

**Mitigation Monitoring Reporting Program
for
National Orange Show Industrial Project
City of San Bernardino, San Bernardino County, California**

Prepared for:

Lewis Retail Centers
1156 N. Mountain Avenue
Upland, California 91786

Contact: Mr. Timothy Reeves, VP Retail Project Development

Prepared by:

Michael Brandman Associates
621 E. Carnegie Drive, Suite 100
San Bernardino, CA 92408
909.884.2255

Contact: Bob Prasse, Branch Manager



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Table 1: National Orange Show Industrial Project Mitigation Monitoring and Reporting Program

EIR Section	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
					Date	Initials
Section 3.3 Air Quality	<p>MM AIR-1a: The following mitigation measures are required for construction activities:</p> <ul style="list-style-type: none"> • Prohibit idling in excess of five minutes on site. • Ensure that all off-road equipment is compliant with the California Air Resources Board's in-use off-road diesel vehicle regulation and South Coast Air Quality Management District Rule 2449. • Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow. • Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable. • Reroute construction trucks away from congested streets or sensitive receptor areas to the extent practicable. • Use electricity, propane, butane, or natural gas to power off-road construction equipment instead of diesel or gasoline to the extent practicable. 	Verify inclusion in project specifications (include MM AIR-1a as notes) for all grading and building plan, site inspection during construction/grading phase of the project.	Prior to issuance of building permits and during construction and grading activities.	City of San Bernardino Community Development Department, Planning Division during plan and Building Division During Construction.		
	<p>MM AIR-1b: During operation, the following measures shall be complied with:</p> <ul style="list-style-type: none"> • Prohibit onsite truck idling in excess of five minutes. • In order to reduce the project's operation diesel particulate matter emissions, prior to the issuance of building permits, the project applicant shall require by contract specifications that signs shall be posted 	Verify inclusion in project specifications (building plans), site inspection.	Prior to issuance of building permits. Prior to issuance of occupancy permits to verify that required signage has been provided.	City of San Bernardino Community Development Department, Planning Division		

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	<p>on the site in loading bay areas informing truck drivers of the California Air Resources Board regulations that limit truck idling to no more than five (5) minutes on site. The developer/ successor-in-interest shall establish a complaint line for complaints regarding smoke, noise, and idling in excess of 5 minutes. This complaint line shall be a toll free 1-800 number and posted on visible signs.</p> <ul style="list-style-type: none"> • Use electricity, propane, butane, or natural gas to power onsite off-road equipment (i.e., forklifts, etc.) instead of diesel or gasoline. 					
	<p>MM AIR-1c: During operation, the following measures shall be complied with:</p> <ul style="list-style-type: none"> • At project start, all heavy-duty trucks entering the property must meet or exceed EPA 2007 engine emission standards. • Beginning in 2015, all heavy-duty trucks entering the property must meet or exceed 2010 engine emission standards. • If the above clean truck requirements are infeasible, a phase-in schedule should be put forth that will feasibly achieve emission reductions as soon as possible. • The facility operator will maintain a log of all trucks entering the facility to ensure that on average, the daily truck fleet meets the emission standards listed in the EIR. This log should be available for inspection by city staff at any time. • The facility operator will ensure that site enforcement staff in charge of keeping the 	<p>Verify inclusion in project specifications (building plan notes and conditions of approval). Review of facility operator logs.</p>	<p>Ongoing during project operation.</p>	<p>City of San Bernardino Community Development Department, Planning Division</p>		

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	<p>daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies [for example, by requiring attendance at CARB approved courses (such as the free, one-day Course #512)].</p> <ul style="list-style-type: none"> • Require at least a portion of the fleet to utilize alternative fueled technologies. • Create a buffer zone, which can be office space, employee parking, greenbelt, etc. between the warehouse and sensitive receptors. • Prohibit all vehicles from idling in excess of five minutes on site. • Have truck routes clearly marked with trailblazer signs, so trucks will not enter residential areas. • At a minimum, require tenants upon occupancy that do not already operate 2007 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, or other similar funds. Should funds be awarded, the tenant should also be required to accept and use them. • Require facility operator to become SmartWay Partner upon start of operations. • Require facility operator to incorporate incentives and requirements such that the maximum feasible number of truck trips (e.g., 90%) will be carried by SmartWay 1.0 or greater carriers within the shortest timeframe possible (e.g., three years). 					

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	<p>MM AIR-1d: The following mitigation measures are required for construction activities:</p> <ul style="list-style-type: none"> • Project start to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. • Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. 	Verify inclusion in project specifications (building/grading plans), site inspection.	During construction activities	City of San Bernardino Community Development Department, Planning Division		
Section 3.4 Biological Resources	MM BR-1a: If vegetation removal, soil disturbance, or any other construction related activity is to occur during the avian nesting season (February 1 through August 31), a preconstruction nesting bird survey shall be conducted not greater than seven days prior to initiation of construction. If	Documentation in a preconstruction nesting bird survey report if referenced disturbance activities occur during the identified avian	During vegetation removal, soil disturbance or any other construction related activity during the avian nesting season (February 1	City of San Bernardino Community Development Department, Planning Division		

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	nests are discovered, they shall be avoided by an appropriate buffer, as determined by a qualified wildlife biologist. The temporary “no construction” area shall be maintained until the nest has completed its cycle, as determined by a qualified wildlife biologist. Once the nest cycle is complete and all nestlings have fledged and left the nest, then construction in the area could resume. Construction activity may only occur within the temporary “no construction” area at the discretion of a biological monitor.	nesting season.	through August 31).			
Section 3.5 - Cultural Resources	MM CR-1: In the event that buried cultural resources are discovered, all activities shall cease in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The qualified archeologist shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with § 15064.5 of the CEQA Guidelines. Any previously undiscovered resources found during construction within the Project area should be recorded on appropriate DPR forms and evaluated for significance in terms of CEQA criteria. If the resources are determined to be unique historic resources as defined under § 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could	If potential cultural resources are discovered they shall be reviewed and, if determined to have significance, processed in accordance with and as set forth in MM CR-1.	During site preparation and onsite grading.	City of San Bernardino Community Development Department, Planning Division		

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	<p>include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.</p> <p>No further grading shall occur in the vicinity of the discovery until the Lead Agency approves the measures to protect these resources. Any archaeological artifacts recovered because of mitigation shall be donated to a qualified scientific institution approved by the Lead Agency where they would be afforded long-term preservation to allow future scientific study.</p> <p>In addition, reasonable efforts to avoid, minimize, or mitigate adverse effects to the property will be taken and the SHPO and Native American tribes with concerns about the property, as well as the Advisory Council on Historic Preservation (ACHP) will be notified within 48 hours in compliance with 36 CFR 800.13(b)(3).</p>					
Section 3.6 Geology and Soils	<p>MM GS-1: During site preparation and prior to onsite grading:</p> <ul style="list-style-type: none"> • Significant vegetation and other deleterious materials shall be removed from all areas to be graded. Such materials may not be used as or within engineered fill. • All uncontrolled fills shall be completely removed, cleaned of significant deleterious materials, and may then be reused as compacted fill. • All existing uncontrolled and/or undocumented fills and buried obstructions under any proposed flatwork 	Verify inclusion in project specifications (grading plans), site inspection.	Prior to issuance of grading permit (with respect to specifications) and prior to final grading inspections.	City of San Bernardino Public Works Department		

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	<p>and paved areas shall be removed and replaced with engineered compacted fill.</p> <ul style="list-style-type: none"> Any cavity created by removal of subsurface obstructions shall be thoroughly cleaned of loose soil, organic matter and other deleterious materials, shaped to provide access for construction equipment, and backfilled in accordance with American Society for Testing and Materials (ASTM) D1557. 					
Section 3.12 Noise	MM N-1a: During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.	Verify inclusion in project specifications (grading plans), site inspection.	During all project site excavation and grading onsite.	City of San Bernardino Community Development Department, Planning Division		
	MM N-1b: The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.	Verify inclusion in project specifications (grading and building plan notes), site inspection.	Prior to issuance of grading/building plans (specifications) During site grading and construction.	City of San Bernardino Community Development Department, Planning Division		
	MM N-1c: The construction contractor shall limit all construction-related activities that would result in high noise levels according to the construction hours determined by City staff.	Verify inclusion in project specifications (grading and building plans), site inspection.	During construction.	City of San Bernardino Community Development Department, Planning Division		

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	MM N-1d: The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.	Verify inclusion in project specification (grading plan notes), site inspection.	During site grading and construction.	City of San Bernardino Community Development Department, Planning Division		
Section 3.16 Transportation and Traffic	MM TRANS-1: The Project is proposed to have access on Arrowhead Avenue via Driveway 1, Driveway 2, Driveway 3, Central Avenue, Driveway 4 and Driveway 5; Central Avenue via Driveway 6, Driveway 7 and Driveway 8; and Mill Street via Driveway 9. All Project driveways are proposed to be full-access. As part of the development, the Project shall construct improvements on the site adjacent roadways of Arrowhead Avenue, Central Avenue, Esperanza Street and Mill Street. Regional access to the Project site shall be provided by the I-215 Freeway via Mill Street, Inland Center Drive and Auto Center Drive. Roadway improvements necessary to provide site access and on-site circulation are assumed to be constructed in conjunction with site development and are identified within the TIA. These improvements shall be in place prior to occupancy.	Verify inclusion in project specification (grading and street improvement plans), site inspection of improvements.	Prior to occupancy of the proposed project.	City of San Bernardino Public Works Department		

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	<p>MM TRANS-2: Arrowhead Avenue / Central Avenue (#17) - The following mitigation measures (shown in bold) are necessary to address direct project impacts for EAP 2013: Install a traffic signal.</p> <ul style="list-style-type: none"> • Northbound: One through lane and one shared through-right turn lane. • Southbound: One left turn lane and two through lanes. • Eastbound: N/A • Westbound: One left turn lane and one right turn lane. 	Verify inclusion in project specification (grading and street improvement plans), site inspection of improvements.	Prior to occupancy of the proposed project.	City of San Bernardino Public Works Department		
	<p>MM TRANS-3: Prior to occupancy, the applicant shall participate in the funding or in-lieu construction of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions through the payment of City of San Bernardino Development Impact Fees (DIF) or a fair share contribution as directed by the City. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases. Each of the improvements discussed below have been identified as being included as part of the City DIF funding program or fair share contribution.</p> <p>The following fair share or in-lieu contributions are necessary for the following improvements to address EAPC (2013) cumulative impacts:</p> <ul style="list-style-type: none"> • The following fair share or in-lieu 	Verify inclusion in project specification (grading and street improvement plans), site inspection of improvements.	Prior to occupancy of the proposed project.	City of San Bernardino Public Works Department		

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	<p>contributions (shown in bold) are necessary to address EAPC (2013) cumulative impacts for “E” Street / Mill Street / Inland Center Drive (#10):</p> <ul style="list-style-type: none"> - Northbound: One shared hard-left/left turn lane, one left turn lane, two through lanes and one right turn lane. - Southbound: Two left turn lanes, one through lane, one shared through-right turn lane, one right turn lane and one hard-right turn lane. - Eastbound: One left turn lane, one through lane, one shared through-right turn lane and one shared right/hard-right turn lane. - Westbound: One hard-left turn lane, two left turn lanes, one through lane and one shared through right turn lane. - Northeast bound: One shared hard-left/left turn lane, one left turn lane, one right turn lane and one shared right/hard-right turn lane. - *Due to physical constraints, the modification of the cycle length from the existing 120 seconds to 130 seconds has been recommended in lieu of additional lanes. <ul style="list-style-type: none"> • The following fair share or in-lieu contributions (shown in bold) are necessary to address EAPC (2013) cumulative impacts for Mountain View Avenue / Mill Street (#22): Install a traffic signal. <ul style="list-style-type: none"> - Northbound: One shared left-through-right turn lane. - Southbound: One shared left-through-right turn lane. 					

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	<ul style="list-style-type: none"> - Eastbound: One shared left-through lane, one through lane and one defacto right turn lane. - Westbound: One shared left-through lane, one through lane and one defacto right turn lane. <p>The following fair share or in-lieu contributions are necessary to address Horizon Year (2035) cumulative impacts:</p> <ul style="list-style-type: none"> • The following fair share or in-lieu contributions (shown in bold) are necessary to address Horizon Year (2035) cumulative impacts for I-215 Southbound Ramps / Mill Street (#3): <ul style="list-style-type: none"> - Northbound: N/A - Southbound: One left turn lane, one shared left-through lane and one right turn lane. The existing shared left-through-right turn lane should be re-striped as a shared left-through lane. - Eastbound: Two through lanes and one right turn lane. - Westbound: One left turn lane and two through lanes. - * Modify the cycle length from the existing 65 seconds to 120 seconds as a coordinated system. • The following fair share or in-lieu contributions (shown in bold) are necessary to address Horizon Year (2035) cumulative impacts for I-215 Northbound Ramps / Inland Center Drive (#7): <ul style="list-style-type: none"> - Northbound: One left turn lane, one through lane, one shared through-right turn lane and one right turn lane. 					

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	<ul style="list-style-type: none"> - Southbound: N/A - Eastbound: One left turn lane and two through lanes. - Westbound: Four through lanes and one defacto right turn lane. - * Modify the cycle length from the existing 80 seconds to 120 seconds as a coordinated system. • The following fair share or in-lieu contributions (shown in bold) are necessary to address Horizon Year (2035) cumulative impacts for “E” Street / Mill Street / Inland Center Drive (#10): <ul style="list-style-type: none"> - Northbound: One shared hard-left/left turn lane, one left turn lane, two through lanes and one right turn lane. - Southbound: Two left turn lanes, one through lane, one shared through-right turn lane, one right turn lane and one hard-right turn lane. - Eastbound: One left turn lane, one through lane, one shared through-right turn lane and one shared right/hard-right turn lane. - Westbound: One hard-left turn lane, two left turn lanes, one through lane and one shared through-right turn lane. - Northeast-bound: One shared hard-left/left turn lane, one left turn lane, one right turn lane and one shared right/hard-right turn lane. - *Due to the physical constraints, the modification of the cycle length from the existing 120 seconds to 130 seconds, removal the crosswalk on the west leg (southbound direction) 					

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	<p>and modification of the eastbound left and westbound left turn treatment to protected phasing from the existing split phasing have been recommended in lieu of additional lanes.</p> <ul style="list-style-type: none"> The following fair share or in-lieu contributions are necessary to address Horizon Year 2035 cumulative impacts for Mountain View Avenue / Mill Street (#22): <p>Install a traffic signal.</p> <ul style="list-style-type: none"> - Northbound: One shared left-through-right turn lane. - Southbound: One shared left-through-right turn lane. - Eastbound: One shared left-through lane, one through lane and one defacto right turn lane. - Westbound: One shared left-through lane, one through lane and one defacto right turn lane. 					

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