are adaptive to changing market conditions, and achieve local planning objectives.
- Ensure that proposed development has a positive effect on the City of Fontana and surrounding communities.

I.2.2 Land Use Objectives

- Develop high quality and functional warehouse/distribution logistics sites with stringent design standards.
- Ensure that the development of the site is compatible with, and sensitive to, existing and planned land uses in the area.
- Conserve on-site habitats as natural open space.

I.2.3 Economic Objectives

- Attract new businesses to the community and thereby expand employment opportunities for area residents.
- Improve the local jobs/housing balance and reduce the need for out-commuting by Fontana area residents.
- Meet part of the major regional demand in the industrial sector by providing warehouse/distribution logistics space.
- Provide an asset base for the long-term economic health of the City.
- Increase economic opportunities in the Fontana area by:
 - Providing warehouse/distribution logistics development that will provide employment opportunities for Fontana area residents and provide services needed by the area's expanding industrial economy;
 - Providing an attractive, functional, and economically-productive logistics center that will add business and consumer purchasing power to the City of Fontana; and

- Enhancing the fiscal health of the City of Fontana by generating net municipal revenues for the City.

1.2.4 Design Objectives

- Promote compatibility with surrounding neighborhoods through site design that maximizes distances between warehouse/distribution logistics operations and adjacent uses and provides appropriate transitions and environmental buffers.
- Develop a logistics center that is noteworthy for technological innovation in building design with regard to lighting, heating and cooling, materials re-use, water and energy conservation.
- Provide an attractive, pleasant workplace, as reflected in the landscaping, quality buildings, and aesthetic design of the logistics center.
- Create a positive community image through quality design, environmental performance standards, and sustainable development.
- Enhance the community image of the southeastern part of the City through design of “clean” industrial uses that coexist with planned residential communities.
- Provide architectural diversity through imaginative and creative design within the project.
- Provide landscaping that improves the streetscape experience and is supportive of the site’s character and the character of the surrounding community.

1.2.5 Circulation Objectives

- Provide for an equitable distribution¹ of truck traffic along routes connecting the West Valley Logistics Center to the regional freeway system.
- Minimize truck access through residential areas.
- Improve circulation in the project area with the addition of new travel and turn lanes, signals, and other improvements needed to accommodate projected traffic from the West Valley Logistics Center and the surrounding area.
- Promote and maintain a comprehensive transportation system that will provide safe, convenient and efficient circulation to and within the logistics center.

¹ “Equitable distribution” is defined as the majority of trucks accessing the project site through San Bernardino County, with more trucks using the Sierra Avenue interchange along the I-10 freeway in Fontana than the Cedar Avenue interchange along the I-10 freeway in unincorporated San Bernardino County.

- Provide for necessary transportation improvements and strategies that will accommodate the demands of new and existing development, while preventing the deterioration of existing levels of service along access routes.

1.2.6 Utilities Objectives

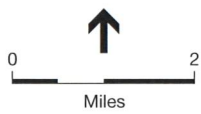
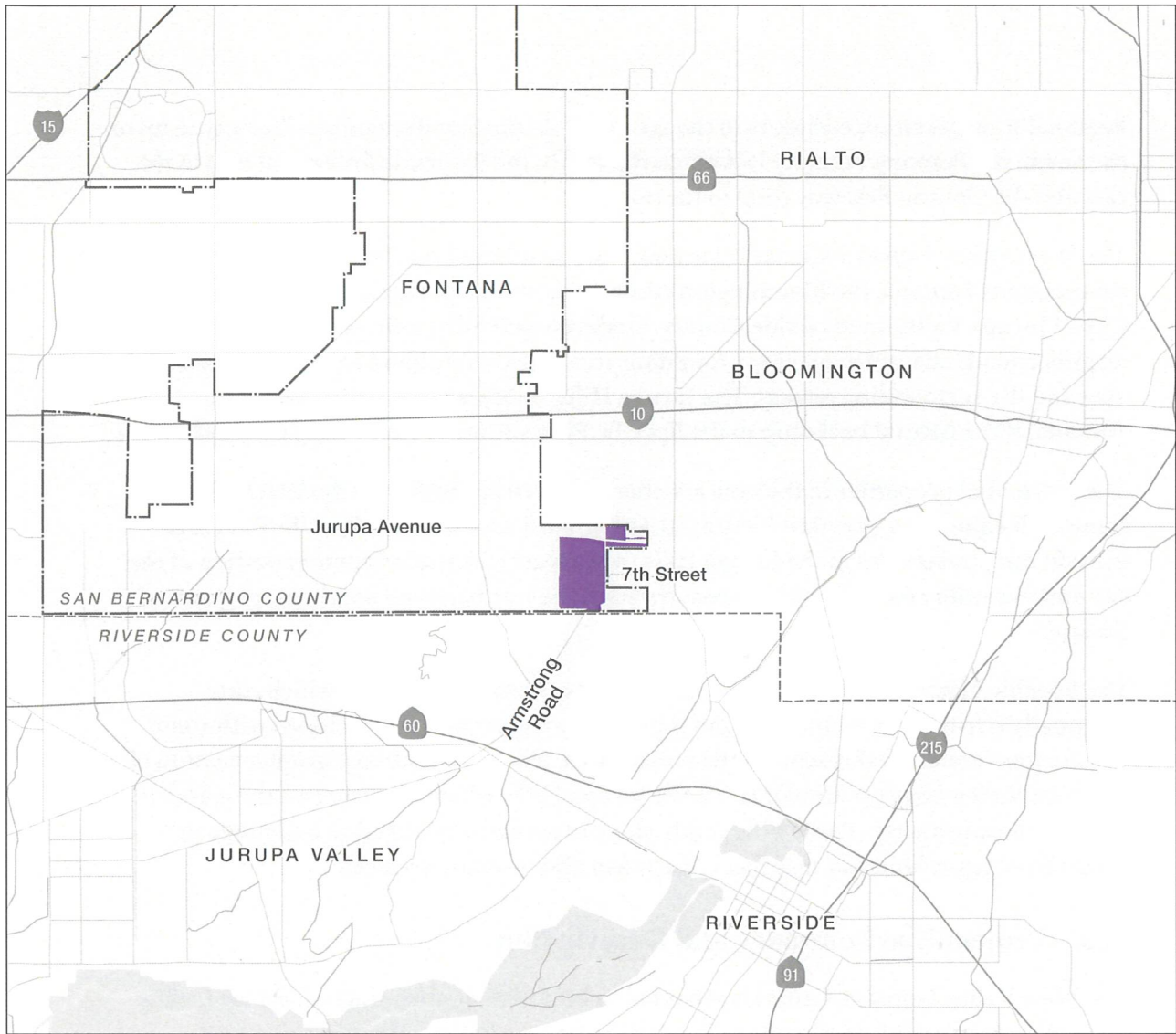
- Ensure adequate water, sewer, drainage, telecommunications, electrical and natural gas, and other infrastructure necessary to attract and serve a state-of-the-art logistics center.
- Implement environmentally sound wastewater management and stormwater treatment.

1.2.7 Environmental Objectives

- Implement environmentally-advanced construction and operational practices that conserve natural resources, and reduce greenhouse gas emissions, energy consumption, and water use.
- Accommodate the use of alternative mean of transportation for home-work trips.
- Facilitate appropriate habitat protection and preservation.
- Maximize onsite open space, protect existing onsite habitat areas, and establish an avian movement area between the Jurupa Hills and Rattlesnake Mountain.
- Implement site designs that maximize land use compatibility with nearby residential neighborhoods by minimizing noise, nighttime lighting, aesthetics, and other impacts.
- Implement solid waste diversion programs during site construction and operations.
- Incorporate feasible best available technologies and best management practices into project construction and operations.
- Protect any cultural and historic resources within the Specific Plan area.

1.3 Project Location and Existing Local Land Uses

The West Valley Logistics Center is located within the southeastern portion of the City of Fontana, in the southwest “Valley Region” of San Bernardino County. The Specific Plan’s primary development area is bounded on the north by a Southern California Edison (SCE) utility corridor, on the west by the Jurupa Hills, on the south by residential properties located within the City of Jurupa Valley, and on the east by residential uses located in the San Bernardino County community of Bloomington. Figure 1-1 shows the regional location of the West Valley Logistics Center. A list of Assessor’s Parcel Numbers and the Title Report is included as Appendix A-2.



 Project Site / Specific Plan



SOURCE: DeLorme Street Atlas USA, 2000; Metis, 2017

West Valley Logistics Center . 211220

Figure 1-1
Regional Location

Regional transportation corridors in the area include the San Bernardino Freeway (I-10) to the north, the Pomona Freeway (SR 60) to the south, the Riverside Freeway (I-215) to the east and the Ontario Freeway (I-15) to the west.

The West Valley Logistics Center is located near established residential neighborhoods in southeastern Fontana, the Bloomington community in San Bernardino County, and the City of Jurupa Valley in Riverside County. Undeveloped hills, open space and residential neighborhoods characterize the surrounding area. Figure 1-2 shows an aerial of the project area and the surrounding terrain. The Jurupa Hills, a major landform in southern Fontana, is the natural backdrop to the Specific Plan site and surrounding neighborhoods.

The residential properties in the area are characterized by single-family detached homes, some with equestrian uses (see Figure 1-3). Other land uses near the Specific Plan area include water reservoirs in the Jurupa Hills to the west of the development portion of the site and two utility corridors which pass through the northern and southeast portions of the site.

The Specific Plan area is bisected by Locust Avenue/Armstrong Road, which runs diagonally northeast to southwest, and is primarily vacant and undeveloped with some mature trees scattered throughout the project area. The dominant topographic feature of the West Valley Logistics Center site is the Jurupa Hills, which is located on the western portion of the property. These hills gently slope in an easterly direction and range in height from approximately 1,125 feet to 1,450 feet above mean sea level.

1.4 Project Use Summary and Description

The West Valley Logistics Center is intended to be a high quality, state-of-the-art facility that will attract quality employers to Fontana, support a balanced community, and strengthen economic opportunities within the City.

1.4.1 Land Use Plan

The West Valley Logistics Center consists of 291.31 acres, of which 212.11 acres is planned for warehouse/distribution logistics uses, 16.47 acres of which are within existing detention basins, approximately 55.23 acres of natural hillside will be preserved in open space, and 7.5 acres will consist of roadways.

Industrial buildings may range in size from approximately 100,000 square feet to over 1,000,000 square feet, with a Floor Area Ratio (FAR) not to exceed 0.55. A total project building square footage of approximately 3.47 million square feet is proposed.



SOURCE: ESRI, 2012; Google Earth Pro, 2016; Metis, 2017

West Valley Logistics Center . 211220

Figure 1-2
Project Site



SOURCE: ESRI, 2012; Google Earth Pro, 2016; Metis, 2017

West Valley Logistics Center . 211220

Figure 1-3
Existing Land Use

1.4.2 Infrastructure

Street Improvements

The West Valley Logistics Center will provide street improvements on Armstrong Road, Locust Avenue, Jurupa Street, and Alder Avenue, as well as along roadways connecting the Specific Plan area to the regional freeway system (see Chapter 4, Transportation and Circulation). The proposed internal roadway layout will consist of Alder Avenue, widening Armstrong Road and Locust Avenue, and constructing driveways to each building site. Street improvements will include street lighting and landscaping along all streets. Sidewalks will be constructed along Alder Avenue; a trail will be constructed along the west side of Armstrong Road and Locust Avenue.

Water Facilities Improvements

Water service will be provided by the West Valley Water District. New water lines will be installed to serve proposed building sites within the logistics center (see Chapter 6, Public Services and Facilities). Specific water supply line sizes will be determined in the final design stage. Water lines will be designed to meet the site's domestic water needs and to supply sufficient fire flows to fire hydrants placed in accordance with Fontana Fire Protection District standards.

Sewer Improvements

The City of Fontana will provide sewer service to the Specific Plan area. In addition to construction of onsite sewer lines, offsite improvements will be provided, including a new gravity main along north along Locust Avenue, and east along 11th Street. A lift station will be constructed at the intersection of Linden Avenue and 11th Street, along with a new force main along Linden Avenue and 11th Street, connecting to an existing gravity sewer system located in Santa Ana Avenue.

Drainage Improvements

Runoff from the site will be intercepted and conveyed via surface flow and a proposed storm drain system to existing and proposed onsite water quality/detention basins.

Runoff from Buildings 1-6 will drain into a proposed public storm drain system to be constructed as part of the project in Locust Avenue. This storm drain will discharge runoff into a proposed water quality/detention basin located at the northeast corner of 11th Street and Locust Avenue. Runoff from Building 7 will be conveyed to a proposed water quality/detention basin.

A Water Quality Management Plan will be designed and approved by the City of Fontana prior to any grading activities taking place.

Other Public Services

The Specific Plan area will be served with telephone, cable, internet, electricity, natural gas, and solid waste collection service from private companies serving the south Fontana area as detailed in Section 6.3.

The City of Fontana Police Department provides law enforcement services, the Fontana Fire Protection District (FFPD) provides fire protection and paramedic service in the Specific Plan area.

Employees and visitors within the Specific Plan area may receive emergency medical services from Kaiser Permanente Hospital located at 9961 Sierra Avenue in Fontana. Additional health facilities in the area include Arrowhead Regional Medical Center located at 400 North Pepper Drive in Colton and several medical care centers located throughout Fontana.

1.4.3 Discretionary Approvals

The following is a list of anticipated discretionary approvals that will be needed to implement the West Valley Logistics Specific Plan.

General Plan Amendment – Circulation and Land Use Elements

Amendments to the Fontana General Plan Circulation and Land Use Elements are needed to achieve consistency between the Specific Plan and the Fontana General Plan. The Land Use Element is proposed to be amended to reflect the change in use from residential to warehousing/distribution and logistics. The Circulation Element is proposed to be amended due to the Specific Plan's concept for not extending Alder Avenue through the steep hillsides in the western portion of the Specific Plan area.

Zone Change

The proposed logistics center requires the site's zoning classification to be changed from SP (Valley Trails Specific Plan) SP (West Valley Logistics Center Specific Plan) to reflect the change in proposed land use from residential to warehousing/distribution and logistics.

Rescind the Valley Trails Specific Plan

Approval of the West Valley Logistics Center Specific Plan requires that the current Valley Trails Specific Plan be rescinded.

Development Agreement

A development agreement between the City of Fontana and the property owner is proposed. The agreement would provide a legal instrument that establishes a commitment whereby the City, as the land management agency for the site, agrees to permit the developer or its successors to develop the property under the agreed upon terms and commits the developer to the provision of certain public improvements, facilities, and services as outlined in the Development Agreement.

Tentative Parcel Map

The proposed project includes approval of Tentative Parcel Map No. 19156, which is intended for industrial warehousing/distribution and logistics development, and 55.23 acres of preserved natural open space. In addition, a 1.54-acre utility easement would remain in place, and the 14.93-acre existing detention basin would be improved to support drainage from the Specific Plan area.

Site-Specific Development Reviews

Site-specific development plans for individual parcels within the Specific Plan area will be proposed for review and approval by the City of Fontana.

1.5 Planning Framework

1.5.1 Background and Project History

The project site has an approved Specific Plan (Valley Trails Specific Plan) for a master planned residential community containing a maximum of 1,154 homes, an elementary school, and private and joint-use recreational facilities. The Valley Trails Specific Plan and corresponding Environmental Impact Report were approved in 2007. Subsequently, the site was purchased by UST-CB Partners, L.P., who recognized the development potential of the parcels for a warehousing/distribution and logistics center that would increase the area's economic potential and serve the southeastern section of the City.

1.5.2 Relationship to the Fontana General Plan

The Fontana General Plan (2003) designates the Specific Plan area as Residential Planned Community (3.0 – 6.4 dwelling units/acre). Concurrent with the proposed Specific Plan, a request was filed with the City of Fontana to rescind the current Valley Trails Specific Plan and re-designate the site for warehouse/distribution and logistics use.

Adoption of the West Valley Logistics Center Specific Plan would subject the Specific Plan area to the policies established in the City of Fontana General Plan under the Light Industrial (I-L) land use designation. These include:

- Development in I-L designated areas is intended to include employee intensive uses, including business parks, research and development, technology centers, corporate and support office uses, “clean” industry and supporting retail uses, auto, truck and equipment sales and related services, and warehousing and distribution.
- High quality development is encouraged in these areas, developed to more stringent design standards than for uses allowed within the General Industrial district.
- Specific uses to be implemented within projects in I-L areas may be evaluated on the basis of their compatibility with adjacent land uses.

Appendix A-1 contains a detailed analysis of the relationship of the Specific Plan with General Plan goals and objectives.

1.6 Legal Authority and Scope

The West Valley Logistics Center Specific Plan has been prepared pursuant to the provisions of California Government Code Section 65450, which grants local government agencies the authority to prepare specific plans of development for any area covered by the General Plan, for the purpose of establishing systematic methods of implementation of the agency’s General Plan. Government Code, Sections 65450-65454, also identifies the required contents of a Specific Plan and mandates that specific plans be consistent with the local General Plan.

A Specific Plan is a detailed and comprehensive planning document for a defined geographic region of the City. It is designed to address site specific issues and to create a bridge between the City’s General Plan and a specific development proposal. While a General Plan examines an entire city or county, a Specific Plan concentrates on the individual development issues of a particular project or region.

The City of Fontana Zoning and Development Code, Sections 30-61 and 30-62, specify the purpose, requirements, regulations and procedures for preparation of a Specific Plan in the City of Fontana.

The California Government Code states that a “Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan and further, that it may not be adopted or amended unless found to be consistent with the General Plan.” Consistency of the West Valley Specific Plan is addressed in Appendix A-1 of this document.

In response to government requirements, this Specific Plan has been prepared to provide the essential link between the Fontana General Plan’s policies and development in the

Specific Plan area. By functioning as a regulatory document, the West Valley Logistics Center Specific Plan provides a means of implementing the City of Fontana's General Plan and detailing a specific development proposal for the property. In this regard, all future development plans, tentative parcel and/or tract maps or other similar entitlements, shall be consistent with regulations set forth in this document and with all applicable City regulations. The Adopting Ordinance for this Specific Plan is included in Appendix A-3.

1.7 User's Guide to the West Valley Logistics Center Specific Plan

This Specific Plan is organized into ten chapters and six appendices, as detailed below:

Chapter 1 – Introduction and Overall Strategy: includes the document's purpose and intent, project goals and objectives, project location and existing local land uses, a description of the project and its history, an explanation of how the project relates to the City of Fontana's General Plan, and the user's guide to the WVLC Specific Plan.

Chapter 2 – Land Use: provides a land use overview, a discussion about which types of land uses will occur on the site, and a site map.

Chapter 3 – Design Guidelines: contains design guidelines which will define the community character including architecture, landscaping, streetscape design, walls, lighting, and parking.

Chapter 4 – Circulation: describes how motorized and non-motorized traffic will access and travel in the site.

Chapter 5 – Drainage: contains the storm drain system concept and the stormwater treatment plan.

Chapter 6 – Public Services and Facilities: contains an explanation of how utilities and services such as water, sewer, electricity, police, and fire will be implemented.

Chapter 7 – Sustainability: identifies sustainability measures that would be provided by the Specific Plan.

Chapter 8 – Grading and Development Concept: provides a plan for earthwork activities and potential identification of hazardous substances on-site, details what grading techniques will be used, and which hazardous materials related standards will be applied.

Chapter 9 – Development Regulations: sets forth general provisions, zoning, permitted uses, development standards, environmental performance standards, and regulations that pertain to parking, loading, and signage. These criteria will be applied pursuant to the Fontana Zoning and Development Code.

Chapter 10 – Implementation: describes how the Specific Plan will be administered, phased, financed, and maintained. It also includes mitigation requirements for activities on-site.

Appendices:

Appendix A-1: General Plan Compliance

Appendix A-2: Property Ownership

Appendix A-3: Adopting Ordinance

Appendix A-4: Plant Palette

Appendix A-5: Definitions

Appendix A-6: CEQA Compliance

1.8 Definitions

For the purposes of carrying out the intent of this chapter, the following words, phrases, and terms shall have the meaning ascribed to them in this section. A detailed list of definitions used in this Specific Plan is contained within Appendix A-5.

1. The word “City” shall mean the City of Fontana, as described in the Municipal Code of the City of Fontana, its officers and employees thereof.
2. The word “Council” shall mean the City Council of the City of Fontana, the governing body of the city.
3. The word “Commission” shall mean the City of Fontana Planning Commission.
4. The word “County” shall mean the County of San Bernardino.
5. The words “Community Development Director” shall mean the Director of Community Development of the City of Fontana and shall include his or her designee.
6. The word “State” shall mean the State of California.

Chapter 2: Land Use

2.1 Land Use Overview

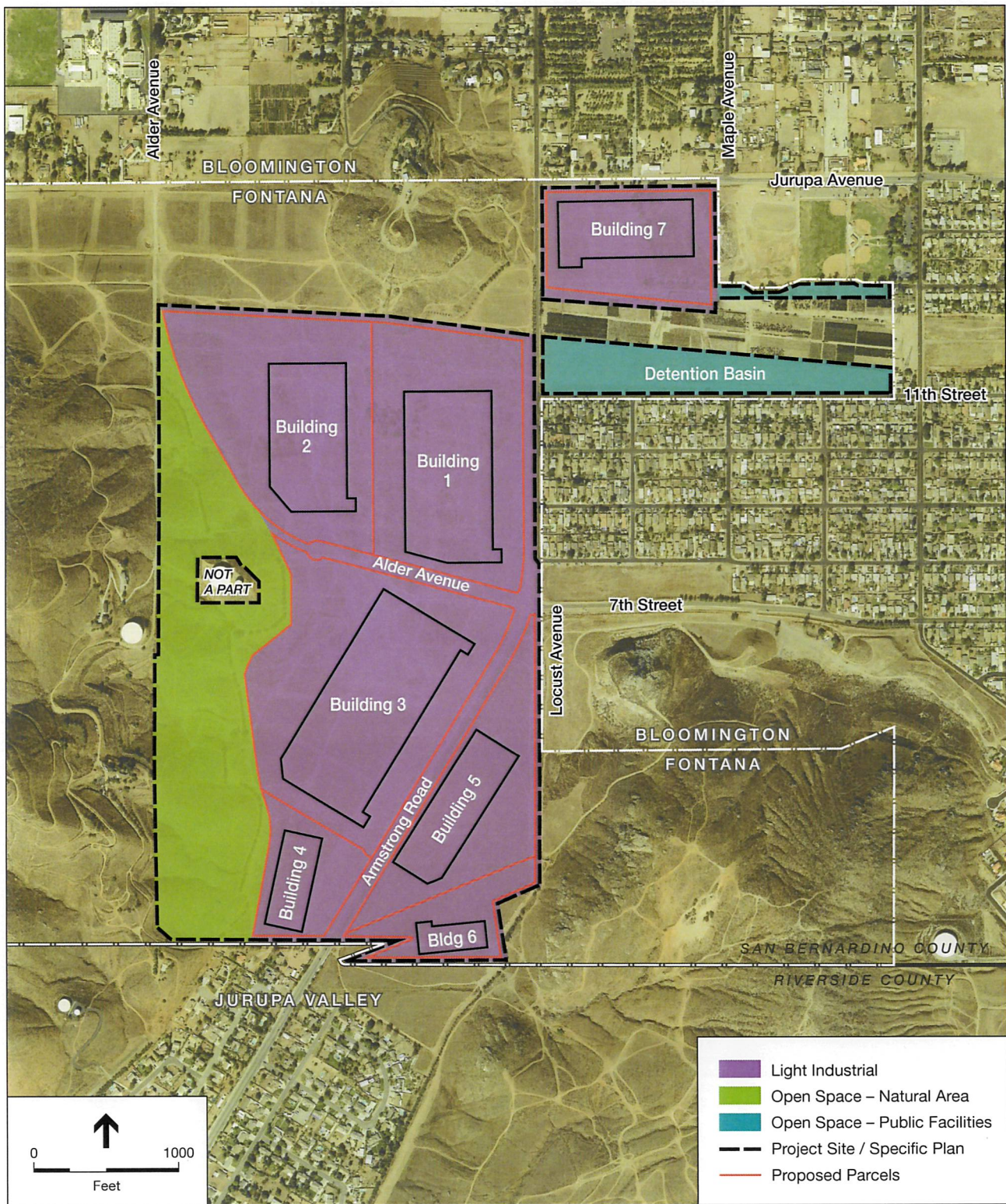
The West Valley Logistics Center Specific Plan has been prepared to establish clear plans, standards, and guidelines for a well-balanced and carefully planned logistics center. The Specific Plan will accommodate the growth of industrial warehousing/distribution and logistics uses to complement those located in other areas of the City of Fontana.

The Specific Plan area encompasses 291.31 acres. The Conceptual Master Site Plan (Figure 2.2) shows seven parcels that would be developed into 212.11 acres of industrial warehousing, along with support office uses. To complement this land use, the Specific Plan also designates 55.23 acres for natural hillside open space to promote biodiversity. In addition, the Specific Plan includes a 1.54-acre utility easement that is a separate linear parcel, and a 14.93-acre parcel that consists of an existing detention basin that would be improved as part of the proposed project. The remaining acreage consists of streets and right-of-way dedications.

2.1.1 Land Use Categories

As shown in Figure 2-1, the Specific Plan area includes three primary land use categories: Light Industrial (LI), Open Space Public Facilities (OS-PF), and Open Space Natural Area (OS-NA).

The Light Industrial land use category will provide a suitable location for warehouse/distribution logistics uses in a business park setting by allowing for a wide range of suppliers and services. Additionally, it may attract both large primary users and smaller supporting uses. As the primary land use on the site, the Light Industrial land use category will allow buildings ranging in size from approximately 100,000 square feet to over 1,000,000 square feet, with a floor area ratio (FAR) not to exceed 0.55.



SOURCE: ESRI, 2012; Google Earth Pro, 2016; Metis, 2017

West Valley Logistics Center . 211220

Figure 2-1
Proposed Zoning

The Open Space Public Facilities land use category will allow for the existing stormwater basin and utility easements, as well as future stormwater basins. A stormwater basin use is generally utilitarian in nature and is not accessible to the public. This land use category is applied to a linear area in the northeastern portion of the site.

Located along the western boundary of the site, the Open Space Natural Area land use category will preserve and protect existing habitat areas in their natural state. The Open Space Natural Area land use category does not permit any buildings or structures.

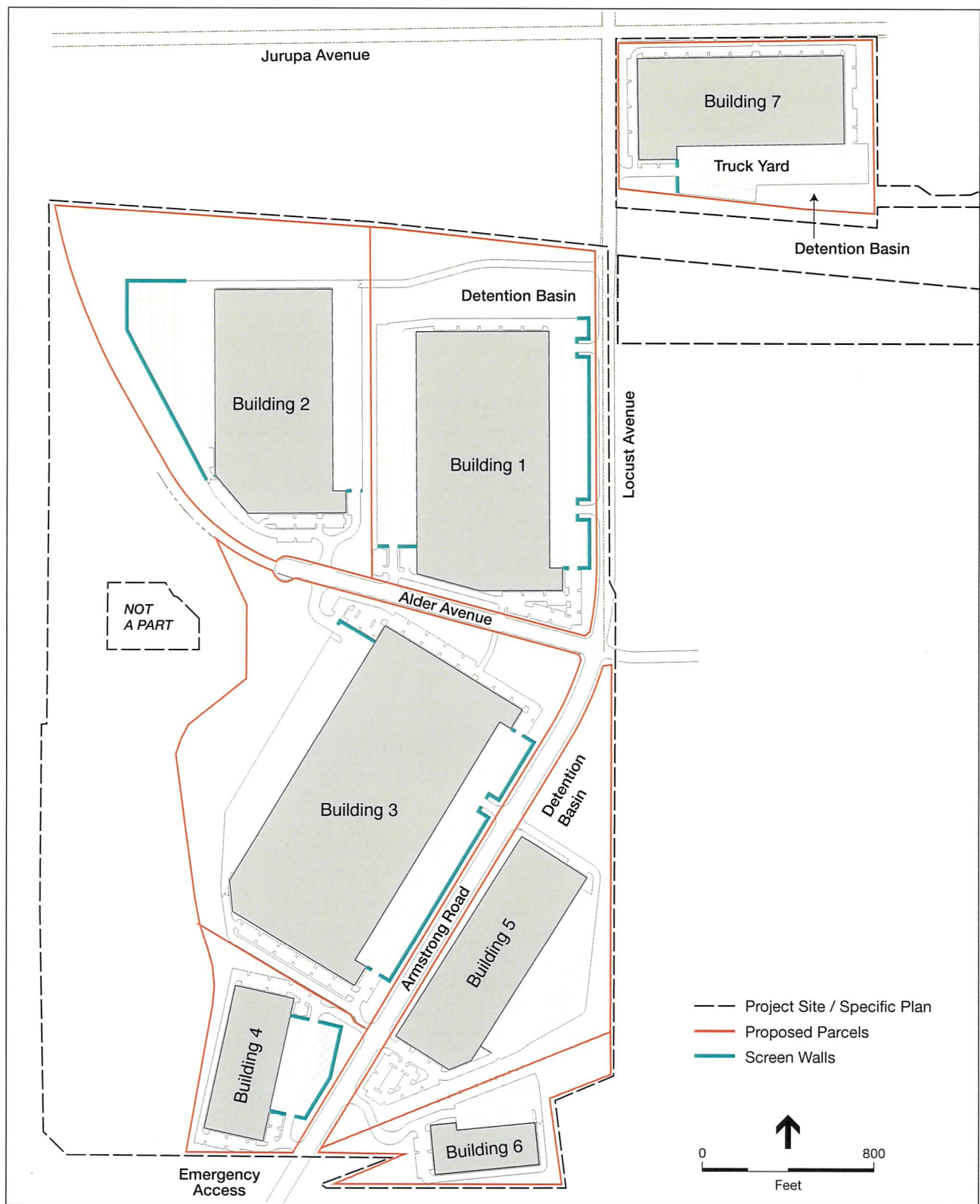
2.2 Conceptual Master Site Plan

As shown on the Conceptual Master Site Plan in Figure 2-2 and on Table 2-1, the majority of the site is planned to accommodate seven industrial warehouse/distribution logistics buildings. Approximately 3.47 million square feet of building area is proposed, to be comprised of approximately 3.4 million square feet of industrial warehousing space and 70,000 square feet of office space.

TABLE 2-1

PROPOSED BUILDINGS AND DEVELOPMENT

Building	Site Area (acres)	Total Building Area	Building Area (square feet)	
			Warehouse Area	Support Office Area (within warehouse buildings)
1	42.15	743,780	733,780	10,000
2	41.09	580,000	570,000	10,000
3	57.77	1,045,640	1,025,640	20,000
4	13.70	190,120	185,120	5,000
5	26.66	393,680	383,680	10,000
6	10.50	100,470	95,470	5,000
7	20.24	420,000	410,000	10,000
Total	212.11	3,473,690	3,403,690	70,000



SOURCE: HPA

West Valley Logistics Center . 211220

Figure 2-2
Conceptual Master Site Plan

2.3 Land Use Compatibility

The siting and design of buildings within the Specific Plan recognizes the proximity of residential neighborhoods to the Specific Plan area and the effects that the operating characteristics of warehouse uses, and the physical orientation of warehouse buildings could have on those neighborhoods. Thus, the following features will be incorporated into Specific Plan area development to ensure the compatibility of the West Valley Logistics Center with adjacent uses.

- **Building setbacks:** Buildings will be physically separated from adjacent residentially zoned properties through landscaped setback areas that are greater than those typically required of industrial uses within the City of Fontana.
- **Building heights:** The maximum building height permitted by the West Valley Specific Plan (75 feet) is substantially less than that permitted by the City's Development Code (100 feet).
- **Open space buffer:** Landscaped parkways, vehicle parking lots, and similar open space areas shall be used as appropriate to separate warehousing/distribution uses from nearby residential uses. The width and treatment of the landscaped buffer will vary by location. To soften visual impacts, the buffer shall include landscaping.
- **Utility Easements:** Access to utility easements within the Specific Plan area will remain unimpeded and no disturbance will occur within the existing easements, except for improvements to facilitate necessary maintenance and trail access. A 50-foot area around electrical towers will be kept clear. Coordination with the appropriate utility agencies will be required for any improvements to utility easements or structures on or off site as a result of project implementation.
- **Parks and Trails:** Access to existing parks and trails (Jurupa Hills Trail and SCE Easement Trail) will be retained in accordance with applicable guidelines and requirements in the City Municipal Code and General Plan policies.
- **Topography:** The steep hillside portion of the site, which is the dominant visual feature of the area, will be preserved in natural open space. Grading plans will incorporate natural earth forms and graded earthen berms as appropriate to create visual screens and to buffer noise.
- **Streets:** Street design and site access will be configured to provide trucks with easy, unobstructed access to parking and off-street loading areas.
- **Landscaping:** Landscaping will be used to reduce potential visual and light and glare conflicts.
- **Physical barriers:** Physical barriers such as screen walls and berms will be provided as specified in these regulations to reduce noise, visual, and light and glare impacts. These features may also be used to prevent trespass between abutting land uses. Landscaped setbacks will be provided between screen walls and adjacent residentially zoned lands.

- **Building orientation:** Warehouse buildings will be sited and oriented to reduce noise, light and glare, visual and other potential conflicts. For example, loading areas will be located in areas where noise from such operations will not adversely impact adjacent noise sensitive uses.
- **Truck traffic management:** Trucks leaving the Specific Plan area will be directed to the north along Locust Avenue, and then along specific routes to the I-10 and SR-60 freeways to minimize the effects of truck traffic on residential neighborhoods in the area. This will be accomplished through a combination of warehouse site driveway design, signage, and dispatching management by the project's Property Owners' Association (see Specific Plan Sections 4.3.2 and 4.3.3).
- **Environmental performance standards:** All uses within the Specific Plan area will be required to comply with environmental performance standards addressing noise, generation of odors, lighting, and other environmental issues.

Chapter 3: Design Guidelines

3.1 Introduction

The following Design Guidelines have been developed to achieve a high quality, cohesive design character for the West Valley Logistics Center by:

- Providing the City of Fontana with the necessary assurance that the Specific Plan area will develop in accordance with the quality and character expected by the City.
- Providing guidance to developers, builders, engineers, architects, landscape architects, and other professionals to maintain the desired design quality, while ensuring that building sites within the Specific Plan area maintain a high degree of functionality.
- Providing guidance to applicants and the City in the review of development plans for individual building sites within the Specific Plan area.

This document establishes a set of design principles for an aesthetically pleasing and practical logistics center based on the following prime areas of opportunity for attaining high quality design within the Specific Plan area:

- Promoting compatibility with surrounding neighborhoods;
- Employing high quality architecture to define the site's character;
- Facilitating safe access for vehicles, pedestrians, and bicycles;
- Providing landscape design supportive of the site's character and the character of the surrounding community; and
- Improving the streetscape experience.

The following design features are desirable elements of warehousing/distribution and logistics development. The standards and guidelines set forth in this Specific Plan are intended to facilitate the incorporation of these features into development of the Specific Plan area:

- Physical separation of buildings from adjacent neighborhoods, along with provision of landscaped buffer areas
- Prominent access driveways with clear visibility of entrances.
- Controlled site access.
- Landscaped and screened parking.
- Screened loading and service areas.

- Service areas located at the rear of buildings or screened from public view.
- Quality exterior building materials, surfaces, and textures.
- Prominent landscape, streetscape, and hardscape elements.
- Placement of structures that create opportunities for employee gathering areas with appropriate site furniture and lighting.
- A variety of architectural design treatments to promote architectural interest.
- Preservation of natural site features.
- Building appearance oriented toward the street, incorporating a concept that emphasizes the public zone.

The following design features are undesirable elements of industrial development and are to be avoided within the Specific Plan area:

- Poorly defined site access points.
- Disjointed parking areas, or confusing or unsafe circulation patterns.
- Square box-like structures with large, blank, unarticulated wall surfaces.
- Highly reflective surfaces or repetitious and continuous glazing patterns.
- Visible outdoor storage, loading, and equipment areas.
- Signage which is redundant or out of scale with building architecture.

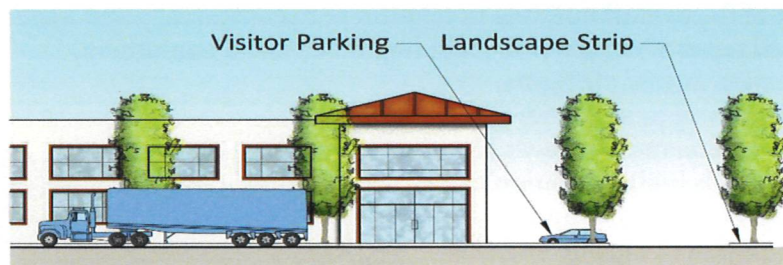
3.2 Promote Compatibility with Surrounding Neighborhoods

The site design and building orientation within the Specific Plan area is to provide an attractive appearance from public and private streets, while minimizing potential impacts on adjacent uses. Development is to be designed and sited to create an attractive impression from travel corridors, and provide generous landscaping to soften the visual impact of buildings. The following site design and building orientation guidelines apply to development within the Specific Plan area.

3.2.1 Site Planning

- Provide appropriate separation between proposed warehouse/distribution buildings and screen walls, and adjacent residentially zoned properties and parks.
- Provide an appropriate level of landscaping adjacent to residentially zoned properties and parks to soften the appearance of onsite buildings and screen walls.
- Provide a logical sequence of entry and arrival as part of each building site's design. Special entry treatments such as stamped or colored concrete and special planting and signage can be used to enhance entries and guide pedestrians.

- Front office areas should be in the most visible locations, as they add human scale to an industrial warehousing building.
- At entrances and openings, include overhead architectural features, such as awnings, canopies, trellises or cornice treatments that provide shade and reduce daytime heat gain, especially on south-facing façades.
- The arrangement of multiple buildings and associated circulation and parking areas on a building site should reflect a well-organized site plan that emphasizes pedestrian connectivity and landscaped areas responsive to the public.
- Site development may utilize variations on building placement and landscaping adjacent to the street. Appropriate configurations may include, but are not limited to:
 - Fully landscaped setbacks between buildings and streets, and
 - Parking or loading areas in front of the building with a landscape buffer between parking and the street.
- Visitor parking may be located at the front of the building adjacent to the main entry while employee parking and service/loading areas are located toward the sides and at rear of the building. Visitor and employee parking areas shall not be located within truck courtyards or loading areas.
- Service and loading areas should not be located on building side(s) adjacent to a street, residential property or park, unless screened from view.
- Locate loading docks, outside storage, and service areas in areas of low visibility such as at the side or rear (non-street side) of buildings.
- When it is not feasible to locate loading facilities and service areas on a non-street side of a building, loading docks and doors shall not dominate the building frontage and must be screened from adjoining public rights of way.



- Outside storage areas are not to be located in the front of a building or be visible from public or private streets, residentially zoned properties, or parks.
- The design and location of accessory buildings (e.g., outdoor equipment enclosures) shall be incorporated into and be compatible with the overall design of

and the main building on the site and be located in areas not visible from the front and side streets, residentially zoned properties, or parks.

- Outdoor storage, work, and loading areas shall be incorporated within the building design and screened from view from adjacent public and private streets, residentially zoned properties, and parks.
- The organization of buildings, parking areas, and landscaping is to recognize the setting and characteristics of the building site and relate to surrounding development in scale and character. Where warehousing buildings are located on sites adjacent to residentially zoned properties or parks, a combination of setbacks and landscaping is to be used to reduce the perceived size of the warehouse building as viewed from residentially zoned properties and parks.
- Provide bicycle lockers and/or racks near building entrances.

3.2.2 Relationship to Adjacent Buildings

- Create height and visual transitions between warehouse buildings and adjacent residential neighborhoods and parks.
- Maximize the separation of those portions of industrial warehouse buildings greater than 35 feet in height from adjacent residentially zoned properties.
- Use a combination of setbacks and landscaping to soften the view of screen walls from adjacent residentially zoned properties and parks.

3.2.3 Visual Screening

- The roof line of buildings is to appear clean, organized, and uncluttered.
- All roof-mounted equipment is to be screened so that it is not visible from the ground. Screening of rooftop equipment is to be achieved by the building parapet or some other screen wall component that is consistent with the architectural expression of the overall building in relation to massing, scale, and materials. This applies to all types of equipment, including mechanical equipment, communication dishes, skylights, exhaust fans, ducts or any other non-architectural elements. However, if the street grade is high in relation to the building, both the roof and mounted equipment may be visible if approved by the Director of Community Development.
- All flashing and sheet metal materials are to be articulated and painted to be consistent with the overall architectural expression of the building. Exterior downspouts are not appropriate along facades visible from the streets or walkways unless integrated into the architecture of the building.



- All wall or ground-mounted equipment (transformers, utility pads, and telephone boxes) is to be screened with walls, fences, or vegetation and located to the rear of the buildings to eliminate views from streets, driveways, or walkways. Screening of equipment is to be achieved by the building itself or some other screen wall component that is consistent with the architectural design of the building in relation to massing, scale, and materials. Additionally, all equipment owned by SCE will be subject to approval by SCE regarding allowable screening on all sides of the equipment.
- Loading docks and doors are to be oriented away from street view or screened from view from adjacent residential neighborhoods and parks. It would be inappropriate to locate loading components facing residential uses, unless a screen wall is used.
- In addition to orientation, screen walls, not less than six feet in height but no greater than sixteen (16) feet in height, are to be used to further shield loading docks and roll-up doors from street views and adjacent incompatible uses.
- Screen walls must be designed as an integral part of the building architectural expression. Other types of screening such as landscaping and berming may be required upon site plan review.
- Utilitarian uses such as trash enclosures, compactors, truck loading areas and outdoor storage should be screened from view from public or private streets, residentially zoned properties, and parks.
- Trash enclosures are to be incorporated as part of the building design. All trash receptacles and disposal areas are to be screened on at least three sides with a solid masonry wall or combination of berm and wall. The receptacle is not to be visible above the wall, and a visually solid gate shall be provided. The purpose of trash and disposal area screening is to allow for these areas to be screened from view from the public right-of-way and to utilize screening that is architecturally compatible with the surrounding environment.
- All trash receptacles and disposal areas fronting a public or private street are to be screened by a combination of walls, dense landscaping inclusive of trees and shrubs, berming, and/or portions of the building such that these areas are not visible from the street. All trash receptacles and disposal areas not fronting a public or private street are to be screened from the view from adjacent residentially zoned properties and parks by concrete wing walls in combination with landscaping, inclusive of trees, shrubs and berming, or by portions of the building such that the trash receptacles and disposal areas are not visible.
- Parking areas adjacent to a public or private street right-of-way are to be screened from view by a landscape buffer or screen wall. Berming may be provided, mounded to an average height of three feet above the curb height along public streets. The maximum slope of mounds is to be three to one. Trees and shrubs are to be planted in this area.

3.2.4 Lighting

All on-site lighting shall be designed and located to confine direct rays to the premises and not create glare that would disturb residents of adjacent neighborhoods or drivers on adjacent streets. In addition, outdoor lighting shall take into consideration the location and potential growth pattern of nearby trees so that appropriate lighting levels are maintained over time.

Street lights will be used along internal streets, and parking lot lights will be placed in all parking lot areas. Low level lighting may also be placed throughout the project. Landscape accent lighting may be placed in landscaped areas and at the base of certain trees. This accent lighting highlights the landscaping, while adding depth and interest to the Specific Plan area during nighttime hours.

The placement and design of outdoor lighting fixtures is to comply with the following requirements.

- On-site lights shall provide a safe, functional and aesthetic design. Enough lighting is to be provided to ensure a safe environment, while at the same time not cause areas of intense light, or to cause glare or spillover of lighting into adjacent properties.
- Lighting is to be provided in project entryways, walkways, and parking lots to promote safety.
- Lighting may be mounted on poles or bollards, affixed to building walls, or placed within paved or landscaped areas. Appropriate materials and construction methods are to be used to ensure proper function of project lighting fixtures.
- Lighting fixtures are to include hoods or other design techniques to reduce glare and light pollution, especially along adjacent streets, and to prevent light spillover onto adjacent properties.
- Light fixtures and poles are to be designed and placed in a manner consistent and compatible with the overall site and building design.
- Light fixtures are to be consistent with the architectural design of the building.
- High intensity security lighting fixtures are not to be substituted for site, landscape lighting, or general building exterior illumination, but are to be limited to loading and storage locations or other similar service areas only.
- Building and landscape accent up lighting are to be incorporated into the landscape plan.
- Lighting systems are to be architecturally compatible with surrounding buildings to express the unique character of the area.
- Fixtures are to be energy efficient meeting current Title 24 requirements.
- Lighting is to comply with Fontana Police Department security requirements.

- Truck and truck trailer storage areas are to incorporate lighting to increase real and perceived security.
- For those buildings that are located in excess of 100 feet from the front property line, street address numbers of 12 inches or greater in height are to be displayed via an internally illuminated address display box, or per Fontana Fire Protection District Standards.

Streetlights will be provided along all public and private streets within the Specific Plan area. Ornamental street lighting is to be used along all public-maintained roads to enhance the streetscape and stay consistent with decorative street lighting already used throughout the City of Fontana. Ornamental street light poles shall be marbelite or a similar material approved by the City Engineer. The location of streetlights will be determined at the time of development review and shall be in accordance with City Engineer requirements.

3.3 Employ High Quality Architecture to Define the Site's Character

This section sets forth guidelines for architectural design within the Specific Plan area. Developing architectural designs that are consistent with these guidelines and the accompanying sections on landscape and site planning guidelines will ensure a cohesive and attractive development.

This section identifies the key architectural elements that should be incorporated into the industrial warehousing facilities within the Specific Plan area. It is the intent of these guidelines to establish a compatible architectural vocabulary for the seven buildings sites within the Specific Plan that will define the overall site's look in such a way that there will be both consistency and room for variation in each building.

3.3.1 Architectural Imagery

Buildings within the Specific Plan area are to reflect a consistent expression of the basic architectural elements of mass, surface, articulation, materials, and color. Buildings are to be simple in form and materials. While the use of visual style may vary, each building is to remain a consistent application of style.



All facilities will be constructed of permanent materials such as concrete, masonry, and glass, with detail to architecture on all sides of each building.

Large continuous masses of a single building material on a façade are to be minimized. Where a building surface that is visible to the public lacks articulation, vine-covered trellises or other landscape features may be used to provide visual interest.

Pre-fabricated metal buildings are not to be permitted, but metal siding may be used in an architectural expression to emphasize accented areas of a building or if it serves a particular function (i.e., refrigeration) necessary for the developer's/tenants' use. The use of metal siding will be restricted to areas of the buildings where visibility to the street is minimized.

3.3.2 Mass and Scale

The manipulation of building mass and scale is a primary design activity that is used to establish attractive architectural expressions and to achieve compatibility with adjacent residential neighborhoods and parks. Mass and scale are important considerations to achieving street-friendly buildings with pedestrian scale entries and approaches. The mass and scale of the buildings are to respect the visual and physical relationship to the adjacent buildings and surrounding residential neighborhoods. Taller building elements are to be placed towards the center of the building site, with lower elements adjacent to surrounding properties.

Appropriate building massing includes the following treatments.

- Towers and/or other vertical prominent building features to accentuate key elements, such as building entries.
- Articulated façades through the use of reveals, as well as color and material changes.
- Attached elements that contrast with the primary building masses.
- Variation of parapet and roof lines in different building masses.
- Offsetting building elements and masses, and recessing or projecting major elements.
- Use of different textured materials.
- Vertical and horizontal offsets to reduce the visual bulk of the buildings.
- Use of accent lighting on streetscapes and buildings around the main entrance to the Logistics Center and entrances to individual building sites.

In general, large-scale wall planes are to avoid creating a monotonous effect. Long walls of a single plane, color, material, or height with no articulation or texture are not appropriate. Long walls that have variation in plane, height, color or material, and articulation or texture are appropriate.

Entry locations for individual buildings are to receive mass and scale treatments that differentiate them from the other areas of the building. The scale of the articulation and textures is to become finer as pedestrians will be close to the buildings in these areas. Mass elements taller than the primary building walls and recessed areas set back from the primary walls can help establish entry points when viewed from the street, across the parking lot, or from the freeway.

3.3.3 Building Façade and Form

Building façades are to incorporate architectural elements such as windows, pillars, wall plane breaks to minimize blank walls and to create visual interest.

- All building elevations visible from the street, whether front, side, or rear are to be architecturally detailed.
- Primary building entries are to be easily identified through use of prominent architectural elements, signage, landscaping, lighting, canopies, roof form, hardscape, architectural projections, columns, vertical elements, or other design features that help emphasize a building's entry.
- Architectural accents (e.g., cornices, tiles, trim around windows, grooves in building faces, accent band details, bulkheads, etc.) are to be used to create variation along building façades.
- Higher façades and rooftops are to be incorporated at corners and building façades shall incorporate architectural elements such as windows, pillars, wall plane breaks to minimize blank walls and to create visual interest. Intersections and appropriate massing and scale are to be considered for the remainder of the building spanning public street frontage.
- Roofs are to be designed as an integral component of building form, mass, and facade. Building form is to be enhanced by sloped or offset roof planes, eave heights, and rooflines.



3.3.4 Exterior Materials and Colors

Building materials and colors are key design elements in establishing an identity for the complexes within the Specific Plan area. All visible components of the building are to be treated in a manner consistent with the overall architectural expression. Acceptable exterior finish materials include concrete with textured, sand blasted or painted finishes; masonry with textured or sandblasted finishes; glass and glazing systems; glass block, ceramic or natural stone tile; and metal panel systems. Large expanses of smooth material (e.g., concrete) visible from the street are to be broken up with expansion joints, reveals, pop-outs, or changes in texture and color. Building materials are to be durable and able to withstand long-term exposure to the elements. Pre-fabricated metal buildings are not allowed, but metal siding may be used in an architectural expression to emphasize accented areas of a building or if it serves a particular function (i.e., refrigeration) necessary for the developer's/tenants use. The use of metal siding is to be restricted to areas of the buildings where visibility to the adjacent street is minimized.

A dominant building material and color is to be clearly established in each building. Accents and variations may then occur within the background established by that dominant base. The dominant colors for buildings are to be more neutral in nature; more intense colors are to be utilized for accents. Use of at least two to three different colors, materials or textures on facades visible from the street will be encouraged. To support the mass and scale guidelines, color and material are to be consistent with the overall architectural expression. Masses denoting entry points are to be differentiated in material or color. Articulation in large wall surfaces is to be reinforced with variations in color. Entry areas are to have finer textured materials and more intense colors.



Use of "earth" tones and different materials provides articulation of the façade and integrates with adjacent landscaping.

3.3.5 Windows and Doors

Window and door details create a strong visual impact through placement and configuration. Office buildings will make extensive use of glass windows on all sides, while industrial warehousing/distribution facilities are likely to have glass windows on the portions of the building near entry points. For buildings within the Specific Plan area, windows should be treated consistently within a single building regarding their placement and detailing. Recessing or projecting glass at entry areas is an effective way of emphasizing these points architecturally. Buildings should also use skylights in rooftop designs to capture natural light during working hours, to the extent feasible. As in the

discussion of building colors, a base window glass in terms of tint and reflectivity should be established, but variations on the theme may be used to reflect the intentions of massing and scale in the architectural expression.

Large expanses of glass are appropriate adjacent to the street. In this type of expression, glass windows are used as an element in creating masses and voids at a building scale. All windows shall be of non-reflective glass.

Doors at entry conditions are to be clearly visible and differentiated from adjacent windows or curtain walls. Highly reflective glass on doors is discouraged. Door hardware is to comply with California Title 24 requirements. Doors that are emergency exit or egress are only to be treated to blend in with the adjacent walls or surfaces to discourage their perception as entries.

3.3.6 Walls and Fencing

During construction of buildings, the contractor is to install fencing (such as chain link with slats or fencing made of windscreen material) or other structures to obstruct undesirable views of ground-level construction activities from residences, recreationists, and businesses that are adjacent to the construction site. The fencing will be a minimum of 6 feet high and would help to maintain the privacy of nearby residents.

Perimeter and retaining walls will be included where needed. The perimeter walls that are visible from adjacent areas will be of high quality and compatible in terms of design and material with the project buildings. These walls will be made of poured in place concrete similar and complementary to the materials used for the buildings and shall be accented with decorative stone or colored concrete to enhance the visual appearance.

Variation and articulation of perimeter wall treatments will be provided along street frontages to minimize large-scale “blank walls. To screen truck loading areas and provide noise attenuation, while minimizing their visual effects, the maximum height of walls facing a public right of way shall be 16 feet. Walls and, where feasible, berming are to be used to screen loading dock doors and truck trailers to the extent possible.

Design considerations to enhance the appearance of walls are to be treated in one of the following manners:

- Install vertical trellis in front of the wall with climbing vines or other plant materials over at least seventy percent (70%) of the blank wall surface that is at the ground level, and over at least thirty percent (30%) of the remainder of the blank wall surface.
- Provide a decorative masonry pattern, or other architectural features (native stone, timbers, and colored concrete bricks and blocks), over at least seventy percent

(70%) of the blank wall surface that is at the ground level, and over at least thirty percent (30%) of the remainder of the blank wall surface.

- Provide faux pilasters at set intervals along the wall.
- Employ small setbacks, projections, indentations, or intervals of material change to break up the wall's surface.
- In no case shall sections of blank walls forty (40) feet or more in length be allowed.

Retaining walls may be used to retain slopes, for bench walls, and to accent elements in the landscaping throughout the Specific Plan area. Retaining walls are to be designed to complement other landscape elements such as plants, paving and mulches. Decorative materials such as native stone, timbers, and colored concrete bricks and blocks will provide a visual effect to retaining walls within landscape areas.

All walls within the Specific Plan area are to meet these standards:

- Neither wood nor chain link fencing is to be allowed in any yard area visible from a public or private street, residentially zoned property, or park.
- Fences and walls are to be compatible in terms of design and materials with the main structures on the building site.
- Approved security fencing located within a required setback adjacent to a street shall be of wrought iron construction, with 18-inch maximum width pilasters with decorative caps and a minimum of 16 feet on center. Faux pilasters are permitted. Any such fencing shall be complimented by landscaping inclusive of trees and shrubs to provide an aesthetically pleasing and safe environment for businesses.
- Any fences or walls adjacent to or visible from a public or private street, and any additional fences or walls determined necessary by the Fontana Police Department shall be coated with an anti-graffiti coating that is approved by the Fontana Police Department. Where possible, vines shall be planted to encourage growth on the wall to discourage graffiti.
- Barbed wire fencing is not to be used.
- Electrical security fencing is not to be used.

3.4 Safe Access for Trucks, Vehicles, and Pedestrians

The design guidelines provided below ensure that the parking and loading areas are safe, efficient, and convenient while minimizing effects on surrounding uses.

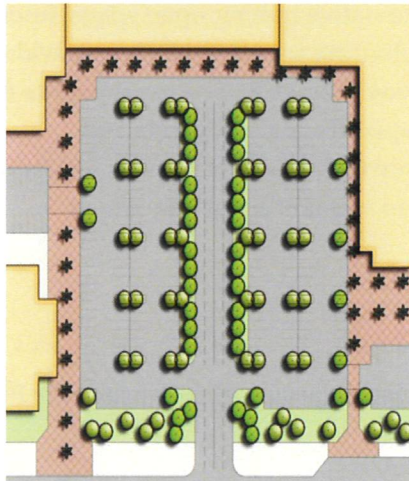
3.4.1 Parking

- Parking areas shall not be the dominant visual element on the site.

- All parking bays, loading docks, driveways and vehicular turning areas are to be constructed and sealed with an all-weather pavement surface and are to be adequately drained, to the satisfaction of the City Engineer.
- Internal vehicular and pedestrian circulation within a development involving multiple buildings shall interconnect in an obvious and consistent manner.
- Parking shall be provided within walking distance of all tenants and sidewalks.
- Parking area design shall include water quality storm water facilities consistent with City standards.

3.4.2 Access

- Entry drives shall be clearly marked by special features, (e.g., enhanced paving, prominent landscape features, low-level decorative walls, and well-designed monument-type signs).
- Access to each building shall be clearly visible to pedestrians and motorists.
- Service and loading areas for multiple building sites may take access from shared access points to reduce curb cuts along streets. Driveways for adjoining building sites are not to locate adjacent to each other.



- Onsite access is to be designed such that automobiles and trucks can site safely and efficiently enter, maneuver within, and exit the building site.
 - Service and storage areas shall be located so that operations within those areas do not interfere with the smooth flow of automobile and truck traffic within a site.

- Provide direct paths of travel from parking areas and walkways to pedestrian destinations.
- Create primary entrances for pedestrians that are safe and easily accessible.
- Trucks need to be able to maneuver on the property without using a public or private street or blocking travel lanes.
- An adequate number of loading docks, in combination with space for stacking vehicles waiting to unload is to be provided as necessary to avoid the need for parking or stacking of vehicles and trailers on public or private streets.

3.5 Landscape Design Supportive of the Site's Character

Landscaping should be used to focus attention on entrances to buildings, parking lots, and loading areas; define the edges of various land uses; provide transitions between neighboring properties; and provide screening for buildings and screen walls, as well as outdoor storage, loading, and equipment areas. Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended goals.

Setbacks adjacent to sensitive uses shall include dense landscaping to provide visual screening and noise abatement. Landscaping will be provided in nine general locations, including native habitat open space, slopes adjacent to native habitat open space, interior slopes, stormwater basins, streetscapes, hardscapes, planting around buildings, parking lots, and in the southeast SCE corridor subject to approval by SCE. The plant palette from which each of these areas can select is provided in Appendix A-4. All plants and landscaping within the Specific Plan area are to comply with LEED standards for drought tolerant plant materials and landscaping, in addition to water efficient landscape irrigation.

3.5.1 General Landscape Guidelines

The following general landscaping design guidelines shall apply within the Specific Plan area:

- Landscaped areas should incorporate a three-tiered planting system that includes: ground cover and flowering plants, shrubs and vines, and trees.
- Special landscape features, such as specimen trees, shall be provided at major focal points (e.g., project entries, building entries, and pedestrian gathering areas).
- Entry and exit points shall be highlighted through a combination of distinctive landscape and hardscape features. Incorporation of public art is highly encouraged.
- Planting materials shall be installed to provide a buffer against noise and should be integrated with walls or fences to achieve desired sound reduction.

- Run-off retention and on-site water filtration/stormwater treatment features and bioswales should be a part of the overall landscape design, and can also serve as buffering methods for adjacent businesses.
- Tree and shrub planting shall be in large masses.
- Plant material selected shall be suited to the specific soil and micro climatic conditions.
- Trees shall be healthy and have a uniform branching pattern.
- All ground cover shall be healthy and densely foliated and comprised of well rooted cuttings or container plants.
- Availability and specific site conditions should be considered in final selection.
- Ground cover shall be designed to achieve 100 percent coverage in one year.
- Informal tree masses should be planted in a mix of sizes.

3.5.2 Streetscapes

This landscape zone includes any landscape buffer between the street and right of way or property line. Planting shall conform to the following standard: 24-inch box trees at 30 linear feet on center, five-gallon shrubs spaced at a maximum of four feet on center and hand planted groundcover from flats at a maximum of 12 inches on center. Landscape material in the setback and visible from the public right-of-way shall blend with and seem a part of the public right-of-way landscaping. All plantings shall have a moderate to low water use rating as derived from the most recent version of the WUCOLS III. A permanent irrigation system shall utilize smart irrigation controllers and low precipitation rate heads, rotary nozzles, or drip irrigation. Additionally, sight line intersections will utilize groundcovers or shrub varieties with a maximum height of 30 inches. The plant palette for this area is provided in Appendix A-4.

3.5.3 Hardscapes

Monument signage consisting of a low wall identifying the West Valley Logistics Center and City of Fontana will be placed at entries to the project site. Enriched paving is required at street crossings and adjacent to project monument signs (see Figure 3-1), all site entry areas, and near areas with high pedestrian traffic. Enriched paving may include one or more of the following: integral colored concrete, stone, sandblasted or textured, concrete, brick, tile pavers, or stamped concrete. All pedestrian walkways shall be constructed of concrete. Trees shall be selected and placed to provide canopy and shade for pedestrian walkways.

Figure 3-1
Project Signage and Enhanced Paving

3.5.4 Planting Around Buildings

This landscape zone includes any landscape between a property line and a building, excluding parking lot landscaping and slopes. Tree size shall vary to include 50 percent of the planting as 15-gallon size, 40 percent as 24-inch box size, and 10 percent as 36-inch box size. 36-inch box trees will be located at entries. Shrub sizes shall vary to include 50 percent of the planting as five-gallon size and 50 percent as one-gallon size. Shrubs shall be planted to present a dense appearance with three-dimensional layers of background, mid-ground, and foreground shrubs and shall take into consideration windows and architectural features. Groundcover shall be hand planted from flats at a maximum of 12 inches on center. All planting shall have a moderate to low water use rating as derived from the most recent version of the WUCOLS III with an emphasis on flowering and easily maintained plants. A permanent irrigation system shall utilize smart irrigation controllers and low precipitation rate heads, rotary nozzles, or drip irrigation. The plant palette for this area is provided in Appendix A-4.

3.5.5 Parking Lots

Surface parking lots shall be well-landscaped to reduce heat island effect and, where they are visible from the street, visually reduce the expanse of paved area. Parking lot landscaping shall be planted with 15-gallon trees, one per every four parking stalls. Truck and trailer storage areas need not be landscaped.

Trees may be clustered, but a minimum of one cluster shall be provided for each 100 feet of parking row. Trees shall be selected and placed to provide canopy and shade for the parking lots. Shrub sizes shall vary to include 50 percent of the planting as five-gallon size and 50 percent as one-gallon size. Shrubs shall be planted to present a dense appearance with consideration given to car bumper overhang and passenger and driver entrances and exits from vehicles. Groundcover shall be hand planted from flats at a maximum of 12 inches on center. All plantings shall have a moderate to low water use rating as derived from the most recent version of the WUCOLS III with emphasis on flowering and easily maintained plants. A permanent irrigation system shall utilize smart irrigation controllers and low precipitation rate heads, rotary nozzles, or drip irrigation. The plant palette for this area is located in Appendix A-4.

3.5.5 Native Habitat Open Space

The landscape plan for these areas, located in the western portion of Specific Plan area, maximizes open space by protecting the existing Coastal Sage Scrub/Chaparral, and the annual removal of exotic and invasive plant species. No additional landscaping will be added to these areas.

3.5.6 Slope Planting

Slopes Adjacent to Native Habitat Open Space

This zone is directly adjacent to the Native Habitat Open Space area and consists of manufactured slopes, a portion of which may be exposed granite cut slopes. In areas where cut granite slope is exposed, a non-irrigated, drought tolerant hydroseed mix appropriate to the climate zone will be used. Fill slopes shall be planted with one five-gallon tree per 400 square feet of slope surface, one one-gallon shrub per 50 square feet of slope surface, and hand planted groundcover from four inch pots at a maximum of 36 inches on center. Groundcovers, trees, and shrubs shall be selected with an emphasis on drought tolerance and erosion control, and shall be planted in informal groupings. All plants will have a low to very low water use rating as derived from the most recent version of the Water Use Classifications of Landscape Species (WUCOLS III). Permanent irrigation in fill slope areas shall utilize smart irrigation controllers and low precipitation rate heads, rotary nozzles, or drip irrigation. The plant palette for this area is provided in Appendix A-4.

Interior Slopes

This area includes all manufactured slopes within the Plan area except the slopes adjacent to the native habitat open space. Manufactured slopes in this area shall be planted with one five-gallon tree per 400 square feet of slope surface, one one-gallon shrub per 50 square feet of slope surface, and hand planted groundcover from flats at a maximum of 12 inches on center. Groundcovers, trees, and shrubs shall be selected with an emphasis on drought tolerance and erosion control and shall be planted in informal groupings. All plants will have a moderate to low water use rating as derived from the most recent version of the WUCOLS III. Permanent irrigation shall utilize smart irrigation controllers and low precipitation rate heads, rotary nozzles, or drip irrigation. If solid granite cut slopes are encountered on these slopes, a non-irrigated, drought tolerant hydroseed mix appropriate to the climate zone will be used. The plant palette for this area is located in Appendix A-4.

3.5.7 Stormwater Basins

Stormwater basins for this project will include two separate hydrozones, consisting of (1) natural side slopes and (2) the bottom of the stormwater basins. The side slopes of the stormwater basins shall be permanently irrigated to remain natural and will utilize smart irrigation controllers and low precipitation rate heads, rotary nozzles, or drip irrigation. The bottom of the stormwater basins will not be irrigated to prevent mud and sediment accumulation. Side slopes of the basins shall be landscaped with a hydroseed mix that can

tolerate seasonal flooding. The bottom of the basins will not be landscaped. The plant palette for this area is provided in Appendix A-4.

3.6 Building Systems

Electrical outlets will be provided in loading dock areas to provide power for trucks when refrigeration is proposed. This allows trucks with refrigerated cargo to keep their cargo cool without using their engines, minimizing idling time.

Buildings will be designed to consider the interactions of building envelope, HVAC, lighting, and power systems as they impact energy performance. The architectural expression in the buildings should relate to conserving energy.

Refrigerants and HVAC equipment will be selected to minimize or eliminate the emission of compounds that contribute to ozone depletion and global warming.

Ventilation and HVAC systems will be designed to meet or exceed the minimum outdoor air ventilation rates described in the American Society of Heating, Refrigeration, and Air Conditioning Engineers (ASHREA) standards.

- Clearly identify service entrances with signs to discourage the use of main entrances for deliveries.
- Development should be oriented in a manner that will provide visual interest and take advantage of passive solar design.
- Outdoor employee-gathering places should be provided in areas that are of a sufficient size and scale, buffered from traffic and circulation areas, and located away from primary public entrances.
- Incorporate windows on ground floors facing pedestrian paths of travel to improve the pedestrian experience.
- Utilize landscaping to add texture and visual interest at the street level. Landscaping should not create a barrier between pedestrians and the building frontage or views into buildings at the ground floor.

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Chapter 4: Transportation and Circulation

4.1 Introduction

Circulation improvements constructed for the West Valley Logistics Center will improve the functional efficiency of the circulation system in the southeastern Fontana area, and will enhance the aesthetics of the street network through landscape improvements along the project's frontage.

Access from the Specific Plan area to the north will be from the I-10 freeway at the Sierra Avenue and Cedar Avenue interchanges. Access to the Specific Plan area from the south will be from the SR-60 freeway at the Rubidoux Boulevard and Market Street interchanges.

Building sites within the Specific Plan area will take access from Armstrong Road, Locust Avenue, and Alder Avenue. Armstrong and Locust avenues through the Specific Plan area are public roadways to be maintained by the City of Fontana. The portion of Alder Avenue within the Specific Plan area is proposed to be a private street.

Off-site transportation improvements will be provided to ensure there is sufficient capacity to accommodate future traffic from the Specific Plan area in combination with other developments in the area. As described in Section 4.3, a Traffic Management Plan will be implemented to guide project traffic to the regional transportation network and minimize impacts on adjacent residential neighborhoods.

As part of the Specific Plan, the following roadway improvements will be provided:

Roadway Improvements within/adjacent to the Specific Plan Area

- **Locust Avenue/Armstrong Road:** 100-foot right-of-way, 72-foot curb to curb roadway section, 10-foot trail buffered by a 2-foot paved area from an 8-foot sidewalk along with west side of the street, an 8-foot sidewalk along with west side of the street, and a 12-foot two-way left turn median.
- **Alder Avenue:** cul-de-sac with an 80-foot right-of-way and 56-foot curb-to-curb pavement section.
- **Jurupa Avenue:** 52-foot half-width improvements along the south side of the roadway adjacent to parcel 7, matching the half-width street improvements adjacent to Kessler Park.

Offsite Roadway Improvements along the Primary Truck Routes Connecting the Specific Plan Area to the I-10 and SR-60 Freeways (See Section 4.3)

- Geometric improvements along the primary truck routes to the I-10 and SR-60 freeways to provide adequate site distance and room for turning movements.
- Improvements to roadway pavement sections along Locust Avenue, which is not currently identified as a truck route to provide adequate support for proposed truck traffic.
- Signage directing trucks from and to the Specific Plan area to the I-10 and SR-60 freeways.
- Payment of Development Impact Fees pursuant to the City of Fontana Ordinance and Development Mitigation Fees pursuant to the San Bernardino County Development Mitigation Nexus Study.
- Fair share payment for other project-related traffic impacts within San Bernardino County and the cities of Jurupa Valley and Riverside.
- Funding for a feasibility study for improvements of the Valley Way/SR-60 freeway interchange. To date, no feasible improvements have been identified for this interchange and as a consequence, no improvement program has been established to which a fair share payment for improvements can be made.

4.2 Area Roadways

4.2.1 Roadways Directly Serving the Specific Plan Area

Locust Avenue (south of Jurupa Avenue)

Locust Avenue runs in a north-south direction through the northern portion of the Specific Plan area, and is designated by the City's General Plan Circulation Element as a Modified Primary Highway south of Jurupa Avenue through the Specific Plan area. Within the Specific Plan area, Locust Avenue will be developed 100-foot right-of-way, 72-foot curb to curb roadway section, 10-foot trail buffered by a 2-foot paved area from an 8-foot sidewalk along with west side of the street, an 8-foot sidewalk along with west side of the street, and a 12-foot two-way left turn median.

Armstrong Road (north of the Riverside County line)

Armstrong Road runs north-south through the southerly portion of the Specific Plan area. It is designated by the City's General Plan Circulation Element as a Modified Primary Highway. Armstrong Road through the Specific Plan area will be provided with a 100-foot right-of-way, 72-foot curb to curb roadway section, 10-foot trail buffered by a 2-foot paved area from an 8-foot sidewalk along with west side of the street, an 8-foot sidewalk along with west side of the street, and a 12-foot two-way left turn median.

Alder Avenue

Alder Avenue currently runs in a north from Jurupa Avenue to northwest of the Specific Plan area, and it is designated by the City's General Plan Circulation Element as a Modified Secondary Highway for most of its length. The City's Circulation Plan shows Alder Avenue as a Secondary Highway (92-foot right-of-way) through the project site along a proposed alignment south from Jurupa Avenue, and then east, bisecting the Specific Plan area to connect at the intersection of Armstrong Road and 7th Street. However, the steep topography and existing habitat areas within the western portion of the Specific Plan area make a roadway extension from Jurupa Avenue to Locust Avenue problematic.

Thus, the Specific Plan is proposing a General Plan Amendment to delete the extension of Alder Avenue from Jurupa Avenue to the Armstrong Road - 7th Street intersection. Deletion of this roadway extension will also assist in the management of truck traffic generated within the Specific Plan area. A portion of Alder Avenue west of Armstrong Road will be constructed within an 80-foot right-of-way (56-foot curb-to-curb pavement section) to provide local access to building sites within the Specific Plan area.

Jurupa Avenue

Jurupa Avenue runs in an east-west direction north of the project. Jurupa Avenue is designated by the City's General Plan Circulation Element as a Primary Highway with a base right-of-way width of 104 feet, including sidewalks except the section of Jurupa Avenue between Locust and Alder Avenues where it is designated as 102 feet. Offsite street improvements would occur on Jurupa Avenue East (Locust Avenue to Cedar Avenue), including 52-foot half-width improvements along the south side of the roadway adjacent to parcel 7, matching the half-width street improvements adjacent to Kessler Park.

4.2.2 Roadways Providing Access between the Specific Plan and the I-10, I-15, and SR-60 Freeways

Locust Avenue (north of Jurupa Avenue)

Locust Avenue runs in a north-south direction from the Specific Plan area to Slover Avenue, and is designated by the City's General Plan Circulation Element as a Modified Secondary Highway north of Jurupa Avenue and the Specific Plan area.

Armstrong Road (south of the Riverside County line)

Armstrong Road runs south from the Specific Plan area to the SR-60 freeway through the City of Jurupa Valley. It is designated by the Jurupa Valley General Plan Circulation Element as a Modified Primary Highway.

Jurupa Avenue (east of Locust Avenue)

Jurupa Avenue runs east from the Specific Plan area to South Riverside Avenue in the City of Colton. Jurupa Avenue is designated by the Fontana General Plan Circulation Element as a Primary Highway with a base right-of-way width of 104 feet, including sidewalks except the section of Jurupa Avenue between Locust and Alder Avenues where it is designated as 102 feet. Proposed offsite improvements include 52-foot half-width improvements along the south side of the roadway, matching the half-width street improvements adjacent to Kessler Park

Slover Avenue

Slover Avenue is the key roadway alternative to the I-10 freeway, and runs east-west parallel to and south of the freeway. Between Sierra Avenue and Cedar Avenue, Slover Avenue is designated as a Primary Highway with a 102-foot right-of-way. Slover Avenue, in its existing two-lane configuration, carries between 10,000 and 18,000 vehicles per day, including large volumes of trucks.

Sierra Avenue

Sierra Avenue is generally a four-lane divided arterial, which serves the primary commercial areas of the City. As is the case for all the arterials approaching the I-10 freeway from the north and south, traffic converges on Sierra Avenue to access the freeway with heavy traffic volumes on the north side of I-10. South of the I-10 freeway, Sierra Avenue is designated as an 8-Lane Major Highway.

Cedar Avenue

Cedar Avenue is designated as a 4-lane Major Highway by San Bernardino County, with a 104-foot minimum right-of-way, and an 80-foot curb-to-curb roadway section.

Rubidoux Boulevard

South of the Riverside County line, Cedar Avenue becomes Rubidoux Boulevard in the City of Jurupa Valley. This roadway is designated as an Arterial Highway (4-6 lanes with a 128-foot right-of-way) north of Market Street, and an Urban Arterial (6-8 lanes with a 152-foot right-of-way) south of Market Street.

Market Street

Market Street is designated as a 4-lane Secondary within the City of Jurupa Valley and as a 4-lane Arterial within the City of Riverside. Both cities propose a 100-foot right-of-way for Market Street.

4.3 Truck Traffic Management Plan

4.3.1 Specific Plan Truck Routes

Truck access from the Specific Plan area to the north will be from the I-10 freeway at the Sierra Avenue and Cedar Avenue interchanges (see Figure 4-1). Access to the Specific Plan area from the south will be from the SR-60 freeway at the Rubidoux Boulevard (City of Jurupa Valley) and Market Street (City of Riverside) interchanges. Truck routes between the Specific Plan and area freeways are described below.

From the Specific Plan Area to the I-10 Freeway Westbound (Sierra Avenue)

- North on Locust Avenue to Slover Avenue;
- West along Slover to Avenue Sierra Avenue; and
- North on Sierra Avenue to the I-10 interchange.

From the Specific Plan Area to the I-10 Freeway Eastbound (Cedar Avenue)

Either:

- East on Jurupa Avenue; and
- North on Cedar Avenue to the I-10 interchange.

Or:

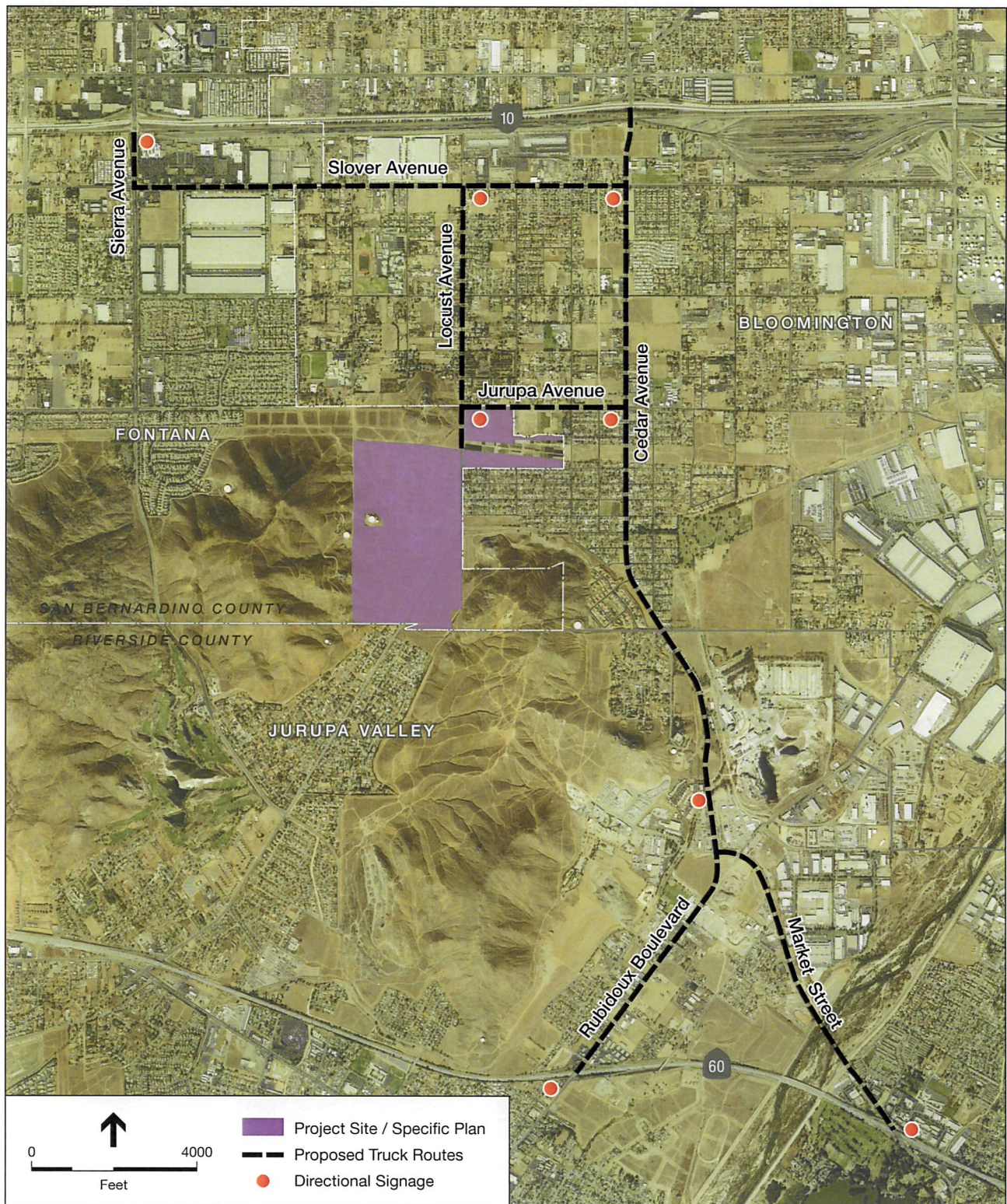
- North on Locust Avenue to Slover Avenue;
- East along Slover to Cedar Avenue; and
- North on Cedar Avenue to the I-10 interchange.

From the Specific Plan Area to the SR-60 Freeway Westbound (Rubidoux Avenue)

- North on Locust Avenue to Jurupa Avenue;
- East on Jurupa Avenue to Cedar Avenue;
- South on Cedar Avenue, which becomes Rubidoux Boulevard; and
- South on Rubidoux Boulevard to the SR-60 interchange.

From the Specific Plan Area to the SR-60 Freeway Eastbound (Rubidoux Avenue)

- North on Locust Avenue to Jurupa Avenue;
- East on Jurupa Avenue to Cedar Avenue;
- South on Cedar Avenue, which becomes Rubidoux Boulevard;
- South on Rubidoux Boulevard to Market Street;
- South on Market Street to the SR-60 interchange.



SOURCE: ESRI, 2012; Google Earth Pro, 2016; Metis, 2017

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Figure 4-1
Proposed Truck Routes

4.3.2 Physical Improvements, Fair Share Payments, and Feasibility Studies to Accommodate West Valley Logistics Center Truck Traffic

To minimize impacts on the residential neighborhoods adjacent to the Specific Plan area, as well as those neighborhoods between the site and area freeways, the following physical improvements will be provided to direct truck traffic along the routes described above. In addition, Specific Plan development will contribute fair share payments for a series of other improvements to accommodate project-related traffic. Finally, the Specific Plan sponsor is offering funding to the City of Jurupa Valley to conduct a feasibility studies for the Valley Way interchange on SR-60. Project related automobile traffic will contribute to increased congestion at this interchange. However, there is no fee program into which a fair share payment can be made, and there is currently no plan outlining feasible improvements on which a mitigation fee program could be based.

Improvements within the Specific Plan Area

- Driveway access onto Armstrong Avenue for Buildings 3-6 will be designed to facilitate northbound truck turning movements and discourage southbound truck turning movements.
- The intersection of Alder Avenue and Locust Avenue/Armstrong Road will be designed to facilitate northbound truck turning movements and discourage through truck movements onto 7th Street, as well as discourage southbound truck turning movements. This will be accomplished through a combination of signage, lane widths, and the design of the curb return in the southwest quadrant of the intersection.
- Directional signage within the Specific Plan area will be placed as follows:
 - At driveway access points onto Armstrong Road for Buildings 3-6, a requirement for all trucks to turn northbound only onto Armstrong Road, prohibiting southbound truck turning movements.
 - On the eastbound approach of Alder Avenue to Locust Avenue, a requirement for all trucks to turn left (northbound) onto Locust Avenue, prohibiting through (eastbound) and right-turn (southbound) truck movements.
 - On the southbound approach of Locust Avenue to Alder Avenue, a prohibition of truck traffic south of Alder Avenue on Armstrong Road, except for local deliveries to Specific Plan building sites 3-6.
 - On the northbound approach of Locust Avenue to Jurupa Avenue, trucks will be instructed to:
 - Continue north on Locust Avenue for the I-10 freeway; and
 - Turn right on Jurupa Avenue for the SR-60 freeway.

Improvements and Mitigation Measures along Truck Routes Outside of Specific Plan Area¹

- Widen Locust Avenue between Jurupa Avenue to Slover Avenue to provide four travel lanes with a pavement section adequate support for proposed truck traffic.
 - *Locust Avenue/Slover Avenue* intersection: provide northbound left turn lane, westbound left turn lane, and northbound right turn lane.
- Provide full half-width roadway improvements along the south side of Jurupa Avenue from Locust Avenue to Kessler Park, where full half-width improvements along the south side of Jurupa Avenue are currently in place.
- Widen the westbound approach of Jurupa Avenue to Locust Avenue to accommodate a westbound left turn pocket.
- Provide traffic signals at the following intersections:
 - *Locust Avenue /Jurupa Avenue* (construct)
 - *Locust Avenue/IXth Street* (construct)
 - *Locust Avenue/7th Street* (construct)
 - *Linden Avenue / Slover Avenue* (pay full cost of signalization, installation to be undertaken by San Bernardino County as part of intersection improvements funded under the Nexus Study).
 - *Maple Avenue/Slover Avenue* (pay full cost of signalization, installation to be undertaken by San Bernardino County)
- Payment of fair share fees to be provided as building permits for individual development sites are pulled.
 - SANBAG Development Mitigation Nexus Study (Nexus Study)
 - City of Fontana Development Impact Fee
 - To the County of San Bernardino for:
 - *Alder Avenue/Slover Avenue* (fair share payment for signalization that is not included as part of the Nexus Study. Development within the Specific Plan will provide fair share payments at the same rate as the County is collecting from projects within the adjacent unincorporated area)
 - *Cedar Avenue/Slover Avenue* (fair share payment for intersection improvements)

¹ Unless specified herein, the timing for these improvements is set forth in the Development Agreement for the West Valley Logistics Center Specific Plan.

- To the City of Jurupa Valley for:
 - Rubidoux Boulevard/20th Street-Market Street (fair share of intersection improvements costs)
- To the Western Riverside Council of Governments
 - Fair share payment for the shortfall between interchange costs and the maximum available under the County's Transportation Uniform Mitigation Fee (TUMF) program.
- The Specific Plan will provide needed funding for the preparation of feasibility studies at the following freeway interchanges for which no feasible improvements have been identified to date and as a consequence, improvement program has been established to which a fair share payment for improvements can be made.
 - Valley Way/SR-60 freeway interchange. Funds to be paid to the City of Jurupa Valley for the feasibility study prior to approval of the first building permit within the specific plan area.
- Work with the cities of Fontana and Jurupa Valley to identify Armstrong Road south of the southernmost West Valley Logistics Center driveway as not a truck route and to place appropriate signage along Armstrong Road prohibiting trucks except for local deliveries.
- Work with Caltrans to place signs along the SR-60 freeway indicating that trucks are not permitted on Armstrong Avenue north of the freeway, directing eastbound trucks to existing at Rubidoux Boulevard and westbound trucks to exit at Market Street.
- Provide directional signage along routes between the Specific Plan area and area freeways will be placed as follows:
 - Northbound Locust Avenue approach to Santa Ana Avenue: requirement for all trucks to proceed north through the intersection, truck turning movements prohibited.
 - Northbound Locust Avenue approach to Slover Avenue: directional sign to guide I-10 westbound truck traffic to turn left, and I-10 eastbound truck traffic to turn right.
 - Eastbound Jurupa Avenue approach to Cedar Avenue: directional sign to guide I-10 truck traffic to turn left and SR-60 truck traffic to turn right.
 - On the southbound approach of Rubidoux Boulevard to Market Street, trucks will be instructed to:
 - Continue south on Rubidoux Boulevard for the SR-60 freeway westbound; and
 - Turn left onto Market Street for the SR-60 freeway eastbound.

4.3.3 Property Owners Association, Transportation Management Committee

As part of the Property Owners' Association to be established for the Specific Plan area, a Transportation Management Committee will be formed to guide project traffic to the regional transportation network along the routes identified in Section 4.3.I. The Transportation Management Committee will be required to create a tenant-based system and set of regulations for monitoring and providing feedback for vehicles, specifically including truck traffic, entering and exiting the Specific Plan area. Entry drives will also be clearly marked by special features, including enhanced paving, landscaping features, decorative walls, and signage, to promote safety and to increase the visibility of driveway intersections. The Transportation Management Committee will, at a minimum, have the responsibility and obligation to:

- Require building owners/lessees to inform truck drivers of the approved routes to and from the West Valley Logistics Center;
- Require dispatchers to provide truck drivers leaving the building with verbal and written instructions regarding approved truck routes to area freeways;
- Implement and maintain a monitoring program to identify the actual routes trucks are taking to and from the West Valley Logistics Center are taking;
- Use commercially reasonable means to enforce the use of approved truck routes; and
- Provide annual reporting to the City of Fontana regarding the actual routes trucks are taking to and from the West Valley Logistics Center are taking.

CC&Rs for the Specific Plan area will establish the City of Fontana as a third-party beneficiary of the Property Owners' Association Traffic Guidelines, and provide the City with the right to take over administration of the Traffic Guidelines, if the Transportation Management Committee fails to discharge its obligations.

4.4 Non-Vehicular Circulation

Sidewalks along the frontage of Locust Avenue, Alder Avenue, and Armstrong Road will be constructed as part of street improvements to facilitate pedestrian access throughout the Specific Plan area. In addition, the roadways will be provided with signage as Class III routes. Bicycle racks will be provided within each building site for employees who wish to bicycle to/from work.

Chapter 5: Drainage

The City of Fontana has adopted a Master Storm Drainage Plan that was prepared by the County of San Bernardino. The drainage plan for South Fontana provides for drainage to a 120-inch-diameter pipe serving the Specific Plan area and adjacent tributary areas.

The watershed that the West Specific Plan area is located within is bordered by Tamarind Avenue to the west and the ridge line adjacent to Larch Avenue to the east. Existing topographic relief consists of relatively flat contours bordered by hilly terrain on the west, with the existing site drainage generally sheet flowing in an easterly direction. Presently, this area drains to a borrow pit that is located northeast of the intersection between El Rivino Road and Cedar Avenue. The borrow pit currently functions as a retention basin.

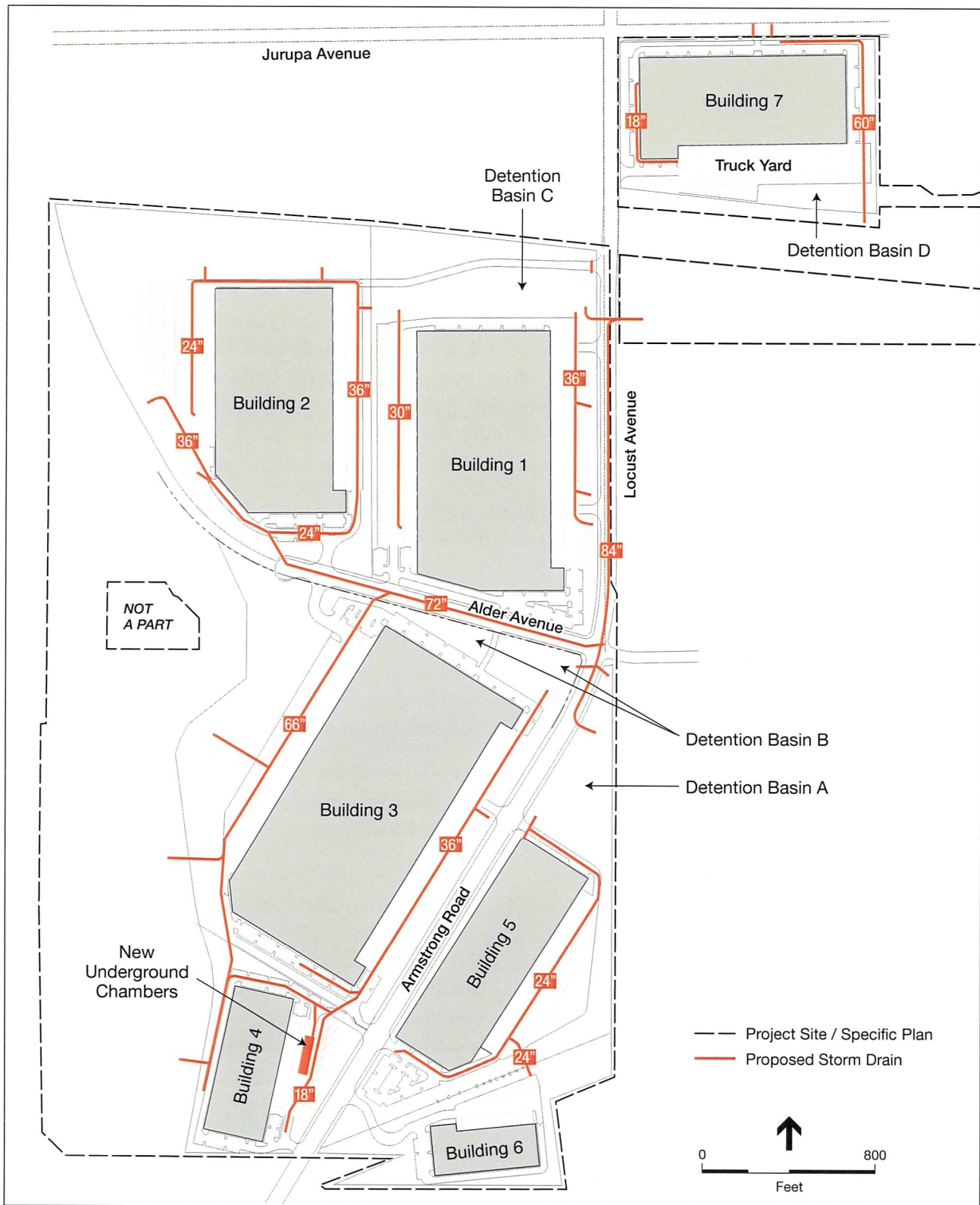
Runoff from the site will be intercepted and conveyed via surface flow and a proposed storm drain system to existing and proposed onsite water quality/detention basins (see Figure 5-1).

Runoff from Buildings 1-6 will drain into a proposed public storm drain system to be constructed as part of the project in Locust Avenue. This storm drain will discharge runoff into a proposed water quality/detention basin located at the northeast corner of 11th Street and Locust Avenue. The majority of the drainage will be detained in an existing basin located north of 11th Street, to which the Specific Plan will provide upgrades.

Water quality/detention basins will be constructed within the Specific Plan area to treat and limit runoff from the Specific Plan area to less than occurs under existing conditions. The hillside areas in the western portion of the Specific Plan area will remain natural, and do not, therefore, require detention.

Detention sizing for the Specific Plan area will meet San Bernardino County requirements that 100-year peak flows be reduced to 90 percent of the 25-year peak flow rate for existing conditions. Detention basins within the Specific Plan area will be designed such that the lower elevations of the basins are used for water quality purposes. The higher elevations of the basins will be used to limit the difference between pre- and post-development peak flow rates. For Building 4, water quality treatment will be achieved within the Parcel 4 (via underground storage), and not in a detention basin.

The County of San Bernardino and the City of Fontana adopted development standards to minimize the detrimental effects of development projects on receiving waters through implementation of site designs that reduce runoff and pollutant transport. This is accomplished by minimizing impervious surfaces and maximizing on-site infiltration. Additionally, source-control Best Management Practices (BMPs), on-site structural treatment control BMPs, and/or participation in regional or watershed-based structural



SOURCE: Thienes Engineering, Inc.

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Figure 5-1
Backbone Drainage System
Improvements

treatment control BMPs are to be used. The goal of these methods is to create a project that mimics the predevelopment hydrologic regime by detaining on-site the difference between the five-year developed and the five-year undeveloped storm events.

A project-wide water quality management plan will be submitted to the City of Fontana and approved prior to initiating grading operations. Site Design BMPs for Water Quality Management, which include Low Impact Development standards (LIDs), permitted by the water quality management plan for the Specific Plan area may include, but are not limited to, the following:

- Maximize permeable areas (pervious open space) of the site by reducing the amount of pavement, decreasing the project's footprint or by utilizing alternative paving materials in select areas.
- Drain rooftops into pervious, swaled landscaped areas prior to discharge of overflow into storm drain. (See Figure 5-2)
- Construct streets, sidewalks, and parking lot aisles to the minimum width necessary.
- Construct walkways, parking stalls, overflow parking lots, and other low-traffic areas with open-jointed paving materials.
- Use pervious drainage channels (rock or grass lines systems) for conveying parking lot runoff into storm drain overflows. (See Figure 5-3)
- Use perforated pipe, gravel infiltration pits and drywells for low-flow infiltration following treatment by an acceptable method.
- Construct on-site vegetated ponding areas and swaled landscaping (not mounded) that drain within 72 hours to prevent the development of vector-breeding areas.
- Provide curb cutouts, curb cores, or concrete mow strips and wheel stops to allow stormwater runoff to flow into swaled landscaped areas.
- Where soil conditions are suitable, construct vegetated infiltration trenches in paved parking lot areas to infiltrate and filter stormwater runoff.
- Other site design options that are comparable and equally effective.



Figure 5-2. On-site storm water capture system.



Figure 5-3. On-site storm water capture through

Detailed hydraulic studies are required to address on-site drainage conditions and increased runoff flows associated with the project. These studies are to be submitted to and approved by the Fontana Public Works Director prior to recordation of the proposed Parcel Map for the Specific Plan area. Drainage facilities within the public road rights-of-way, drainage easements, and the drainage basins are proposed to be maintained by the City of Fontana.

Chapter 6: Public Services and Facilities

6.1 Water Facilities

The West Valley Water District (WVWD) provides water service to the Specific Plan area. WVWD operates two reservoirs, numerous transmission mains, and local distribution lines serving businesses and residents located in the area. Domestic water will service the industrial businesses and landscaped areas within the Specific Plan. Recycled water supplies are not currently available to the area.

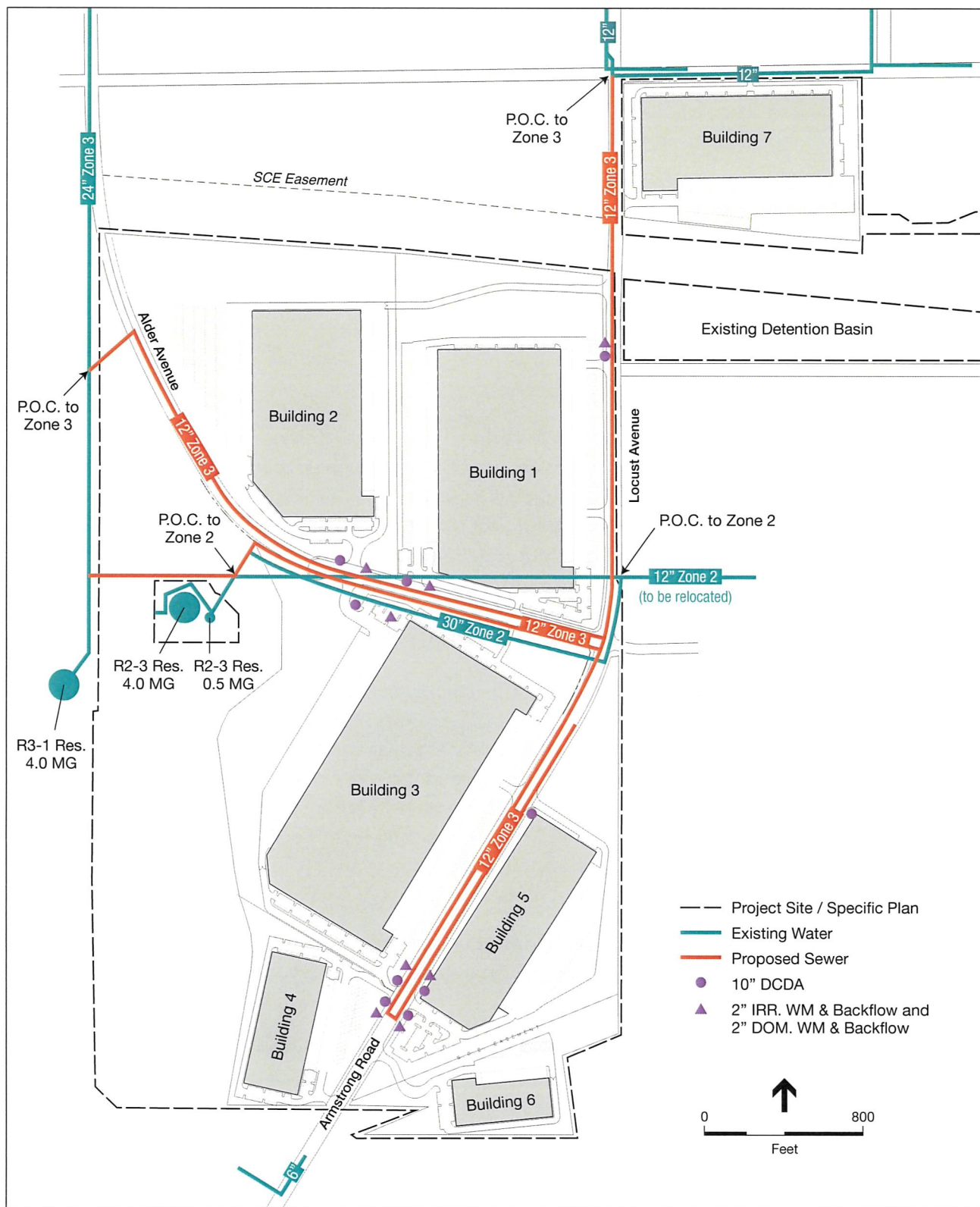
The Specific Plan area is located in WVWD's Zone 2¹ and Zone 3 Pressure Zones. WVWD's infrastructure consists of reservoir tanks, booster pump stations, and a network of pipeline facilities to deliver water throughout its service area. Existing WVWD water facilities include a 12-inch water line running west from Locust Avenue along the alignment of 8th Street to an existing 4.0 million gallon water tank in the western portion of the Specific Plan area (see Figure 6-1). An existing 24-inch water line runs from Jurupa Avenue along the western boundary of the Specific Plan area from Jurupa Avenue to a 4.0 million gallon water tank just west of the Specific Plan area.

The existing 12-inch water line running along the alignment of 8th Street will be realigned to run within the proposed Alder Avenue and will be connected to an existing water tank west of the Alder Avenue cul-de-sac (see Figure 6-1). A new 12-inch water line will be constructed within Alder Avenue and run west beyond the Alder Avenue cul-de-sac to connect to the existing 24-inch water line along the western Specific Plan boundary. A new 12-inch water line will also be constructed within Armstrong Road/Locust Street from Building 4 in the southern portion of the Specific Plan area to an existing point of connection at the intersection of Locust Avenue and Jurupa Avenue.

Pipes for reclaimed water will be installed for future use. Since reclaimed water is not currently available in the area, the reclaimed water system will be dry until non-potable water becomes available.

The water pipe alignments and sizes will be compliant with design criteria outlined in WVWD's 2012 Water Master Plan. Final water supply line size will be determined, subject to WVWD approval, in the final design stage of the project. Within the internal roadways, lines owned and maintained by WVWD will provide domestic service to each proposed

¹ Only Building 7 is proposed to be served from WVWD Zone 2.



SOURCE: Thienes Engineering, Inc.

Notes:

1. Project to be serviced by West Valley Water District Zone 3
2. Existing 12" Zone 2 water line to be relocated in the future Alder Avenue extension and replaced with new 30" Zone 2 water line in public R/W

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Figure 6-1
Backbone Water System
Improvements

industrial building. These lines will also supply sufficient fire flows to fire hydrants placed in accordance with Fontana Fire Protection District standards.

6.2 Sewer Facilities

The City of Fontana is responsible for the collection of wastewater within its corporate limits. The City contracts with the City of Rialto through an Extraterritorial Sewer Service Agreement for wastewater treatment for properties within the project site vicinity.

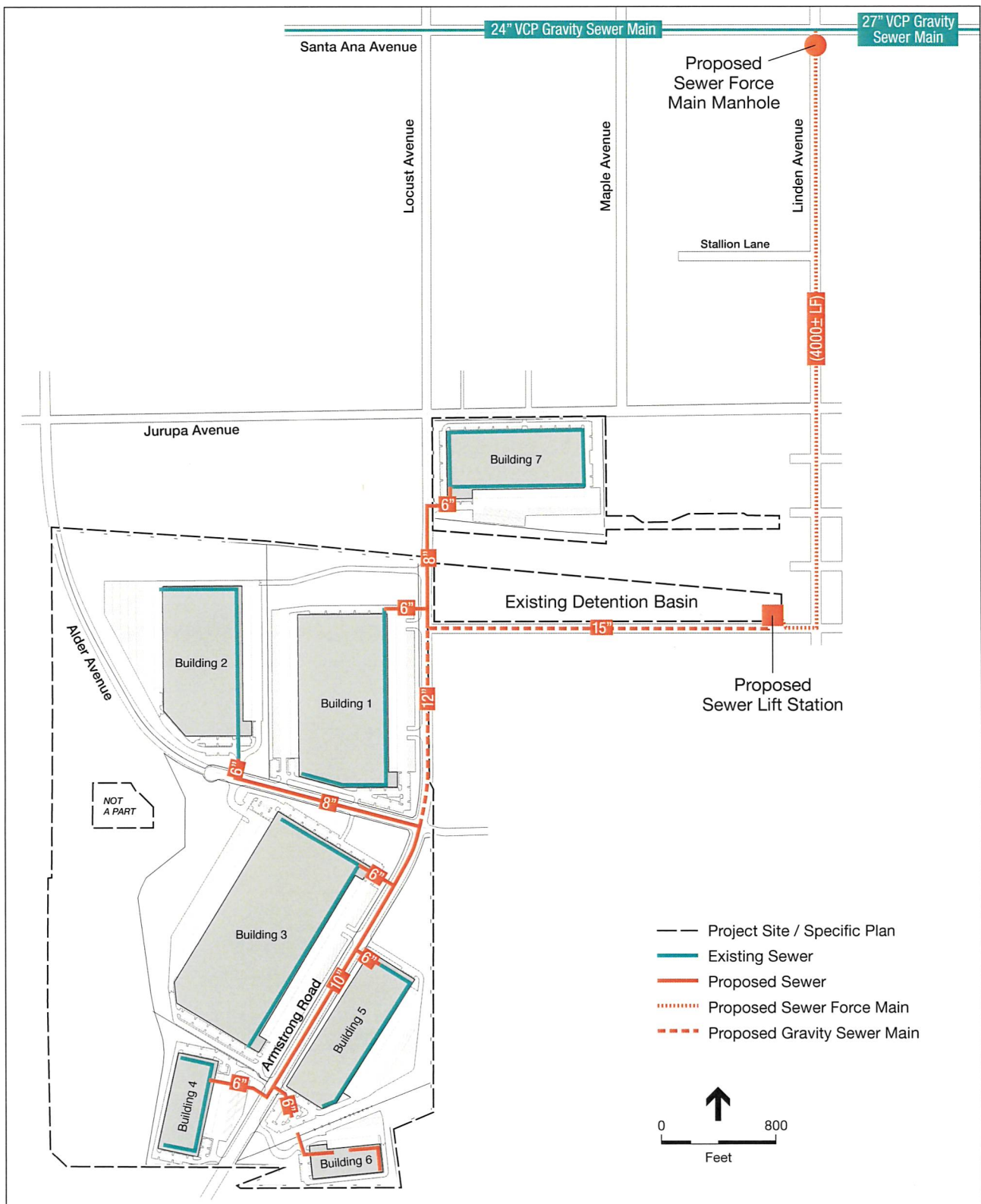
All sewer mains will be located within roadway rights-of-way. Sewage will be transported from the site through new gravity mains (see Figure 6-2). The new gravity main system will run north on Locust Avenue, and then east on 11th Street. Sewage will discharge to a proposed lift station west of the intersection of Linden Avenue and 11th Street to be constructed as part of the Specific Plan's infrastructure improvements. A new 8" force main will be constructed from the proposed lift station within 11th Street and Linden Avenue to an existing 24"-27" gravity sewer main located in Santa Ana Avenue.

These improvements are consistent with the Extraterritorial Sewer Service Agreement. Fee offsets exist for master plan construction, and other applicable fees would be paid as part of Specific Plan area development. Sewage disposal facilities shall be installed in accordance with the requirements and specifications of the City of Fontana Sewer Master Plan, State Department of Health Services, and the San Bernardino County Health Department.

6.3 Utilities

The Specific Plan area will be served with telephone, cable, internet, natural gas, and solid waste collection service from private companies serving the south Fontana area that are listed below.

Utility	Provider
Electricity	Southern California Edison
Gas	Southern California Gas Company
Water	West Valley Water District
Sewer	City of Fontana
Solid Waste	Burrtec Waste
Telephone	AT&T
Cable	Time Warner Cable
Internet	Verizon



SOURCE: Thienes Engineering, Inc.

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Figure 6-2
Backbone Sewer System
Improvements

6.4 Public Services

6.4.1 Police Services

The City of Fontana Police Department will provide law enforcement services to the Specific Plan area. Development within the Specific Plan area will comply with the City's Crime Prevention through Environmental Design guidelines and will implement the following measures identified to minimize crime occurrences and the need for additional police protection services.

- A comprehensive security plan that includes uniformed security and video monitoring.
- A graffiti removal plan.
- The establishment of a Business Coalition/Neighborhood Watch program.
- A comprehensive traffic control plan.
- Security-related design will include, but not be limited to, access control of buildings, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high foot traffic areas, and provision of security guard patrol throughout the project site, if needed.

6.4.2 Fire Protection

The Fontana Fire Protection District, which is part of the San Bernardino County Fire Agency, provides fire protection to the Specific Plan area. The Fontana Fire Protection District also provides paramedic service in the area. The Specific Plan will implement fire related design features that will meet the requirements of the Fontana Fire Protection District (FFPD), including:

- Adequate off-site public and on-site private fire hydrants; their number and location will be determined after FFPD reviews and approves individual site plans.
- Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and FFPD.
- Sprinkler systems will be required throughout each structure and will be built in accordance with the Fontana Municipal Code.
- Construction of public or private roadways in the proposed development will not exceed 15% in grade.
- Standard cut-corners will be used on all turns.

- Fire lanes and dead-ending streets will terminate in a cul-de-sac or other approved turning area. No dead-ending street or fire lane will be greater than 700 feet in length, unless approved by the City of Fontana Fire Department.
- Secondary access will be required for development areas.
- Fire lane width will not be less than 20 feet. When a fire lane must accommodate the operation of an FFPD aerial ladder apparatus or where fire hydrants are installed, those portions will not be less than 28 feet wide.
- Where access for a given building requires accommodation of FFPD apparatus, minimum outside radius of the paved surface will be 35 feet. An additional 6 feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface of the roadway.
- No building or portion of a building will be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- Where access for a given building requires accommodation of FFPD apparatus, overhead clearance will not be less than 14 feet.
- Access for FFPD apparatus and personnel to and into all structures will be required.
- FFPD may require additional vehicular access where buildings exceed 28 feet in height.

6.4.2 Hospitals

Employees and visitors of the West Valley Logistics Center may receive emergency medical services by Kaiser Permanente located at 9961 Sierra Avenue in Fontana. Other health facilities in the area include Arrowhead Regional Medical Center located in Colton.

Chapter 7: Sustainability and Environmental Quality

7.1 Introduction

This chapter identifies sustainability measures that would be provided by the West Valley Logistics Center.

Although there is no universally accepted definition of sustainable development, a well-known and oft-quoted definition comes from a 1987 report by the United Nations (UN) World Commission on Environment and Development (also known as the Brundtland Commission), entitled *Our Common Future*¹, which defined sustainable development as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs.” The Brundtland Commission report laid the groundwork for the 1992 Earth Summit and many related UN programs, by recognizing the importance of social equity, economic development, and broad societal participation in solving the many environmental crises facing the planet.

The American Planning Association has built on the UN definition, identifying sustainability as being able “to meet the needs of a growing human population that has rising aspirations for consumption and quality of life, while maintaining the rich diversity of the natural environmental or biosphere”².

7.2 Sustainability Components

Several areas of sustainability are applicable to the Specific Plan area, which include: green infrastructure, appropriate landscaping, building-level sustainability, operational sustainability, and resource conservation. The Table below identifies sustainability aspects of the Specific Plan and the related topic area in the Environmental Impact Report that may include mitigation measures that would enhance the sustainability of the Specific Plan area.

¹ United Nations World Commission on Environment and Development, *Our Common Future*, www.un-documents.net/wced-ocf.htm, 1987.

² American Planning Association, *Policy Guide on Planning for Sustainability*, www.planning.org/policy/guides/adopted/sustainability.htm, 2000.

Sustainability Areas	Project Component	Environmental Topic Areas
Open Space: Resource Conservation	<p>A total of 55.23 acres of open space and habitat areas will be preserved.</p> <p>An avian habitat area will be created using ground level and roof top plantings to facilitate CAGN access to habitat onsite and to move between Rattlesnake Mountain and the Jurupa Mountains (see Figure 7-1 at the end of this table).</p>	Biological Resources, Land Use
2016 Title 24 and 2016 CAL Green Standards: Green Infrastructure and Building-level Sustainability	<p>State required compliance with 2016 Title 24 energy standards. The 2016 Title 24 standards are 30% more stringent than the 2008 T24 standards for nonresidential buildings. Per CALGreen, the mandatory provisions of the code are anticipated to reduce 3 MMT of GHG emissions by 2020, reduce water use by 20% or more, and divert 50% of construction waste from landfills. These standards include design considerations related to the building envelope, roofing systems, windows, HVAC, light fixtures, power systems, and building materials.</p>	Air Quality, Greenhouse Gas, Energy, Utilities, Service Systems, and Water Supply
Building Design: Building-level Sustainability	<p>Buildings will be designed with Leadership in Energy and Environmental Design (LEED) features so as to be eligible for certification as Gold buildings.</p> <p>Landscaping within the WVLCSP will meet LEED standards.</p>	Greenhouse Gas, Energy, Utilities, Service Systems, and Water Supply
Building Design: Building-level Sustainability	Buildings will be designed to be capable of providing rooftop solar energy generation.	Greenhouse Gas, Energy, Utilities and Service Systems
Energy Efficient Lighting: Building-level Sustainability	<p>Energy efficient interior and exterior lighting, (compliant with Title 24 standards) including: light-emitting diodes (LED), T5 and T8 fluorescent lamps. Or other lighting that is at least as efficient. Lighting will incorporate motion sensors that turn them off when not in use.</p>	Greenhouse Gas, Energy, Utilities and Service Systems
Appropriate Landscaping: Resource Conservation	Plants and landscaping within the WVLCSP will meet LEED standards, and include a non-irrigated, drought tolerant hydroseed mix appropriate to the climate zone will be used to conserve water.	Utilities, Service Systems, Greenhouse Gas, and Water Supply
Efficient Irrigation: Resource Conservation	Water efficient landscape irrigation will be installed, which meets the City's water conservation requirements.	Utilities, service systems, greenhouse gas, and water supply

Sustainability Areas	Project Component	Environmental Topic Areas
Parking areas: Appropriate Landscaping and Building-Level Sustainability	Surface parking lots shall be well-landscaped to reduce heat island effect. Parking lot landscaping shall be planted with 15-gallon trees with a low to very low water use rating, one per every four parking stalls. The trees may be clustered, but a minimum of one cluster shall be provided for each 100 feet of parking row. Trees shall be selected and placed to provide canopy and shade for the parking lots.	Greenhouse Gas
Electrical Loading Docks: Green Infrastructure and Building-level Sustainability	Electrical outlets will be provided in loading dock areas to provide power for trucks when refrigeration is proposed. This allows trucks with refrigerated cargo to keep their cargo cool without using their engines, minimizing idling time to reduce air emissions and use of fuel onsite.	Air Quality, Greenhouse Gas, Noise
Electrical Onsite Equipment: Green Infrastructure and Building-level Sustainability	All yard tractors and indoor forklifts will be required to be electrical or equivalent	Air Quality, Greenhouse Gas
Building efficiency: Green Infrastructure and Building-level Sustainability	Buildings are to be designed to consider the interactions of building envelope, HVAC, lighting, and power systems as they impact energy performance. The architectural expression in the buildings should relate to conserving energy.	Air Quality, Greenhouse Gas, Utilities and Service Systems
Refrigeration: Green Infrastructure and Building-level Sustainability	Refrigerants and HVAC equipment shall be selected to minimize or eliminate the emission of compounds that contribute to ozone depletion and global warming.	Greenhouse Gas
Ventilation: Green Infrastructure and Building-level Sustainability	Ventilation and HVAC systems shall be designed to meet or exceed the minimum outdoor air ventilation rates described in the American Society of Heating, Refrigeration, and Air Conditioning Engineers (ASHREA) standards and / or per California Title 24 requirements.	Air Quality, Greenhouse Gas, Utilities and Service Systems

Sustainability Areas	Project Component	Environmental Topic Areas
Title 13 of the California Code of Regulation: Operational Sustainability	Building operators (by contract specifications) will be required that equipment, including heavy-duty equipment, motor vehicles, and portable equipment, will be turned off when not in use for more than 5 minutes. Truck idling shall not exceed 5 minutes in time. All buildings will post signs requiring that trucks shall not be left idling for more than 5 minutes pursuant to Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes. Nighttime truck idling will not be permitted.	Air Quality, Greenhouse Gas, Noise
Particulate Matter Traps on All On-road Heavy-Duty Diesel Trucks: Operational Sustainability	Contractors and building operators will be requested by contract specification, that on-road heavy-duty diesel trucks with a gross vehicle weight rating greater than 14,000 pounds will have a 2010 model year engine or newer or will be equipped with a particulate matter trap, as available.	Air Quality, Greenhouse Gas
Ridesharing and Transit: Operational Sustainability	All buildings shall comply with the provisions of Development Code Article XIV, Transportation Demand Management and Trip Reduction Requirements. Building operators will participate in a Transportation Management Association that will support and encourage ridesharing and transit incentives for the employees by providing resources to organize rideshares, such as bulletin boards or email announcements. The construction contractor will also fully or partially subsidize transit fares or passes for the construction crew members who can feasibly use transit.	Air Quality, Greenhouse Gas, Traffic
Non-Motorized Transportation: Operational Sustainability	All streets within the Specific Plan area will be constructed as Class III bicycle routes.	Air Quality, Greenhouse Gas, Traffic
Non-Motorized Transportation: Operational Sustainability	All buildings will provide bicycle racks/storage, along with showers and changing rooms for employees.	Air Quality, Greenhouse Gas, Traffic
Recycling Program: Operational Sustainability	The Specific Plan will implement an operational recycling program that will include paper, cardboard, glass, plastic, and metals.	Utilities, Greenhouse Gas



SOURCE: Michael Baker International, 2017; Metis, 2017

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Figure 7-1
Avian Habitat Feature

7.3 Environmental Performance Standards

The performance standards contained herein shall be applied to all development and land uses within the West Valley Logistics Center.

7.3.1 Air Quality

Any operation or activity which might cause the emission of any smoke, fly ash, dust, fumes, vapors, gases, or other forms of air pollution, which can cause damage to human health, vegetation, or other forms of property, or can cause excessive soiling on any other parcel shall conform to the requirements of the South Coast Air Quality Management District (SCAQMD).

Prior to commencing grading operations, the applicant for any grading permit shall prepare an erosion control and sediment plan for approval by the City of Fontana. Access roads within the area being graded shall be kept wet while being used. Alternatively, uncovered soils shall be treated with oil, asphaltic concrete, concrete, or other similar material approved by the City as a means of dust suppression.

7.3.2 Electrical or Electronic Interference

No operation or activity shall cause any source of electrical or electronic disturbance that adversely affects persons or the operation of any equipment on any other parcel, and which is not in conformance with the regulations of the Federal Communications Commission.

7.3.3 Light and Glare

Unless intended as part of a master lighting plan approved by the City of Fontana, no operation, activity, or lighting fixture shall create illumination exceeding 0.5-foot candles on any adjacent property (0.25 foot-candles within residential properties), whether the illumination is direct or indirect light from the source. Lighting levels shall be measured with a photoelectric photometer, following standard spectral luminous efficiency curves adopted by the International Commission on Illumination.

- Exterior lighting shall be kept to the minimum required for safety; purely decorative lighting displays shall be prohibited.
- Project lighting shall be designed to control light energy and ensure that exterior lighting is directed downward and away from adjacent streets and buildings in a manner designed to minimize offsite light spillage.

All building exteriors within the Specific Plan area shall be composed of textured and other non-reflective materials, including high-performance tinted non-mirrored glass.

Reflective materials on building exteriors that have a light reflectivity factor greater than 30 percent shall be limited to less than 25 percent of any wall area.

7.3.4 Liquid and Solid Wastes

All discharges of materials into any public or private street, storm drain, private stream, body of water, or into the ground shall be in accordance with the adopted standards of the City (Municipal Code Chapter 23, Sewers and Sewage Disposal), the California Department of Health Services, Santa Ana Regional Water Quality Control Board, and other governmental agencies having legal jurisdiction, in order to avoid contaminating water supplies, interfering with bacteriological processes in sewage treatment, or otherwise creating a public health hazard.

Liquid waste disposal and runoff control shall be conducted within the guidelines of the Regional Water Quality Control Board.

7.3.5 Noise

The noise standard for generation of noise from any stationary noise source as it affects adjacent properties shall be:

Residential	55 dBA (7:00 am – 10:00 pm) 45 dBA (10:00 pm – 7:00 am)
Industrial	70 dBA any time

No person shall operate or cause to be operated any stationary source of noise at any location or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level, when measured on any other property to exceed:

1. The noise standard specified above for the receiving land use for a cumulative period of more than thirty (30) minutes in any hour.
2. The noise standard specified above for the receiving land use plus 5 dBA for a cumulative period of more than fifteen (15) minutes in any hour.
3. The noise standard specified above for the receiving land use plus 10 dBA for a cumulative period of more than five (5) minutes in any hour.
4. The noise standard specified above for the receiving land use plus 15 dBA for a cumulative period of more than one (1) minute in any hour.
5. The noise standard specified above for the receiving land use plus 20 dBA for any period of time.

6. If the noise exceeding the applicable noise standard or the ambient noise level consists entirely of impact noise or simple tone noise, each of the noise levels described above shall be reduced by 5 dBA.

The preceding performance standards do not apply to the following uses, each of which shall meet any applicable requirements of the City of Fontana:

- Motor vehicles.
- Emergency equipment, vehicles, devices, and activities.
- Temporary construction, maintenance, or demolition activities conducted between the hours of 6:00 a.m. and 7:00 p.m.

7.3.6 Odor

All uses shall be operated in a manner such that no offensive odor is perceptible at or beyond the property line of that use.

7.3.7 Thermal Impacts

No operation or activity shall be permitted to cause a temperature increase or decrease on any adjacent property in excess of 10° F greater than that which would occur from the developed site without any ongoing operations or activities.

7.3.8 Vibration

No person shall create or cause to be created any activity which causes a vibration which can be felt beyond the property line of any residentially zoned property with or without the aid of an instrument.

Chapter 8: Grading and Development Concepts

Grading for the Specific Plan area is tailored to the existing topography of the project site. The hillside portion of the western side of the site is part of the Jurupa Hills and will be left in its native state to be preserved as natural habitat. The flat to gently sloping alluvial plain portion of the site will be graded to accommodate development of warehouse distribution buildings, streets, and associated infrastructure. Current soils and geologic conditions do not present any significant constraints to the proposed grading concept.

8.1 Grading Plan

The grading for the proposed project site is expected to entail the movement of approximately 2,000,000 cubic yards of material to develop proposed building pads, parking areas, and onsite roadways. Earthwork is expected to balance within the Specific Plan area and will not require the import or export of material to or from off-site locations. The quantity of material required to be moved will be refined as more detailed grading plans are developed. Final grading plans will meet standards of the City of Fontana in place at the time a grading permit is requested.

A project-wide water quality management plan will be submitted to the City of Fontana and approved prior to the onset of grading. The new stormwater basins will be designed as both retention and water quality basins.

8.2 Grading Techniques and Hazardous Substance Standards

Development within the Specific Plan area will adhere to the following standards for grading and management of hazardous substances within the Specific Plan area:

Site Grading

- Final project design and grading plans will include the confirmed alignment of the Jurupa Hills Trail within the project site boundaries and provide for its continued use following site grading operations.
- Graded slopes shall meet California Building Code and the City Engineer's standards and requirements.
- All graded slopes in excess of three to one shall require an erosion control management plan and be stabilized and planted with groundcovers and trees or shrubs.
- Grading shall not occur within the drip line of a tree (with a caliper size greater than ten inches at chest height) that merits observation or within 10 feet of the bank of a riparian corridor unless such grading is approved by the project landscape architect.

- The grading of land along transportation corridors shall conform to the natural topography of the immediate area and result in a harmonious transition of the manmade grade with the natural terrain.
- Site grading design shall complement and reinforce the architectural and landscape design character by helping to screen parking, loading and service areas, by helping to reduce the perception of height and mass on large buildings, by providing reasonable transitions between on-site uses, by providing elevation transitions contributing to the efficiency of on-site and off-site movement systems, and by providing reasonable transition between lots.

Hazardous Materials Management

- As part of the Final Geotechnical and Soils Study for the Specific Plan area, soils testing shall be undertaken to confirm the findings of previous studies undertaken for the Valley Trails Specific Plan EIR indicating an absence of contamination from previous pesticide use on-site, as well as confirm the absence of asbestos and lead-based paint in the remnant construction debris on-site. The soils testing shall include applicable testing procedures pursuant to the directives of the San Bernardino County Division of Environmental Health and shall be subject to review by the County Division of Environmental Health.
- Should any hazardous materials be determined present on the project site, site remediation shall be undertaken to address such hazards, subject to the regulatory authority of the California Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB) and County Division of Environmental Health, to achieve risk-based cleanup standards of an acceptable excess cancer risk (ECR) of 1×10^{-5} or as otherwise established by the DTSC, RWQCB, or County Division of Environmental Health for construction workers and proposed industrial uses onsite. Targeted excavation of contaminated soil with onsite reuse or offsite disposal will be provided. Excavation strategies that may be employed on-site include:
 - Targeted Excavation with Offsite Disposal. With this technology, heavily contaminated soil is excavated and transported by truck or rail to a permitted offsite treatment and disposal facility. Pretreatment may be required at the disposal facility prior to disposal.
 - Targeted Excavation with Onsite Treatment. With this technology, heavily contaminated soil is excavated and stockpiled onsite for treatment and subsequent reuse onsite. Potential treatment technologies include:
 - Plasma arc centrifugal treatment technology (PACT), which uses heat generated by a plasma arc to melt the inorganic portion of waste material while destroying the organic portion, creating an inert slag that can be reused onsite;
 - Smoldering treatment technology (STAR), a new technology to remediate oil in the subsurface, either in situ or above-ground in treatment chambers following excavation which uses smoldering combustion (the type of combustion that turns charcoal into ash in

a barbeque grill) to quickly and efficiently destroy contaminants; and bioremediation which uses naturally occurring microorganisms to degrade organic contaminants in soil.

- Targeted Excavation with Onsite Extraction. With this technology, moderately contaminated soil is excavated and placed in areas that will be covered by soil, concrete slabs, or other structures that prevent contact with the soil.
- All grading within the boundaries of the former Crestmore Landfill shall be in accordance with the requirements of California Code of Regulations, Title 27, Environmental Protection.
- To minimize potential vapor intrusion into proposed new buildings within 1,000 feet of the waste footprint, sub-slab vapor barriers shall be required if methane testing conducted prior to issuance of building permits indicates the presence of methane or other volatile gases.

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Chapter 9: Development Regulations

9.1 Introduction

The development regulations contained herein provide specific standards relative to permitted land uses that will be applied in the review of individual development proposals within the Specific Plan area. They are intended to protect the public health, safety, and welfare, and to create a harmonious relationship with surrounding lands.

No building or portion thereof shall be erected, constructed, converted, established, altered, enlarged, nor shall any legal lot or premises be used unless the legal lot or premises and building comply with the regulations and standards outlined in this document.

9.2 General Provisions

9.2.1 Compliance

All future development plans for properties located within the Specific Plan area shall be consistent with the regulations set forth in this document and with all other applicable City of Fontana policies and regulations.

9.2.2 Conflicting Provisions

This Specific Plan establishes development standards and guidelines for the Specific Plan area and provides zoning regulations for the Specific Plan area. Where any provision of this Specific Plan imposes requirements, regulations, restrictions, or limitations different from those that are imposed or required by any other provisions of the Fontana Municipal Code, this Specific Plan shall govern.

9.2.3 Severability

This Specific Plan document enables the City of Fontana to facilitate the processing and approval of implementing permits and entitlements necessary for development of the Specific Plan area. If any regulation, condition, program, or portion of this Specific Plan is held invalid or unenforceable, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such portions or provisions shall not affect the validity and enforceability of the remaining provisions contained herein.

9.2.4 Implementation of EIR Mitigation Measures

The mitigation measures contained in the certified West Valley Logistics Center Specific Plan EIR have been incorporated into this document, and shall, as appropriate, be conditions of approval of all development within the Specific Plan area, as determined by the Fontana Director of Community Development pursuant to the provisions of CEQA and the City's rules to implement CEQA. Appendix A-5 includes each of the mitigation measures set forth in the EIR.

9.2.5 Authority of the Director of Community Development

The Director of Community Development shall have the authority to determine other uses, in addition to those specifically listed in this chapter, which may be permitted in each of the various zones when, in his or her judgment supported by specific findings, such other uses are similar to and no more objectionable to the public health and welfare than those specifically listed. This determination shall be in writing. Provisions for the Director of Community Development taking action without Planning Commission or City Council approval are provided within Section 10.2 Specific Plan Amendment Procedures.

9.2.6 Minimum Requirements

The interpretation and application of the provisions of this chapter shall be the minimum requirements for the promotion of public health, safety, and welfare. It is not the intent of this chapter to limit standards to these minimums.

9.2.7 Utility and Franchise Utility Lines

The provisions of this chapter shall not be construed to limit or interfere with the use of property in any zone for the installation, maintenance and operation of public and franchise utility pipelines, underground and aerial transmission lines, and supply lines and structures when such facilities are located within rights-of-way, easements, franchises, or other ownership of such utilities, and provided the facilities are installed in accordance with the applicable rules and regulations of the Public Utilities Commission of the State of California and the Federal Communications Commission.

9.3 Development Standards for Specific Plan Land Use Categories

As shown in Figure 2-1, the Specific Plan area includes three primary land use categories:

- Light Industrial (LI)
- Open Space – Public Facilities (OS-PF)
- Open Space – Natural Area (OS-NA)

9.3.1 Light Industrial

The **Light Industrial (LI)** land use designation has been established to accommodate a variety of warehousing, logistics, and distribution uses consistent with the storage, assembly, processing, and packaging of manufactured goods and materials prior to their distribution to other facilities, including facilities for the outdoor storage of trucks, trailers and shipping containers, provided such outdoor storage is appropriately screened from view from offsite locations.

Permitted Land Uses

Table 9-1 describes allowable uses within the LI zoning designation.

**Table 9-1
Permitted Uses**

Use Types	Notes
Light Manufacturing Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products, assembly of component parts (including required packaging for retail sale), and treatment and fabrication operations. Uses which require massive structures outside of buildings such as cranes or conveyer systems, or open air storage of large quantities of raw or semi-refined materials are not included within this land use type.	May include ancillary office uses up to a maximum of 20,000 s.f., or 20 percent of gross floor area, whichever is less.
Warehousing, including general warehousing, high-cube warehousing, refrigerated warehousing, distribution centers, e-commerce, and shipping/parcel delivery facilities Activities typically include, but are not limited to, warehousing, storage, freight handling, shipping, distribution, and storage and wholesaling of finished products as well as unfinished, raw, semi-refined products requiring further processing, fabrication, or manufacturing.	May include ancillary office uses up to a maximum of 20,000 s.f., or 20 percent of gross floor area, whichever is less.
Uses not listed above.	Uses not listed in Table 9-1 are prohibited, until and unless the Director of Community Development makes a similar use determination in compliance with Section 9.2.5.

Lot Dimensions, Building Height and Maximum Intensity

Required lot dimensions, building heights, and maximum permitted building intensities are specified in Table 9-2. The lot dimension requirements apply only to the creation of new parcels.

TABLE 9-2
LIGHT INDUSTRIAL LOT DIMENSIONS, BUILDING HEIGHT, AND MAXIMUM INTENSITY

Feature	Requirement
Lot Size	
Minimum	40,000 square feet
Maximum	N/A
Lot Dimensions	
Minimum width	150 feet
Minimum depth	150 feet
Development Intensity	
Maximum building height	75 feet
Maximum FAR	0.55

Light Industrial Setbacks and Outdoor Storage Areas

Table 9-3 specifies the setbacks for buildings. Table 9-4 specifies the setbacks for screen walls. Table 9-5 specifies the setbacks for parking areas. All required front and side setback areas shall be clear of all structures.

Trucks with trailers will be required to park on-site. Areas used for truck parking are permitted to use asphalt concrete, concrete, or other environmentally friendly type of parking material deemed suitable by the Director of Community Development. Outside storage functions within the truck yard are allowed, provided they are not visible from external areas.

TABLE 9-3
LIGHT INDUSTRIAL BUILDING SETBACKS (measured from property line)

Feature	Requirement
Jurupa Avenue	50 feet
Locust Avenue	75 feet
Armstrong Road	
Buildings up to 500,000 sf	25 feet
Buildings over 500,000 sf	100 feet
Alder Avenue	50 feet
Abutting Specific Plan boundary	40 feet
Abutting Industrial use	20 feet
Abutting open space area	50 feet

TABLE 9-4
LIGHT INDUSTRIAL SCREEN WALL SETBACKS (measured from property line)

Feature	Requirement
Jurupa Avenue	25 feet
Locust Avenue	20 feet
Armstrong Road	20 feet
Alder Avenue	20 feet
Abutting Specific Plan boundary	
Wall parallel to property line	50 feet
Wall perpendicular to property line	5 feet
All other locations	5 feet

**TABLE 9-5
LIGHT INDUSTRIAL PARKING SETBACKS (measured from property line)**

Feature	Requirement
Jurupa Avenue	25 feet
Locust Avenue	25 feet
Armstrong Road	25 feet
Alder Avenue	20 feet
Abutting Specific Plan boundary	10 feet
All other locations	5 feet

Light Industrial Parking and Loading

Per the City of Fontana Development Code, the Light Industrial area must have 1 parking space per 1,000 square feet of gross floor area for the initial 40,000 square feet of gross building area. Additionally, 1 space per 4,000 square feet of additional gross floor area greater than 40,000 square feet must be provided. Finally, for every 250 square feet of gross floor area of office space, an additional parking space must be provided. Within multi-tenant structures where multiple tenants and or uses occupy separate spaces within the same building, the parking shall be calculated based upon the floor area used by each tenant or use.

Table 9-6 contains a summary of the parking and loading standards for the Specific Plan area.

**TABLE 9-6
LIGHT INDUSTRIAL PARKING AND LOADING STANDARDS,**

Minimum Requirement	
Parking	<p>Warehouse Use</p> <p>1:1,000 s.f. of building for initial 40,000 s.f.</p> <p>. 1:4,000 s.f. per additional area greater than 40,000 s.f.</p> <p>. 1:250 s.f. office space</p> <p>Manufacturing, Assembly, and Similar Uses</p> <p>1:500 s.f. of building for initial 40,000 s.f.</p> <p>1:750 s.f. per additional area greater than 40,000 s.f.¹</p> <p>1:250 s.f. office space</p>
Loading	A sufficient number of loading docks and truck/trailer storage spaces shall be provided such that no loading occurs within a roadway right-of-way, drive aisle, or vehicular parking space.

Source: City of Fontana Development Code, 2017.

Per the City of Fontana Development Code, in no case are trucks to have to use a roadway right-of-way to maneuver into a loading space, including the necessity of having to back-in from a public right-of-way. There shall be adequate truck maneuvering area for the largest truck size anticipated for the subject warehouse development. Trucks utilizing loading areas shall not encroach upon drive aisles or parking spaces. Sufficient area shall be provided for the parking of empty or stored trailers.

Light Industrial Landscape Standards

This section provides the required minimum standards for all landscaped areas for each building site within the West Valley Logistics Center.

1. The “landscaped area” of a development site shall encompass those portions of the parcel not devoted to the building footprint, driveways, non-irrigated portions of parking lots, loading areas, approved storage areas, and hardscape areas such as driveways, drive approaches, sidewalks, etc. Decorative hardscapes such as cobble rock, decomposed granite, brickwork, stamped concrete, gravel, pavers, and water features used to enhance the site’s visual character are considered to be part of the landscape area.

¹ Alternatively, parking for the area over 40,000 square feet of building area may be provided at a rate of 1 space for each employee on the maximum shift as determined by the Community Development Director.

2. Landscape setbacks along public rights-of-way shall incorporate landscape buffers with undulating and variable height earth-mounding (berms), and/or low walls, and required plant materials as shown in Table 9-7, Landscape Standards.
3. Screen or other walls and wrought iron fencing shall be located behind landscape setback area(s).
4. The developer shall submit to the City's Department of Engineering, a Landscape Documentation Package that conforms to the Water Efficient Landscape Ordinance, in the Municipal Code, Chapter 28, Vegetation.
5. All new development landscaping shall comply with the standards shown in Table 9-7, Landscape Standards. Additional guidelines that should be considered are addressed in Chapter 3, Design Guidelines.
6. The recommended plant palette is set forth in Specific Plan Appendix 4. The plant palette is provided to ensure the installation of drought tolerant, water efficient landscaping that will provide wind breaks and thrive in the local climate conditions.

Table 9-6
Light Industrial Landscape Standards

Minimum Landscaped Area	
Mixture of turf, ground cover, trees, shrubs, and decorative hardscape features	<p>15% of total site area to be included in landscape area.</p> <p>Landscape area shall encompass all portions of site (1) not covered by buildings and structures; (2) areas used for truck staging, maneuvering, and loading/unloading; (3) approved outside storage, (4) pedestrian walkways; and (5) other activities associated with industrial operations.</p>
Decorative hardscape features	
Brick, stone, art, fountains, ponds, etc.	Maximum of 25% of the total landscape area provided.
Minimum plant sizes in landscape areas	
Trees	<p>50% - 15-gallon</p> <p>40% - 24-inch box</p> <p>10% - 30-inch box or greater</p>
Shrubs	<p>50% - 5-gallon</p> <p>50% - 1-gallon</p>
Groundcover	12-inch maximum on center spacing that will cover area within one year of planting

Street trees in parkways per Master Plan of Parkway Trees	1 tree of not less than 24-inch box for each 30 linear feet of street frontage
Landscape buffer in front setback area	1 tree and three 5-gallon shrubs for each 20 linear feet of street frontage Undulating earth berms (maximum 3:1 slope) with informal tree and shrub massing
Additional landscape requirements	1 tree and 8 shrubs for each 800 square feet of landscape area

Light Industrial Sign Standards

Signage is an important design element of the physical environment and an important aspect of business communication. The Specific Plan is committed to providing a visually attractive industrial warehouse development through appropriate signage.

Each sign shall be designed with the intent and purpose of relating to the architectural style of the main building or buildings upon the site, and to the extent not inconsistent with such style, the sign will be compatible with the style or character of existing improvements upon lots adjacent to the site. All signs shall be constructed in accordance with the City of Fontana Municipal Code Chapter 3 - Signs and Advertising, Section 116.

Wall Signs

- One wall sign is permitted on each building wall face fronting on a dedicated or private street or parking lot.
- Sign area shall in no event exceed one square foot of sign for each linear foot of building frontage and shall not exceed 100 square feet per sign.
- Maximum height of letters is 6 feet.
- Logos must be registered by the United States of America or the state and cannot exceed 6 feet in height.
- Channel letters are required.

Monument Signs

One monument sign may be placed near each entrance to the Specific Plan area to identify the "West Valley Logistics Center." In addition, one monument site each may be placed near the entrances to Parcels 1-7 to identify the businesses or uses within the parcel. The monument sign structure shall not exceed four feet in height or 30 square feet in sign area. The monument signs at the entries to the Specific Plan area shall include the "City of

Fontana.” A second monument sign may be permitted on parcels having more than one frontage, provided that the signs are located at least 300 feet apart. Monument signs shall not be permitted to impede line of sight of vehicles, as determined by the City Engineer, and must be placed a minimum of 5 feet behind the sidewalk and 20 feet away from any point of egress and ingress.

Temporary Signs

A temporary sign permit may be issued by the Planning Division per the City of Fontana Sign Code.

Illumination and Motion

Monument signs shall be nonmoving stationary structures. All components and illumination (if any) shall be maintained by artificial light (either internally or externally) which is stationary and constant in intensity and color at all times (non-flashing).

Maintenance

All signs and sign structures shall be periodically inspected and maintained at reasonable intervals, including the replacement of defective parts, painting, repainting, cleaning and other acts required to maintain the sign.

9.3.2 Open Space – Public Facilities

The Open Space - Public Facilities (OS-PF) land use designation accommodates the existing detention basin and stormwater basins proposed to support the Specific Plan area. Structures within this designation shall be limited to those consistent with the primary drainage management function of this land use designation.

- No buildings are permitted in the OS-PF zone. Thus, no building height, maximum coverage, parking, or outdoor storage requirements are included for OS-PF.
- Park and recreation uses are allowed, including facilities that accommodate passive and active uses such as athletic fields and courts, playgrounds, picnic areas, trails, or similar uses. Resource protection areas are also allowed within this zone.
- Per the City of Fontana Development Code, the parking space requirements for parks are 1 space per 4,000 square feet of total park area. No parking areas will be permitted or allowed within the detention basins.
- No loading areas will be permitted in the Open Space – Public Facilities Zoning District.
- Signs are prohibited within the OS-PF zone.

9.3.3 Open Space - Natural Area

The Open Space – Natural Area (OS-NA) land use designation accommodates those locations which have been designated for the conservation of environmental resources. No structures are appropriate within this designation, and all uses shall be consistent with the primary environmental resources protection function of this land use designation.

- No building height, maximum coverage, parking, or outdoor storage requirements are included for the OS-NA land use designation.
- Only structures and uses consistent with the natural open space character of the area are allowed.
- No parking or loading areas will be permitted within OS-NA land use designation.
- All signs are prohibited within the OS-NA land use designation.

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Chapter 10: Implementation

10.1 General Implementation Provisions

The Specific Plan is in conformance with the City of Fontana General Plan, as required by State law and the Fontana Municipal Code Division 9, Specific Plans. The Specific Plan will be adopted and may, from time to time, be amended by Fontana City Council by ordinance. Once the Specific Plan is approved, all buildings and roadways are to be constructed in accordance with the approved Site Plan, Design Regulations, and Development Standards set forth in this Specific Plan.

10.2 Specific Plan Administration

10.2.1 Specific Plan Amendment Procedures

Any proposed changes to this Specific Plan that would substantially alter the Conceptual Master Site Plan contained in this document or would modify its development standards or design guidelines shall require an amendment to the Specific Plan. Modifications to Specific Plan provisions addressing the design of streets, water, sewer, and drainage systems may be approved by the City Engineer as part of infrastructure improvement plans.

The Planning Commission and City Council shall find, in approving or conditionally approving an amendment, that there is not a conflict with the purpose and intent of this Specific Plan or the City of Fontana General Plan. Any amendment to this Specific Plan shall be processed pursuant to the following provisions:

- An amendment to a specific plan by an applicant shall require preliminary review by the Director of Community Development, filing an official application and required materials supporting the amendment, submittal of a fee deposit, Planning Commission review and recommendation, City Council review and final decision.
- The applicant's Specific Plan amendment shall be subject to the City's approval.

However, minor modifications and/or deviations to the Specific Plan may be approved by the Community Development Director as specified in the City's Development Code.

10.2.2 Substantial Conformance Determination

Substantial Conformance Determination - Purpose

The Substantial Conformance Determination is a mechanism to allow the approval of minor modifications for development under the Specific Plan. Substantial Conformance Determinations may include, but are not limited to, minor modifications to the Master Site Conceptual Plan, inclusion of land uses not specifically listed in the Specific Plan; modifications that might be necessary to comply with applicable infrastructure, public services and facilities requirements, and landscape palette; and other issues. Substantial Conformance Determinations shall not include modifications to the basic design of the Specific Plan area; significant changes to the height or bulk of the approved uses; or increases in the density or intensity of the approved uses, unless specifically permitted by the provisions of this Specific Plan.

The use of Substantial Conformance Determinations is intended to ensure orderly development, quality aesthetic design, and safe and harmonious placement of uses within the Specific Plan area. Substantial Conformance Determination (unless specifically noted otherwise) shall be made by the Community Development Director or designee administratively, without the need for a public hearing. Furthermore, the Substantial Conformance Determination will be final and not subject to appeal. In making a Substantial Conformance Determination, the Community Development Director or designee shall first make all of the required findings set forth in this section.

Guidelines for Substantial Conformance Determination

The following guidelines define the provisions of the Specific Plan subject to Substantial Conformance Determination, and the limits placed on the degree of variance from the provisions of the Specific Plan that can occur through the Substantial Conformance Determination procedure.

Permitted Land Uses

Land uses not listed as permitted in this Specific Plan may be permitted, subject to a Substantial Conformance Determination, provided that:

- The proposed use is compatible with the uses permitted described in this Specific Plan; and
- The proposed use is similar to and will not cause environmental impacts substantially greater than the other permitted uses set forth within this Specific Plan.

Infrastructure

Any modifications to the alignment of access roads; parking lot configurations, or adjustments to individual infrastructure facilities plans such as drainage, sewer, water, and utilities shall be subject to Substantial Conformance Determination by the Community Development Director or designee. Prior to a Substantial Conformance Determination, the Community Development Director or designee shall make the finding that the proposed modification will not result in any environmental impacts substantially greater than those which would occur in the absence of the Substantial Conformance Determination.

Conceptual Plans and Other Specific Plan Provision

Provisions of the Specific Plan including, but not limited to, minor modifications to the conceptual plans, architectural details; landscape palette; building size, height, bulk, and orientation; parking lot layout; and other plan details may be modified utilizing a Substantial Conformance Determination. In making such a determination, the Community Development Director or designee shall be required to find that the revisions requested under a Substantial Conformance Determination are consistent with the provisions of the General Plan and will not create impacts substantially greater than those that would have resulted from the original approval of the Specific Plan.

A maximum 10 percent modification to permitted lot coverage, setbacks, floor area (other than the maximum allowable with the Specific Plan area site), and fence and wall heights may be permitted subject to a Substantial Conformance Determination by the Community Development Director or designee. In making such a determination, the Community Development Director or designee shall be required to find that the revisions requested under Substantial Conformance Determination are consistent with the provisions of the General Plan and will not create impacts substantially greater than those that would have resulted from the original approval of the Specific Plan.

The required parking spaces may be reduced by the Community Development Director or designee subject to a Substantial Conformance Determination following preparation of a parking study that demonstrates the proposed reduction in parking spaces is justified based on the mix of uses within the Specific Plan area and the use of shared parking between those uses.

A comprehensive sign program may be submitted to the Community Development Director for a Substantial Conformance Determination. Upon approval by the Community Development Director as set forth above, any subsequent sign permit application that substantially complies with the comprehensive sign program shall be

shall be processed as a ministerial building permit and/or construction plan review. Any modifications to the sign program may be effectuated through a Substantial Conformance Determination.

10.2.3 Specific Plan Enforcement

The enforcement of the provisions of this Specific Plan shall be by the following:

- The City of Fontana Community Development Department shall enforce the site development standards and design guidelines set forth herein.
- The Planning Commission may review the appeal of any administrative interpretation of this Specific Plan. Likewise, any decision by the Planning Commission is subject to appeal to the City Council.
- The City of Fontana shall administer the provisions of this Specific Plan in accordance with the State of California Government Code, Subdivision Map Act, the City of Fontana General Plan, and the City of Fontana Municipal Code.
- The Specific Plan development procedures, regulations, standards, and specifications shall supersede the relevant provisions of the City's Municipal Code, as they currently exist or may be amended in the future.
- All regulations, conditions, and programs contained herein shall be deemed separate, distinct, and independent provisions of this Specific Plan. In the event that any such provision is held invalid or unconstitutional, the validity of all the remaining provisions of this Specific Plan shall not be affected.
- Any development regulation and building requirement not addressed in the Specific Plan shall be subject to all relevant City of Fontana ordinances, codes, and regulations.



SOURCE: ESRI, 2012; Google Earth Pro, 2016; Metis, 2017

West Valley Logistics Center . 211220

Figure 10-1
Development Areas

10.3 Project Phasing

Implementation of the Specific Plan will be accomplished in four general areas (see Figure 10-1):

- North of Alder Avenue, West of Locust Avenue (Buildings 1 and 2)
- South of Alder Avenue, West of Locust Avenue (Buildings 3 and 4)
- South of Alder Avenue, East of Locust Avenue (Buildings 5 and 6)
- South of Jurupa Avenue, East of Locust Avenue (Building 7)

The development order of these areas is not chronologically fixed and may occur in any order. Individual building sites within each of these areas need not be constructed concurrently and may occur in any order.

10.3.1 General Requirements for Development Phasing

The following requirements apply to each increment of development within the Specific Plan area.

- Because of the interrelated nature of site grading, a mass grading program for the Specific Plan area is required. Thus, the development areas for Buildings 1-6 within the West Valley Logistics Center Specific Plan will be graded and readied for construction at a single time.
- Once grading is completed and infrastructure is installed, development of individual building sites within the Specific Plan area may proceed in any order as the market demands.
- Prior to issuance of the first certificate of occupancy within any of the Specific Area development areas, the following improvements shall be completed:
 - Roadway improvements along:
 - Jurupa Avenue
 - Locust Avenue (one lane in each direction; roadway to be widened at such time as traffic warrants)
 - Offsite roadways connecting the Specific Plan area to area freeways as specified in the Specific Plan Traffic Management Plan
 - All required water and sewer improvements outside of the Specific Plan
 - Detention basins necessary to retain runoff within the Specific Plan area
- Adequate water, sewer, drainage, and other utilities facilities shall be installed to serve each increment of development to the satisfaction of the City Engineer.
- Required streetscape improvements along Specific Plan roadways shall be installed concurrent with roadway improvements.

- Detention basins required to eliminate increased runoff from individual buildings sites shall be installed as part of the development of those individual buildings sites.
- Appropriate deed restrictions shall be recorded to ensure that the Open Space-Natural Area portion of the site is retained in permanent open space, and that the avian movement area described in Chapter 7 is maintained.

10.3.2 Area North of Alder Avenue, West of Locust Avenue (Buildings 1 and 2)

In addition to the general phasing requirements set forth in Section 10.3.1, the following improvements shall be provided as part of the development of the area North of Alder Avenue, West of Locust Avenue:

- Roadway improvements along Alder Avenue, unless already installed.
- Adequate water, sewer, drainage, and other utilities facilities shall be installed to serve Buildings 1 and 2 to the satisfaction of the City Engineer. These facilities shall be completed and operational prior to issuance of the first certificate of occupancy.

10.3.3 Area South of Alder Avenue, West of Armstrong Road (Buildings 3 and 4)

- Roadway improvements along Alder Avenue, unless already installed.
- Adequate water, sewer, drainage, and other utilities facilities shall be installed to serve Buildings 3 and 4 to the satisfaction of the City Engineer. These facilities shall be completed and operational prior to issuance of the first certificate of occupancy.

10.3.4 Area South of Alder Avenue, East of Armstrong Road (Buildings 5 and 6)

- Adequate water, sewer, drainage, and other utilities facilities shall be installed to serve Buildings 5 and 6 to the satisfaction of the City Engineer. These facilities shall be completed and operational prior to issuance of the first certificate of occupancy.

10.3.5 Area South of Jurupa Avenue, East of Locust Avenue (Building 7)

- Adequate water, sewer, drainage, and other utilities facilities shall be installed to serve Building 7 to the satisfaction of the City Engineer. These facilities shall be completed and operational prior to issuance of the first certificate of occupancy.

10.4 Project Maintenance

A Maintenance District is to be established to provide maintenance for Alder Avenue, onsite detention basins and streetscape landscaping.

10.5 Financing of Project Infrastructure

The financing of construction, operation and maintenance of public improvements and facilities may include funding through a combination of financing mechanisms. In order for development of the Specific Plan area to be fiscally self-sufficient, the following financing options can be considered for implementation.

Facilities and Services

- Private capital investment for the construction of facilities.
- Community Facilities District (CFD) or other special district, to provide funding for the construction of a variety of public facilities and the provision of public services.

Maintenance of Alder Avenue and Streetscape Landscaping

- By private property owners' association.
- Landscape maintenance district.

10.6 Mitigation Requirements

Mitigation requirements will be established through the environmental documentation process. Pending completion of the Final EIR, relevant sections will be incorporated into the West Valley Logistics Center Specific Plan, as included in Appendix A-6, CEQA Compliance.

APPENDIX A-1

General Plan Compliance

City of Fontana General Plan Statement of Consistency

Purpose of this Appendix

The purpose of this appendix is to identify consistency between the West Valley Logistics Center Specific Plan and the City of Fontana's General Plan, as is required by the California Government Code.

Legal Framework for Consistency

A specific plan is a detailed land use plan that covers a selected area of a jurisdiction for the purpose of implementing a general plan. State and local regulations require consistency between these two planning documents. Consistency is defined by the Governor's Office of Planning and Research as follows. "An action, program or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment".

California State law authorizes cities with General Plans to prepare and adopt Specific Plans (Government Code § 65450 – § 65457). The California Government Code states, "after the legislative body has adopted a general plan, the planning agency may, or if so directed by the legislative body, shall, prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan" (§ 65450) and that "no specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan" (§ 65454). A statement of consistency between an area's General Plan and the policies in the proposed Specific Plan is required by section 65451.(b) of the California Government Code which states, "the specific plan shall include a statement of the relationship of the specific plan to the general plan".

The City of Fontana Zoning and Development Code Sections 30-61 and 30-62, specify the purpose, requirements, regulations, and procedures for preparation of a Specific Plan in the City of Fontana. The submittal requirements outlined by these code sections call for a Specific Plan to include, "Planning framework including background and project history, purpose, existing and proposed on and off-site land uses, general plan conformance, [and] general plan consistency...".

In response to government requirements, the West Valley Logistics Center Specific Plan has been prepared to provide the essential link between City of Fontana General Plan policies and actual development in the Specific Plan area. The West Valley Logistics Center Specific Plan has been prepared in accordance with the provisions of California Government Code §65450 – § 65457 and the City of Fontana Code sections 30-61 and 30-62.

Document Organization

The following section, organized by General Plan element, states the goals and objectives outlined in Fontana's General Plan. Each General Plan goal is followed by a consistency statement highlighting the

provisions of the Specific Plan that will further the objectives and policies of the General Plan and not obstruct their attainment.

LAND USE ELEMENT

Goal #1:

Land Use in our community is balanced between residential, commercial, industrial, open space and recreational land uses that are developed to high standards of quality and provide diverse economic, social, and cultural opportunities for our citizens and those who wish to invest here.

Consistency Statement:

The Specific Plan supports logical, balanced growth in the southeastern Fontana area by providing employment-generating light industrial warehousing development. The Specific Plan will further this General Plan goal by adding diversity to the southeastern portion of the City, and establishing necessary development standards and guidelines for a high quality, well-designed logistics center that will be compatible with surrounding land use.

An amendment to the General Plan land use map from residential to light industrial (LI) will make the Specific Plan consistent with the Land Use Element of the General Plan.

Goal #2:

Quality of life in our community is supported by development that avoids negative impacts on residents and businesses and is compatible with, and enhances, our natural and built environment.

Consistency Statement:

With substantial building setbacks and carefully designed landscaped buffers and parkway improvements along Armstrong Road, Locust Avenue, Alder Avenue, and parts of Jurupa Avenue; preservation of hillside and habitat areas in natural open space; and enhanced plantings along the perimeter of the Specific Plan area, the West Valley Logistics Center will blend into the existing natural and built-out areas of the City and surrounding unincorporated areas.

Goal #3:

Our community is developing in a unified, orderly, logical, environmentally sound manner, which ensures that the City is unified and accessible to all residents, and results in economically sound commercial areas, vibrant neighborhoods, and jobs rich centers.

Consistency Statement:

This West Valley Logistics Center Specific Plan is a key tool in implementing orderly development that is environmentally and economically sound. Design and development of all elements within the Specific Plan helps to implement an attractive project on an undeveloped site. The warehousing industrial development also provides employment opportunities as well as open space near developed residential areas.

CIRCULATION ELEMENT

Goal #1:

A balanced transportation system for Fontana is provided that meets the mobility needs of current and future residents and ensures the safe and efficient movements of vehicles, people and goods throughout the City.

Consistency Statement:

The West Valley Logistics Center will be responsible for improvements to the area's circulation system needed to maintain applicable roadway performance standards. In addition, the West Valley Logistics Center will provide roadway improvements needed to support truck travel between the logistics center and the area's freeway system. These improvements will contribute to the safe and efficient movement of vehicles, people, and goods within the City and adjacent communities.

Goal #2:

A regional network of multi-modal transportation facilities including an improved citywide public transit system is provided that ensure the safe and efficient movement of vehicles, people and goods throughout the City of Fontana and to and from the region, and provides mobility to all City residents and helps reduce vehicular trips City-wide.

Consistency Statement:

The roadway improvements provided by the West Valley Logistics Center will include sidewalks for pedestrians and signage for Class III bicycle routes, as well as other traffic features contributing to the mobility and safety of vehicular and non-vehicular traffic.

Goal #3:

A circulation system is provided that reduces conflicts between commercial trucking, private/public transportation and land uses.

Consistency Statement:

The West Valley Logistics Center Specific Plan sets forth a Traffic Management Plan to minimize potential conflicts between the truck traffic that will be generated by the logistics center and the surrounding community. This plan includes provisions for routing of trucks between the logistics center and area freeways, along with roadway improvements along those routes to provide for the turning movements and roadway pavement sections needed to accommodate West Valley Logistics Center's truck traffic.

COMMUNITY DESIGN ELEMENT

Goal #1:

Our City has a unified overall community image and appearance with distinct districts and neighborhoods.

Consistency Statement:

The West Valley Logistics Center Specific Plan's design guidelines are designed to ensure a cohesive and attractive warehouse/distribution facility. The development standards and guidelines set forth in the Specific Plan are more stringent than those contained in the City's Development, recognizing the site's proximity to existing residential neighborhoods, and address:

- Promoting compatibility with surrounding neighborhoods;
- Employing high quality architecture to define the site's character;
- Facilitating safe access for vehicles, pedestrians, and bicycles;
- Providing landscape design supportive of the site's character and the character of the surrounding community; and
- Improving the streetscape experience.

Because of the evolving nature of architectural design, adherence to the guidelines for landscape elements, hardscape elements, and monument signage are important in creating a positive visual identity for the West Valley Logistics Center and surrounding neighborhoods.

Goal #2:

We preserve and use our open spaces as recreational amenities, visual boundaries and view corridors.

Consistency Statement:

The West Valley Logistics Center Specific Plan retains hillside areas in natural open space, and protects access to trails within the Specific Plan area.

Goal #3:

The major arterial thoroughfares of the City contribute to the overall image and diverse character of the community.

Consistency Statement:

The major arterial roads on or adjacent to the project site will include improvements consistent with the City's Circulation Master Plan including right-of-way width, sidewalks, and medians contributing to the overall image of the City.

Goal #5.1:

Existing and new development reflects extensive use of high-quality, contemporary design, incorporating unifying, community-wide design elements.

Consistency Statement:

They provide specific design criteria for proposed warehousing development, and encourage creativity, imagination, and a high level of harmony and consistency with the surrounding community. The development standards and guidelines set forth in the Specific Plan are more stringent than those contained in the City's Development, recognizing the site's proximity to existing residential neighborhoods. Adherence to the Design Guidelines will create a desirable asset to the community and enhance the project's overall value.

Goal #5.2:

Neighborhood organization and design reflect diverse and high quality development standards, strong integration into the broader community, and energy-efficient environmental siting standards.

Consistency Statement:

The West Valley Logistics Center Specific Plan Design Guidelines provide for an attractive, urban feeling that is compatible with its surroundings and enhances the aesthetics of its location in south

Fontana. The proposed design standards and landscape treatments are attractive from both within the development and outside of the community, and specifically address compatibility with the surrounding community. Siting a high-quality warehousing center close to a large employee base, truck routes, and interstate freeways contributes to energy-efficient siting standards.

Goal #6:

Conflict and spillover effects at the interface of differing land uses are minimized with appropriate design standards.

Consistency Statement:

West Valley Logistics Center Specific Plan Design Guidelines sets forth development standards and guidelines that recognize the interface between proposed industrial warehousing uses and existing residential neighborhoods. The potential for conflicts and spillover effects are minimized through development standards that are more stringent than those set forth in the Fontana Development Code for industrial uses, including a reduction in the maximum allowable building height from 100 feet in the Development Code to 75 feet in the West Valley Logistics Center Specific Plan. Setbacks adjacent to roadways and the residentially zoned properties are increased in the Specific Plan as compared to the standards set forth in the City's Development Code.

Development standards for plantings, walls, rooftops, streetscapes, colors, and other design elements will ensure a cohesive interface of surrounding residential, commercial, and open space land uses. Landscaping will be provided in nine general locations, including native habitat open space, slopes adjacent to native habitat open space, interior slopes, stormwater basins, streetscapes, hardscapes, planting around buildings, and parking lots.

All lighting will be designed and located to confine direct rays within the Specific Plan area, and not create glare to private streets or to nearby residential or open space uses. All exterior lighting will be adequately controlled and shielded to prevent glare and undesirable illumination to adjacent properties or streets.

Building materials and colors are key design elements in establishing an identity for the complexes within the Specific Plan area. While many materials and colors are appropriate for a particular building or segment, the amount of different materials and colors should be limited to 3-4 per building. Unfinished exterior surfaces are not allowed. All visible components of the building must be treated and finished in a manner consistent with the overall architectural expression.

ECONOMIC DEVELOPMENT ELEMENT

Goal #1:

A sustainable balance of residential, commercial and industrial uses supports our City's economy.

Consistency Statement:

The West Valley Logistics Center meets a growing demand for logistics space within the Inland Empire, and brings additional commerce and employment opportunities to Fontana.

Goal #2:

Fontana's industrial/manufacturing employment base is expanding and diversified.

Consistency Statement:

The West Valley Logistics Center provides meets a growing demand for logistics space within the Inland Empire, and brings additional commerce and employment opportunities to Fontana. The site plan includes varying building sizes to provide opportunities for different types of businesses to lease or own warehouse space in Fontana.

Goal #5:

Expanded commercial development at key locations throughout the City serves the needs of the community and captures earlier revenue losses to surrounding areas.

Consistency Statement:

By expanding the area's employment base and bringing new businesses to the community, the West Valley Logistics Center expands the support base for new commercial development in Fontana. The Specific Plan also provides a positive asset and revenue base for the City.

Goal #7:

Fontana's Economic Strategy continues to succeed in strengthening and diversifying our economic base, stimulating economic vitality, and making the City a net importer of dollars.

Consistency Statement:

The West Valley Logistics Center contributes to Fontana's Economic Strategy, and will assist in stimulating economic vitality and importing dollars into the community by bringing new businesses into the City and expanding its employment base.

PUBLIC FACILITIES, SERVICES & INFRASTRUCTURE ELEMENT

Goal #2:

Our law enforcement and fire protection services meet our population's public safety needs and contribute to a sense of safety and high quality of life in our community.

Consistency Statement:

The additional law enforcement and fire protection service demand created by development of the West Valley Logistics Center Specific Plan is covered by current levels of service provided by the City of Fontana. The Specific Plan complies with the City's Crime Prevention through Environmental Design guidelines and will implement measures to minimize crime occurrences and the need for additional police protection services, which includes: a comprehensive security plan that involving security related design, uniformed security, and video monitoring; a graffiti removal plan; establishment of a Business Coalition/Neighborhood Watch program, and a comprehensive traffic control plan. In addition, the Specific Plan will implement fire related design features that will meet the requirements of the Fontana Fire Protection District (FFPD).

Goal #5:

Careful planning ensures the timely, logical and cost-effective development of infrastructure facilities in our City.

Consistency Statement:

The West Valley Logistics Center will be responsible for installation and construction of new water and sewer facilities as well as street improvements. These improvements represent a logical, cost-effective extension of existing facilities in that area filling in an undeveloped site near existing roads, residential, and other development. All facilities will be constructed and maintained in accordance with applicable standards.

Goal #6:

Our City manages its wastewater in an environmentally sound and cost-effective manner.

Consistency Statement:

The West Valley Logistics Center Specific Plan makes use of existing sewer and water facilities and infrastructure near the site as well as extends those facilities into the site by installing new water and sewer lines. Water and sewer facilities will be installed in accordance with the requirements and specifications of the West Valley Water District's WVWD's 2012 Water Master Plan, City of Fontana Sewer Master Plan, State Department of Health Services, and the San Bernardino County Health Department.

Goal #8:

Our City's flood control and drainage system is equitably financed and offers exceptional protection of lives and property over a full range of minor to major floods.

Consistency Statement:

The West Valley Logistics Center will retain its drainage onsite. Most the drainage will be retained in an existing basin that will be improved by the Logistics Center. In addition, run-off retention and on-site water filtration/stormwater treatment features and bioswales will be a part of the overall landscape design.

Goal #9:

Public utility companies provide contemporary levels of service in our community at competitive rates.

Consistency Statement:

Public utility service will be provided in the West Valley Logistics Center Specific Plan area, consistent with City of Fontana and utility company requirements.

Goal #10:

Our City uses the latest in communication technology to conveniently link homes, businesses, schools and public facilities to a dynamic community Intranet.

Consistency Statement:

Building sites within the West Valley Logistics Center will be provided with access to high-speed internet infrastructure.

OPEN SPACE AND CONSERVATION ELEMENT

Goal #1.1:

Preserve Natural Open Space in the San Gabriel Mountains and Jurupa Hills

Consistency Statement:

The West Valley Logistics Center Specific Plan preserves its hillside areas in natural open space, and preserves views of the dramatic topography of the San Gabriel Mountains and Jurupa Hills.

Goal #1.2:

Conserve Natural Habitat and Protect Rare, Threatened and Endangered Species

Consistency Statement:

The West Valley Logistics Center concentrates development in the flatter portions of the project Specific Plan area. Approximately 55.23 acres of the hillside area where most of the natural habitat and sensitive species may be found will be preserved. An environmental review of the West Valley Logistics Center Specific Plan area was conducted and mitigation measures will be implemented to minimize impacts to biological resources.

Goal #2.1:

Provide public access to and allow joint recreational use of utility corridors, wherever feasible.

Consistency Statement:

As part of the Specific Plan, the existing 1.54-acre utility easement on the northern portion of the area and the SCE Easement located at the southernmost portion of the area will be retained for potential recreational uses. Access to existing trails will also be maintained.

Goal #3.1:

Maximize efficient allocation and water resource use for existing and future water consumers.

Consistency Statement:

The West Valley Logistics Center Specific Plan provides for water conservation through requirements for drought-tolerant landscaping and low volume irrigation pursuant to Title 24 and CAL Green standards. Any water features built in the specific plan area will be designed to minimize the use of excessive amounts of water.

Goal #3.2:

Protect water resources in the planning area from urban runoff and other potential pollution sources.

Consistency Statement:

Stormwater runoff will be directed to an existing detention basin to the east of the site, thereby preventing flooding in the event of heavy or extended rainfall. There are no known natural streams or water resources in the Specific Plan area. Site Design Best Management Practices will be included in the project-wide Storm Water Quality Management Plan and will include Low Impact Development standards. This includes run-off retention and on-site water filtration/stormwater treatment features and bioswales being part of the overall landscape design.

Goal #4.1:

The City will seek to identify and inventory all historical and archaeological resources within the City boundaries and its sphere of influence.

Goal #4.2:

The City will encourage and support the preservation, rehabilitation, and/or restoration of historical and archaeological resources within the City boundaries and its sphere of influence.

Consistency Statement (for Goals 4.1 - 4.2):

The West Valley Logistics Center Specific Plan EIR conducted an inventory of historical and archaeological resources within the Specific Plan area through records searches, examination of maps, and field surveys. There were no indications of cultural resources. Correspondence with the Native American Heritage Commission also concluded that there were no sacred lands recorded in the sacred lands files.

The West Valley Logistics Center will be constructed in accordance with regulations relating to any potentially significant archaeological resources discovered during implementation. If buried cultural resources are inadvertently discovered, mitigation measures are in place to stop work in the area of the find until a qualified archaeologist can assess the significance of the find.

Goal #4.3:

The City will seek to integrate preservation of historical and archaeological resources into economic development strategy.

Consistency Statement:

There are no indications of cultural resources within the Specific Plan area.

Goal #4.4:

The City will seek to increase public awareness and enjoyment of Fontana's heritage.

Consistency Statement:

There are no resources related to Fontana's heritage within the Specific Plan area.

PARKS, RECREATION, AND TRAILS ELEMENT (PARKS AND RECREATION)

Goal #2:

Adequate parks, recreation facilities and after-school programs are provided in newly developed areas of our City.

Consistency Statement:

No City parks are proposed as part of the Specific Plan. However, recreation will continue to be allowed in the existing utility easement areas, and the West Valley Logistics Center will retain access to existing parks and trails, including the Jurupa Hills Trail and SCE Easement Trail.

Goal #3:

Our parks will be safe and well-maintained.

Consistency Statement:

City parks are not proposed as part of the Specific Plan. However, recreation will continue to be allowed in the existing utility easement areas, and the Specific Plan will retain access to existing parks and trails, including the Jurupa Hills Trail and SCE Easement Trail.

PARKS, RECREATION, AND TRAILS ELEMENT (TRAILS)

Goal #1:

There is extensive use of non-motorized transportation, such as bicycles, equestrian, and pedestrian activity, throughout our City for recreation, access to community facilities, and even local commuting.

Consistency Statement:

The West Valley Logistics Center Specific Plan includes construction of sidewalks along Locust Avenue, Alder Avenue, and Armstrong Road to facilitate pedestrian access throughout the Specific Plan area. Signs will be posted along roadway in the Specific Plan area to create Class III bicycle routes. The Specific Plan will retain access to the existing Jurupa Hills Trail and SCE Easement Trail.

Goal #2:

Bicycle and trail systems are connected to neighboring city facilities and to the regional network of trail and bikeways.

Consistency Statement:

Roadways within the Specific Plan area will be provided with signs to function as Class III bicycle routes. In addition, the Specific Plan will retain access to the Jurupa Hills Trail and SCE Easement Trail Bicycle. Sidewalks along Locust Avenue, Alder Avenue, and Armstrong Road would facilitate pedestrian movement throughout the Specific Plan area.

Goal #3:

Proper design, development and maintenance standards for bikeways and trails are used for all trails and bikeways within our City.

Goal #4:

Our City's bikeways and trails are uniformly safe and accessible.

Consistency Statement (Goals #3 and #4):

Roadways and signage to create Class III bicycle routes within the West Valley Logistics Center will meet applicable City standards.

Goal #5:

Our system of bikeways and trails is benefited by efficient use of utility easements, flood-control easements and railroad rights-of-way.

Consistency Statement:

Use of utility easements, flood control easements, and railroad rights of way are not proposed as part of the West Valley Logistics Center Specific Plan. The existing 1.54-acre utility easement in

the northern portion of the Specific Plan area and the SCE Easement located at the southernmost portion of the area will be retained for potential recreational uses.

SAFETY ELEMENT

Goal #1:

Injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, earthquake-induced landslides, and other earthquake-induced ground deformation are minimized in our City.

Goal #2:

The risk to life or limb, and property damage resulting from geologic hazards is minimized in our City.

Goal #3:

Injury, loss of life, property damage, and economic and social disruption caused by flood and inundation hazards are minimized in our City.

Goal #4:

Threats to public and private property from urban and wildland fire hazards are reduced in our City.

Consistency Statement (Goals 1-4):

The West Valley Logistics Center will be developed in accordance with the Uniform Fire Code and the Municipal Fire Code for new construction in fire hazard areas. Adequate police and fire protection will be available to the site, consistent with City of Fontana requirements. The portion of Specific Plan area prone to wildland fire hazards will remain in natural open space, and will be buffered by setbacks from buildings.

The circulation system for the logistics center has been designed to facilitate emergency access consistent with the City of Fontana's Public Services requirements. The warehouse buildings proposed by the Specific Plan requires will be fire resistant and provided with fire suppression systems.

The WVLC Specific Plan site design incorporates appropriate grading and development design standards to protect the community from seismic, flood, and geological hazards.

Goal #5:

The potential for hazardous contamination is reduced in our City.

Consistency Statement:

The West Valley Logistics Center will be developed and operated in accordance with City of Fontana and San Bernardino County standards, and will comply with all state and federal standards to prevent hazardous contamination.

Goal #6:

Plans for emergency response and recovery from natural and urban disasters are prepared for our City.

Consistency Statement:

The West Valley Logistics Center will be developed in accordance with the Uniform Fire Code and the Municipal Fire Code for new construction in fire hazard areas. Adequate police and fire protection will be available to the site, consistent with City of Fontana requirements. The circulation system for the project has been designed to facilitate emergency access consistent with the City of Fontana's Public Services requirements.

The West Valley Logistics Center's site design incorporates appropriate grading and development design standards to protect the community from seismic, flood, and geological hazards.

NOISE ELEMENT

Goal #1:

Our City protects its sensitive land uses from excessive noise through diligent planning.

Consistency Statement:

The development standards set forth in the West Valley Logistics Center Specific Plan incorporate both State of California and City of Fontana interior and exterior noise standards for the development of light industrial areas, including standards protective of adjacent residential neighborhoods. Proper sound attenuation will be provided by a combination of building setbacks, building location, and landscaping throughout the site.

Goal #2:

Our City has a diverse and efficiently operated ground transportation system that generates the minimum feasible noise on its residents.

Consistency Statement:

Major arterials and roadways are located on the periphery of the site providing sound attenuation from the site. Noise analyses conducted as part of the Specific Plan EIR confirm that significant noise impacts will not result from development of the West Valley Logistics Center.

Goal #3:

Our City's residents are protected from the negative effects of "spill over" noise in our community.

Consistency Statement:

Major arterials and roadways are located on the periphery of the site providing sound attenuation from the site. The Specific Plan includes perimeter walls with a maximum height of 16 feet facing a public right of way, and may berm up to allow 14 feet of exposure on the inward-facing side. Walls and berming will be used to screen noise generated from the Specific Plan area. In addition, planting materials will be installed to provide a buffer against noise and should be integrated with walls or fences to achieve desired sound reduction.

AIR QUALITY ELEMENT**Goal #1:**

Air quality improvements are achieved in our City while continued economic growth has been sustained.

Goal #2:

Our City has a diverse and efficiently operated ground transportation system that generates the minimum feasible pollutants.

Goal #3:

A concerted effort to reduce energy consumption in our City results in reduced emissions.

Goal #4:

The minimum practicable particulate emissions are released in our City from construction and operation of roads and buildings.

Consistency Statement (Goals 1-4):

The impacts affecting air quality and area traffic volumes and level of service were identified. The Specific Plan requires limitation of engine idling in compliance with Title 13 of the California Code of Regulations and the project will request contractors and building operators (by contract specifications) that on-road heavy-duty diesel trucks with a gross vehicle weight rating greater than 14,000 pounds will have a 2010 model year engine or newer or will be equipped with a particulate matter trap, as available. In addition, the EIR for the West Valley Logistics Center identifies all feasible mitigation measures and requires they be implemented to reduce air quality impacts.

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APPENDIX A-2

Property Ownership

The Assessor Parcel Numbers included in the property owned by UST-CB Partners, LLP. on the West Valley Logistics Center Specific Plan include:

- 0194-401-04-0000
- 0194-401-05-0000
- 0194-401-09-0000
- 0256-131-11-0000
- 0256-131-12-0000
- 0256-131-13-0000
- 0256-131-14-0000
- 0256-131-15-0000
- 0256-131-05-0000
- 0256-141-36-0000
- 0256-141-38-0000
- 0256-141-39-0000
- 0256-141-41-0000

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APPENDIX A-3

Adopting Ordinance


The adopting Ordinance and GPA Resolution will be included after approval.

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APPENDIX A-4

Plant Palette

WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
Trees			
	<i>Arbutus unedo</i>	Strawberry Tree	
	<i>Cercis occidentalis</i>	Western Redbud	

WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Chitalpa</i> <i>Tashkentensis</i>	Chitalpa	
	<i>Heteromeles</i> <i>arbutifolia</i>	Toyon	



WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Koelreuteria bipinnata</i>	Chinese Flame Tree	
	<i>Lagerstroemia indica</i>	Crape Myrtle	




WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Leptospermum laevigatum</i>	Australian Tea Tree	
	<i>Pinus canariensis</i>	Canary Island Pine	
	<i>Pinus halepensis</i>	Aleppo Pine	


WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Pinus eldarica</i>	Afgan Pine	
	<i>Platanus acerifolia</i>	London Plane Tree	



WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Platanus racemosa</i>	California Sycamore	
	<i>Populus nigra 'italica'</i>	Lombardy Poplar	
	<i>Prunus calleryana</i> 'Arisocrat'	Callery Pear	

WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Pyrus kawakamii</i>	Evergreen Pear	
	<i>Quercus agrifolia</i>	Coast Live Oak	

WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Quercus ilex</i>	Holly oak	
	<i>Raphiolepis</i> 'Majestic Beauty'	India Hawthorne – Standard	
	<i>Rhus lancea</i>	African Sumac	




WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Schinus molle</i>	California Pepper Tree	
	<i>Senna Artemisioides</i>	Feathery Cassia	
	<i>Tristania conferta</i>	Brisbane Box	

WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Washingtonia filifera</i>	California Fan Palm	
	<i>Washingtonia robusta</i>	Mexican Fan Palm	




WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
Shrubs			
	<i>Agave vilmoriniana</i>	Octopus Agave	
	<i>Alyogyne huegelii</i>	Blue Hibiscus	
	<i>Baccharis pilularis</i> 'Pigeon Point'	Coyote Brush	



WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Carex praegracilis</i>	Clustered Field Sedge	
	<i>Cistus purpureus</i>	Rockrose	
	<i>Cotoneaster horizontalis</i>	Rock Cotoneaster	



WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Dasyllirion wheeleri</i>	Desert Spoon	
	<i>Dietes bicolor</i>	Fortnight Lily	
	<i>Hesperaloe parviflora</i>	Red Yucca	




WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Lantana Camara</i>	Bush Lantana	
	<i>Lavendula angustifolia</i>	Lavender	


WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Leptospermum scoparium</i>	New Zealand Tea Tree	
	<i>Leucophyllum frutescens</i> 'Green Cloud'	Texas Ranger	

WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Lonicera japonica</i> 'Halliana'	Hall's Japanese Honeysuckle	
	<i>Muhlenbergia rigens</i>	Deer Grass	
	<i>Pennisetum</i> <i>setaceum</i> 'Cupreum'	Purple Fountain Grass	


WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Pittosporum tobira</i> <i>variegate</i>	Pittosporum	
	<i>Pittosporum tobira</i> "Wheeler's Dwarf"	Dwarf Pittosporum	
	<i>Pyracantha</i> 'Ruby Mound'	Firethorn	

WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Rhamnus californica</i> 'Mound San Bruno'	California Coffeeberry	
	<i>Raphiolepis indica</i>	India Hawthorne	
	<i>Ribes aureum</i>	Golden Current	




WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Rhus ovata</i>	Sugar Bush	
	<i>Rosa banksiae</i>	Lady Banks' Rose	
	<i>Rosmarinus officinalis</i>	Rosemary	

WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Salvia apiana</i>	White Sage	
	<i>Salvia greggii</i> 'Navajo Red'	Autumn Sage	
	<i>Tecomaria capensis</i>	Cape Honeysuckle	

WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Westringia fruticosa</i>	Coast Rosemary	
Groundcover			
	<i>Acacia redolens</i>	Acacia	
	<i>Ceanothus griseus horizontalis</i> 'Yankee Point'	Carmel Mountain Lilac	


WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Cistus</i> 'Sunset'	Cistus Hybrid 'Sunset'	
	<i>Lantana</i> <i>montevidensis</i>	Trailing Lantana	
	<i>Myoporum</i> <i>parvifolium</i> 'Putah Creek'	Myoporum	




WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Rosmarinus officinalis prostrates</i>	Prostrate Rosemary	



Riversidean Sage Scrub

	<i>Acmispon glaber</i>	Deerweed	
	<i>Artemisia californica</i>	California sagebrush	
	<i>Bebbia juncea</i>	Sweetbush	

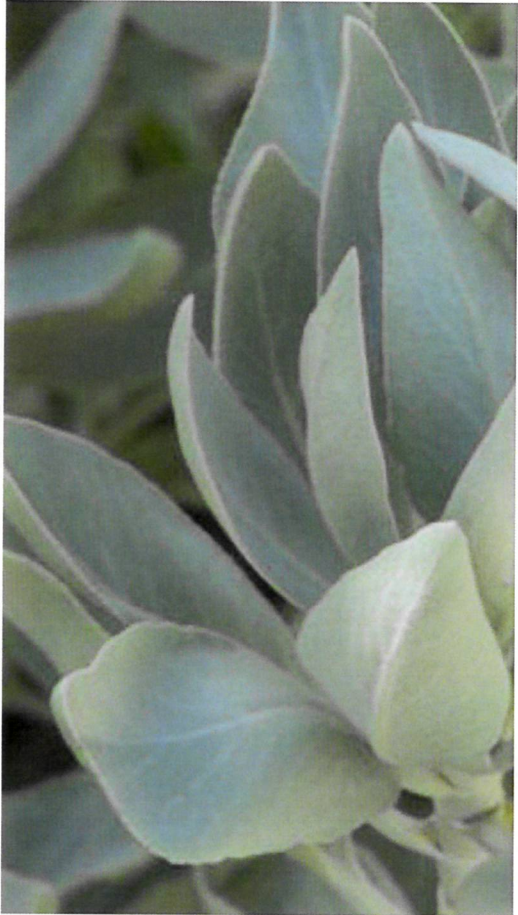
WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Croton californicus</i>	California croton	
	<i>Encelia farinose</i>	Brittlebush	
	<i>Eriogonum fasciculatum</i>	California buckwheat	

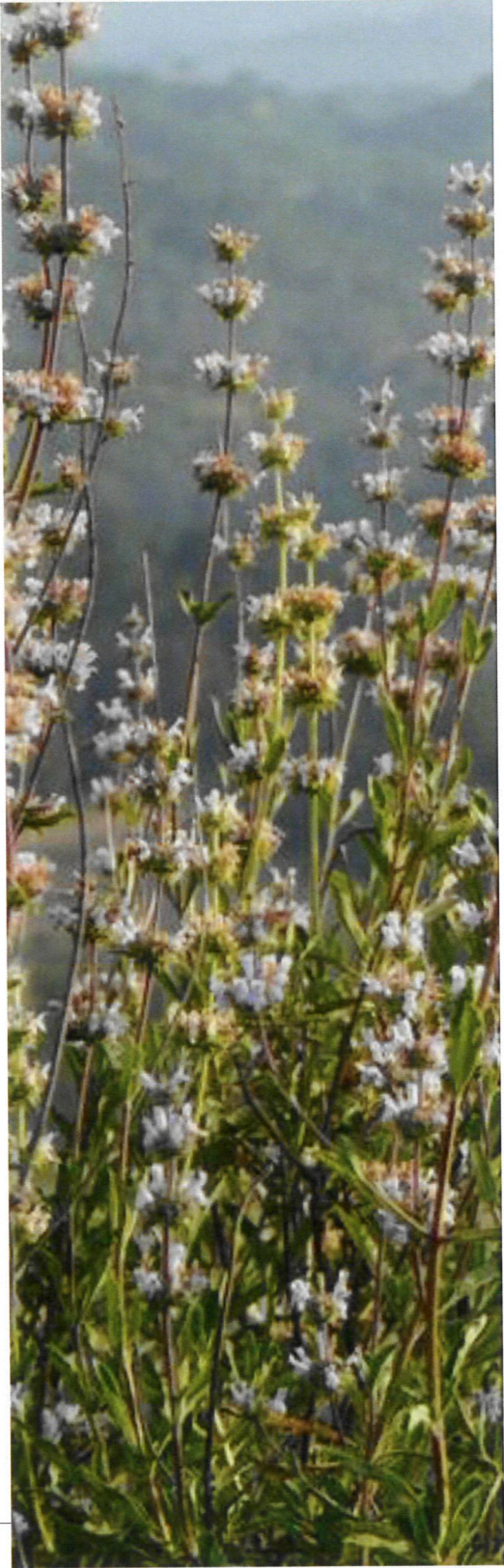
WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Opuntia littoralis</i>	Coastal pricklypear	
	<i>Opuntia</i> spp. cholla		

WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	<i>Salvia apiana</i>	White sage	

WEST VALLEY LOGISTICS CENTER PLANT PALETTE

Plant Type	Scientific Name	Common Name	Photo
	Salvia mellifera	Black sage	

APPENDIX A-5

Definitions

Purpose

The purpose of this section is to promote consistency and precision in the application and interpretation of development and zoning terms and definitions. The meaning and construction of words and phrases defined in this section shall apply in regards to all development within the Planning area, except where the context and usage of such words or phrases clearly indicates a different meaning or construction intended in that particular case.

Definitions

The following definitions shall apply to the WVLC Specific Plan.

Abutting - having lot lines or zone boundaries in common.

Acreage, gross - all land within a defined area, including private and public ownerships, rights-of-way, easements, etc., measured to centerline of street.

Addition - any construction that is attached to an existing building and which increases the size of a building or facility in terms of site coverage, height, length, width, or gross floor area.

Adjusted gross acreage (net acreage) is commonly used to calculate total density or FAR for a project. To calculate adjusted gross acreage, subtract the acreage of streets (collectors and above), public facilities and open space from the total gross acreage. Note that public schools, short term detention basins (as determined by the Director of Community Development), and active parks are to be included and considered as a part of the adjusted gross acreage in calculating density and/or FAR at the discretion of the City Council. To estimate adjusted gross acreage, multiply the total gross acreage by 70% (.7) to provide an approximate calculation.

Berm - a mound of earth of varying height.

Block - a unit of land bounded by streets or by a combination of streets and public land, railroad rights-of-way, waterways or any other barrier to the continuity to development.

Body or hearing body - the individual or group duly authorized by this chapter to grant changes to, relief from or special consideration under the development code.

Buffer areas - an area of land used to visibly separate one use from another or to shield noise, lights or other possible nuisances.

Building - any structure built for the support, shelter, or enclosure of persons, animals, fowls, chattels, or personal property of any kind.

Building coverage - the relationship between the ground floor area (footprint) of the building(s) and the net lot area.

Building height - the vertical distance above a reference point measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof. The reference point shall be selected by either of the following, whichever yields a greater height of building:

(1) The elevation of the highest adjoining sidewalk or ground surface within a five-foot horizontal distance of the exterior wall of the building when such sidewalk or ground surface is not more than ten feet above lowest grade.

(2) An elevation ten feet higher than the lowest grade when the sidewalk or ground surface described in item (1) above is more than ten feet above lowest grade. The height of a stepped or terraced building is the maximum height of any segment of the building.

Building official - the head of the Building and Safety Division of Fontana and shall include his deputies.

Building site - a lot, or contiguous lots of land in single, multiple, or joint ownership (exclusive of all rights-of-way and all easements, except open space easements, that prohibit the surface use of the property by its owner), which provides the area and open spaces required by this chapter for construction of a building or buildings, and which abuts a public or private street or alley, or easement.

Centerline - the centerline of a street as referred to in this code shall mean the right-of-way centerline as established by the county engineer of the county, by the city engineer of any city within the county, by the Division of Highways of the State of California, or if no such centerline has been established and in any base in which foregoing definition is not applicable.

Circulation master plan - the master plan of the City of Fontana designating adopted and proposed routes for all streets and arterial highways within the City of Fontana.

Decibel or db - a unit of sound pressure level.

Defensible space - a physical space which is made usable and safe by - of a design encouraging pedestrian circulation, visual access and the elimination of visually obstructed areas.

Density - the number of dwelling units, or housing structures per net acre of land.

Detention basin - a storage facility for the temporary storage of storm water runoff.

Developer - the person or firm who prepares acreage for development and installs sufficient improvements to facilitate further subdivision of the property and construction of authorized uses. In the case of larger acreage there may be a master developer who sells property to several builders. With smaller acreage, the developer may be the original land owner or an individual builder.

Development - the division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation or enlargement of any structure; any mining, excavation, landfill or land disturbance, and any use or extension of the use of land.

Development agreement - a legally binding instrument executed between two or more parties which sets forth the specific criteria under which a certain development project may proceed. Modifications to the terms and conditions of the agreement require the mutual written consent of all parties entering into the agreement.

Development plan - a map or maps, along with supporting text and data, statistics or tables which describe the entitlement to use and associated conditions thereto authorized for a described parcel of land, approved in accordance with the requirements of the applicable plan.

Director - the Community Development Director.

Dwelling - a structure or portion thereof which is used exclusively for permanent human habitation.

Easement - a grant of one or more of the property rights by the property owner to and/or for the use by the public, a corporation or another person or entity.

Engineer, city - the City Engineer of the City of Fontana and shall include his/her designee.

Environmental impact report (EIR) - a detailed statement setting forth the environmental effects and considerations pertaining to a project as specified in Section 21100 of the California Public Resources Code (California Environmental Quality Act), and may mean either a draft or a final EIR.

Existing use - the use of a lot or structure at the time of the enactment of a zoning ordinance.

Facade - the exterior wall of a building exposed to public view or that wall viewed by persons outside the building.

Fence - a solid or open barrier intended to enclose or mark an area.

Floor area, gross - the total horizontal area, in square feet, including the exterior walls of all floors of a structure.

Floor Area Ratio This calculation determines the maximum square footage of a building on an individual parcel. A .50 FAR for a 10,000 square foot lot would allow a 5,000 square foot building. This total could be a single story building that is 5,000 square feet or a two story building with each floor being 2,500 square feet.

Frontage - the length of that portion of a lot abutting a street.

Grade (adjacent ground elevation) - the lowest point of elevation of the finished surface of the ground, paving or sidewalk within the area between the building and the property line or, when the property line is more than five feet from the building, between the building and a line five feet from the building.

Grade, natural - the elevation of the ground surface in its natural state, before manmade alterations.

Hazardous substance - any of the following or combinations thereof as noted in the San Bernardino County Hazardous Waste Management Plan:

1. Any substance designated pursuant to Section 1321(b)(2)(A) of Title 33 of the United States Code.
2. Any element, compound, mixture, solution, or substance designated pursuant to Section 102 of the Federal Act, 42 U.S.C. 9602.
3. Any hazardous waste having the characteristics identified under or listed pursuant to section 6921 of Title 42 of the United States Code, but not including any waste the regulation of which under the Solid Waste Disposal Act has been suspended by act of Congress.
4. Any toxic pollutant listed under Section 1317(a) of Title 33 of the United States Code.
5. Any hazardous air pollutant listed under Section 7412 of Title 42 of the United States Code.
6. Any imminently hazardous chemical substance or mixture with respect to which the Administrator of the United States Environmental Protection Agency has taken action pursuant to Section 2606 of Title 15 of the United States Code.
7. Any hazardous waste or extremely hazardous waste as defined by Sections 25-117 and 25-115, respectively, unless expressly excluded. (Health and Safety Code Section 25316.)

Infill development - the development of substantially unimproved properties surrounded by other properties that are substantially developed.

Infrastructure - basic facilities and services needed to sustain residential and commercial activities.

Land use plan - a plan showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes.

Landscaping plans - a plan designed and prepared by a City approved landscape designer or a landscape architect, who indicates the type, size and location of vegetative and accent material proposed for the landscaping of a site including all irrigation and other devices necessary to maintain such landscaping.

Landscaping - an area devoted to or developed and maintained predominately with native or exotic plant materials including lawn, ground cover, trees, shrubs, and other plant materials; and also including accessory decorative outdoor landscape elements such as pools, fountains, paved or decorated surfaces (excluding driveways, parking, loading, or storage areas).

Landscape setback - the required distance between a property line and a building, structure or parking lot.

Loading space - an accessible "off-street" space or berth on the same site as a structure, or within a structure, for the exclusive use of the commercial loading or unloading of goods or materials.

Loading zone - an approved off-street space or berth on the same lot with a building or contiguous to a group of buildings for the temporary parking of a commercial and customer vehicle while loading or unloading merchandise or materials and which abuts upon a street, alley, or other appropriate - of access.

Lot has the following meanings:

1. A parcel of land with a separate and distinct number or other designation shown on a plat recorded in the office of the county recorder; or
2. A parcel of land delineated on an approved record of survey, lot split or subparceling map as filed in the office of the county recorder, which abuts at least one public street or right-of-way, or easement determined by the Commission to be adequate for the purpose of access; or
3. A parcel of land containing not less than the area required by the zone in which it is located, abutting at least one public street or right-of-way, and held under separate ownership from adjacent property.

Lot line, front - the line separating the narrowest street frontage of the lot from the street right-of-way.

Lot line, rear - the lot line opposite and most distant the front lot line; or in the case of an irregularly shaped lot, a straight line not less than ten feet long, within the lot, and most nearly parallel to and at the maximum distance from the front lot line.

Lot line, side - any lot lines other than the front or rear lot lines.

Manufacturing - a use engaged in the manufacture, predominantly from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment, and packaging of such products, and incidental processing of extracted or raw materials.

Maximum lot (building) coverage - the maximum area of the lot that may be covered by buildings and roofed structures (i.e., carports). This may be expressed in square footage or as a percentage of the minimum lot area.

Mini-warehouse - a structure containing separate storage spaces of varying sizes, leased or rented on an individual basis.

Minimum lot area - the amount of land that must be contained in a lot for each dwelling unit to be built on that lot. This ratio is typically applied in multiple-family zones. In single-family zones, it is the same as minimum lot size.

Municipal Code - refers to the Municipal Code of the City of Fontana, County of San Bernardino, and State of California.

Natural grade - the elevation of the ground surface in its natural state before manmade alterations.

Noise, ambient - the all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding the alleged offensive noise, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.

Noise, basic level - the acceptable noise level within a given district.

Noise, level - the "A" weighted sound pressure level in decibels obtained by using a sound level meter at slow response with a reference pressure of 20 micropascals. The unit of measurement shall be designated as dBA.

Noise, mobile source - any noise source other than a fixed noise source.

Open space, public - open space owned by a public agency and maintained by it for the use and enjoyment of the general public. Public open space shall not include any curb side parking.

Outdoor advertising structure - a sign that directs attention to a business, profession, product, commodity, or service that is not the primary business, profession, product, commodity, or service sold, manufactured, or conducted, is offered on the site on which the sign is located.

Parking area, private - an area, other than a street, designed or used primarily for the parking of vehicles and not open to general public use.

Parking area, public - an area, other than a private parking area or street, used for the parking of vehicles and available for general public use, either free or for remuneration.

Parking space - an area with minimum dimensions as established in the parking standards for a district, which is accessible and available for the parking of one vehicle.

Permitted use - any use allowed in a zoning district by right and subject to the restrictions applicable to that zoning district.

Phase - any contiguous part or portion of a project which is developed as a part of a total project.

Project - the total development within the boundaries as defined on the development plan.

Public utility structures mean a structure that provides a service (such as light, power, or water) to the general public. Included in this term are electric substations, water reservoirs, etc. Waste-to-energy facilities are not considered as public utility structures for these purposes.

Quasi-public - a use owned or operated by a nonprofit, religious or charitable institution.

Research and development - a primary use engaged in study, testing, design, analysis, and experimental development of products, processes, or services, that may include incidental manufacturing or products or provision of services to others.

Screening - a method of visually shielding or obscuring one abutting or nearby structure or use from another by fencing, walls, berms or densely planted vegetation.

Setback area - the minimum distance required by zoning to be maintained between two structures or between a structure and a property line.

Setback line - a line within a lot parallel to and measured from a corresponding lot line, forming the boundary of a required yard and governing the placement of structures and uses on the lot.

Sewer treatment plant - a facility for the treatment and disposal of sewage matter.

Site - any plot or parcel of land or combination of contiguous lots or parcels of land.

Site plan - a plan drawn to scale showing uses and structures proposed for a parcel of land as required by the applicable regulations including lot lines, streets, building sites, reserved open space and other specific development proposals.

Slope - the degree of deviation of a surface from the horizontal, usually expressed in percent or degrees.

Specific plan - a fully planned community, with all design controls, servicing requirements and financing techniques incorporated into the plan, which is adopted with a self-contained regulatory text and serves to implement the general plan in more detail.

Topography - the configuration of a surface area showing relative elevations.

Use - the purpose for which land or a building is occupied, arranged, designed or intended, or for which either land or building is, or may be, occupied or maintained.

Vacant parcel - a parcel void of any structures (including footings and/or foundations).

Wall - a substantial solid barrier intended to enclose, separate or surround.

Warehousing - the use of a building or buildings primarily for the storage of goods of any type of storage space, but excluding bulk storage of materials which are flammable or explosive or which create hazardous or commonly recognized offensive conditions.

Warehousing, High Cube - a warehouse/distribution centers greater than 200,000 sq. ft. in size with a typical ceiling height of at least 28 feet, employing a high level of automation, and used primarily for distribution to other warehouses.

Wholesaling - a use engaged primarily in the selling of any type of goods for purpose of resale, including incidental storage and distribution.

Workshop/Hobby shop - an enclosed building that is used for manufacturing, constructing or assembling of parts for one's personal use. All equipment, tools and devices used shall not produce noise levels that exceed 65 dbl for exterior noise and 45 dbl for interior noise levels. This structure may include a lavatory and water closet (½ bath).

Zoning district - a specifically delineated area or district in a municipality within which regulations and requirements uniformly govern the use, placement, spacing and size of land and buildings.

Zoning map - the map or maps, which are a part of the development code, and delineate the boundaries of zone districts.

APPENDIX A-6

CEQA Compliance

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Chapter 4

Mitigation Monitoring and Reporting Program

4.1 Introduction

This Mitigation Monitoring and Reporting Program has been prepared for use in implementing the mitigation measures set forth in the 2nd Recirculated Draft Environmental Impact Report (EIR) for the West Valley Logistics Center Specific Plan (WVLCSP).

This Mitigation Monitoring and Reporting Program has been prepared in compliance with State law and the 2nd Recirculated Draft EIR prepared for the WVLCSP (State Clearinghouse No. 2012071058) prepared for the project by the City of Fontana.

The California Environmental Quality Act (CEQA) requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment (Public Resource Code Section 21081.6). The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation.

The monitoring program contains the following elements:

1. All mitigation measures contained in the Final EIR for the WVLCSP are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
2. A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
3. The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

4.2 Mitigation Monitoring and Responsibilities

As the Lead Agency, the City of Fontana is responsible for ensuring full compliance with the mitigation measures adopted for the proposed project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the project area. In addition, the WVLCSP includes project design considerations or features that would govern all development actions within the Specific Plan boundaries, as well as the provision of off-site infrastructure. These specific plan requirements would avoid or reduce the potential or severity of project-related impacts. In this regard, the responsibilities for implementation of mitigation measures and specific plan requirements have been assigned to the Applicant, Contractor, or a combination thereof. If during the course of project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the project is required and/or whether alternative mitigation is appropriate.

Table 4-1. Mitigation Monitoring and Reporting Program (including Final EIR Revisions)

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
4.2.1 Aesthetics			
There are no Mitigation Measures that address impacts related to Aesthetics. Specific Plan requirements related to Aesthetics are presented below.			
SP-A-1: Implement High-quality Development Standards and Design Guidelines. Chapter 3 of the West Valley Logistics Center Specific Plan, <i>Design Guidelines</i> , sets forth design guidelines to achieve a high-quality design character that would provide consistent aesthetic character related to site design and building orientation, landscape and streetscape, lighting, walls, architecture, parking and access, and building systems. The Design Guidelines set forth in the West Valley Logistics Center Specific Plan explicitly address promoting compatibility with surrounding neighborhoods and employing high-quality architecture to define the site's character. Design guidelines also set forth requirements for minimizing light spillage onto adjacent properties, requiring cut-offs to protect dark night sky, and requiring that windows use non-reflective glass.	<p>Responsible Party(s) Project applicant or applicant's representative/contractor</p> <p>Implementation Phase Site plan approval, Design review, Building permits</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Approvals of site plans, design review, and building permits through completion of construction</p>	
SP-A-2: Install Visual Barriers between Project Areas and Residential Areas. The perimeter walls that are visible from adjacent areas are required by the West Valley Logistics Center Specific Plan (Specific Plan) to be of high quality and compatible in terms of design and material with the project buildings. The Specific Plan requires that perimeter walls be accented with decorative stone or colored concrete to enhance the visual appearance, and to provide variation and articulation of the screening walls. In addition, the Specific Plan requires that walls facing a public right-of-way be no higher than 16 feet, which would screen views of the project area, while retaining views of the hills and mountains in higher elevation background views. Walls may berm up to allow 18 feet of exposure on the inward-facing side.	<p>Responsible Party(s) Project applicant or applicant's representative/contractor</p> <p>Implementation Phase Site plan approval, building permits</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Site plan and approval, building permit, site construction</p>	
SP-A-3: Install Visual Barriers between Construction Work Areas and Residential Areas. The contractor will install fencing (such as chain link with slats or fencing made of windscreen material) or other structures to obstruct undesirable views of ground-level construction activities from residences, recreationists, and businesses that are adjacent to the construction site. The fencing will be a minimum of 6 feet high and will help maintain the privacy of residents and block views from	<p>Responsible Party(s) Project applicant or applicant's representative/contractor</p> <p>Implementation Phase Grading permits</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Site grading</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
ground levels.			
SP-A-4: Light Spillage. Unless intended as part of a master lighting plan approved by the City of Fontana, no operation, activity, or lighting fixture shall create illumination exceeding 0.5 foot-candles on any adjacent property (0.25 foot-candles within residential properties), whether the illumination is direct or indirect light from the source. Lighting levels shall be measured with a photometric photometer, following standard spectral luminous efficiency curves adopted by the International Commission on Illumination.	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Site plan approval, building permits	Responsible Party(s) Monitoring Period Confirm implementation prior to certificates of occupancy	
<ul style="list-style-type: none"> Exterior lighting shall be kept to the minimum required for safety; purely decorative lighting displays shall be prohibited. Project lighting shall be designed to control light energy and ensure that exterior lighting is directed downward and away from adjacent streets and buildings in a manner designed to minimize off-site light spillage. 			
SP A-5: Glare. All building exteriors within the West Valley Logistics Center Specific Plan area shall be composed of textured and other non-reflective materials, including high-performance tinted non-mirrored glass. Reflective materials on building exteriors that have a light reflectivity factor greater than 30 percent shall be limited to less than 25 percent of any wall area.	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Design review and building permit approvals	Responsible Party(s) City of Fontana Monitoring Period Building construction, confirm implementation prior to certificates of occupancy	
4.2.2 Air Quality			
Mitigation Measure AQ-1: Incorporate Dust Suppression Measures. The Construction Contractor will ensure that the following dust suppression measures in the SCAQMD CEQA Air Quality Handbook are implemented to reduce the project's emissions:	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to and during project construction	Responsible Party(s) City of Fontana Monitoring Period During construction	
<ul style="list-style-type: none"> Revegetate disturbed areas. Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour Sweep all streets once per day if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water). Install "shaker plates" prior to construction activity where vehicles enter and exit unpaved roads onto paved roads, or wash trucks and any equipment prior to leaving the site. 			

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
<ul style="list-style-type: none"> Pave, water, or chemically stabilize all on-site roads. Minimize at all times the area disturbed by clearing, grading, earthmoving, or excavation operations. <p>Mitigation Measure AQ-2: Utilize Tier 4 Construction Equipment. All non-road construction equipment greater than 50 horsepower shall meet EPA Tier 4 emission standards with the following exception. Equipment with an engine compliant with only Tier 3 emissions standards will be allowed on a case-by-case basis only when the applicant shows a good faith effort to procure Tier 4 equipment, and documents that no Tier 4 equipment is available for a particular equipment type within the County of San Bernardino within the scheduled construction period. Each case shall be documented with signed written or emailed correspondence by the appropriate construction contractor, along with documented correspondence from at least two construction equipment rental firms representing a good faith effort to locate engines that meet Tier 4 requirements, as applicable. Documentation will be submitted to City staff for review before Tier 3 equipment is used on the project.</p> <p>Mitigation Measure AQ-3: Use Low-VOC Paints. The project shall utilize "Super-Compliant" low-VOC paints that have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113 (BACM AQ-2). Super-Compliant low-VOC paints shall be no more than 10 grams per liter of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings.</p> <p>Mitigation Measure AQ-4: Use Electricity Rather than Internal Combustion Engines during Construction. The Construction Contractor shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site, if available, rather than electrical generators powered by internal combustion engines.</p> <p>Mitigation Measure AQ-5: Use Alternative Fueled Technology during Construction. The Construction Contractor shall require the use of alternative fueled, engine retrofit technology, after-treatment products (e.g., diesel oxidation catalysts, diesel particulate filters), and/or other options as they become available, including all off-road and portable</p>	<p>Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to and during project construction</p>	<p>Responsible Party(s) City of Fontana Monitoring Period During construction</p>	
	<p>Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to and during project construction</p>	<p>Responsible Party(s) City of Fontana Monitoring Period During construction</p>	
	<p>Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to and during project construction</p>	<p>Responsible Party(s) City of Fontana Monitoring Period During construction</p>	
	<p>Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to and during project construction</p>	<p>Responsible Party(s) City of Fontana Monitoring Period During construction</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
diesel-powered equipment.	Prior to and during project construction		
Mitigation Measure AQ-6: Require Proper Maintenance of Construction Equipment. The Construction Contractor shall require that construction equipment be maintained in good operation 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 verification.	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to and during project construction	Responsible Party(s) City of Fontana Monitoring Period During construction	
Mitigation Measure AQ-7: Submit Construction Plans. Prior to the issuance of any grading permits, the applicant and/or building operators shall submit construction plans and a construction vehicle management plan to the City of Fontana denoting the proposed schedule and projected equipment use. The construction vehicle management plan will include such things as: specifying idling time requirements; requiring hour meters on equipment; and documenting the serial number, horsepower, age, and fuel of all on-site equipment. The plan shall include that California state law requires equipment fleets to limit idling to no more than 5 minutes. Construction contractors shall provide evidence that the standards contained in Mitigation Measure AQ-2 are met concerning non-road construction equipment greater than 50 horsepower to ensure low emission mobile construction equipment will be utilized. Contractors shall also conform to any construction measures imposed by the SCAQMD as well as City of Fontana Community Development Planning Staff.	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to and during project construction	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Grading Permit	
Mitigation Measure AQ-8: Require Construction Equipment to Turn Off When Not in Use. The Construction Contractor shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, will be turned off when not in use for more than 5 minutes.	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to and during project construction	Responsible Party(s) City of Fontana Monitoring Period During construction	
Mitigation Measure AQ-9: Timing of Construction Activities. Construction activity associated with off-site utility and infrastructure improvements shall not occur concurrently with site preparation, grading, building construction, architectural coating, or paving phases of	Responsible Party(s) Project applicant or applicant's representative/contractor	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/Initials
activity.	Implementation Phase Prior to and during off-site utility and infrastructure improvements construction	Grading Permit	
Mitigation Measure AQ-10: Incorporate EPA Smartway features. The City shall require operators of the project to ensure that heavy-duty trucks incorporate EPA SmartWay features, as required by law. Project operators shall maintain a daily log of incoming and outgoing haul trucks documenting that heavy-duty trucks are fitted with compliant aerodynamic kits and low rolling resistance tires to reduce aerodynamic drag and tire rolling resistance forces, thereby reducing fuel consumption and resulting GHG emissions by approximately 4%-5% as identified in the regulation.	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to issuance of Certificate of Occupancy	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Certificate of Occupancy	
Mitigation Measure AQ-11: Energy Efficiency in Vendor Trucks. The City shall require operators of the proposed facilities to request that the vendor trucks incorporate energy efficiency improvement features through the voluntary Carl Moyer Program including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires to reduce fuel consumption.	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to issuance of Certificate of Occupancy	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Certificate of Occupancy	
Mitigation Measure AQ-12: Incorporate Electric Vehicle Charging Stations and Carpool Parking. The project shall be designed to incorporate electric vehicle charging stations and five carpool parking spaces at each building for employees and the public to use.	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to issuance of Certificate of Occupancy	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Certificate of Occupancy	
Mitigation Measure AQ-13: Provide Electric Interior Vehicles. All buildings shall be designed to provide infrastructure to support use of electric powered forklifts and/or other interior vehicles.	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase During Plan Check and prior to issuance of Certificate of Occupancy	Responsible Party(s) City of Fontana Monitoring Period During Plan Check and prior to issuance of Certificate of Occupancy	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/Initials
<p>Mitigation Measure AQ-14: Provide Ridesharing and Transit Incentives. The project will reduce vehicle miles traveled and emissions associated with trucks and vehicles by implementing the following measures:</p> <ul style="list-style-type: none"> • Pedestrian and bicycle connections, including sidewalks, bicycle lanes, and trails, shall be provided to surrounding areas in accordance with City requirements and policies for pedestrian and bicycle facilities set forth in the City's Municipal Code and General Plan. • A Transportation Management Association (TMA) or similar mechanism shall be established by the project applicant. The TMA shall establish and coordinate a carpooling program, including traditional carpooling as well as web-based "car sharing"/"ride sharing"; and reserve car sharing vehicles. The TMA shall advertise its services to the building occupants. The TMA shall offer transit incentives to employees including subsidizing use of transit by employees and shall provide shuttle service to and from public transit, should a minimum of five (5) employees request and use such service from a transit stop at the same drop-off and/or pick-up time. The TMA shall distribute public transportation information to project site employees. The TMA shall provide message board space and web-based page for coordination rides. • Preferential parking for carpools and vanpools shall be provided on each warehouse site. <p>SP-AQ-1: Encourage Ridesharing and Transit Incentives. Each building operator will be required to support and encourage ridesharing and transit incentives for the construction crew by providing crews with the needed resources to organize rideshares, such as bulletin boards or email announcements. The Construction Contractor will also fully or partially subsidize transit fares or passes for the construction crew members who can feasibly use transit.</p> <p>SP-AQ-2: Erosion Control Plan. Prior to commencing grading operations, the applicant for any grading permit shall prepare an erosion control and sediment plan for approval by the City of Fontana. Access roads within the area being graded shall be kept wet while being used. Alternatively, uncovered soils shall be treated with oil, asphaltic concrete, concrete, or other similar material approved by the City of</p>	<p>Responsible Party(s) Project applicant or applicant's representative/contractor</p> <p>Implementation Phase Prior to issuance of Certificate of Occupancy</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Prior to issuance of Certificate of Occupancy</p>	
<p>SP-AQ-1: Encourage Ridesharing and Transit Incentives. Each building operator will be required to support and encourage ridesharing and transit incentives for the construction crew by providing crews with the needed resources to organize rideshares, such as bulletin boards or email announcements. The Construction Contractor will also fully or partially subsidize transit fares or passes for the construction crew members who can feasibly use transit.</p> <p>SP-AQ-2: Erosion Control Plan. Prior to commencing grading operations, the applicant for any grading permit shall prepare an erosion control and sediment plan for approval by the City of Fontana. Access roads within the area being graded shall be kept wet while being used. Alternatively, uncovered soils shall be treated with oil, asphaltic concrete, concrete, or other similar material approved by the City of</p>	<p>Responsible Party(s) Individual building operators</p> <p>Implementation Phase Ongoing operations</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Annual inspections</p>	
<p>SP-AQ-1: Encourage Ridesharing and Transit Incentives. Each building operator will be required to support and encourage ridesharing and transit incentives for the construction crew by providing crews with the needed resources to organize rideshares, such as bulletin boards or email announcements. The Construction Contractor will also fully or partially subsidize transit fares or passes for the construction crew members who can feasibly use transit.</p> <p>SP-AQ-2: Erosion Control Plan. Prior to commencing grading operations, the applicant for any grading permit shall prepare an erosion control and sediment plan for approval by the City of Fontana. Access roads within the area being graded shall be kept wet while being used. Alternatively, uncovered soils shall be treated with oil, asphaltic concrete, concrete, or other similar material approved by the City of</p>	<p>Responsible Party(s) Project applicant or applicant's representative/contractor</p> <p>Implementation Phase Grading plans</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Prior to issuance of grading permits, site grading</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
Fontana as a means of dust suppression.			
SP-AQ-3: Require Contractors and Building Operators to Use 2010 Model Year or Particulate Matter Traps for All On-road Heavy-Duty Diesel Trucks. The project will require contractors and building operators (by contract specifications) to utilize on-road heavy-duty diesel trucks having a 2010 model year engine or newer equipped with a particulate matter trap.	<p>Responsible Party(s) Project applicant or applicant's representative/contractor for construction</p> <p>Building operators for ongoing operations</p> <p>Implementation Phase Grading plans for construction Occupancy permits for operations</p>	<p>Responsible Party(s) City of Fontana for construction Property Owners' Association and City of Fontana for operations</p> <p>Monitoring Period Building permit applications and grading for construction Annual reporting by Property Owners; Association, review of reports and inspection by City for operations</p>	
SP-AQ-4: Odor Emissions. All uses shall be operated in a manner such that no offensive odor is perceptible at or beyond the property line of that use.	<p>Responsible Party(s) Building operators</p> <p>Implementation Phase Ongoing operations</p>	<p>Responsible Party(s) SCAQMD</p> <p>Monitoring Period Respond to any complaints during operations</p>	
SP-AQ-5: Dust Control, Operations. Any operation or activity that might cause the emission of any smoke, fly ash, dust, fumes, vapors, gases, or other forms of air pollution, which can cause damage to human health, vegetation, or other forms of property, or can cause excessive soiling on any other parcel, shall conform to the requirements of the South Coast Air Quality Management District.	<p>Responsible Party(s) Project applicant or applicant's representative/contractor for construction</p> <p>Building operators for ongoing operations</p> <p>Implementation Phase Grading plans for construction Ongoing operations</p>	<p>Responsible Party(s) SCAQMD</p> <p>Monitoring Period Respond to any complaints</p>	
SP-AQ-6: Utilize Electric Cargo Handling Equipment. All on-site outdoor cargo-handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) and all on-site	<p>Responsible Party(s) Building operators</p> <p>Implementation Phase</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/Initials
indoor forklifts will be powered by electricity.	Ongoing operations	Unscheduled inspections	
4.2.3 Biological Resources			
Mitigation Measure BIO-1: Pre-Construction Focused Surveys of Proposed Conservation Area and Development Area to Confirm Absence of Special-Status Species.	Responsible Party(s) Project applicant or applicant's representative/contractor	Responsible Party(s) City of Fontana	
<i>Pre-construction Surveys within the Proposed Conservation Area for San Diego Black-tailed Jackrabbit.</i> At least 48 hours prior to initiation of water pipeline construction activities, the 5.2-acre construction area shall be surveyed to confirm the absence of San Diego black-tailed jackrabbits. If individuals of the species are observed within the construction footprint, their movements shall be monitored until it can be confirmed that each individual has left the pipeline construction area. After that, exclusion fencing shall be established to prevent individuals of the species from re-entering the construction area during construction.	Implementation Phase Prior to ground disturbance and during construction	Monitoring Period Prior to issuance of Grading Permit and during construction	
<p><i>Pre-construction Survey within the Proposed Development Area for Western Burrowing Owl.</i> The project applicant shall retain a qualified biologist to conduct preconstruction surveys for burrowing owls no fewer than 14 days prior to any ground-disturbing activities, to be repeated 24 hours prior to grading. The preconstruction surveys shall be approved by the City of Fontana Director of Community Development and conducted in accordance with current survey protocols provided in the CDFW Staff Report on Burrowing Owl Mitigation (March 7, 2012). In the event a burrowing owl is found to be present on site during the preconstruction survey, the project applicant shall ensure that the applicable avoidance measures outlined in the CDFW Staff Report on Burrowing Owl Mitigation (March 7, 2012) are applied to the proposed project (e.g., avoid direct impacts on occupied burrows during nesting season). Any active avoidance measures during the breeding season must be coordinated with CDFW.</p> <p><i>Pre-construction Nesting Bird Survey of the Proposed Development Area.</i> Nesting birds are protected pursuant to the MBTA and California Fish and Game Code. If ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season (January 1 to August 31), a preconstruction clearance survey for nesting birds shall be completed no more than 3 days prior to ground disturbance. This will ensure that no nesting birds adjacent to the construction area will be disturbed during construction. If</p>			

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
<p>nesting birds are found, an avoidance buffer no less than 300 feet shall be established around the nest until all young have fledged and the nest is confirmed by a qualified biologist to be no longer active.</p> <p><i>Pre-construction Surveys for Special-Status Plants:</i> Prior to construction, or any other project site development-related ground disturbance activities including vegetation removal within RSS habitat that would occur during water pipeline construction, the applicant shall conduct pre-construction presence/absence surveys for Plummer's mariposa lily, Parry's spineflower, and paniculate tarplant by a qualified botanist. Surveys shall be conducted in accordance with CNPS and CDFW rare plant survey guidelines and shall be conducted during the flowering period when each species is most readily identifiable. A botanist shall determine the blooming period for each species and verify blooming during the growing season by visiting a reference site to observe if the target species is flowering or otherwise identifiable. A species-specific survey may be required for each special-status plant depending upon the blooming period.</p> <p>Any special-status plant populations shall be mapped in the field. If the presence of any special-status plant species is confirmed, a copy of the survey results shall be forwarded to CDFW for entry into the CNDDDB. In the event that special-status plants are not identified within the WVLCSP development areas, including areas used for construction, no further action is required.</p> <p>If special-status species are determined to be present within the RSS habitat, then prior to issuance of project grading permit, a 5-year on-site restoration mitigation and monitoring program subject to CDFW review and to be included as part of the Streambed Alteration Agreement shall be developed and implemented for any planting areas established to mitigate impacts on special-status plant species. Restoration success criteria shall include:</p> <ol style="list-style-type: none"> 1. Establishment of mitigation site(s) within the conservation area, where plant restoration will occur. 2. Identification by a qualified botanist of an appropriate plant palette and restoration methodology compatible with the specific affected special-status species. Mitigation sites could include existing RSS habitat areas in the preservation area, depending on site conditions and locations of special-status plants found. 			

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
<p>Mitigation Measure BIO-2: Installation of Environmentally Sensitive Area Fencing to Prevent Encroachment into the 55.23-acre Conservation Area during Construction. At or before the start of construction, including pre-construction establishment of staging areas and/or initiation of grading activities, Environmentally Sensitive Area (ESA) fencing shall be installed along the western limits of disturbance to prevent encroachment into preserved lands. Educational signage shall also be posted to inform workers and area residents of the sensitivity of biological resources in the area. The fencing shall be inspected by a qualified biological monitor once per week during construction to ensure the fencing is intact and construction activities are not encroaching into preserved lands.</p> <p>Implementation of this measure would not be required should the permanent fencing or barrier called for in Mitigation Measure BIO-5 be constructed prior to the start of construction.</p> <p>Mitigation Measure BIO-3: Habitat Mitigation and Monitoring Plan. In coordination with the CDFW Streambed Alteration Agreement, a habitat mitigation and monitoring plan (HMMP) and up to 5 years of post-restoration monitoring and reporting will be established for the 55.23-acre conservation area. The HMMP must include the following key actions to protect the conservation area RSS habitat:</p> <ul style="list-style-type: none"> • Document the baseline conditions within the RSS Open Space Area. • Eradicate weeds and other undesirable plants within the disturbed portions of the RSS Open Space Area. Tasks include conducting weed eradication or thinning, disposing of weed species annually, reseeding, and bi-annual monitoring of the site to document treatment actions. • Remove olive trees and pepper trees within the conservation area and implement restoration of RSS in their place. • Create vegetated areas along the southern boundary of the project site to accommodate potential avian movement between Rattlesnake Mountain and the Jurupa Hills regions. • Control and prevent trespassing, dumping and other human intrusion into the RSS open space area through permanent fencing, signage, and coordination with the City of Fontana. • Eliminate signs of human disturbance through annual cleanup. 	<p>Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to ground disturbance and during construction</p>	<p>Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Grading Permit and during construction</p>	
<p>Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to issuance of Grading Permit and up to 5 years of post-restoration monitoring and reporting</p>	<p>Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Grading Permit and up to 5 years of post-restoration monitoring and reporting</p>		

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
<p>Mitigation Measure BIO-4: On-site Restoration of 16 Acres of RSS within the Proposed Conservation Area. A minimum of 16 acres of area shall be restored to establish additional RSS plant community within the conservation area (see Figure 4.2.3-4). Appendix D includes a detailed plant palette that would be utilized for restoration of the RSS plant community within the conservation area. Restoration of RSS would occur in the portions of the conservation area that currently support non-native grasslands, disturbed areas, or non-native trees and those portions would be graded, planted, and seeded with RSS plant community species listed in Appendix D. As described in the HMMP (Mitigation Measure BIO-3), and in coordination with CDFW as part of the Streambed Alteration Agreement, a monitoring plan and up to 5 years of post-restoration monitoring and reporting will be established for the restored area within the 55.23-acre conservation area.</p> <p>Mitigation Measure BIO-5: On-site restoration of 5.2 acres of RSS Disturbed by Water Pipeline Construction within the Proposed Conservation Area. Immediately following conclusion of construction of the water pipeline, the 5.2-acre pipeline construction footprint shall be planted and seeded with RSS plants consistent with the plant palette included in Appendix D. As described in the HMMP (Mitigation Measure BIO-3), and in coordination with CDFW as part of the Streambed Alteration Agreement, a monitoring plan and up to 5 years of post-restoration monitoring and reporting will be established for this area that occurs within the conservation area on site.</p> <p>Mitigation Measure BIO-6: Post-Construction Long-term Management and Protection of Proposed Conservation Area. A permanent fence or barrier shall be erected to protect the 55.23-acre conservation area, the RSS habitat, and restored RSS habitat proposed to occur there. The design and materials used for the fencing shall be consistent with fuel management zone specifications for fencing. The fence shall consist of a three or four rail wooden fence, three or four strand barbed wire with metal t-posts, or other such materials and configuration that will allow for the passage of wildlife while restricting project personnel and the public from accessing the preserved lands. Coordination with a qualified biologist shall occur for the fence design to ensure the fence will not restrict movement of mammals or entangle wildlife. Signage will also be installed that clearly states that access</p>	<p>Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to issuance of Grading Permit and up to 5 years of post-restoration monitoring and reporting</p>	<p>Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Grading Permit and up to 5 years of post-restoration monitoring and reporting</p>	
<p>Mitigation Measure BIO-5: On-site restoration of 5.2 acres of RSS Disturbed by Water Pipeline Construction within the Proposed Conservation Area. Immediately following conclusion of construction of the water pipeline, the 5.2-acre pipeline construction footprint shall be planted and seeded with RSS plants consistent with the plant palette included in Appendix D. As described in the HMMP (Mitigation Measure BIO-3), and in coordination with CDFW as part of the Streambed Alteration Agreement, a monitoring plan and up to 5 years of post-restoration monitoring and reporting will be established for this area that occurs within the conservation area on site.</p> <p>Mitigation Measure BIO-6: Post-Construction Long-term Management and Protection of Proposed Conservation Area. A permanent fence or barrier shall be erected to protect the 55.23-acre conservation area, the RSS habitat, and restored RSS habitat proposed to occur there. The design and materials used for the fencing shall be consistent with fuel management zone specifications for fencing. The fence shall consist of a three or four rail wooden fence, three or four strand barbed wire with metal t-posts, or other such materials and configuration that will allow for the passage of wildlife while restricting project personnel and the public from accessing the preserved lands. Coordination with a qualified biologist shall occur for the fence design to ensure the fence will not restrict movement of mammals or entangle wildlife. Signage will also be installed that clearly states that access</p>	<p>Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Following construction of water pipeline</p>	<p>Responsible Party(s) City of Fontana Monitoring Period Following construction of water pipeline and up to 5 years of post-restoration monitoring and reporting</p>	
<p>Mitigation Measure BIO-6: Post-Construction Long-term Management and Protection of Proposed Conservation Area. A permanent fence or barrier shall be erected to protect the 55.23-acre conservation area, the RSS habitat, and restored RSS habitat proposed to occur there. The design and materials used for the fencing shall be consistent with fuel management zone specifications for fencing. The fence shall consist of a three or four rail wooden fence, three or four strand barbed wire with metal t-posts, or other such materials and configuration that will allow for the passage of wildlife while restricting project personnel and the public from accessing the preserved lands. Coordination with a qualified biologist shall occur for the fence design to ensure the fence will not restrict movement of mammals or entangle wildlife. Signage will also be installed that clearly states that access</p>	<p>Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Post-construction of the conservation area.</p>	<p>Responsible Party(s) City of Fontana Monitoring Period Property owners' association for maintenance Post-construction inspections of the conservation area</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
beyond the fence is prohibited. To remain consistent with aesthetic considerations, signage shall be installed where it is easily visible, but not visually obtrusive. The project applicant shall be responsible for the cost and implementation of fencing and signage. The project applicant shall also be responsible for maintenance of the fencing and signage until a Property Owners' Association is established that will assume such responsibility in perpetuity.			
Mitigation Measure BIO-7: Replacement of Affected Wetland Areas. At a minimum, compensation at a 1:1 ratio for the loss of 0.27 acre of waters of the State and 0.47 acre of area that meets the CDFW jurisdictional definition would occur off site through the purchase of credits at a local mitigation bank. The in-lieu fee program or off-site mitigation bank credits purchased shall be documented and included in the CDFW Streambed Alteration Agreement required to be provided to the City prior to initiation of site grading activities.	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to issuance of Grading Permit and during construction	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Grading Permit and during construction	
Mitigation Measure BIO-8: Perform Tree Inventory and Protect, Relocate, or Replace any City-designated Heritage, Significant, or Specimen Trees in Accordance with City Code Requirements. A certified arborist shall perform a tree inventory to identify the heritage, significant, or specimen trees within the limits of disturbance. The arborist will document species, age, size, structure, and trunk diameter. If one or more heritage, significant, or specimen trees that occur within the limits of disturbance would be disturbed or removed by project activities, the project applicant shall be responsible for the protection, relocation, and/or replacement of the tree(s). A permit for the removal of these trees will be required (Section 28-68) along with implementation of the protective measures (Section 28-66) to avoid impacts on heritage, significant, and specimen trees outside of the limits of disturbance. Trees that will be removed must be replaced or relocated per the guidelines in Section 28-67 of the Tree Preservation Ordinance. As indicated by Section 28-65 of the Tree Preservation Ordinance, no permit or replacement shall be required for the removal of: damaged parts of a heritage, significant, or specimen tree that has sustained an injured trunk, broken limbs, or uprooting as a result of storm damage or other acts of God, which create a hazard to life or property; trees that are determined to be diseased and/or dead by a certified arborist and	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to issuance of grading permit and tree removal	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Grading Permit and tree removal permit	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
approved by the City staff; trees that are determined to be hindering the safe application or installation of traffic control devices or roadway improvements in the public right-of-way or trees that hinder the line of site as determined by the City engineer; or trees that are determined to be within the ultimate right-of-way as shown within the circulation element of the City's General Plan.			
SP-B-1: Open Space – Natural Area. The West Valley Logistics Center Specific Plan sets aside 55.23 acres of natural open space in the western portion of the West Valley Logistics Center Specific Plan area to protect existing habitat areas. No buildings are permitted within this area, and only uses consistent with the habitat conservation purpose of the area will be permitted.	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Tentative parcel map	Responsible Party(s) City of Fontana Monitoring Period Prior to recordation of parcel map	
SP-B-2: Habitat Management Plan. The <i>Riversidean Sage Scrub Habitat Mitigation and Monitoring Plan</i> prepared as part of the West Valley Logistics Center Specific Plan provides for the long-term management of the on-site Riversidean sage scrub (RSS) habitat. It preserves in perpetuity 44.8 acres of RSS habitat located on the eastern edge of the Jurupa Mountains.	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to issuance of grading permit	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of grading permit	
SP-B-3: Avian Habitat Feature. An avian habitat feature will be created using ground-level native plantings and rooftop plantings of Riversidean sage scrub (RSS) habitat plant species to create vegetative substrate that could facilitate avian species' east-west dispersal between the proposed 55.23-acre on-site RSS conservation area and nearby undeveloped RSS habitats.	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Building permit and construction	Responsible Party(s) City of Fontana Monitoring Period Review building permit, building construction inspections	
4.2.4 Cultural Resources			
Mitigation Measure CUL-1: Monitoring for Archaeological Resources during Construction. Prior to commencement of any grading activity on the project site and consistent with the finding and recommendations of the cultural resources surveys and reports for the proposed project, as well as requests by the Gabrielino/Tongva San Gabriel Band of Mission Indians and the Soboba Band of Luiseno Indians, qualified archaeological monitor(s) shall be retained by the applicant after consultation with representatives of the two Tribes to be present during all excavation activities occurring within 100 meters of each of following sites: P-19-	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to issuance of Grading Permit and during ground disturbing activities	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Grading Permit and during ground disturbing activities	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/Initials
<p>17932, CA-SBR-1573, and CA-SBR-714. The monitor(s) shall work under the direct supervision of a cultural resources professional who meets the Secretary of the Interior's Professional Qualification Standards for archaeology. The monitor(s) shall be empowered to temporarily halt or redirect construction work in the vicinity of any find until a qualified archaeologist can evaluate it. The monitor(s) shall be present at the pre-grade conference in order to explain the cultural mitigation measures associated with the project, and shall be present on site during all ground-disturbing activities to implement the project Monitoring Plan.</p> <p>Mitigation Measure CUL-2: Unanticipated Discovery of Cultural Resources. Prior to commencement of any grading activity on the project site and consistent with the findings and recommendations of the cultural resources reports pertaining to the sensitivity of each area on the project site for cultural resources, the applicant shall prepare an Archaeological Monitoring Plan. The Monitoring Plan shall be prepared by a qualified archaeologist for review and approval by the City of Fontana Director of Community Development. The Monitoring Plan shall include at a minimum:</p> <ul style="list-style-type: none"> • A list of personnel involved in the monitoring activities; • A description of how the monitoring will occur; • A description of the frequency of monitoring (e.g., full time, part-time, spot checking); • A description of what resources may be discovered; • A description of circumstances that would result in the halting of work at the project site (e.g., what is considered a "significant" archaeological site); • A description of the procedures for halting work on the site and notification procedures; and • A description of monitoring reporting procedures. <p>Should any cultural resources be discovered during monitoring of project construction activities, the onsite cultural resources monitor shall stop work actions within 100 feet of the discovery until such time as the resource can be evaluated by a qualified archaeologist to determine its significance and make appropriate treatment recommendations. Project personnel shall not collect or move any cultural resource materials. To the extent feasible, project activities shall avoid such resources. Where avoidance is not feasible, the resources shall be evaluated for their</p>	<p>Responsible Party(s) Project applicant or applicant's representative/contractor</p> <p>Implementation Phase Prior to issuance of Grading Permit and during ground disturbing activities</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Prior to issuance of Grading Permit and during ground disturbing activities</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
<p>eligibility for listing in the California Register of Historical Resources. If a resource is not eligible, avoidance is not necessary.</p> <p>Disturbance and other adverse effects on any resource determined to be eligible shall be avoided. Should avoidance be infeasible, adverse effects shall be mitigated.</p> <p>Mitigation can include, but is not necessarily limited to: excavation of the deposit in accordance with a cultural resource mitigation or data recovery plan that makes provisions for adequately recovering the scientifically consequential information from and about the resource (see California Code of Regulations Title 4(3) Section 15126.4(b)(3)(C)). The data recovery plan shall be prepared and adopted prior to any excavation and should make provisions for sharing information with Tribes that have requested Senate Bill 18 consultation. Results of the data recovery plan shall be deposited with the regional California Historical Resources Information Center repository.</p> <p>Prehistoric resources may include lithics, ceramics, animal bone, or concentrations of burned rock, while historical resources may include glass, ceramics, or building foundations.</p> <p>It shall be the responsibility of the City of Fontana Department of Public Works to verify that the Archaeological Monitoring Plan is implemented by the applicant during project grading and construction.</p> <p>Upon completion of all mitigation activities, the consulting archaeologist shall submit a monitoring report to the City of Fontana Director of Community Development and to the San Bernardino Archaeological Information Center summarizing all monitoring and mitigation activities and confirming that all mitigation requirements have been met. The monitoring report shall be prepared consistent with the guidelines of the Office of Historic Preservation's <i>Archaeological Resources Management Reports (ARMR): Recommended Contents and Format</i>. The City of Fontana Director of Community Development or designee shall be responsible for reviewing any reports produced by the archaeologist to determine the appropriateness and adequacy of the findings and recommendations.</p> <p>Mitigation Measure CUL-3. Monitoring of Paleontological Resources and Reporting. Destruction of fossils of significant scientific interest shall be avoided. If fine-grained quaternary sediments are discovered below 5 feet in depth within Parcels 5 or 6 either during preparation of the Final Geotechnical Reports or geotechnical testing or during</p>			
	<p>Responsible Party(s) Project applicant or applicant's representative/contractor</p> <p>Implementation Phase Final Geotechnical</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Prior to approval of the Final Geotechnical</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/Initials
<p>construction, a qualified paleontology monitor shall monitor excavation in these areas based on a Paleontological Monitoring Plan to be prepared by a qualified paleontological consultant for review and approval by the City. The paleontology monitor shall have the authority to reduce monitoring if, in his or her professional opinion, sediments being monitored are previously disturbed. Monitoring may also be reduced by the paleontological monitor if the potentially fossiliferous geologic units previously described are not found to be present or, if present, are determined by qualified paleontological personnel to have low potential to contain fossil resources.</p> <p>The monitor shall be equipped to salvage fossils and samples of sediments as they are unearthed to avoid construction delays and shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Any recovered specimens shall be prepared to a point of identification and permanent preservation, and shall be curated into a professional, accredited museum repository with permanent retrievable storage. A report of findings, with an appended itemized inventory of specimens, shall be prepared. The report and inventory, when submitted to the City of Fontana, will signify completion of the program to mitigate impacts to paleontological resources.</p>	During preparation of the Final Geotechnical Reports and during ground disturbing activities	Report, issuance of Grading Permit and during ground disturbing activities	
4.2.4 Energy Resources			
<p>Mitigation Measure EN-1: Efficient Use of Energy During Construction. Project construction plan specifications shall include the following measures to be implemented by the Construction Contractor to prevent the wasteful or inefficient use of energy and fuel during construction:</p> <ul style="list-style-type: none"> • Implement work schedules and procedures that minimize equipment idle time and double-handling of material; • Switch off office equipment and lights when not in use; • Use solar power resources for road signs and other applicable equipment required at the construction site; and • Design all temporary roads to minimize travel distances. 	<p>Responsible Party(s) Project applicant or applicant's representative/contractor</p> <p>Implementation Phase Prior to issuance of Grading Permit and during construction</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Prior to issuance of Grading Permit and during construction</p>	
4.2.5 Geology and Soils			
<p>Mitigation Measure GEO-1: Final Geotechnical Studies/Incorporate Foundation Design Elements Appropriate for the Project Geographic Area. Prior to approval of grading permits, a specific final</p>	<p>Responsible Party(s) Project applicant or applicant's representative/</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
<p>geotechnical study for each construction site within the Specific Plan area will be provided by the applicant to the City for review and approval. A qualified registered geologist or engineer will verify to the satisfaction of the City Director of Public Works or the Director's designee that foundations designed for all proposed structures are appropriate and meet code requirements.</p> <p>Recommendations included in Section 3.0 and Appendix D of the 2007 Preliminary Geotechnical Report and on pages 5 through 8 of the 2013 Supplemental Geotechnical Investigation and Infiltration Testing Report (geotechnical reports are included as Appendix H to the 2nd Recirculated Draft EIR) regarding foundations, overexcavation, and recompaction of the footing subgrade soils, slab-on-grade, and seismic design parameters will be incorporated into the final geotechnical reports as appropriate based on updated findings. All foundations will be designed in accordance with California Building Code and local requirements.</p> <p>Additional recommendations from the 2007 Preliminary Geotechnical Report and the 2013 Supplemental Geotechnical Investigation and Infiltration Testing Report addendum pertaining to site clearing and preparation, temporary excavation, engineered fill placement, infiltration basins, trench backfilling, foundation design, retaining walls, slope stability, rippability, pavement design and thickness, cement type, shrinkage, and surface drainage will be implemented to minimize any negative effects associated with erosion and sedimentation.</p> <p>Mitigation Measure GEO-2: Geotechnical Testing During Construction. Geotechnical observations and testing will be conducted as necessary during construction activities, consistent with the conclusions and recommendations presented in the final Geotechnical Studies (required per Mitigation Measure GEO-1) for development within the project area. In accordance with the final Geotechnical studies, the 2007 Preliminary Geotechnical Report and the 2013 Supplemental Geotechnical Investigation and Infiltration Testing Report measures related to trench backfill and retaining wall backfill subdrain will be implemented. Geotechnical observation and testing will be provided during the following:</p> <ul style="list-style-type: none"> • After completion of site clearing. • During overexcavation of compressible soil. • During compaction of all fill materials. 	<p>contractor</p> <p>Implementation Phase Prior to issuance of Grading Permit and during construction</p>	<p>Prior to issuance of Grading and Building Permits</p>	
	<p>Responsible Party(s) Project applicant or applicant's representative/contractor</p> <p>Implementation Phase Prior to issuance of Grading Permit and during construction</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Prior to issuance of Grading and Building Permits</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/Initials
<ul style="list-style-type: none"> • After excavation of all footings and prior to placement of concrete. • During retaining wall back drain construction and backfilling. • During utility trench backfilling and compaction. • During pavement subgrade and base preparation. • When any unusual conditions are encountered. 			
4.2.6 Greenhouse Gas Emissions			
<p>Mitigation Measure GHG-1: Provide Solar Installations on Roofs: All buildings shall be designed to provide rooftop solar energy systems except in rooftop areas where avian habitat feature areas will be created using rooftop plantings of Riversidean sage scrub (RSS) habitat plant species to create vegetative substrate that could facilitate avian species' access east-west dispersal between to the proposed 55.23-acre on-site RSS conservation area and nearby undeveloped RSS habitats.</p>	<p>Responsible Party(s) Building permit applicant or applicant's representative/ contractor</p> <p>Implementation Phase During construction and prior to issuance of Certificate of Occupancy</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Prior to issuance of Certificate of Occupancy</p>	
<p>SP-GHG-1: Incorporate Water Conservation and Efficient Measures for Landscaping. The project will devise a comprehensive water conservation strategy in compliance with California Green Building Standards Code Water Efficiency Measures and Leadership in Energy and Environmental Design Neighborhood Development standards to reduce water use during project operation. The strategy will include the following, plus other innovative measures that may be appropriate.</p> <ul style="list-style-type: none"> • Install drought-tolerant plants for landscaping. • Use recycled water for landscape irrigation within the project at such time as it can be made reasonably available. Install the infrastructure to deliver and use recycled water, as part of street improvements within the project site along Jurupa Avenue, Locust Avenue, Alder Avenue, and Armstrong Road as needed to provide recycled water for landscape irrigation when available. • Install water-efficient irrigation systems, such as weather-based and soil-moisture-based irrigation controllers and sensors, for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance. • Ensure that all landscape and irrigation measures are in compliance with the City of Fontana's Municipal Code Article IV, Landscaping and Water Conservation. 	<p>Responsible Party(s) Building permit applicant or applicant's representative/ contractor</p> <p>Implementation Phase During construction and prior to issuance of Certificate of Occupancy</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Prior to issuance of Certificate of Occupancy</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
SP-GHG-2: Design Building Components to Meet 2016 Title 24 Standards. The project will design building shells and building components, such as windows; roof systems; electrical and lighting systems; and heating, ventilating, and air conditioning systems, to meet 2016 Title 24 standards, which are 5 percent more stringent than the 2013 Title 24 Standards, which were in turn 30 percent more stringent than the 2008 Title 24 standards for nonresidential buildings.	Responsible Party(s) Building permit applicant or applicant's representative/ contractor Implementation Phase During construction and prior to issuance of Certificate of Occupancy	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Certificate of Occupancy	
SP-GHG-3: Design CALGreen Compliant Buildings. Buildings will be designed to provide CALGreen Standards with Leadership in Energy and Environmental Design features for potential certification and will employ energy and water conservation measures in accordance with such standards. This includes design considerations related to the building envelope; heating, ventilating, and air conditioning; lighting; and power systems.	Responsible Party(s) Building permit applicant or applicant's representative/ contractor Implementation Phase During construction and prior to issuance of Certificate of Occupancy	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Certificate of Occupancy	
SP-GHG-4: Provide Electrical Connections at Loading Docks. Electrical outlets will be provided in loading dock areas to provide power for trucks to keep their cargo cool without using their engines, minimizing idling time to reduce air emissions and use of fuel on site.	Responsible Party(s) Building permit applicant or applicant's representative/ contractor Implementation Phase During construction and prior to issuance of Certificate of Occupancy	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Certificate of Occupancy	
SP-GHG-5: Utilize Energy-efficient Lighting. The project will utilize energy-efficient interior and exterior lighting, including light-emitting diodes, T5 and T8 fluorescent lamps, or other lighting that is at least as efficient. Lighting will incorporate motion sensors that turn lighting off when not in use.	Responsible Party(s) Building permit applicant or applicant's representative/ contractor Implementation Phase During construction and prior to issuance of Certificate of Occupancy	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Certificate of Occupancy	
SP-GHG-6: Select Efficient Refrigerants and Heating, Ventilating, and Air Conditioning (HVAC) Systems. Refrigerants and HVAC equipment will be selected to minimize or eliminate the emission of compounds that	Responsible Party(s) Building permit applicant or applicant's	Responsible Party(s) City of Fontana Monitoring Period	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes / Initials
contribute to ozone depletion and global warming. Ventilation and HVAC systems will be designed to meet or exceed the minimum outdoor air ventilation rates described in the American Society of Heating, Refrigeration, and Air Conditioning Engineers standards and/or per California Title 24 requirements.	representative/ contractor Implementation Phase During construction and prior to issuance of Certificate of Occupancy	Prior to issuance of Certificate of Occupancy	
SP-GHG-7: Provide Landscaped Parking Lots. Surface parking lots will be well landscaped to reduce the heat island effect. Parking lot landscaping will be planted with 15-gallon trees at a rate of one tree per every four parking stalls. The trees may be clustered, but a minimum of one cluster will be provided for each 100 feet of parking row. Trees will be selected and placed to provide canopy and shade for the parking lots.	Responsible Party(s) Building permit applicant or applicant's representative/contractor Implementation Phase During construction and prior to issuance of Certificate of Occupancy	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Certificate of Occupancy	
SP-GHG-8: Recycling Program: Operational Sustainability. The Project shall implement a recycling program in order to meet a 50 percent minimum waste diversion goal, consistent with Section 24-2 of the City's Municipal Code.	Responsible Party(s) Building operators Implementation Phase Ongoing operations	Responsible Party(s) City of Fontana Monitoring Period Annual monitoring of waste hauler	
4.2.7 Hazards and Hazardous Materials			
Mitigation Measure HAZ-1: Engineering Controls and Best Management Practices during Construction. During construction, the contractor will employ use of engineering controls and best management practices to minimize human exposure to potential contaminants. Engineering controls and construction best management practices specified on project construction plans for review and approval by the City Department of Community Development will include, but not be limited to, the following.	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to and during project construction	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Grading Permit and during construction	
<ul style="list-style-type: none"> Contractor employees working on site Occupational Safety and Health will be certified in the Administration's 40-hour Hazardous Waste Operations and Emergency Response training. The contractor will monitor areas around the construction site for fugitive vapor emissions with appropriate field screening instrumentation. The contractor will water/mist soil as it is being excavated and loaded onto transportation trucks. 			

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
<ul style="list-style-type: none"> The contractor will place any stockpiled soil in areas shielded from prevailing winds. The contractor will cover the bottom of excavated areas with sheeting when work is not being performed. <p>Mitigation Measure HAZ-2: Clear Materials that Could Serve as Fire Fuel from Construction Areas. Prior to ground clearing, grading and other ground disturbance construction activities contractors will clear areas of dry vegetation or other potential fire fuels on or near staging areas, welding areas, or any other areas on which equipment will be operated. The City will require contractors to maintain areas subject to construction activities clear of combustible natural to maintain firebreaks and minimize the availability of fire fuels. Proposed staging areas to be cleared will be identified with the assistance of a qualified biologist to avoid conflicts with policies to preserve protected habitat areas. Staging and clearing will not be permitted in protected habitat areas. This requirement will be included on project construction plan specifications and reviewed for approval by the Fontana Fire Protection District prior to issuance of grading permits.</p> <p>SP-HM-1: Sampling and Remediation. Prior to submittal of a grading permit for the West Valley Logistics Center Specific Plan area, a Phase II Environmental Site Assessment (ESA) will be prepared for any portions of the project area in which there is evidence of previous contamination, as identified in the Phase I ESA. The Phase II ESA will be submitted to the Fontana Director of Community Development and the San Bernardino County Division of Environmental Health Services (DEHS) for review and approval. The Phase II ESA will include, but not be limited to, the following:</p> <ul style="list-style-type: none"> A scope of work for preparation of a Health and Safety Plan that specifies pre-field activity marking of boring locations and obtaining utility clearance, and Field Activities, such as identifying appropriate sampling procedures, health and safety measures, chemical testing methods, and quality assurance/quality control procedures in accordance with the ASTM International Standards. Necessary permits for well installation and/or boring advancement. A Soil Sampling and Analysis Plan in accordance with the scope of work. Laboratory analyses conducted by a state-certified laboratory. 	<p>Responsible Party(s) Project applicant or applicant's representative/contractor</p> <p>Implementation Phase Prior to and during project construction</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Prior to issuance of Grading Permit and during construction</p>	
<ul style="list-style-type: none"> A scope of work for preparation of a Health and Safety Plan that specifies pre-field activity marking of boring locations and obtaining utility clearance, and Field Activities, such as identifying appropriate sampling procedures, health and safety measures, chemical testing methods, and quality assurance/quality control procedures in accordance with the ASTM International Standards. Necessary permits for well installation and/or boring advancement. A Soil Sampling and Analysis Plan in accordance with the scope of work. Laboratory analyses conducted by a state-certified laboratory. 	<p>Responsible Party(s) Project applicant or applicant's representative/contractor</p> <p>Implementation Phase Prior to grading permit</p>	<p>Responsible Party(s) San Bernardino County Division of Environmental Health Services</p> <p>Monitoring Period Prior to issuance of Grading Permit and during construction</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/Initials
<ul style="list-style-type: none"> Disposal processes, including transport by a state-certified hazardous material hauler to a state-certified disposal or recycling facility licensed to accept and treat hazardous waste. An asbestos-containing materials survey for analysis of demolition/construction debris located on site. <p>The Phase II ESA shall provide verification whether any portions of the project site are contaminated and require remediation to achieve risk-based cleanup standards¹ of an acceptable excess cancer risk of 1×10^{-5} or as otherwise established by the Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), or DEHS for construction workers and workers within proposed uses on site. The applicant and project contractor(s) shall be required to follow the recommendations and specific measures included in the Phase II ESA, specifically if contamination exists on site, and follow measures for site remediation in accordance with the applicable regulatory agency. If any hazardous materials are discovered, a plan for their proper remediation shall be prepared in accordance with applicable requirements of the California Division of Occupational Safety and Health and the County of San Bernardino Environmental Health Services. Should underground storage tanks be determined to remain on site, they shall be removed pursuant to the recommendations of the Phase II ESA and the applicable requirements of the City of Fontana, DTSC, RWQCB, and DEHS.</p> <p>In the event that the Phase II ESA identifies contamination on site, the following remediation measures may be employed (site specific recommendations and measures will be included in the Phase II ESA based on sampling results):</p> <ul style="list-style-type: none"> Targeted Excavation with Off-site Disposal. With this technology, heavily contaminated soil is excavated and transported by truck or rail to a permitted off-site treatment and disposal facility. 			

¹ Regulatory agencies have historically used conservative standard-based criteria (i.e., drinking water standards) or required cleanups to background levels, often assumed to be pristine environments, which can sometimes lead to costly cleanup requirements. There has recently been a trend to use site-specific risk-based cleanup goals instead of standard-based or background levels. Rather than pre-determining specific contaminant levels to be applied to every site regardless of the risks involved in exposure of the public to contaminants, risk-based cleanup goals involve application of performance standards (e.g., acceptable cancer risk) to site-specific conditions based on actual health and environmental risk posed by contaminants in the ground or water. As a result, land uses where risks to the public health are higher (e.g., residential) will have more stringent clean-up requirements than would less sensitive uses (e.g. industrial), given the same level of cancer risk (City of Brisbane. 2013. Brisbane Baylands Draft Environmental Impact Report. State Clearinghouse #2006022136. Prepared for City of Brisbane, CA by ESA. June. Available: <http://www.ci.brisbane.ca.us/baylands-deir>).

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
<p>Pretreatment may be required at the disposal facility prior to disposal.</p> <ul style="list-style-type: none"> Targeted Excavation with On-site Treatment. With this technology, heavily contaminated soil is excavated and stockpiled on site for treatment and subsequent reuse on site. Potential treatment technologies include: <ul style="list-style-type: none"> Plasma arc centrifugal treatment technology, which uses heat generated by a plasma arc to melt the inorganic portion of waste material while destroying the organic portion, creating an inert slag that can be reused on site; Smoldering treatment technology, a new technology to remediate oil in the subsurface, either in situ or above ground in treatment chambers following excavation that uses smoldering combustion (the type of combustion that turns charcoal into ash in a barbecue grill) to quickly and efficiently destroy contaminants; and Bioremediation, which uses naturally occurring microorganisms to degrade organic contaminants in soil. Targeted Excavation with On-site Extraction. With this technology, moderately contaminated soil is excavated and placed in areas that will be covered by soil, concrete slabs, or other structures that prevent contact with the soil. <p>All grading within the boundaries of the former Crestmore Waste Disposal Site shall be in accordance with the requirements of California Code of Regulations Title 27, Environmental Protection.</p> <p>Installation of Sub-slab Vapor Barriers. To minimize potential vapor intrusion into proposed new buildings within 1,000 feet of the Crestmore Waste Disposal Site footprint, sub-slab vapor barriers can be employed in the proposed project area as a passive option if methane testing conducted prior to issuance of building permits indicates the presence of methane or other volatile gases.</p> <p>Additionally and prior to site construction, the applicant shall undertake the following actions in accordance with the performance standards provide herein to ensure safe conditions of the site.</p> <p>Additional Air Pollutant and Greenhouse Gas Emissions Analysis.</p> <p>Should site remediation and/or soil excavation be required as part of implementation of this measure, additional analysis of the air quality and</p>			

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/Initials
greenhouse gas emissions associated with such site remediation and/or soil excavation will be required. ² Asbestos and Lead Based-Paint Sampling. Sampling shall be undertaken to confirm the absence of asbestos and lead-based paint in the remnant construction debris on site. The soil sampling shall include applicable sampling procedures pursuant to the directives of the DEHS, and shall be subject to review by the DEHS.			
4.2.9 Hydrology and Water Quality			
There are no Mitigation Measures that address impacts related to Hydrology and Water Quality. Specific Plan requirements related to Hydrology and Water Quality are presented below.			
SP-HW-1: Implement Best Management Practices for Water Quality Management. Site Design best management practices will be included in the project-wide Stormwater Quality Management Plan submitted to the City of Fontana and approved prior to the issuance of a grading permit (see Regulatory Requirement RR-HW-2). The best management practices, which include low-impact development standards, will include, but not be limited to, the following:	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Grading permit and site grading	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Grading Permit and during construction	
<ul style="list-style-type: none"> Maximize permeable areas (pervious open space) of the site by reducing the amount of pavement, decreasing the project's footprint, or by utilizing alternative paving materials in select areas. Drain rooftops into pervious, swaled landscaped areas prior to discharge of overflow into storm drains. Construct streets, sidewalks, and parking lot aisles to the minimum width necessary. Construct walkways, parking stalls, overflow parking lots, and other low-traffic areas with open-jointed paving materials. Use pervious drainage channels (rock- or grass-lined systems) for conveying parking lot runoff into storm drains. Use perforated pipe, gravel infiltration pits, and drywells for low-flow infiltration following treatment by an acceptable method. Construct on-site vegetated ponding areas and swaled landscaping 			

² While this measure sets performance standards for safety in relation to hazardous materials, such air quality and greenhouse analyses cannot be undertaken at this time because the actual need for remediation and specific methods to accomplish site remediation, as well as the amount of any additional grading activity to be undertaken as part of site remediation, would be determined as part of a Soil Management Plan or Remedial Action Plan undertaken prior to approval of a grading plan.

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
(not mounded) that drain within 72 hours to prevent the development of vector breeding areas.			
<ul style="list-style-type: none"> Provide curb cutouts, curb cores, or concrete mow strips and wheel stops to allow stormwater runoff to flow into swaled landscaped areas. Where soil conditions are suitable, construct vegetated infiltration trenches in paved parking lot areas to infiltrate and filter stormwater runoff. 			
<p>SP-HW-2: On-site Stormwater Detention: On-site detention basins will be designed and sized to reduce 100-year peak flows to 90 percent of the 25-year peak flow rate for existing conditions. Detention basins within the West Valley Logistics Center Specific Plan area will be designed such that the lower elevations of the basins are used for water quality purposes. The higher elevations of the basins will be used to limit the difference between pre- and post-development peak flow rates.</p>	<p>Responsible Party(s) Project applicant or applicant's representative/contractor</p> <p>Implementation Phase Parcel map</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Review of tentative parcel map and map recordation</p>	
4.2.10 Land Use and Planning			
There are no Mitigation Measures that address impacts related to Land Use and Planning.			
4.2.11 Noise			
<p>Mitigation Measure NOI-1: Provide Rubberized Pavement. To reduce the off-site traffic noise levels resulting from WVL CSP-related truck trips, the use of an asphalt rubber hot mix overlay to reduce the noise levels associated with vehicle tires traveling over pavement is required during off-site project roadway improvements on the following roadway segments:</p> <p>City of Fontana</p> <ul style="list-style-type: none"> Locust Avenue: South of Jurupa Avenue (Segment #6) <ul style="list-style-type: none"> South of Driveway 4 (Segment #7) South of Driveway 5 (Segment #8) South of 11th Street (Segment #9) South of 10th Street (Segment #10) South of 9th Street (Segment #11) South of 8th Street (Segment #12) Jurupa Avenue: <ul style="list-style-type: none"> East of Locust Avenue—eastbound lanes from Locust Avenue to Kessler Park (Segment #36) 	<p>Responsible Party(s) Project applicant or applicant's representative/contractor</p> <p>Implementation Phase Prior to the first certificate of occupancy</p>	<p>Responsible Party(s) City of Fontana for roadways within the City</p> <p>San Bernardino County Public works Department for roadways within unincorporated areas</p> <p>Monitoring Period Construction of off-site roadway improvements</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
San Bernardino County			
<ul style="list-style-type: none"> • Locust Avenue: <ul style="list-style-type: none"> ◦ South of Slover Avenue (Segment #4) ◦ South of Santa Ana Avenue (Segment #5) • Jurupa Avenue: <ul style="list-style-type: none"> ◦ West of Cedar Avenue (Segment #37) 			
<p>SP-N-1: Noise Performance Standards: The noise standard for generation of noise from any stationary noise source as it affects adjacent properties shall be:</p> <p>Residential 55 A-weighted decibels (dBA) (7:00 a.m.–10:00 p.m.) 45 dBA (10:00 p.m.–7:00 a.m.)</p> <p>Industrial 70 dBA any time</p> <p>No person shall operate or cause the operation of any stationary source of noise at any location or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level, when measured on any other property, to exceed:</p> <ol style="list-style-type: none"> 1. The noise standard specified above for the receiving land use for a cumulative period of more than 30 minutes in any hour. 2. The noise standard specified above for the receiving land use plus 5 dBA for a cumulative period of more than 15 minutes in any hour. 3. The noise standard specified above for the receiving land use plus 10 dBA for a cumulative period of more than 5 minutes in any hour. 4. The noise standard specified above for the receiving land use plus 15 dBA for a cumulative period of more than 1 minute in any hour. 5. The noise standard specified above for the receiving land use plus 20 dBA for any period of time. 6. If the noise exceeding the applicable noise standard or the ambient noise level consists entirely of impact noise or simple tone noise, each of the noise levels described above shall be reduced by 5 dBA. <p>The preceding performance standards do not apply to the following uses, each of which shall meet any applicable requirements of the City of Fontana:</p> <ul style="list-style-type: none"> • Motor vehicles; • Emergency equipment, vehicles, devices, and activities; and • Temporary construction, maintenance, or demolition activities 	<p>Responsible Party(s) Building operators</p> <p>Implementation Phase Ongoing operations</p> <p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Unscheduled inspections</p>		

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
<p>conducted between the hours of 6:00 a.m. and 7:00 p.m.</p> <p>SP-N-2: Installation of Sound Barriers on Site. Screen wall/noise barriers will be constructed near Buildings 1, 2, 3, 4, and 7, as shown on Exhibit 10-A of the West Valley Logistics Center Noise Impact Analysis, to shield noise from adjacent sensitive receptors, including along Locust Avenue and near sensitive receptors within the City of Jurupa Valley to the south and the County of San Bernardino to the east. Screen walls would be constructed from cement or concrete masonry units along the eastern project boundary adjacent to Building 1, with two rolling gates that can be opened and closed during truck operations at night to shield the openings for truck entrances. A screen wall would also be constructed along the western project boundary adjacent to Building 2, with a wrap-around portion on the north side to cover the parking area on the west side of the building. This screen wall would further reduce truck operational noise from the west side of Building 2 for residences to the northwest of the project side. Additionally, a screen wall would be constructed along the south/east side of Building 4. Noise barriers will be installed with noise-attenuating qualities and will have a minimum height of 12 feet above grade.</p> <p>In addition, minimum 8-foot high temporary construction noise barriers will be installed at the project site boundaries adjacent to sensitive receivers, as shown in the West Valley Logistics Center Noise Study, for the duration of mobile-equipment construction activities for the duration of the site preparation and grading stages of project construction. The noise-control barriers must have a solid face from top to bottom. The noise-control barriers must meet the minimum height and be constructed as follows:</p> <ul style="list-style-type: none"> • The temporary noise barriers will provide a minimum transmission loss of 20 A-weighted decibels (Federal Highway Administration, Noise Barrier Design Handbook). The noise barrier is to be constructed using an acoustical blanket (e.g., vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts. • The noise barrier will be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground will be promptly repaired. • The noise control barrier and associated elements are to be 	<p>Responsible Party(s) Project applicant or applicant's representative/contractor</p> <p>Implementation Phase Site plan review, building permits</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Prior to certificate of occupancy</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
completely removed and the site appropriately restored upon the conclusion of the construction activity. Alternatively, the planned 14-foot-high permanent screen walls (noise barriers) at the eastern project site boundary adjacent to Locust Avenue, shown on Figure 3-3, if built prior to project construction, can replace the 8-foot-high temporary noise barriers intended to reduce the construction noise levels at homes on Locust Avenue between 11 th and 8 th Streets.			
SP-N-3: Truck Idling. To reduce potential noise impacts related to truck idling during project operations, deed restrictions and parking lot signage shall limit the maximum number of trucks idling on the east side of Building 1 to 20 trucks during nighttime hours between 10:00 p.m. and 7:00 a.m. Proposed deed restrictions and parking lot signage will be submitted to the City of Fontana Community Development Department for review and approval prior to issuance of a certificate of occupancy.	Responsible Party(s) Building operators Implementation Phase Ongoing operations	Responsible Party(s) City of Fontana Monitoring Period Unscheduled inspections	
SP-N-4: Vibration Performance Standard. No person shall create or cause the creation of any activity that causes a vibration that can be felt beyond the property line of any residentially zoned property with or without the aid of an instrument.	Responsible Party(s) Building operators Implementation Phase Ongoing operations	Responsible Party(s) City of Fontana Monitoring Period Unscheduled inspections	
4.2.12 Population and Housing			
There are no Mitigation Measures or Specific Plan Requirements that address impacts related to Population and Housing.			
4.2.13 Public Services			
There are no Mitigation Measures that address impacts related to Public Services. Specific Plan requirements related to Public Services are presented below.			
SP-PS-1: Implement Crime Prevention through Environmental Design (CPTED) Measures. The West Valley Logistics Center Specific Plan (Specific Plan) complies with the City of Fontana's CPTED guidelines. As such, the Specific Plan incorporates the following measures identified to minimize crime occurrences and the need for additional police protection services:	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Site plan review, building permits	Responsible Party(s) City of Fontana Monitoring Period Prior to certificate of occupancy	
<ul style="list-style-type: none"> A comprehensive security plan that includes uniformed security and video monitoring; A graffiti removal plan; The establishment of a Business Coalition/Neighborhood Watch program; A comprehensive traffic control plan; and 			

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
<ul style="list-style-type: none"> Design guidelines relative to security in semi-public and private spaces, which may include, but not be limited to, access control of buildings, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high foot traffic areas, and provision of security guard patrol throughout the project site, if needed. 			
<p>SP-PS-2: Fire Protection through Implementation of Safety Design Measures. In order to address current plans by the Fontana Fire Protection District (FFPD) to move the fire station that is currently closest to the West Valley Logistics Center Specific Plan (Specific Plan) site to another location farther from the project site, such that the travel distance and running time from the relocated fire station to the project site would increase, the Specific Plan includes the following measures to provide for adequate fire protection and meet the requirements of the FFPD:</p> <ul style="list-style-type: none"> Adequate off-site public and on-site private fire hydrants will be required; their number and location will be determined after FFPD reviews and approves the site plan. The proposed private street, along with any entry gates to individual building sites, will be built to City of Fontana (City) standards to the satisfaction of the City Engineer and FFPD. Sprinkler systems will be required throughout each structure and will be built in accordance with the City's Municipal Code. Construction of public or private roadways in the proposed development will not exceed 15 percent in grade. Standard cut-corners will be used on all turns. Fire lanes and dead-ending streets will terminate in a cul-de-sac or other approved turning area. No dead-ending street or fire lane will be greater than 700 feet in length, unless approved by the FFPD. Secondary access will be required for Parcels 1 through 7. Fire lane widths will not be less than 20 feet. When a fire lane must accommodate the operation of an FFPD aerial ladder apparatus or where fire hydrants are installed, those portions will not be less than 28 feet wide. Where access for a given building requires accommodation of FFPD 	<p>Responsible Party(s) Project applicant or applicant's representative/contractor</p> <p>Implementation Phase Site plan review, building permits</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Prior to certificate of occupancy</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/Initials
<p>apparatus, the minimum outside radius of the paved surface will be 35 feet. An additional 6 feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface of the roadway.</p> <ul style="list-style-type: none"> Where access for a given building requires accommodation of FFPD apparatus, overhead clearance will not be less than 14 feet. No building or portion of a building will be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane. Access for FFPD apparatus and personnel to and into all structures will be required. <p>Provision of additional vehicular access where buildings exceed 28 feet in height as may be required by the FFPD.</p>			
4.2.14 Recreation			
<p>Mitigation Measure REC-1: Jurupa Hills Trail Realignment Plan. Any realignment of the Jurupa Hills Trail as a result of the proposed project will be submitted by the applicant to the County of San Bernardino prior to or concurrent with review of the proposed WVLCSP Tentative Parcel Map(s). As a portion of the Jurupa Hills Trail is located within the project site, on private land and not entirely within a utility corridor or public lands, the trail will be realigned so as to be within the utility corridor easement in the southeastern portion of the WVLCSP project site, between proposed Parcels 5 and 6. The applicant will also submit plans for review and approval and will coordinate with utility companies regarding any change to the existing easement, specifically if any sort of development is proposed within the easement, including roadways, buildings, and accessory structures. For compliance, the applicant will provide proof to the City of Fontana Community Development Department of the County's approval for the alignment shift prior to Tentative Parcel Map recordation.</p>	<p>Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase During submission of the WVLCSP Tentative Parcel Map(s)</p>	<p>Responsible Party(s) City of Fontana Monitoring Period Prior to approval and recordation of the WVLCSP Tentative Parcel Map(s)</p>	
<p>SP-R-1: Trail Access and Location Verification: The following measures are required by the West Valley Logistics Center Specific Plan:</p> <ul style="list-style-type: none"> Final parcel map and grading plans shall identify the confirmed alignment of the Jurupa Hills Trail through the project site. Development of the West Valley Logistics Center Specific Plan shall retain access to the existing Jurupa Hills Trail and Southern 	<p>Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase During submission of the</p>	<p>Responsible Party(s) City of Fontana Monitoring Period Prior to approval and recordation of the WVLCSP Tentative Parcel</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
<p>California Edison Easement Trail.</p> <ul style="list-style-type: none"> The Property Owners' Association shall be charged with ensuring that on-site operations are conducted so as to not cause deterioration of the Jurupa Hills Trail and Southern California Edison Easement Trail. 	<p>WVLCSP Tentative Parcel Map(s) Ongoing operations</p>	<p>Map(s) Unscheduled inspections</p>	
4.2.15 Transportation and Traffic			
<p>Mitigation Measure TRA-1a: Develop and Implement a Construction Management Plan. Prior to the issuance of construction permits, the project applicant shall develop and implement a Construction Management Plan to the satisfaction of (1) the City of Fontana Traffic Engineer, (2) the San Bernardino County Public Works Director for roadways within unincorporated County areas, and (3) the Jurupa Valley Public Works Department for roadways within Jurupa Valley that shall:</p> <ul style="list-style-type: none"> Designate traffic control for any street closure, detour, or other disruption to traffic circulation. Identify the routes that construction vehicles will use for the delivery of construction materials (e.g., lumber, tiles, piping, windows) to access the site, including any needed traffic controls and detours. Such routes shall be consistent with the truck routing set forth in the project's Truck Management Plan. Specify the hours during which site deliveries and off-site hauling can occur and methods to mitigate construction-related impact to adjacent streets. Require the contractor to keep all haul routes clean and free of debris, including, but not limited to, gravel and dirt as a result of construction activities. The applicant shall clean adjacent streets, as directed by the City Traffic Engineer (or a designated representative) within the City of Fontana or the San Bernardino County Public Works Director (or a designated representative) for roadways within unincorporated County areas of any materials that may have been spilled, tracked, or blown onto adjacent streets or areas. Allow hauling or transport of oversize loads between 9:00 AM and 3:00 PM only, Monday through Friday, unless approved otherwise by the City Traffic Engineer within the City of Fontana, the San Bernardino County Public Works Director for roadways within unincorporated County areas, or the Jurupa Valley Public Works Director for roadways within Jurupa Valley. No hauling or transport 	<p>Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to issuance of Grading Permit and during construction</p>	<p>Responsible Party(s) City of Fontana for roadways within the City of San Bernardino County Public Works Department for roadways within unincorporated areas City of Jurupa Valley for roadways within that City Monitoring Period Prior to issuance of Grading Permit</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/Initials
will be allowed during nighttime hours, weekends, or federal holidays.			
<ul style="list-style-type: none"> Prohibit use of local streets not specifically approved by the City Traffic Engineer within the City of Fontana, the San Bernardino County Public Works Director for roadways within unincorporated County areas, or the Jurupa Valley Public Works Director for roadways within Jurupa Valley. Require haul trucks entering or exiting public streets to yield to public traffic. Provide a flag person at the intersection of Armstrong Road and Locust Avenue and any other intersections deemed necessary by the City Traffic Engineer within the City of Fontana or the San Bernardino County Public Works Director for roadways within unincorporated County areas to ensure that vehicle conflicts between haul trucks and all other vehicles are minimized. Require that if hauling operations are determined to have caused any damage to existing pavement, street, curb, and/or gutter along the haul route, the applicant will be fully responsible for repairs. The repairs will be completed by the project's contractor to the satisfaction of the City Traffic Engineer within the City of Fontana, the San Bernardino County Public Works Director for roadways within unincorporated County areas, or the Jurupa Valley Public Works Director for roadways within Jurupa Valley. Require all construction-related parking and staging of vehicles to be kept out of the adjacent public roadways and instead be kept on site. Meet the standards established in the current California Manual on Uniform Traffic Control Devices, as well as City of Fontana requirements within the City of Fontana, San Bernardino County requirements within unincorporated County areas, or Jurupa Valley requirements within Jurupa Valley. Identify adequate access points for emergency vehicles and ensure emergency personnel would be able to identify these access points by providing a flagman, signage, or other indicator to effectively communicate emergency access during construction. 			
Mitigation Measure TRA-1b: Construction of Transportation Improvements. Prior to the issuance of occupancy permits for the project, construction of the traffic improvements required to mitigate all	Responsible Party(s) Project applicant or applicant's representative/	Responsible Party(s) City of Fontana for roadways within the City	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
direct impacts of the project within the City will be constructed. In addition to improvements called for in the proposed Specific Plan, this includes mitigation for all intersections that currently operate at an acceptable LOS, but that would operate at an unacceptable LOS with the addition of project-related traffic.	contractor Implementation Phase Prior to issuance of Certificate of Occupancy	San Bernardino Public Works Department for roadways within unincorporated areas Monitoring Period Prior to issuance of Certificate of Occupancy	
Each improvement that will be provided by the applicant is listed in Table 4.2. 15-18 (included below) along with the required timing for the improvement.			
Circulation Facility	Extent of Proposed Improvement	Timing for Applicant-Installed Improvements	
On-site Facilities			
Jurupa Avenue	Widen eastbound lanes to full half-width improvements along frontage of Parcel 7.	Prior to certificate of occupancy for first building	
Locust Avenue/Jurupa Avenue (TIA Intersection #20)	Add southbound through, westbound left-turn, and northbound right-turn lanes. Install a traffic signal.	Prior to certificate of occupancy for first building	
Locust Avenue/Armstrong Road from Jurupa Avenue to the Riverside County line (including TIA Intersections #19-30)	Full improvements, including turning movements and signalization, as identified in the WVLCSP TIA (Appendix L).	Prior to certificate of occupancy for first building	
Locust Avenue/Driveways 4, 5, 7, 8, 9 (TIA intersections 19, 20, 23, 26, 27).	Construct two-way left turn lane within Locust Avenue along project frontage.	Prior to certificate of occupancy for first building	

Mitigation Measure/Specific Plan Requirement			Implementation	Monitoring	Notes/Initials
Locust Avenue/11 th Street - Driveway 6 (TIA Intersection #21)	Install a traffic signal.	Prior to certificate of occupancy for Building 1			
Locust Avenue-Armstrong Road/7 th Street (TIA Intersection #25)	Install a traffic signal.	Prior to certificate of occupancy for Building 1			
Alder Avenue	Install a new roadway extending northwest from the existing intersection of 7 th Street and Armstrong Road/Locust Avenue.	Prior to certificate of occupancy for Building 1, 2, or 3, whichever is first.			
Off-site Improvements					
Locust Avenue from Jurupa Avenue to Slover Avenue	Widen Locust Avenue to provide four through travel lanes and appropriate intersection turn lanes, along with a pavement section adequate to support proposed project truck traffic. Install traffic signals at: <ul style="list-style-type: none"> • Jurupa Avenue • 11th Street • 7th Street 	Prior to certificate of occupancy for first building			
Jurupa Avenue	Widen eastbound lanes to full half-width improvements	Prior to certificate of occupancy for first building			

Mitigation Measure/Specific Plan Requirement		Implementation	Monitoring	Notes/Initials
	between parcel 7 and Kessler Park			
Linden Avenue/Slover Avenue Intersection	Pay 100% of the cost of signalization to San Bernardino County Installation to be undertaken by the County as part of intersection improvements funded by Nexus Project.	Prior to certificate of occupancy for first building		
Maple Avenue/Slover Avenue Intersection	Pay 100% of the cost of signalization to San Bernardino County.	Prior to certificate of occupancy for first building		
<p>Mitigation Measure TRA-1c: Payment of Development Impact Fees for Transportation Improvements. Prior to the issuance of occupancy permits for a building within the WVL CSP, the applicant shall make fee payments to fund the improvements needed to mitigate the project's contribution to impacts on intersections, freeway mainline segments, and/or ramp junctions. Such fee payments will include:</p> <ul style="list-style-type: none"> City of Fontana Development Impact Fee (DIF), which represents the project's required fee to mitigate impacts to both regional (Regional Transportation Development Mitigation Program) and additional local facilities, including: <ul style="list-style-type: none"> Alder Avenue/Santa Ana Avenue (TIA Intersection #11); Locust Avenue/Santa Ana Avenue intersection (TIA Intersection #19); and Linden Avenue/Slover Avenue (TIA Intersection #42). Fair share payment to San Bernardino County to install a traffic signal at the Alder Avenue/Slover Avenue intersection (TIA Intersection #10) that is not included in the Regional Transportation Development Mitigation Program. Fair share payment for the WVL CSP will be at the same rate being charged 				
		Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to issuance of Certificate of Occupancy	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Certificate of Occupancy	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
by the County for projects within the unincorporated area.			
Mitigation Measure TRA-1d: Construct Intersection Improvements. Prior to the issuance of occupancy permits for the first building within the WVLCSP, the applicant shall construct the improvements called for in the WVLCSP TIA at the following intersections:	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to issuance of Certificate of Occupancy	Responsible Party(s) City of Fontana for roadways within the City San Bernardino County Public works Department for roadways within unincorporated areas Monitoring Period Prior to issuance of Certificate of Occupancy for the first building	
<ul style="list-style-type: none"> Locust Avenue/Slover Avenue Cedar Avenue/Orange Street Cedar Avenue/Santa Ana Avenue 			
Mitigation Measure TRA-1e: Payment of Development Impact Fees for Transportation Improvements. Prior to the issuance of occupancy permits for a building within the WVLCSP, the applicant shall make fee payments to the City to fund the improvements needed to mitigate the project's contribution to cumulative impacts on intersections that would operate at an unacceptable LOS (or a further unacceptable LOS) in 2035. Such fee payments, based on unique traffic flow and the distribution of truck trips outside of the City of Fontana, will include:	Responsible Party(s) Project applicant or applicant's representative/contractor Implementation Phase Prior to issuance of Certificate of Occupancy	Responsible Party(s) City of Fontana Monitoring Period Prior to issuance of Certificate of Occupancy	
<ul style="list-style-type: none"> City of Fontana Development Impact Fee (DIF), which represents required fee for mitigation of impacts to both regional (Regional Transportation Development Mitigation Program) and additional local facilities; Fair share payments to San Bernardino County as mitigation for the project's contribution of traffic and the need for the improvements described in the WVLCSP TIA (Appendix L) at the following locations: <ul style="list-style-type: none"> Sierra Avenue/Slover Avenue (#3) Production Avenue/Slover Avenue (#6) Tamarind Avenue/Slover Avenue (#8) Alder Avenue/Slover Avenue (#10) Laurel Avenue/Slover Avenue (#14) Cedar Avenue/Valley Boulevard (#43) Cedar Avenue/Slover Avenue (#47) 			

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
<ul style="list-style-type: none"> o Cedar Avenue/Jurupa Avenue (#49) o Cedar Avenue/7th Street (#51) o Cedar Avenue/Rubidoux Boulevard/El Rivino Road (#52) <p>SP-TR-1: Truck Routing Plan. A plan for the routing of trucks between the project site and area freeways is set forth in the West Valley Logistics Center Specific Plan (Specific Plan) to minimize impacts on nearby residential neighborhoods. The truck routing plan also includes requirements for:</p> <ul style="list-style-type: none"> • Driveway designs and the geometrics of the intersection of Alder Avenue and Locust Avenue/Armstrong Road to direct trucks to the north and away from Valley Way; • A comprehensive roadway and highway signage program to direct trucks along designated routes between the project site and area freeways (see Section 3.4.3, <i>Circulation Improvements</i>); • Off-site improvements including roadway widening and signalization to accommodate project-related trucks (see Section 3.4.3, <i>Circulation Improvements</i>); • Requirements for providing instruction to truck drivers regarding approved routes; and • Requirements for the Transportation Management Committee of the Specific Plan Property Owners' Association to monitor truck traffic and enforce applicable Specific Plan regulations. <p>SP-TR-2: Feasibility Studies and Fair Share Payments. In addition to the physical improvements included in SP-TR-1, the West Valley Logistics Center Specific Plan (Specific Plan) includes the following requirements:</p> <ul style="list-style-type: none"> • Payment of fair share fees in addition to Regional Transportation Development Mitigation Program and Fontana Development Impact Fees to the County of San Bernardino for: <ul style="list-style-type: none"> o Alder Avenue/Slover Avenue (fair share payment for signalization that is not included as part of the Regional Transportation Development Mitigation Program. Development within the Specific Plan will provide fair share payments at the same rate as the County of San Bernardino is collecting from projects within the adjacent unincorporated area); and o Cedar Avenue/Slover Avenue (fair share payment for intersection improvements). 	<p>Responsible Party(s) Project applicant or applicant's representative/contractor for construction</p> <p>Responsible Party(s) Property Owners' Association ongoing operations</p> <p>Implementation Phase Prior to building permits</p>	<p>Responsible Party(s) City of Fontana for construction</p> <p>Responsible Party(s) Property Owners' Association and City of Fontana for operations</p> <p>Monitoring Period Annual reporting by Property Owners' Association, review of reports by City for operations</p>	
<p>SP-TR-2: Feasibility Studies and Fair Share Payments. In addition to the physical improvements included in SP-TR-1, the West Valley Logistics Center Specific Plan (Specific Plan) includes the following requirements:</p> <ul style="list-style-type: none"> • Payment of fair share fees in addition to Regional Transportation Development Mitigation Program and Fontana Development Impact Fees to the County of San Bernardino for: <ul style="list-style-type: none"> o Alder Avenue/Slover Avenue (fair share payment for signalization that is not included as part of the Regional Transportation Development Mitigation Program. Development within the Specific Plan will provide fair share payments at the same rate as the County of San Bernardino is collecting from projects within the adjacent unincorporated area); and o Cedar Avenue/Slover Avenue (fair share payment for intersection improvements). 	<p>Responsible Party(s) Project applicant or applicant's representative</p> <p>Implementation Phase Prior to building permits</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Building permit issuance</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
<ul style="list-style-type: none"> The Specific Plan will voluntarily prepare a feasibility study for the Valley Way/State Route 60 interchange for which no feasible improvements to achieve acceptable levels of operation have been identified to date and, as a consequence, no improvement program has been established to which a fair share payment for improvements can be made. The proposed feasibility study would aim to identify feasible improvements that could be undertaken at the interchange to improve existing and future levels of service, even if applicable service level standards could not be met. Work with the cities of Fontana and Jurupa Valley to identify Armstrong Road south of the southernmost West Valley Logistics Center driveway as not a truck route and to place appropriate signage along Armstrong Road prohibiting trucks except for local deliveries. Work with the California Department of Transportation to place signs along State Route 60 indicating that trucks are not permitted on Armstrong Road north of the freeway, and directing eastbound trucks to exit at Rubidoux Boulevard and westbound trucks to exit at Market Street. 			
<p>SP-TR-3: Property Owners' Association Responsibilities. A Property Owners' Association shall be formed by the applicant or its designee to implement the truck traffic management program set forth in the West Valley Logistics Center Specific Plan. The applicant or its designee will submit a proposed declaration of Covenants, Conditions, and Restrictions (CC&Rs) for City of Fontana (City) review prior to issuance of the first building permit for Parcels 1-7. The City's review shall be complete, and the proposed declaration of CC&Rs shall be approved by the City, prior to issuance of the certificate of occupancy for the first building. The Property Owners' Association will include a Transportation Management Committee that will, at a minimum, have the responsibility and obligation to:</p> <ul style="list-style-type: none"> Require building owners/lessees to inform truck drivers of the approved routes to and from the West Valley Logistics Center; Require dispatchers to provide truck drivers leaving the building with verbal and written instructions regarding approved truck routes to area freeways; Implement and maintain a monitoring program to identify the actual 	<p>Responsible Party(s) Project applicant or applicant's representative to set up association Property Owners' Association for ongoing operations Implementation Phase Set up association prior to building permits Ongoing operations</p>	<p>Responsible Party(s) City of Fontana Property Owners' Association for operations Monitoring Period Annual reporting by Property Owners' Association, review of reports by City for operations</p>	

Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/ Initials
<p>routes trucks are taking to and from the West Valley Logistics Center;</p> <ul style="list-style-type: none"> Enforce the use of approved truck routes³; and Provide quarterly reporting to the City regarding the actual routes trucks are taking to and from the West Valley Logistics Center. <p>SP-TR-4: Ensure Installation of Safety Features. Entry drives will be clearly marked by special features, including enhanced paving, landscaping features, decorative walls, and signage, to promote safety and to increase the visibility of driveway intersections.</p> <p>SP-TR-5: Install Bicycle Racks. Bicycle racks will be provided at appropriate locations on Parcels 1 through 7 (e.g., between buildings or in automobile parking areas) for employees who wish to bicycle.</p>	<p>Responsible Party(s) Project applicant or applicant's representative/ contractor for construction</p> <p>Implementation Phase Prior to site plan approval, building permits</p> <p>Responsible Party(s) Project applicant or applicant's representative/ contractor for construction</p> <p>Implementation Phase Prior to site plan approval, building permits</p>	<p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Site plan review, building permits. Work to be completed prior to certificate of occupancy</p> <p>Responsible Party(s) City of Fontana</p> <p>Monitoring Period Site plan review, building permits. Work to be completed prior to certificate of occupancy</p>	
4.2.16 Utilities and Service Systems			
There are no Mitigation Measures that address impacts related to Utilities and Service Systems. Specific Plan requirements related to Utilities and Service Systems are presented below.			
<p>SP-UT-1: Ensure Access to Utility Easements. Access to utility easements on site will remain unimpeded and no disturbance will occur within the existing easements, with the exception of improvements to facilitate access. A 50-foot area around suspension towers will be kept clear. Coordination with the appropriate utility agencies will be required for any improvements to utility easements or structures on or off site as a result of project implementation.</p> <p>SP-UT-2: Incorporate Water-efficient Building Designs. The project will incorporate water-efficient building designs, fixtures, and appliances</p>			

³ The CC&Rs would provide that the Association, any Owner, or the City as a third-party beneficiary, shall have the right to enforce compliance "in any manner provided by law or in equity, or in bringing an action for damages, an action to enjoin the violation or to specifically enforce the provisions." In addition, the project site will be subject to Conditions of Approval, including compliance with a Truck Traffic Management Plan.

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Mitigation Measure/Specific Plan Requirement	Implementation	Monitoring	Notes/Initials
that meet Leadership in Energy and Environmental Design Silver certification standards for water efficiency.			
SP-UT-3: Incorporate Recycling Program. The project will be designed to incorporate an operational recycling program that will include paper, cardboard, glass, plastic, and metals.			
SP-UT-4: Comply with Fontana Sewer Master Plan. Sewer/wastewater facilities will be designed in accordance with the City of Fontana Sewer Master Plan			
SP-UT-5: Install Sewer/Wastewater Facilities. Sewer/wastewater facilities will be installed in accordance with specification of the California Department of Health Services and San Bernardino County Health Department.			
SP-UT-6: Comply with West Valley Water District Water Master Plan. Domestic water pipe alignments and sizes will be designed in accordance with design criteria outlined in West Valley Water District's 2012 Water Master Plan.			
<p>CDFW = California Department of Fish and Wildlife CNDDB = California Natural Diversity Database CNPS = California Native Plant Society EPA = U.S. Environmental Protection Agency GHG = greenhouse gas LOS = level of service MBTA = Migratory Bird Treaty Act RSS = Riversidean sage scrub SCAQMD = South Coast Air Quality Management Plan TIA = Traffic Impact Analysis VOC = volatile organic compound</p>			