

# **MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY**

## **BELLORO RESIDENTIAL NEIGHBORHOOD WEST BONNIE VIEW DR. & SOUTH WILLOW AVE. RIALTO, CALIFORNIA**



**LEAD AGENCY:**

**CITY OF RIALTO DEVELOPMENT SERVICES DEPARTMENT  
150 SOUTH PALM AVENUE  
RIALTO, CALIFORNIA 92376**

**PREPARED BY:**

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**APRIL 10, 2019**

RILT 002

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## PROJECT SUMMARY

### PROJECT TITLE

West Bonnie View Drive and South Willow Avenue, Belloro Residential Neighborhood

### PROJECT OVERVIEW

The proposed project involves the construction of a 56-unit single-family residential development. The project site has a total land area of approximately 198,000 square feet (4.54 acres). The individual lot sizes will range from approximately 1,487 square feet to 3,338 square feet. The proposed units will include one of four site plans, referred to as Plan 1, Plan 2, Plan 3, and Plan 4. Plan 1 includes one-story units while Plan 2, Plan 3, and Plan 4 include two-story units. The floor area of the individual units will range from 1,400 square feet to 2,182 square feet. Each unit will include three or four bedrooms, two to two and one-half bathrooms, a two-car garage, a kitchen, a living room, and a private yard. The common open space and private open space will have a total land area 81,371 square feet. The common open space will include a swimming pool, a jacuzzi, open grass areas, a community playground, a dog park, and landscaping. A new private street, connected directly to West Bonnie View Drive, will provide access.

### LEAD AGENCY (NAME & ADDRESS)

City of Rialto, 150 S. Palm Avenue, Rialto, California 92376

### LEAD AGENCY CONTACT (NAME & PHONE NUMBER)

Gina Gibson-Williams, Planning Manager. (909) 820-2535

### PROJECT LOCATION

The project site is located within the corporate boundaries of the City of Rialto. The City is located in the southwest portion of San Bernardino County. Rialto is bounded on the west by Fontana, on the south by Colton and unincorporated County areas, on the east by Colton and San Bernardino (city), and on the north by unincorporated County areas. The Assessor's Parcel Numbers (APN) that are applicable to the site include 0131-021-36, 0131-021-37, 0131-021-38, and 0131-021-39. The project site is located on southeast corner of the West Bonnie View Drive and South Willow Avenue intersection.

### GENERAL PLAN & ZONING DESIGNATIONS

The project site's General Plan designation is *Residential 21 (Residential, 21 units per acre)*. The applicable Zoning designation is the *Rialto Central Area Specific Plan*. The applicable specific plan designation is *Support Commercial*.

### ENVIRONMENTAL SETTING

The project site is currently vacant and undeveloped land. The project site is surrounded on all sides by urban development. Commercial uses are located to the west of the site, west of South Riverside Avenue. Residential development is located to the south of the project site, along the north side of West Wilson Avenue. South Willow Avenue extends along the project site's west side with a manufactured housing development (Parque la Quinta) located further west. Finally, West Bonnie View Drive extends along the project site's north side with a commercial use and the Metrolink Station located further north.



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## SECTION 1 INTRODUCTION

### 1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study evaluates the environmental impacts associated with the construction and subsequent occupancy of a 56-unit single-family residential development. The project site has a total land area of approximately 198,000 square feet (4.54 acres). The individual lot sizes will range from 1,487 square feet to 3,338 square feet. The proposed units will include one of four floor plans, referred to as Plan 1, Plan 2, Plan 3, and Plan 4. Plan 1 includes one-story units while Plan 2, Plan 3, and Plan 4 include two-story units. The floor area of the units will range from 1,400 square feet to 2,182 square feet. The common open space will be located near the entrance of the project site and will include a swimming pool, a Jacuzzi, open grass areas, and landscaping. A dog park will be located in the southeast corner. Enclosed (garage) parking spaces will total 112 spaces. In addition, 29 parking spaces will be reserved for guest parking. A new private street, connecting directly to West Bonnie View Drive, will provide access to the proposed project.<sup>1</sup>

The City of Rialto is the designated *Lead Agency* for the proposed project and will be responsible for the project's environmental review.<sup>2</sup> The proposed residential development is considered to be a project under the California Environmental Quality Act (CEQA) and, as a result, the project is subject to the City's environmental review process.<sup>3</sup> The project Applicant is Mr. Joe Kwok, KOBA Properties, Inc., 625 Fair Oaks Avenue, #115, South Pasadena, California 91030. As part of the proposed project's environmental review, the City of Rialto has authorized the preparation of this Initial Study.<sup>4</sup> The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. An additional purpose of this Initial Study is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment once it is implemented. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of Rialto with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration (MND), or Negative Declaration (ND) for a project;
- To facilitate the project's environmental assessment early in the design and development of the proposed project;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any impacts associated the proposed project.

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<sup>1</sup> Land Development Consultants. *Site Plan (Tentative Tract Map No 20199) in the City of Rialto*. July 3, 2018

<sup>2</sup> California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions*. as Amended 2001. §21067.

<sup>3</sup> California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act*. as Amended 2016 (CEQA Guidelines). §15060 (b).

<sup>4</sup> Ibid.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and position of the City of Rialto in its capacity as the Lead Agency. The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. This Initial Study and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study.<sup>5</sup> Questions and/or comments should be submitted to the following:

Daniel Casey, Associate Planner  
City of Rialto Development Services Department  
150 South Palm Avenue  
Rialto, California 92376

## 1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 - Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition.
- *Section 2 - Project Description*, provides an overview of the existing environment as it relates to the project area and describes the proposed project's physical and operational characteristics.
- *Section 3 - Environmental Analysis*, includes an analysis of potential impacts associated with the construction (site improvement) and the subsequent operation of the proposed project.
- *Section 4 - Conclusions*, summarizes the findings of the analysis.
- *Section 5 - References*, identifies the sources used in the preparation of this Initial Study. The traffic study, air quality worksheets, and the noise measurements are included in the Appendix, which is provided under a separate cover.



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<sup>5</sup> California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 2016 (CEQA Guidelines). §15060 (b).

## SECTION 2 PROJECT DESCRIPTION

### 2.1 PROJECT LOCATION

The project site is located within the corporate boundaries of the City of Rialto. The City is located in the southwest portion of San Bernardino County. The southwest portion of San Bernardino County is generally urban and contains the majority of the County's population. Rialto is bounded on the west by Fontana, on the south by Colton and unincorporated County areas, on the east by the cities of Colton and San Bernardino, and on the north by unincorporated County areas.<sup>6</sup> Regional access to Rialto is provided by the San Bernardino (I-10) Freeway and the Foothill (I-210) Freeway. The I-210 Freeway is located approximately 2.14 miles to the north of the project site and the I-10 Freeway is located approximately 2.42 miles to the south of the site. The regional location of the City of Rialto is shown in Exhibit 2-1. The project site's location in the City is shown in Exhibit 2-2.

The 4.54-acre project site is located in the central portion of Rialto on the southeast corner of S. Willow Avenue and W. Bonnie View Drive. No legal address has been assigned to the project site. The Assessor's Parcel Numbers (APN) that are applicable to the site include 0131-021-36, 0131-021-37, 0131-021-38, and 0131-021-39.<sup>7</sup> A vicinity map is provided in Exhibit 2-3.

### 2.2 ENVIRONMENTAL SETTING

The project site is located within the central portion of the City of Rialto on the southeast corner of South Willow Avenue and West Bonnie View Drive. The project site is undeveloped and, according to City records, has never been developed. The project site is surrounded on all side by urban development.<sup>8</sup> Key land uses located in the vicinity are described below:

- *West of the Project Site.* South Willow Avenue extends along the project site's west side with a manufactured housing development (Parque la Quinta) located further west.
- *East of the Project Site.* A fast-food restaurant (George's Burgers) is located adjacent to the project site's west side.
- *South of the Project Site.* Residential development is located to the south of the project site, along the north side of West Wilson Avenue.
- *North of the Project Site.* West Bonnie View Drive extends along the project site's north side with a commercial use and the Metrolink Station located further north. A future Metrolink Parking lot will be located on the north side of West Bonnie View Drive.

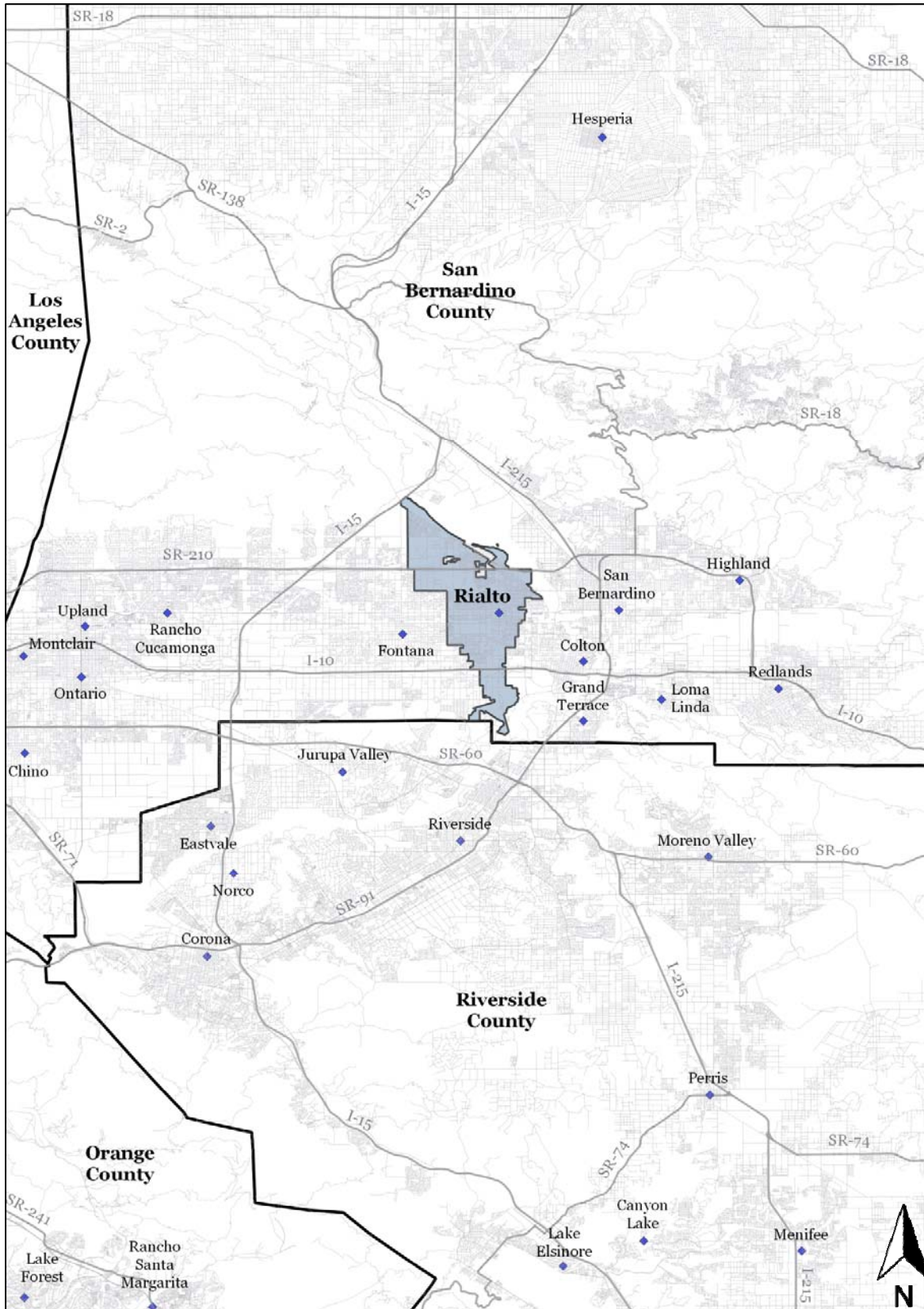
A aerial photograph of the site and surrounding area is provided in Exhibit 2-4. Photographs of the site and the surrounding area are shown in Exhibit 2-5.

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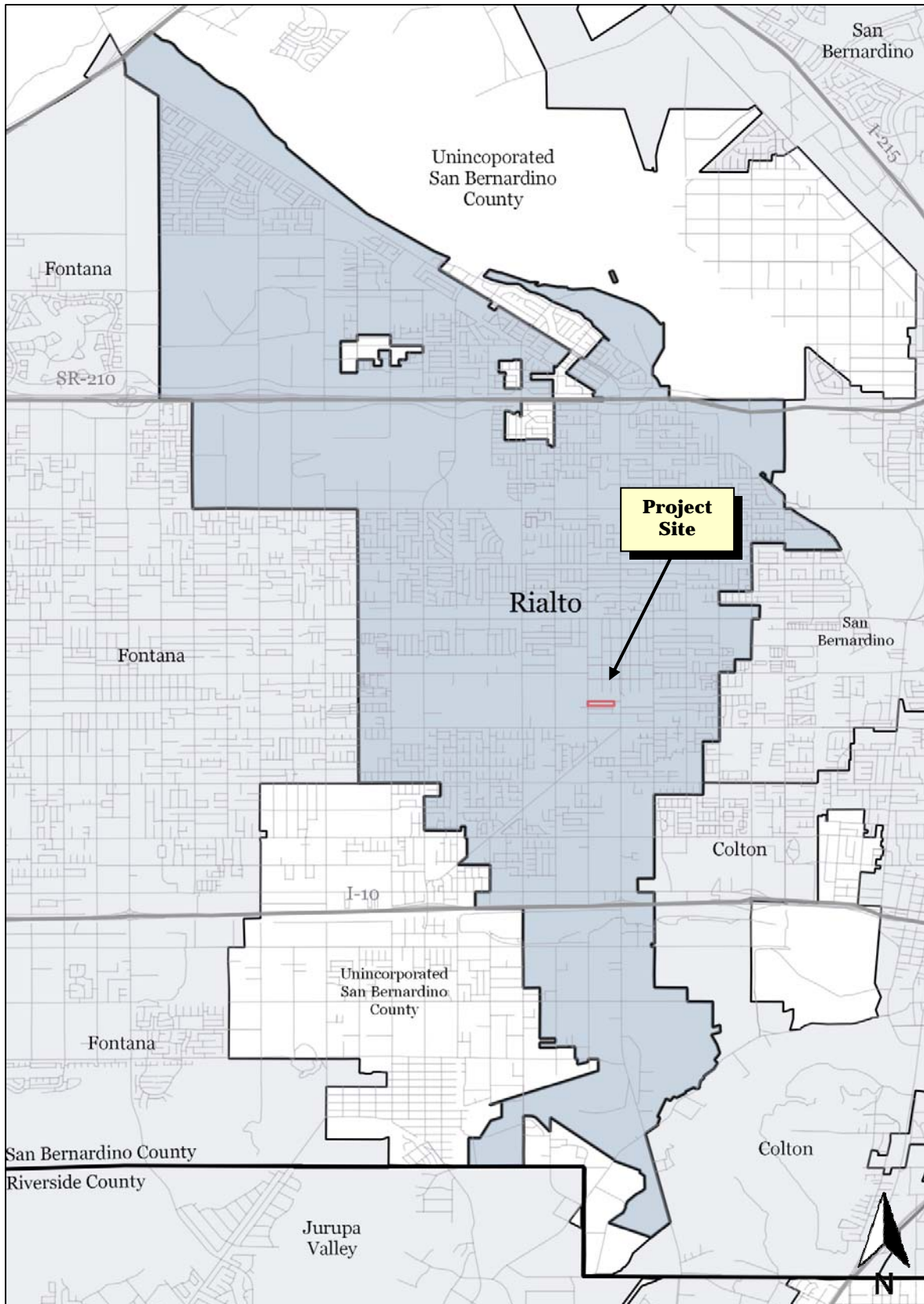
<sup>6</sup> [http://gispub.sbcounty.gov/sbcwebs/lafco\\_maps/map.asp](http://gispub.sbcounty.gov/sbcwebs/lafco_maps/map.asp)

<sup>7</sup> Land Development Consultants. *Site Plan (Tentative Tract Map No 20199) in the City of Rialto.* July 3, 2018

<sup>8</sup> Blodgett Baylosis Environmental Planning. *Field Survey.* Survey was completed on March 2, 2018.



**EXHIBIT 2-1**  
**REGIONAL LOCATION**  
SOURCE: Quantum GIS



**EXHIBIT 2-2**  
**CITYWIDE MAP**  
SOURCE: Quantum GIS



**EXHIBIT 2-3**  
**VICINITY MAP**  
SOURCE: Quantum GIS



**EXHIBIT 2-4**  
**AERIAL OF THE PROJECT SITE & THE SURROUNDING AREA**  
SOURCE: GOOGLE MAPS, 2018



**View looking west from center of the site**



**View looking east from center of the site**

**EXHIBIT 2-5**  
**PHOTOGRAPHS OF THE PROJECT SITE**  
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING, 2018



As indicated previously, the project site is currently vacant and undeveloped. A review of the City's building permit information indicated that no previous development has occurred within the project site. Plant growth within the project site is limited to ruderal vegetation. The site has been grubbed in accordance with the City's property maintenance requirements. No trees are located within the project site boundaries.

## 2.3 PROJECT DESCRIPTION

The proposed project involves the construction of a 56-unit single-family residential development within the 4.54-acre (198,000 square feet) project site. Key elements of the proposed project are outlined below:

- As indicated previously, the proposed project will involve the construction of 56 single-family homes. The lot sizes will range from approximately 1,487 square feet to 3,338 square feet.<sup>9</sup>
- The proposed units will include one of four floor plans, referred to as Plan 1, Plan 2, Plan 3, and Plan 4. Plan 1 includes one-story units while Plan 2, Plan 3, and Plan 4 include two-story units. The floor area of the units will range from 1,400 square feet to 2,182 square feet. Each unit will include three or four bedrooms, two to two and one-half bathrooms, a two-car garage, a kitchen, living areas, and a private yard area.<sup>10</sup>
- The common open space and private open space will have a total land area 81,371 square feet. The common open space will include a swimming pool, a jacuzzi, open grass areas, and landscaping. In addition, each single-family unit will include a private yard.<sup>11</sup> A dog park will be located in the southeast corner of the project site.
- A new private street, connected directly to Bonnie View Drive, will provide access to the individual units. In addition, 26 parking spaces will be provided for guest parking.<sup>12</sup>
- Each unit will include two enclosed parking spaces in the attached garages and two additional parking spaces within the driveway apron. Enclosed (garage) parking spaces will total 112 spaces. In addition, 29 parking spaces will be reserved for guest parking.<sup>13</sup>

The key elements of the proposed project are summarized in Table 2-1. The site plan for the proposed project is shown in Exhibit 2-6. Building elevations are provided in Exhibits 2-7 through 2-11.

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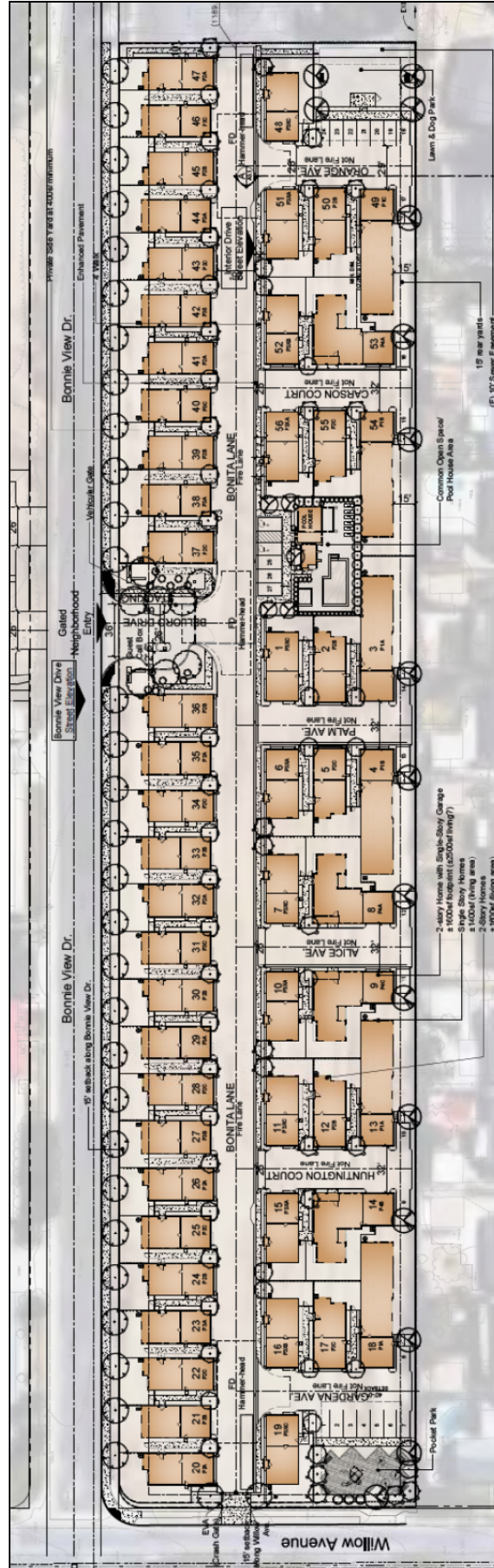
<sup>9</sup> Development Consultants. *Site Plan (Tentative Tract Map No 20199) in the City of Rialto*. July 3, 2018

<sup>10</sup> Ibid.

<sup>11</sup> Ibid.

<sup>12</sup> Ibid.

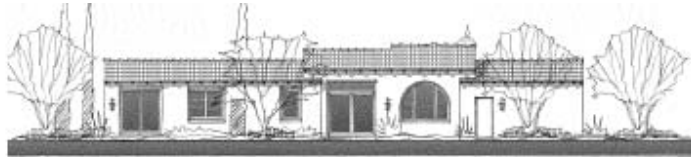
<sup>13</sup> Ibid.



**EXHIBIT 2-6**  
**PROJECT SITE PLAN**  
 SOURCE: KTG ARCHITECTS



RIGHT ELEVATION



REAR ELEVATION



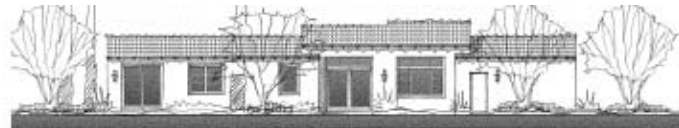
LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION

**EXHIBIT 2-7**  
**BUILDING ELEVATIONS – PLAN 1**  
SOURCE: SOURCE: KTG ARCHITECTS



RIGHT ELEVATION



REAR ELEVATION



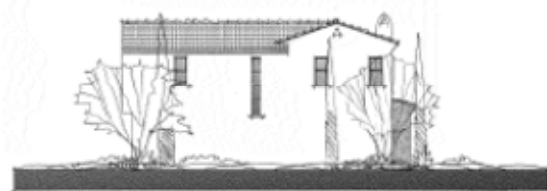
LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION

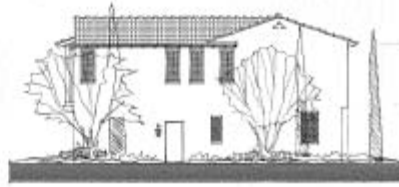


FRONT ELEVATION

**EXHIBIT 2-8**  
**BUILDING ELEVATIONS – PLAN 2**  
SOURCE: SOURCE: KTG ARCHITECTS



RIGHT ELEVATION



REAR ELEVATION



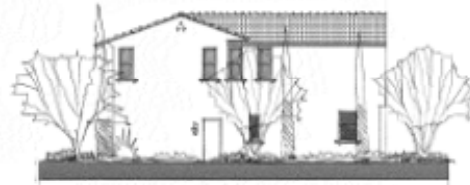
LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION

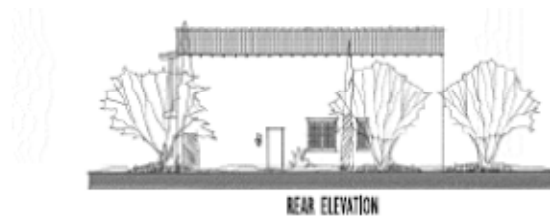


FRONT ELEVATION

**EXHIBIT 2-9**  
**BUILDING ELEVATIONS – PLAN 3**  
SOURCE: SOURCE: KTG ARCHITECTS



RIGHT ELEVATION



REAR ELEVATION



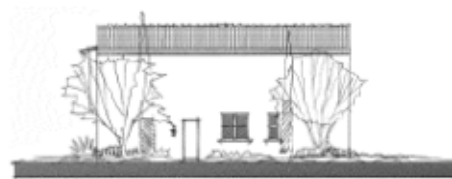
LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION

**EXHIBIT 2-10**  
**BUILDING ELEVATIONS – PLAN 3X**  
SOURCE: SOURCE: KTG ARCHITECTS



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION

**EXHIBIT 2-11**  
**BUILDING ELEVATIONS – PLAN 4**  
SOURCE: SOURCE: KTG ARCHITECTS

**Table 2-1  
 Project Summary**

Project Element	Description
Site Area	198,000 sq. ft. (4.54 acres)
Land Use	56 single-family residential units
Development Density	12.3 units per acre
Common & Private Open Space	81,371 sq. ft.
Parking (Enclosed and Guest)	112 enclosed spaces/26 guest spaces

Source: Land Development Consultants, Inc.

## 2.4 CONSTRUCTION CHARACTERISTICS

The construction of the phase for the proposed project would take approximately eight (8) months to complete. The key construction phases are outlined below:

- *Site Preparation.* The project site will be readied for the construction of the proposed improvements. This phase will take approximately one month to complete and will involve the clearing of vegetation, the removal and re-compaction of fill, and the finished grading of the site. During the site preparation phase, the site will be staked in preparation of the installation of footings and the foundation. Equipment on-site during this phase would include graders, tractors, backhoes, and loaders.
- *Construction.* The 56 residential units and the other improvements will be erected during this phase. This phase will take approximately four months to complete. Equipment on-site during this phase would include cranes, generators, forklifts, tractors, backhoes, and loaders. The average number of off-road equipment would total 7 pieces and the average number of daily worker trips will be 40 trips.
- *Paving.* This phase will involve the paving of roadways and parking areas. This phase will take approximately one month to complete. Equipment on-site during this phase would include cement and motor mixers, pavers, rollers, other paving equipment, tractors, backhoes, and loaders.
- *Landscaping and Finishing.* This phase will involve the installation landscaping and the painting and finishing of the completion of the on-site improvements. This phase will take approximately two months to complete. Equipment on-site during this phase would include tractors, backhoes, and loaders.

The construction equipment indicated for each phase corresponds to information provided by the developer and inputs to the CalEEMod air emissions computer model.



## 2.5 DISCRETIONARY APPROVALS

A discretionary decision is an action taken by a government agency (for this project, the government agency is the City of Rialto) that calls for an exercise of judgment in deciding whether to approve a project. As part of the proposed project's implementation, the City will consider the following approvals:

- Specific Plan Amendment to change the zoning from *Support Commercial* to *Multi-Family Residential*;
- The approval of a *Tentative Tract Map* to subdivide the project site into 56 single-family lots and the associated common lots;
- The approval of a *Precise Plan of Design* to allow for the development of 56 single-family residences and associated common amenities;
- The approval of the *Mitigated Negative Declaration (MND)*; and,
- The adoption of the *Mitigation Monitoring and Reporting Program (MMRP)*.

Other permits required for the project will include, but may not be limited to, the issuance of encroachment permits for the new driveway, grading permits, building permits, and permits for new utility connections.



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## SECTION 3 ENVIRONMENTAL ANALYSIS

### SCOPE OF THE ENVIRONMENTAL ANALYSIS

This section of this Initial Study prepared for the proposed project analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include the following:

- Aesthetics (Section 3.1);
- Agricultural & Forestry Resources (Section 3.2);
- Air Quality (Section 3.3);
- Biological Resources (Section 3.4);
- Cultural Resources (Section 3.5);
- Energy (Section 3.6);
- Geology & Soils (Section 3.7);
- Greenhouse Gas Emissions; (Section 3.8);
- Hazards & Hazardous Materials (Section 3.9);
- Hydrology & Water Quality (Section 3.10);
- Land Use & Planning (Section 3.11);
- Mineral Resources (Section 3.12);
- Noise (Section 3.13);
- Population & Housing (Section 3.14);
- Public Services (Section 3.15);
- Recreation (Section 3.16);
- Transportation (Section 3.17);
- Tribal Resources (Section 3.18);
- Utilities & Service Systems (Section 3.18);
- Wildfire (Section 3.19); and,
- Mandatory Findings (Section 3.20)

The environmental analysis included in this section reflects the Initial Study checklist format used by the City of Rialto in its environmental review process as well as the most recent format changes recommended by the State of California Office of Planning and Research (OPR). Under each issue area, an analysis of impacts is provided in the form of questions and answers. The analysis then provides a response to the individual questions. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this initial study's preparation. To each question, there are four possible responses:

- *No Impact.* The proposed project will not have any measurable environmental impact on the environment.
- *Less Than Significant Impact.* The proposed project may have the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of Rialto or other responsible agencies consider to be significant.
- *Less Than Significant Impact with Mitigation.* The proposed project may have the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.
- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant.

This section of the Initial Study will assist the City of Rialto in making a determination as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project. Please see the checklist provided in this Section for the individual issue areas.

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

**DETERMINATION**

On the basis of this initial evaluation:

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

<b>Signature:</b>	<b>Date:</b>
<b>Printed Name:</b>	<b>For:</b>

### 3.1 AESTHETIC IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.1.A	Would the project have a substantial adverse effect on a scenic vista?				<b>X</b>
3.1.B	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				<b>X</b>
3.1.C	Would the project substantially degrade the existing visual character or quality of public view of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				<b>X</b>
3.1.D	Would the project create a new source of substantial light or glare which would adversely affect day- or night-time views in the area?			<b>X</b>	

#### 3.1.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse aesthetic impact if it results in any of the following:

- An adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- A substantial degradation of the existing visual character or quality of the site and its surroundings; or,
- A new source of substantial light and glare that would adversely affect day- or night-time views in the area.

#### 3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project affect a scenic vista?* • *No Impact.*

The proposed project will involve the development of a vacant property with 56 residential units. As indicated, the proposed development will be consistent with the General Plan designation that is applicable to the site and the nearby areas. The individual units will consist of two and one-half levels and will not exceed 35 feet in height. In addition, the proposed new units located adjacent to the existing residential units located to the south, will be set back 15 feet from the property line. A three-foot wide landscape parkway will extend along the West Bonnie View Drive and South Willow Avenue frontages.

The dominant scenic views from project site and the surrounding area include the San Gabriel Mountains. The proposed project involves the construction of a 56-unit single-family residential development. The project site has a total land area of approximately 198,000 square feet (4.54 acres). The lot sizes will range from approximately 1,487 square feet to 3,338 square feet. The proposed units will include one of four floor plans, referred to as Plan 1, Plan 2, Plan 3, and Plan 4. The overall project's development density will be 12.3 units per acre which corresponds to the applicable General Plan designation (*Residential – 21 [units per acre]*). The project site is located within the boundaries of the Central City Specific Plan.<sup>14</sup> Scenic views within the vicinity of the project site are dominated by the San Bernardino Mountains located between seven to ten miles to the north of the City. The project site itself, is surrounded on all side by urban development.<sup>15</sup> Key land uses located in the vicinity are described below:

- West of the Project Site. South Willow Avenue extends along the project site's west side with a manufactured housing development (Parque la Quinta) located further west.
- East of the Project Site. A fast-food restaurant (George's Burgers) is located adjacent to the project site's west side.
- South of the Project Site. Residential development is located to the south of the project site, along the north side of West Wilson Avenue.
- North of the Project Site. West Bonnie View Drive extends along the project site's north side with a commercial use and the Metrolink Station located further north. A future Metrolink Parking lot will be located on the north side of West Bonnie View Drive.

The City of Rialto General Plan includes a number of goals and policies related to scenic vistas and resources. These goals and policies and the proposed project's conformity with each, are outlined below:<sup>16</sup>

- *Goal 2-14: Protect scenic vistas and scenic resources.* The proposed project will not affect those scenic vistas named in the General Plan.
- *Policy 2-14.1: Protect views of the San Gabriel and San Bernardino Mountains by ensuring that building heights are consistent with the scale of surrounding, existing development.* The proposed project will not impact the views of the nearby mountains. The height of the individual units will be limited to 2½ stories and 35 feet. The scale and height of the proposed units are consistent with that permitted under the applicable General Plan land use designation.
- *Policy 2-14.2: Protect views of the La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and Riverside by ensuring that building heights are consistent with the scale of surrounding, existing development.* The proposed project will not affect the views described

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<sup>14</sup> City of Rialto. *General Plan Map and Zoning Map.* City of Rialto Website. Website accessed July 18, 2018.

<sup>15</sup> Blodgett Baylosis Environmental Planning. *Field Survey.* Survey was completed on March 2, 2018.

<sup>16</sup> City of Rialto. *General Plan, Chapter 2.* Page 2-53. December, 2010.

above. The scale, development density, and height of the proposed units are consistent with that permitted under the applicable General Plan land use designation.

- *Policy 2-14.3: Ensure use of building materials that do not produce glare, such as polished metals or reflective windows.* The design of the 56 units will employ materials that reflect the City's sustainable and low impact development requirements.

The proposed project will not affect any existing natural views in the area. In addition, the project will be required to adhere to the design requirements of the Central City Specific Plan. The City of Rialto General Plan indicates that "the pockets of vacant land around Downtown are suitable for higher-density housing as a means to support commercial uses in Downtown." The proposed project is located on such an infill site. As a result, no impacts are anticipated to result from the proposed project's implementation.

*B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? • No Impact.*

The project site and the surrounding area are developed with no natural landforms or features remaining. The Rialto General Plan indicates that Riverside Drive, Foothill Boulevard, Baseline Road, and Bloomington Avenue are Community Design Corridors. The proposed project's implementation will not affect the views along these corridors. In addition, there are no designated state or county designated scenic highways in the vicinity of the project site.<sup>17</sup> There are no historically significant buildings within the site that could be affected by the proposed development.<sup>18</sup> The project site is undeveloped though there are no natural landforms or features remaining. As a result, no impacts on scenic resources will result from the proposed project's implementation.

*C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? • No Impact.*

The proposed units will include one of four floor plans, referred to as Plan 1, Plan 2, Plan 3, and Plan 4. The overall project's development density will be 12.3 units per acre which corresponds to the applicable General Plan designation (*Residential – 21 [units per acre]*). The project site is located within the boundaries of the Central City Specific Plan.<sup>19</sup> The proposed project will conform to the following General Plan goals and policies:<sup>20</sup>

- *Goal 2-19: Encourage neighborhood preservation, stabilization, and property maintenance.* The proposed project is consistent with the applicable Rialto General Plan designation. No existing residential units will be dislocated by the proposed project.

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<sup>17</sup> California Department of Transportation. *Official Designated Scenic Highways*. [www.dot.ca.gov](http://www.dot.ca.gov)

<sup>18</sup> The historical significance of the site and the potential impact are evaluated herein in Section 3.5.

<sup>19</sup> City of Rialto. *General Plan Map and Zoning Map*. *City of Rialto Website*. Website accessed July 18, 2018.

<sup>20</sup> City of Rialto. *General Plan, Chapter 2*. Page 2-55. December, 2010.

- *Policy 2-19.1: Require that new construction, additions, renovations, and infill developments be sensitive to neighborhood context and building form and scale.* The proposed project is consistent in form and density with the surrounding residential development.
- *Policy 2-19.2: Encourage property maintenance by requiring new development to submit precise plans of design to maintain landscape areas that incorporate property maintenance standards from the City's property maintenance ordinance.* The proposed project will comply with these design requirements.
- *Policy 2-19.3: Continue the graffiti suppression and removal program, and expand outreach programs that encourage neighborhoods to take an active role in the program as well.* The proposed development will be required to conform to these graffiti control and property maintenance requirements.
- *Policy 2-19.4: Enforce and carry out code enforcement actions to advance proper maintenance of residential properties.* The future home owners will be subject to all pertinent City-Code requirements.
- *Policy 2-19.5: Integrate residential developments with their built surroundings, and encourage a strong relationship between dwelling and the street.* The frontages along Bonnie View Drive and South Willow Avenue will be enhanced and maintained. The main entrance of the proposed project will be located opposite of the main entrance of the future Metrolink parking area.
- *Policy 2-19.6: Communicate the single-unit residential function of a building by encouraging the design of visually appeal.* The City will ultimately approve the architectural design of the individual unit types.

The proposed project will conform to the following General Plan goals and policies related to planned developments. These goals and policies and the proposed project's conformity with each, are outlined below:<sup>21</sup>

- *Goal 2-21: Ensure high-quality planned developments in Rialto.* The project will conform to this policy.
- *Policy 2-21.1: Require the provision of landscape buffers, walls, additional setbacks, and landscaped parking lots as buffers between commercial and/or industrial uses with residential land uses.* The site plan provides a buffer between the residential units and the commercial center located to the east.
- *Policy 2-21.2: Require that the layout of units and/or buildings be staggered to maximize visual interest and individual identity.* The units are arranged along the internal roadway and drive aisles so as to promote avoid a monotonous design.

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<sup>21</sup> City of Rialto. *General Plan, Chapter 2.* Page 2-57. December, 2010.



- *Policy 2-21.3: Discourage rectangular building footprints that lack visual interest or articulation along street frontages, and encourage the arrangement of structures on the site to allow for adequate screening of parking and loading areas.* The individual lot sizes will range from approximately 1,487 square feet to 3,338 square feet. The floor area of the individual units will range from 1,400 square feet to 2,182 square feet.
- *Policy 2-21.4: Encourage creative site planning, making use of patio homes, zero lot line units, planned unit “cluster” development, attached townhouse products, and auto courts.* The individual lot sizes will range from approximately 1,487 square feet to 3,338 square feet. The proposed units will include one of four site plans, referred to as Plan 1, Plan 2, Plan 3, and Plan 4. The floor area of the units will range from 1,400 square feet to 2,182 square feet.
- *Policy 2-21.5: Encourage the clustering of residential units which provide semi-private common areas, maximize views, and provide passive open space and recreation uses within multi-unit developments.* The common open space will be located near the entrance of the project site and will include a swimming pool, a jacuzzi, open grass areas, and landscaping.
- *Policy 2-21.8: Require that new residential subdivisions adjacent to secondary or major highways be oriented inward and provided with buffers to reduce exposure to traffic and noise.* The proposed project’s site plan conforms to this policy. New sidewalks and landscaping is provided along the Willow Avenue and Bonnie View Drive frontages.

The proposed project will conform to the following General Plan goals and policies related to planned developments. As a result, no impacts will result from the proposed project’s implementation.

*D. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? • Less than Significant Impact.*

Residential land uses are considered to be sensitive to excessive amounts of light and glare because light trespass can interfere with sleep and other night-time activities. Light sensitive land uses in the immediate area include the residential neighborhoods located to the south of the project site and the mobile home park located to the west, along the west side of Willow Avenue. The predominant sources of lighting in the area include street lighting, lighting from vehicle headlights, security lighting, and advertising and signage.<sup>22</sup> The proposed project will involve the installation of new sources of lighting that will include on-site street and parking area lighting, security lighting, and lighting from the individual units. Lighting is regulated under Section 18.61.140 (Lighting) of the City of Rialto Zoning Ordinance. The pertinent regulations that are applicable to the proposed project are outlined below:

- *Subsection A. Lighting shall be designed as an integral part of the overall site and building design.*

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<sup>22</sup> Blodgett Baylosis Environmental Planning. *Field Survey*. Survey was completed on March 2, 2018.

- *Subsection B. The design of the light fixtures and their structural supports shall be architecturally compatible with on-site buildings and be architecturally integrated into the design of a building.*
- *Subsection C. All exterior lighting shall be coordinated as to style, material, and color and designed to avoid spillover glare beyond the site boundaries, particularly where incompatible uses are located in close proximity. Neutral and earth-tone color lighting fixtures with other appropriate measures to conceal the light source from adjoining properties and adjacent street used by the public shall be required.*
- *Subsection D. Exterior lighting shall provide illumination for the security and safety of on-site areas such as entrances, exits, parking, loading, shipping and receiving, pathways, and other work areas.*
- *Subsection E. All building facade recesses shall be well lit to encourage a safe environment.*
- *Subsection F. Night lighting shall be provided for all pedestrian movement paths such as walkways and where Subsection stairs, curbs, ramps, and crosswalks occur.*
- *Subsection G. The location of light fixtures shall correspond to anticipated use. Lighting of pedestrian movement paths shall illuminate changes in grade, path intersections, seating areas and any other uses along movement path which if left unlighted would create an unsafe condition.*
- *Subsection H. The level of lighting shall not exceed one-half foot-candle at any residential property line or one foot-candle at any nonresidential property line.*
- *Subsection I. Illuminated street address lighting fixtures shall be installed on the front yard side of each dwelling and each commercial and industrial building to facilitate location of the street address numbers for safety and public convenience.<sup>23</sup>*

The proposed project will conform to the aforementioned City regulations governing lighting. In addition, a retaining wall will be constructed along the project site's south property line. This wall will reduce the potential for light spill-over and light trespass from affecting the existing units located along the north side of Orange Avenue. As a result, the potential impacts will be less than significant.

### **3.1.3 MITIGATION MEASURES**

The analysis determined that no significant adverse impacts related to aesthetics and views are anticipated. As a result, no mitigation is required.

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<sup>23</sup> City of Rialto. *Section 18.61.140 (Lighting) of the City of Rialto Zoning Ordinance. (Ordinance 1382 § 1 (part), 2006.*

### 3.2 AGRICULTURE & FORESTRY RESOURCES

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.2.A	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				<b>X</b>
3.2.B	Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?				<b>X</b>
3.2.C	Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g])?				<b>X</b>
3.2.D	Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				<b>X</b>
3.2.E	Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or the conversion of forest land to a non-forest use?				<b>X</b>

#### 3.2.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on agricultural and/or forestry resources if it results in any of the following:

- The conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance;
- A conflict with existing zoning for agricultural use or the termination of a Williamson Act Contract;
- A conflict with the existing zoning or cause the rezoning of, forest land (as defined in Public Resources Code Section 4526), or zoned timberland production (as defined by Government Code §51104[g]);
- The loss of forest land or the conversion of forest land to a non-forest use; or,
- Changes to the existing environment, which due to their location or nature, may result in the conversion of farmland to non-agricultural uses or the conversion of forest land to a non-forest use.

### 3.2.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? • No Impact.*

According to the geotechnical study prepared for the project site, subsurface soils consisted of uncertified fill and loose native soils up to a depth of 30 inches. Additional test pits were excavated as part of the geotechnical investigation to verify subsurface conditions, where fill soils were encountered to a maximum depth of 36 inches, likely due to localizations in fill depths and/or disking and maintenance operations. Some native soils were found to underlie the fill materials. These native soils consisted of firm, gravelly sands with interspersed cobble. This soil is not considered to be a prime farmland soil in the urbanized areas. As a result, the proposed project's implementation will not impact any protected farmland soils.<sup>24</sup>

B. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract? • No Impact.*

The proposed project involves the construction of a 56-unit single-family residential development. The project site has a total land area of approximately 198,000 square feet (4.54 acres). The proposed project site is designated as *Residential – 21* in the City of Rialto General Plan. In addition, the proposed project is currently zoned as *Support Commercial* but the project will involve changing it to *Multi-Family Residential*. The project site is located within the boundaries of the Central City Specific Plan. No agricultural activities are located within the project site and the project site is not under a Williamson Act Contract.<sup>25</sup> As a result no impacts are anticipated with the proposed project's implementation.<sup>26</sup>

C. *Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code Section 4526), or zoned timberland production (as defined by Government Code § 51104(g))? • No Impact.*

The proposed project site is designated as *Residential – 21* in the City of Rialto General Plan. The project site is located within the boundaries of the Central City Specific Plan. In addition, the proposed project is currently zoned as *Support Commercial* but the project will involve changing it to *Multi-Family Residential*. The City of Rialto and the project site are located in the midst of a larger urban area and no forest lands are located within the City. The applicable General Plan and zoning designations do not provide for any forest land preservation. As a result, no impacts on forest land or timber resources will result from the proposed project's implementation.

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<sup>24</sup> California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *California Important Farmland Finder*. <https://maps.conservation.ca.gov/DLRP/CIFF/>.

<sup>25</sup> A Williamson Act contract on a property obligates the property owner to a variety of restrictions and in return, the property tax assessment is significantly reduced. The minimum contract is 10 years and remains enforceable even if the property changes ownership. Should the landowner desire to cancel the contract prior to the end of the term, the contracting jurisdiction must make specific findings that are supported by substantial evidence.

<sup>26</sup> California Department of Conservation. *State of California Williamson Act Contract Land*. [ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA\\_2012\\_8x11.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf).

- D. Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?*  
• *No Impact.*

No forest lands are found within the project site or the adjacent properties. The City of Rialto General Plan's land use designations that is applicable to the project site (Residential – 21) does not provide for any forest land protection. No loss or conversion of existing forest lands will result from the implementation of the proposed project. As a result, no impacts will result from the project's implementation.

- E. Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use?* • *No Impact.*

No agricultural activities are presently located within the project site or within the adjacent properties. The project site is currently vacant and undeveloped. As a result, the proposed project will not involve the conversion of any existing farmland area to urban uses and no impacts are anticipated.

### **3.2.3 MITIGATION MEASURES**

The analysis of agricultural and forestry resources indicated that no impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

### 3.3 AIR QUALITY

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.3.A	Would the project conflict with or obstruct implementation of the applicable air quality plan?				<b>X</b>
3.3.B	Would the project violate any air quality standard or contribute substantially to result in a cumulatively considerable net increase in an existing or projected air quality violation?			<b>X</b>	
3.3.C	Would the project expose sensitive receptors to substantial pollutant concentrations?			<b>X</b>	
3.3.D	Would the project result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?				<b>X</b>

#### 3.3.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project would normally be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- A conflict with the obstruction of the implementation of the applicable air quality plan;
- A violation of an air quality standard or contribute substantially to result in a cumulatively considerable net increase in an existing or projected air quality violation;
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- The result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:

- *Ozone (O<sub>3</sub>)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O<sub>3</sub> is formed by photochemical reaction. Los Angeles and the surrounding South Coast Air Basin (SCAB) are designated by the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) as an extreme ozone *non-attainment area*.
- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain that is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The SCAB is designated as an attainment area for carbon monoxide by the EPA.

- *Nitrogen dioxide (NO<sub>2</sub>)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO<sub>2</sub> is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. The SCAB is designated as an attainment area for NO<sub>2</sub> by the EPA.
- *Sulfur dioxide (SO<sub>2</sub>)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. The SCAB is designated as an attainment area for SO<sub>2</sub> by the EPA.
- *PM<sub>10</sub>* refers to particulate matter less than ten microns in diameter. PM<sub>10</sub> particulates cause a greater health risk than larger-sized particles since fine particles can more easily cause respiratory irritation.
- *PM<sub>2.5</sub>* refers to particulate matter less than 2.5 microns in diameter. PM<sub>2.5</sub> also represents a significant health risk because particulate matter of this size may be more easily inhaled causing respiratory irritation. The annual average concentrations of PM<sub>2.5</sub> exceeded Federal standards in some areas of the SCAB. As a result, PM<sub>2.5</sub> continues to be designated non-attainment.

Projects in the SCAB generating *construction-related* emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM<sub>10</sub>;
- 55 pounds per day of PM<sub>2.5</sub>; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following *operational* emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM<sub>10</sub>;
- 55 pounds per day of PM<sub>2.5</sub>; or,
- 150 pounds per day of sulfur oxides.

### **3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

A. *Would the project conflict with or obstruct implementation of the applicable air quality plan?* • *No Impact.*

The City of Rialto is located within the South Coast Air Basin (SCAB). The SCAB covers a 6,600 square-mile area within Orange County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the SCAB is monitored by the SCAQMD at various monitoring

stations located throughout the area. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent 2016 AQMP represents a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures. The 2016 AQMP also includes transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy. The 2016 AQMP includes the strategies and measures that will be needed to meet the National Ambient Air Quality Standards (NAAQS). The SCAQMD recently approved (March 3, 2017) the 2016 AQMP that demonstrates attainment of the 1-hr and 8-hr ozone NAAQS as well as the latest 24-hr and annual PM<sub>2.5</sub> standards. The primary criteria pollutants that remain non-attainment in the local area include PM<sub>2.5</sub> and Ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:<sup>27</sup>

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.
- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.<sup>28</sup>

The proposed project involves the construction of a 56-unit single-family residential development. The project site has a total land area of approximately 4.54 acres. The proposed project would conform to Consistency Criteria 2 since it would not significantly affect any regional population and housing 2040 projections prepared for the City of Rialto by the SCAG. The Citywide projection (2012 to 2040) for new housing units is 6,199 units and the projected population is 11,200 persons during the 2012-2040 projection period. The proposed 56 units and the resulting population is well below these projections.<sup>29</sup> The proposed project is also consistent with the City General Plan and Zoning designations. The proposed project site is designated as *Residential – 21* in the City of Rialto General Plan and will change to the *Multi-Family Residential* zone. The project site is located within the boundaries of the Central Area Specific Plan. As a result, no impacts related to the implementation of the AQMP are anticipated.

*B. Would the project violate any air quality standard or contribute substantially to result in a cumulatively considerable net increase in an existing or projected air quality violation? • Less than Significant Impact.*

The potential construction-related emissions from the proposed project were estimated using the computer model CalEEMod developed for the SCAQMD (the worksheets are included in the Appendix). The entire project construction period is expected to last for approximately nine months (refer to Section

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<sup>27</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

<sup>28</sup> Ibid.

<sup>29</sup> Southern California Association of Governments (SCAG). *Demographics and Growth Forecast RTP-SCS*. December 2015.



2.4.3) and would include grading and site preparation, erection of the new building, and the finishing of the project (paving, painting, and installation of landscaping). The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod v 2016.3.2). The assumptions regarding the construction phases and the length of construction followed those identified herein in Section 2.4. The daily construction emissions are shown in Table 3-1.

**Table 3-1**  
**Estimated Daily Construction Emissions (pounds/day)**

<b>Construction Phase</b>	<b>ROG</b>	<b>NO<sub>2</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Site Preparation (on-site)	4.33	45.57	22.06	0.03	20.45	12.12
Site Preparation (off-site)	0.08	0.06	0.80	--	0.20	0.05
<b>Total Site Preparation</b>	<b>4.41</b>	<b>45.63</b>	<b>22.86</b>	<b>0.03</b>	<b>20.65</b>	<b>12.17</b>
Building Construction (on-site)	2.36	21.07	17.16	0.02	1.28	1.21
Building Construction (off-site)	0.12	0.75	1.06	--	0.26	0.07
<b>Total Building Construction</b>	<b>2.48</b>	<b>21.82</b>	<b>18.22</b>	<b>0.02</b>	<b>1.54</b>	<b>1.28</b>
Paving (on-site)	1.45	15.24	14.66	0.02	0.82	0.75
Paving (off-site)	0.07	0.05	0.67	--	0.16	0.04
<b>Total Paving</b>	<b>1.52</b>	<b>15.29</b>	<b>15.33</b>	<b>0.02</b>	<b>0.98</b>	<b>0.79</b>
Architectural Coatings (on-site)	27.68	1.83	1.84	--	0.12	0.12
Architectural Coatings (off-site)	0.01	0.01	0.17	--	0.04	0.01
<b>Total Architectural Coatings</b>	<b>27.69</b>	<b>1.84</b>	<b>2.01</b>	<b>--</b>	<b>0.16</b>	<b>0.13</b>
<b>Maximum Daily Emissions</b>	<b>27.70</b>	<b>45.63</b>	<b>22.87</b>	<b>0.04</b>	<b>20.65</b>	<b>12.18</b>
<b>Daily Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>

Source: California Air Resources Board CalEEMod [CalEEMod v 2016.3.2].

The maximum daily construction emissions derived from the CalEEMod are compared to the SCAQMD's thresholds in Table 3-1. As indicated in Table 3-1, the maximum daily construction emissions will be below the SCAQMD's thresholds. The Applicant and/or the contractors will be required to comply with SCAQMD Rule 402 (nuisance odors) and SCAQMD Rule 403 (fugitive dust). These two SCAQMD Rules require the implementation of Best Available Control Measures (BACMs) for each fugitive dust source, and the Best Available Control Technologies (BACTs) for area sources and point sources. The BACMs and BACTs would include the following:

- *Fugitive Dust Prevention.* The Applicant/Contractors shall ensure that any portion of the site to be graded shall be pre-watered prior to the commencement of grading activities. The Applicant/Contractors shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly (at least twice daily) to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday.

- *Erosion Prevention.* The Applicant/Contractors shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon. The Applicant/Contractors shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion. The Applicant/Contractors shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.
- *Equipment Emissions.* During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NOX and PM<sub>10</sub> levels in the area.

Long-term emissions refer to those air quality impacts that will occur once the proposed 56 units have been constructed and occupied. These operational impacts will continue over the life-time of the project. These long-term air quality impacts that are associated with the proposed project include mobile emissions associated with vehicular traffic and off-site stationary emissions associated with the generation of energy (natural gas and electrical). The analysis of long-term operational impacts, shown in Table 3-2, also used the CalEEMod v 2016.3.2 computer model. As indicated in Table 3-2, the projected long-term emissions would also be below thresholds considered to be a significant impact.

**Table 3-2**  
**Estimated Operational Emissions (pounds/day)**

<b>Emission Source</b>	<b>ROG</b>	<b>NO<sub>2</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Area-wide (lbs/day)	15.47	0.99	19.38	0.02	2.06	2.06
Energy (lbs/day)	0.05	0.43	0.18	--	0.03	0.03
Mobile (lbs/day)	1.03	5.23	13.96	0.0	4.07	1.11
<b>Total (lbs/day)</b>	<b>16.55</b>	<b>6.66</b>	<b>33.52</b>	<b>0.08</b>	<b>6.17</b>	<b>3.21</b>
<b>Daily Thresholds</b>	<b>55</b>	<b>55</b>	<b>55o</b>	<b>15o</b>	<b>15o</b>	<b>55</b>

Source: California Air Resources Board CalEEMod v 2016.3.2 [computer program].

The potential long-term (operational) and short-term (construction) emissions associated with the proposed project's implementation are compared to the SCAQMD's daily emissions thresholds in Tables 3-1 and 3-2, respectively. As indicated in these tables, the short-term and long-term emissions will not exceed the SCAQMD's daily thresholds. Adherence to the above SCAQMD Rules will further reduce the potential construction-related impacts to levels that are less than significant.

*C. Would the project expose sensitive receptors to substantial pollutant concentrations? • Less than Significant Impact.*

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project would result in an exceedance of *localized emissions thresholds* or localized standard thresholds (LSTs). LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a

specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO<sub>x</sub> to NO<sub>2</sub> during construction; carbon monoxide (CO) emissions from construction; PM<sub>10</sub> emissions from construction; and PM<sub>2.5</sub> emissions from construction. Sensitive receptors refer to land uses and/or activities that are sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other similar facilities where children or the elderly may congregate.<sup>30</sup> Sensitive receptors, including homes and schools in the vicinity of the proposed project site, are identified in the map provided in Exhibit 3-1.

The nearest sensitive receptors to the project site include the homes located to the north and west of the project site, The homes located along the on the north side of W. Wilson Street and the mobile home park located on the west side of Willow Avenue are the nearest sensitive receptors to the project site.<sup>31</sup> The use of the “look-up tables” is permitted since each of the construction phases would involve the disturbance of less than five acres of land area on a daily basis. The total land area for the entire project site is 4.37 acres. As indicated in Table 3-3, the proposed project would not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD. For purposes of the LST analysis, the receptor distance used was 50 meters. As indicated in the table, the proposed project would not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables.

**Table 3-3  
 Local Significance Thresholds Exceedance SRA 34 for 5-acre sites  
 (Construction Emissions)**

Emissions	Project Emissions (lbs/day)	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
		25	50	100	200	500
NO <sub>2</sub>	<b>45.63</b>	<b>270</b>	302	378	486	778
CO	<b>22.87</b>	<b>1,746</b>	2,396	4,142	8,532	27,680
PM <sub>10</sub>	<b>20.65/10.32*</b>	<b>14</b>	44	65	106	229
PM <sub>2.5</sub>	<b>12.18/6.09*</b>	<b>8</b>	10	17	35	120

Source: South Coast Air Quality Management District. Final Localized Significance Threshold Methodology. June 2003.

\*= Denotes adherence to standard SCAQMG regulations governing fugitive dust emissions such as watering barren soils up to three times per day.

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards. These areas of high CO concentration are referred to as *hot-spots*. Two variables influence the creation of a hot-spot and these variables include traffic volumes and traffic congestion. Typically, a hot-spot may occur near an intersection that is experiencing severe congestion (a LOS E or LOS F). The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB.

<sup>30</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

<sup>31</sup> Blodgett Baylosis Environmental Planning. *Field Survey*. Survey was completed on March 2, 2018.



**EXHIBIT 3-1**  
**AIR QUALITY SENSITIVE RECEPTORS**  
Source: Blodgett Baylosis Environmental Planning

These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. According to the traffic study prepared by Crown City Engineers, the proposed project would generate approximately 41 new morning (AM) peak hour trips and 56 new evening (PM) peak hour trips (refer to Section 3.16 of this report). This does not take into account the traffic being generated by the existing industrial use. As a result, the proposed project's peak hour traffic would not affect any local intersection's level of service. In addition, project-generated traffic would not result in the creation of a carbon monoxide hot-spot, since the proposed project will not degrade any existing intersection to a LOS of E or a LOS of F. As a result, no impacts on sensitive receptors are anticipated.

While the proposed project would result in additional vehicle trips, there would be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and State sustainable growth objectives. Finally, the proposed project would not exceed these adopted projections used in the preparation of the Regional Transportation Plan (refer to the discussion included in Subsection 3.3A). The potential cumulative air quality impacts are deemed to be less than significant related to the generation of criteria pollutants.

*D. Would the project result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people? • No Impact.*

The SCAQMD has identified land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.<sup>32</sup> No odor emissions are anticipated given the nature of the proposed project (56 residential units). In addition, the analysis determined that air emission, both short-term and long-term, would be below thresholds considered to be a significant impact. As a result, the proposed project will not result in any substantial emissions including odors.

### **3.3.3 MITIGATION MEASURES**

The proposed project's air emissions are not considered to represent a significant adverse impact. As a result, no mitigation measures are required.

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<sup>32</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

### 3.4 BIOLOGICAL RESOURCES

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.4.A	Would the project, either directly or through habitat modifications, have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?		<b>X</b>		
3.4.B	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				<b>X</b>
3.4.C	Would the project have a substantial adverse effect on Federally protected wetlands as defined by §404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				<b>X</b>
3.4.D	Would the project have a substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				<b>X</b>
3.4.E	Would the project have a conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				<b>X</b>
3.4.F	Would the project have a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?		<b>X</b>		

#### 3.4.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- A substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service;
- A substantial adverse effect on any riparian habitat or other sensitive natural plant community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;

- A substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;
- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites;
- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,
- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

**3.4.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

A. *Would the project either directly or through habitat modifications, have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • Less than Significant Impact with Mitigation.*

Although Rialto is mostly developed, some areas remain that have not been substantially disturbed. The majority of local biological resources are associated with Lytle Creek Wash, which occupies the northern edge of the City. Smaller pockets of open spaces exist east of the former Rialto Municipal Airport and south of 7<sup>th</sup> Street. The groundcover that is applicable to the project site is ruderal/disturbed annual grassland. Annual grassland is an herbaceous community dominated by non-native naturalized grasses with intermixed perennial and annual forbs. This existing groundcover is a result of the previous on-site disturbance and the associated compaction. The USGS Quadrangle (San Bernardino South) that is applicable to the City of Rialto indicates there are up to 88 plant and animal species. Table 3-4 indicates those “special” status species identified by either/and the U.S. Fish and Wildlife Service and Game and the California Department of Fish and Wildlife.

**Table 3-4  
 CNDDDB Species List for the San Bernardino South Quadrangle**

<b>Element Type</b>	<b>Scientific Name</b>	<b>Common Name</b>	<b>Federal Status</b>	<b>State Status</b>	<b>Taxonomic Sort</b>
Animals - Amphibians	Rana draytonii	California red-legged frog	Threatened	None	Animals - Amphibians - Ranidae - Rana draytonii
Animals - Birds	Agelaius tricolor	tricolored blackbird	None	Candidate Endangered	Animals - Birds - Icteridae - Agelaius tricolor
Animals - Birds	Polioptila californica californica	coastal California gnatcatcher	Threatened	None	Animals - Birds - Sylviidae - Polioptila californica californica
Animals - Birds	Gymnogyps californianus	California condor	Endangered	Endangered	Animals - Birds - Cathartidae - Gymnogyps californianus

**Table 3-4 (continued)**  
**CNDDDB Species List for the San Bernardino South Quadrangle**

<b>Element Type</b>	<b>Scientific Name</b>	<b>Common Name</b>	<b>Federal Status</b>	<b>State Status</b>	<b>Taxonomic Sort</b>
Animals - Birds	<i>Laterallus jamaicensis coturniculus</i>	California black rail	None	Threatened	Animals - Birds - Rallidae - <i>Laterallus jamaicensis coturniculus</i>
Animals - Birds	<i>Empidonax traillii extimus</i>	southwestern willow flycatcher	Endangered	Endangered	Animals - Birds - Tyrannidae - <i>Empidonax traillii extimus</i>
Animals - Birds	<i>Vireo bellii pusillus</i>	least Bell's vireo	Endangered	Endangered	Animals - Birds - Vireonidae - <i>Vireo bellii pusillus</i>
Animals - Birds	<i>Buteo swainsoni</i>	Swainson's hawk	None	Threatened	Animals - Birds - Accipitridae - <i>Buteo swainsoni</i>
Animals - Birds	<i>Empidonax traillii</i>	willow flycatcher	None	Endangered	Animals - Birds - Tyrannidae - <i>Empidonax traillii</i>
Animals - Birds	<i>Coccyzus americanus occidentalis</i>	western yellow-billed cuckoo	Threatened	Endangered	Animals - Birds - Cuculidae - <i>Coccyzus americanus occidentalis</i>
Animals - Fish	<i>Catostomus santaanae</i>	Santa Ana sucker	Threatened	None	Animals - Fish - Catostomidae - <i>Catostomus santaanae</i>
Animals - Insects	<i>Rhaphiomidas terminatus abdominalis</i>	Delhi Sands flower-loving fly	Endangered	None	Animals - Insects - Mydidae - <i>Rhaphiomidas terminatus abdominalis</i>
Animals - Insects	<i>Euphydryas editha quino</i>	quino checkerspot butterfly	Endangered	None	Animals - Insects - Nymphalidae - <i>Euphydryas editha quino</i>
Animals - Mammals	<i>Dipodomys merriami parvus</i>	San Bernardino kangaroo rat	Endangered	None	Animals - Mammals - Heteromyidae - <i>Dipodomys merriami parvus</i>
Animals - Mammals	<i>Dipodomys stephensi</i>	Stephens' kangaroo rat	Endangered	Threatened	Animals - Mammals - Heteromyidae - <i>Dipodomys stephensi</i>
Plants - Vascular	<i>Nasturtium gambelii</i>	Gambel's water cress	Endangered	Threatened	Plants - Vascular - Brassicaceae - <i>Nasturtium gambelii</i>
Plants - Vascular	<i>Arenaria paludicola</i>	marsh sandwort	Endangered	Endangered	Plants - Vascular - Caryophyllaceae - <i>Arenaria paludicola</i>



**Table 3-4 (continued)**  
**CNDDDB Species List for the San Bernardino South Quadrangle**

Element Type	Scientific Name	Common Name	Federal Status	State Status	Taxonomic Sort
Plants - Vascular	Chloropyron maritimum ssp. maritimum	salt marsh bird's-beak	Endangered	Endangered	Plants - Vascular - Orobanchaceae - Chloropyron maritimum ssp. maritimum
Plants - Vascular	Eriastrum densifolium ssp. sanctorum	Santa Ana River woollystar	Endangered	Endangered	Plants - Vascular - Polemoniaceae - Eriastrum densifolium ssp. sanctorum
Plants - Vascular	Dodecahema leptoceras	slender-horned spineflower	Endangered	Endangered	Plants - Vascular - Polygonaceae - Dodecahema leptoceras

The project site is located within the County of San Bernardino's Burrowing Owl Overlay Zone.<sup>33</sup> No burrowing owls were observed utilizing any portion of the project site for foraging, dispersal, and/or refuge purposes in the June surveys. Accordingly, no owls are expected to be impacted by the proposed project's implementation. However, the following mitigation will be implemented:

- *Mitigation Measure No. 1 (Biological Resources Impacts).* A pre-construction survey for burrowing owls will be required 30 days before the start of grading activities to confirm the absence of burrowing owls from the site. If the survey determines the burrowing owls to be present, protective measures shall be implemented.
- *Mitigation Measure No. 2 (Biological Resources Impacts).* Burrowing owls shall not be disturbed during nesting season (February 1 to August 31) unless a qualified biologist verifies through non-invasive methods that either (1) the birds have not begun egg-laying or incubation or (2) that juveniles from the occupied burrows are foraging independently and are capable of an independent survival flight.
- *Mitigation Measure No. 3 (Biological Resources Impacts).* The permitted biologist shall monitor relocated owls a minimum of three days per week of a minimum of three weeks.
- *Mitigation Measure No. 4 (Biological Resources Impacts).* The burrowing owl Mitigation Monitoring Plan shall describe proposed relocation and monitoring plans. The plan shall include the number and location(s) of occupied burrowing owl sites and details on adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation of artificial burrows (numbers, locations, and type of burrows) shall be included in the plan. The plan shall also describe specific procedures to compensate for impacts to any occupied burrows. Such procedures may include, but not be limited to, the purchase/conservation of off-site suitable habitat that is known to support burrowing owls at a minimum 1:1 ratio depending on the quality of habitat removed compared to

<sup>33</sup> California Department of Fish and Wildlife. *Bios Viewer*. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>

the quality of habitat provided. Prior to the issuance of occupancy permits, the developer shall provide copies of applicable species mitigation agreements/permits to the City.

- *Mitigation Measure No. 5 (Biological Resources Impacts)*. If burrowing owls must be moved away from the disturbance area, passive relocation techniques shall be used. One or more weeks will be necessary to accomplish this relocation and allow the owls to acclimate to alternative burrows. Owls must be relocated by a qualified biologist from any occupied burrows that will be impacted by project activities. Suitable habitat is undeveloped land that can meet the burrowing owls' life cycle requirements (for both foraging and breeding) and is not intended for development. Suitable habitat must be adjacent or near the disturbance site or artificial burrows will need to be provided nearby. Once the biologist has confirmed that the burrowing owls have left the burrow, burrows should be excavated using hand tools and refilled to prevent reoccupation.

The aforementioned mitigation measures will reduce the potential impacts to levels that are less than significant.

*B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • No Impact.*

No sensitive plant communities or riparian habitat are present on the project site. The project site does not contain suitable habitat for sensitive plant species.<sup>34</sup> As a result, no impacts are anticipated.

*C. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? • No Impact.*

The project area and the adjacent developed properties do not contain any natural wetland and/or riparian habitat. The project site is located in the midst of an urbanized setting. No natural “blue line” streams or “Waters of the U.S.” are located within or adjacent to the project site. In addition, no riparian habitat or areas of ponding exist on the project site.<sup>35</sup> As a result, no impacts are anticipated.

*D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? • No Impact.*

Although local wildlife may utilize the project site for foraging, field investigations, and aerial photography show that the site is not connected to a distinct movement corridor. The project site is surrounded by urban development that would impede terrestrial movement to all species. Migratory avian species, such as raptors, could periodically utilize the project site for foraging, but the site has not

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<sup>34</sup> Blodgett Baylosis Environmental Planning. *Field Survey*. Survey was completed on March 2, 2018.

<sup>35</sup> California Department of Fish and Wildlife. *Bios Viewer*. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>

been documented as an important wildlife corridor. As a result, no impacts are anticipated.

*E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? • No Impact.*

Unmaintained vegetation and shrubbery are located to in the southerly portion of the site. No heritage trees are located within the project site boundaries.<sup>36</sup> As a result, the proposed project is not in conflict with any local policies or ordinances protecting biological resources and therefore, no impacts are anticipated.

*F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? • Less than Significant Impact with Mitigation.*

The project site is located within an urban area and no natural habitats are found within the site.<sup>37</sup> The project is within the County of San Bernardino's Burrowing Owl Overlay Zone. No burrowing owls were observed utilizing any portion of the project site for foraging, dispersal, and/or refuge purposes in the June surveys. Accordingly, no owls are expected to be impacted by the proposed project's implementation. However, the mitigation outlined in Section 3.4.3 is required.

### **3.4.3 MITIGATION MEASURES**

The project is within the County of San Bernardino's Burrowing Owl Overlay Zone. No burrowing owls were observed utilizing any portion of the project site for foraging, dispersal, and/or refuge purposes in the June surveys. Accordingly, no owls are expected to be impacted by the proposed project's implementation. However, the following mitigation will be implemented:

*Mitigation Measure No. 1 (Biological Resources Impacts).* A pre-construction survey for burrowing owls will be required 30 days before the start of grading activities to confirm the absence of burrowing owls from the site. If the survey determines the burrowing owls to be present, protective measures shall be implemented.

*Mitigation Measure No. 2 (Biological Resources Impacts).* Burrowing owls shall not be disturbed during nesting season (February 1 to August 31) unless a qualified biologist verifies through non-invasive methods that either (1) the birds have not begun egg-laying or incubation or (2) that juveniles from the occupied burrows are foraging independently and are capable of an independent survival flight.

*Mitigation Measure No. 3 (Biological Resources Impacts).* The permitted biologist shall monitor relocated owls a minimum of three days per week of a minimum of three weeks.

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<sup>36</sup>Blodgett Baylosis Environmental Planning. *Field Survey*. Survey was completed on March 2, 2018.

<sup>37</sup>United State Geological Survey. *Rialto 7 1/2 Minute Quadrangle*. Release Date March 25, 1999.

*Mitigation Measure No. 4 (Biological Resources Impacts).* The burrowing owl Mitigation Monitoring Plan shall describe proposed relocation and monitoring plans. The plan shall include the number and location(s) of occupied burrowing owl sites and details on adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation of artificial burrows (numbers, locations, and type of burrows) shall be included in the plan. The plan shall also describe specific procedures to compensate for impacts to any occupied burrows. Such procedures may include, but not be limited to, the purchase/conservation of off-site suitable habitat that is known to support burrowing owls at a minimum 1:1 ratio depending on the quality of habitat removed compared to the quality of habitat provided. Prior to the issuance of occupancy permits, the developer shall provide copies of applicable species mitigation agreements/permits to the City.

*Mitigation Measure No. 5 (Biological Resources Impacts).* If burrowing owls must be moved away from the disturbance area, passive relocation techniques shall be used. One or more weeks will be necessary to accomplish this relocation and allow the owls to acclimate to alternative burrows. Owls must be relocated by a qualified biologist from any occupied burrows that will be impacted by project activities. Suitable habitat is undeveloped land that can meet the burrowing owls' life cycle requirements (for both foraging and breeding) and is not intended for development. Suitable habitat must be adjacent or near the disturbance site or artificial burrows will need to be provided nearby. Once the biologist has confirmed that the burrowing owls have left the burrow, burrows should be excavated using hand tools and refilled to prevent reoccupation.

### 3.5 CULTURAL RESOURCES

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.5.A.	Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines?				<b>X</b>
3.5.B.	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?		<b>X</b>		
3.5.C.	Would the project disturb any human remains, including those interred outside of dedicated cemeteries?				<b>X</b>

#### 3.5.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project would normally have a significant adverse impact on cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the State CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines;
- The disturbance of any human remains, including those interred outside of dedicated cemeteries.

#### 3.5.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines?* • *No Impact.*

Historic structures and sites are generally defined by local, State, and Federal criteria. A site or structure may be historically significant if it is protected through a local general plan or historic preservation ordinance. In addition, a site or structure may be historically significant if it meets certain state or federal criteria even if the locality does not recognize such significance. The State of California, through the State Historic Preservation Office (SHPO), also maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U.S. Department of the Interior has established specific guidelines and criteria that indicate the manner in which a site, structure, or district is to be identified as having historic significance.

Significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. Buildings and properties will qualify for a listing on the National Register if they are integral parts of districts that meet certain criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event;
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;
- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,
- A property achieving significance within the past 50 years if it is of exceptional importance.<sup>38</sup>

The project site is currently vacant and undeveloped and the site does not meet any of the aforementioned criteria for listing on the National Register.<sup>39</sup> Furthermore, the proposed improvements will not affect any existing resources listed on the National Register or those identified as being eligible for listing on the National Register. As a result, no impacts are anticipated with the proposed project's implementation.

*B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines? • Less than Significant Impact with Mitigation.*

According to the City of Rialto General Plan, a small band of Serrano Indians were the first inhabitants of the area near the Cajon Basin River, in an area bounded by what is now Foothill Boulevard (on the south) and Baseline Road (on the north). Artifacts discovered in the local area indicate that the Serrano Indians lived in the Rialto area between the 1500's and 1800's.

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<sup>38</sup> U. S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nrhp.focus.nps.gov>. 2010

<sup>39</sup> Blodgett Baylosis Environmental Planning. *Field Survey*. Survey was completed on March 2, 2018.

Information concerning the aboriginal homelands of early Southern California Indians was reviewed by the preparers of this Initial Study.<sup>40</sup> It was determined that the urban areas of Rialto, including the project site are located within the ancestral homeland of the Gabrieleño-Kizh. Two Gabrielineo village sites are located within the City boundaries (outside of the Lytle Creek area) including *Homhoa* and *Wa'aachga*.<sup>41</sup>

A Sacred Lands File Search was conducted for the project on August, 2018. The results of which came back negative (refer to the letter prepared by the NAHC which is shown in Appendix B). Formal Native American consultation was also provided in accordance with AB-52. AB-52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation. The specific tribal contacts are included in Appendix B, which is provided under a separate cover. The tribal representative of the Gabrieleño-Kizh indicated on July 18, 2018 that the project site is situated in an area of high archaeological significance. As a result, the following mitigation is required:

- *Mitigation Measure No. 6 (Cultural Resources Impacts)*. The project Applicant will be required to obtain the services of a qualified Native American Monitor and archeologist during construction-related ground disturbance activities. Ground disturbance is defined as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed.

Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant since the tribal monitor would possess a level of familiarity of tribal resources that exceeds that of a typical archaeologist.

*C. Would the project disturb any human remains, including those interred outside of formal cemeteries? • No Impact.*

There are no cemeteries located in the immediate area that would be affected by the proposed project. As a result, the proposed project is not likely to disturb any on-site burials. In the unlikely event that remains are uncovered by construction crews, all excavation and grading activities shall be halted and the Rialto Police Department would be contacted (the Department would then contact the County Coroner). This following is a standard condition under California Health and Safety Code Section 7050.5(b), which states:

“In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably

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<sup>40</sup> The information was provided in emails sent by Mr. Andy Salas, Tribal Chairman of the Gabrieleño-Kizh.

<sup>41</sup> McCawley, William. *The First Angelinos, the Gabrielino Indians of Los Angeles*. 1996.

suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with (b) Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.”

In addition, Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA would apply in terms of the identification of significant archaeological resources and their salvage. Therefore, the potential impacts are considered to be less than significant and no mitigation is required.

### **3.5.3 MITIGATION MEASURES**

The analysis of potential cultural resources impacts indicated that the following mitigation measure is required:

*Mitigation Measure No. 6 (Cultural Resources Impacts).* The project Applicant will be required to obtain the services of a qualified Native American Monitor and archeologist during construction-related ground disturbance activities. Ground disturbance is defined as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed.



### 3.6 ENERGY

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.6.A.	Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy, resources, during project construction or operation?			<b>X</b>	
3.6.B.	Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?				<b>X</b>

#### 3.6.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Rialto, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in the following:

- A potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation; and,
- A conflict with or obstruction of a State or local plan for renewable energy or energy efficiency.

#### 3.6.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?* • *Less than Significant Impact.*

The Southern California Gas Company and Southern California Edison’s Eastern Division provide natural gas and electric power services, respectively in Rialto. These service providers install and maintain mainline systems throughout the City. Generally, the distribution systems adequately serve local customers, and the companies provide upgrades over time as needed to meet changing demands. The proposed residential development will result in the consumption of both electricity and natural gas. Table 3-5 below provides an estimate of electrical and natural gas consumption. As indicated in the Table, the project is estimated to consume 365,008 kilowatts (kWh) and 18,088 therms on an annual basis.

**Table 3-5  
 Estimated Annual Energy Consumption**

Project	Consumption Rate	Total Project Consumption
<b>Proposed Project (assumes 56-units)</b>		
Electrical Consumption	6,518 kWh/unit/year	365,008 kWh/unit/year
Natural Gas Consumption	323 therms/unit/year	18,088 therms/unit/year

Source: Southern California Edison and Southern California Gas Company

It is important to note that the project will include energy efficient fixtures. In addition, the residential units consume natural gas frequently when taking showers, doing laundry, or cooking. The energy consumption rates do not reflect the more stringent 2016 California Building and Green Building Code requirements. The proposed project will be in accordance with the City's Building Code and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. The use of energy efficient fixtures and appliances will ensure the project's energy impacts remain at levels that are less than significant.

*B. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency? • No Impact.*

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The 2016 version addresses additional items such as clean air vehicles, increased requirements for electric vehicles charging infrastructure, organic waste, and water efficiency and conservation. The California Green Building Standards Code do not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. The proposed project will conform to all pertinent energy conservation requirements. All of the light fixtures and appliance will be EnergyStar® rated. As a result, no impacts are anticipated.

### **3.6.3 MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any significant impacts on energy resources. As a result, no mitigation is required.

### 3.7 GEOLOGY & SOILS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.7.A.	Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides?			<b>X</b>	
3.7.B.	Would the project result in substantial soil erosion or the loss of topsoil?			<b>X</b>	
3.7.C	Would the project be located on a soil or geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?		<b>X</b>		
3.7.D.	Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012) creating substantial direct or indirect risks to life or property?			<b>X</b>	
3.7.E.	Would the project be located on soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				<b>X</b>
3.7.F.	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?		<b>X</b>		

#### 3.7.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on the environment if it results in the following:

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides;
- Substantial soil erosion or the loss of topsoil;
- The locating of a project on a soil or geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- The exposure of people to potential impacts, including location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012) creating substantial risks to life or property; or,

- The locating of a project on soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

### **3.7.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground-shaking, liquefaction, or landslides?* • *Less than Significant Impact.*

The project site is located in the northern Peninsular Ranges Geomorphic Province of southwestern California and northern Baja California, Mexico. The San Andreas Fault Zone, located approximately 9.0 miles northeast of the site, forms the boundary between the North American tectonic plate and the Pacific tectonic plate. The San Jacinto Fault Zone is located approximately 2.3 miles northeast of the site and the Cucamonga fault is located approximately 8.7 miles to the northwest.<sup>42</sup> Exhibit 3-2 provides an overview of the Southern California fault system, while Exhibit 3-3 depicts the San Jacinto Fault in relation to the project site.

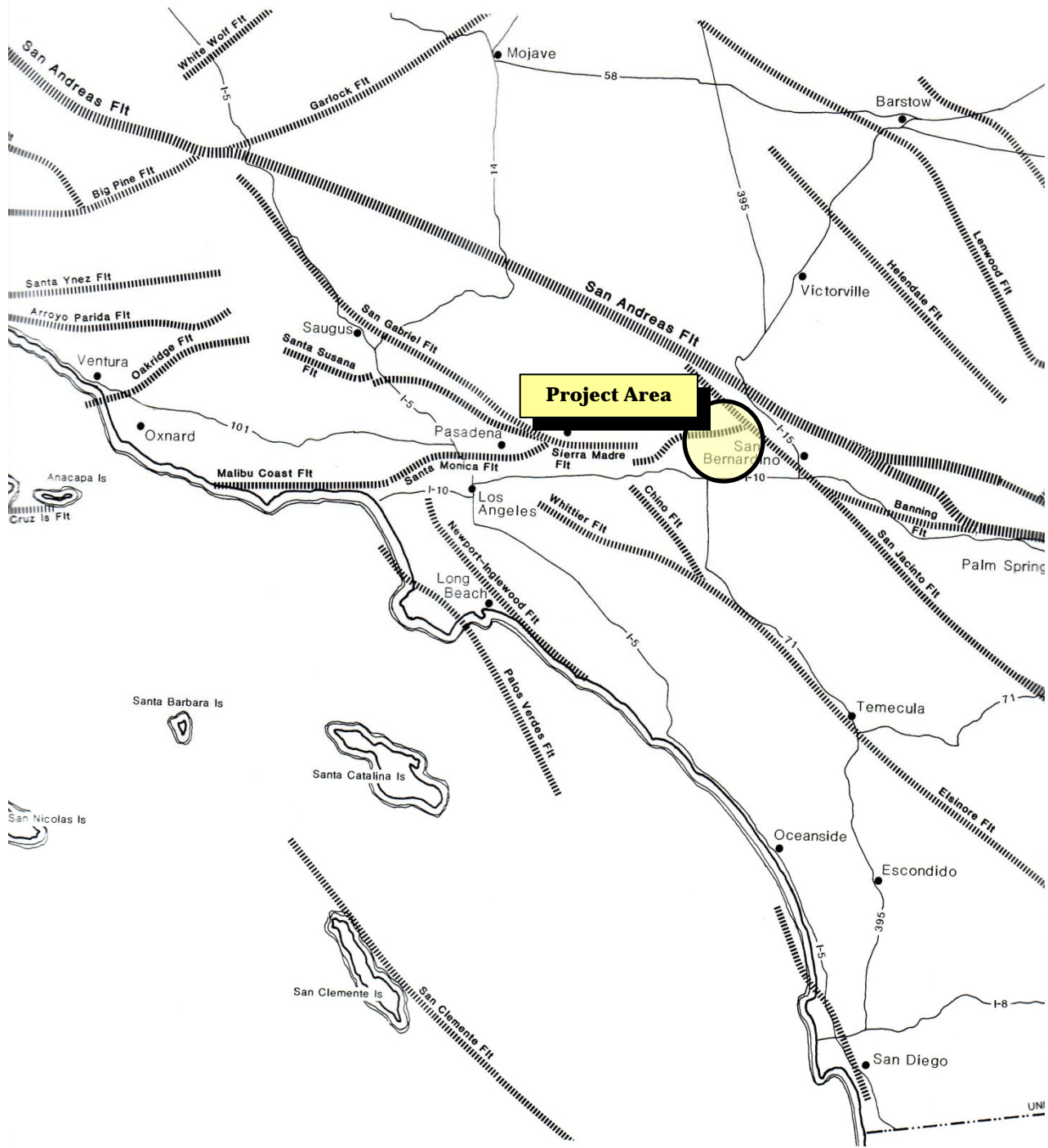
The project site is not located within a State of California designated Alquist-Priolo Earthquake Fault Zone or a County of San Bernardino designated Earthquake Fault Zone, and is therefore unlikely to be subject to surface rupture during an earthquake. Nevertheless, the site's proximity to major active faults located in the San Bernardino Mountains, Mohave Desert, and Los Angeles regions make it likely that the site will be continue to be exposed to strong seismic shaking over the project's life. The nearby San Andreas, San Jacinto, and Cucamonga faults are thought to be capable of producing earthquakes ranging from magnitude 6.0 to magnitude 8.0.<sup>43</sup> The intensity of the ground shaking likely to occur during an earthquake is dependent on a variety of factors, such as earthquake magnitude, faulting mechanism, distance and depth from the epicenter, and the site's geomorphology. As a result, the impacts are less than significant.

Other potential seismic issues include ground failure, liquefaction, and lateral spreading. Ground failure is the loss in stability of the ground and includes landslides, liquefaction, and lateral spreading. The project site is not located in an area that is subject to liquefaction. According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity.

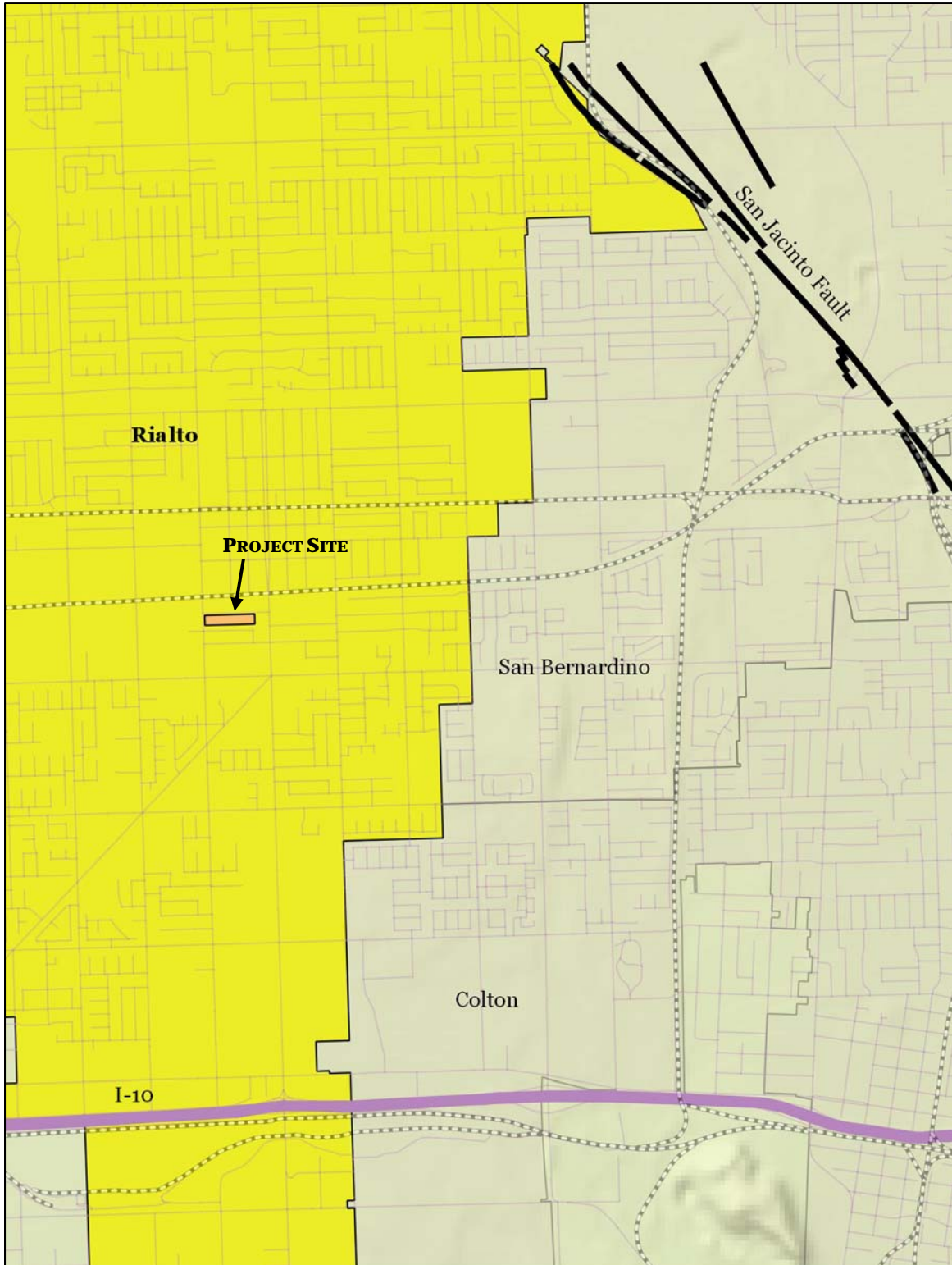
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<sup>42</sup> California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010.* <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx>

<sup>43</sup> Ibid.



**EXHIBIT 3-2**  
**FAULTS IN THE SOUTHERN CALIFORNIA REGION**  
SOURCE: UNITED STATES GEOLOGICAL SURVEY



**EXHIBIT 3-3**  
**ALQUIST PRIOLO FAULT ZONE**  
SOURCE: UNITED STATES GEOLOGICAL SURVEY

Lastly, the project site is not subject to the risk of landslides. Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction induced or can be the result of excess moisture within the underlying soils. Liquefaction induced lateral spreading will not affect the proposed project since the project site is located outside of a liquefaction risk zone. Nevertheless, the Applicant will remove and re-compact the underlying fill soils in order to support the proposed development. Therefore, lateral spreading caused by liquefaction would not affect the project. Furthermore, the underlying soils are not prone to shrinking and swelling. Nevertheless, these soils will be removed and re-compacted. As a result, the potential impacts in regards to liquefaction and landslides are less than significant.

*B. Would the project result in substantial soil erosion or the loss of topsoil? • Less than Significant Impact.*

The project site and the surrounding area are underlain by loose, unconsolidated alluvial sediments associated with deposition from Lytle Creek. This alluvial fan extends southwards from the San Gabriel Mountains located to the north. These sediments are the result of the mass wasting processes within the upper reaches of the Lytle Creek watershed and have been transported to the site.<sup>44</sup>

According to the previous geotechnical reporting, subsurface soils consisted of uncertified fill and loose native soils up to a depth of 30 inches. Additional test pits were excavated in the preparation of this update to verify subsurface conditions, wherein fill soils were encountered to a maximum depth of 36 inches, likely due to localizations in fill depths and/or discing and maintenance operations. Localized fills may be deeper and associated with past work on the site, permitted or otherwise. Native soils were found to immediately underlie fill materials, and consisted of firm, gravelly sands with interspersed cobble.<sup>45</sup>

The Applicant will remove all soils that are unsuitable for development and will replace the underlying soils with clean fill (refer to the following subsection). Once operational, the project site would be paved over and landscaped, which would minimize soil erosion.

The project's construction will not result in soil erosion. The project Applicant will be required to prepare a Stormwater Pollution Prevention Program (SWPPP) pursuant to Federal NPDES regulations since the project would connect to the City's MS4. The SWPPP is required to apply for various NPDES permits, including the NPDES Construction General Permit (CGP). The SWPPP will contain construction best management practices (BMPs) that will restrict the discharge of sediment into the streets and local storm drains. In addition, the project's contractors must adhere to any construction BMPs identified by the City. As a result, the impacts will be less than significant.

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<sup>44</sup> Duco Engineering. *Report of Geotechnical Update*. Report dated May 7, 2018.

<sup>45</sup> Ibid.

C. *Would the project expose people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? • Less than Significant Impact with Mitigation.*

A Geotechnical Report dated May 7, 2018 was prepared for the proposed project by Duco Engineering. According to the Geotechnical Report, subsurface soils consisted of uncertified fill and loose native soils up to a depth of 30 inches. Additional test pits were excavated in the preparation of this update to verify subsurface conditions, wherein fill soils were encountered to a maximum depth of 36 inches, likely due to localizations in fill depths and/or discing and maintenance operations. Localized fills may be deeper and associated with past work on the site, permitted or otherwise. Native soils were found to immediately underlie fill materials, and consisted of firm, gravelly sands with interspersed cobble.<sup>46</sup>

The Geotechnical report contains various recommendations that will ensure the safety of those who will reside within the units once construction is complete. As stated in the report, soils to support any structures shall be over-excavated and re-compacted to a minimum depth of three feet below existing grade, or to a depth so as to remove and remediate all uncertified fill and/or disturbed native soil beneath any structure and/or drive area. Additionally, a minimum three feet of compacted fill shall exist below any and all foundations for the entire building area, to provide consistent bearing support and mitigate any potential for differential settlement.<sup>47</sup>

Paved drive areas shall be supported by a minimum of two feet of compacted fill, and shall not overly any uncertified fill soils. Removal and re-compaction shall extend laterally outside any foundation footprint—including patios and/or carports— the greater of five feet, or the total proposed depth of compacted fill, if greater than five feet. Removals are not anticipated to exceed five feet below existing grade, though uncertified fills in localized areas may be deeper. The placement of all compacted fill shall be in accordance with the recommendations contained herein. These recommendations are reiterated as mitigation presented below:

- *Mitigation Measure No. 7 (Geology & Soils Impacts).* The project must comply with all the design and construction-related actions in the site specific Geotechnical Report prepared by Duco Engineering. In addition, the Applicant must remove and re-compact the underlying soils in accordance with the Geotechnical Report. The recommendations and requirements of the Duco Engineering study must be implemented to the satisfaction of the City Engineer.

Implementation of the above-mentioned mitigation will reduce potential impacts to levels that are less than significant.

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<sup>46</sup> Duco Engineering. *Report of Geotechnical Update*. Report dated May 7, 2018.

<sup>47</sup> Ibid.



D. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012) creating substantial direct or indirect risks to life or property? • Less than Significant Impact.*

According to the Geotechnical report that was prepared for the project, the project's foundations and structural design does not account for any significant soil swelling potential. As a result, the potential impacts are considered to be less than significant.

E. *Would the project result in or expose people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? • No Impact.*

No septic tanks will be used as part of proposed project. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

F. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature? • Less than Significant Impact with Mitigation.*

According to the geotechnical study prepared for the project site, subsurface soils consisted of uncertified fill and loose native soils up to a depth of 30 inches. Additional test pits were excavated in the preparation of this update to verify subsurface conditions, wherein fill soils were encountered to a maximum depth of 36 inches, likely due to localizations in fill depths and/or discing and maintenance operations. Localized fills may be deeper and associated with past work on the site, permitted or otherwise. Native soils were found to immediately underlie fill materials, and consisted of firm, gravelly sands with interspersed cobble.<sup>48</sup>

No paleontological resources are known to be on or adjacent to the project site. It is assumed that if these resources were located in these areas, they would have been discovered during original or subsequent ground disturbing activities. Should evidence of paleontological resources be encountered during grading and construction, operations would be required to cease, and the City of Rialto would be required to be contacted for determination of appropriate procedures. Compliance with the City's standard conditions would preclude significant impacts to paleontological resources. While fossils are not expected to be discovered during construction, it is possible that significant fossils could be discovered during excavation activities, even in areas with a low likelihood of occurrence. Fossils encountered during excavation could be inadvertently damaged. If a unique paleontological resource is discovered, the impact to the resource could be substantial. To reduce this potentially significant impact to a less than significant level, all construction related impacts of fossils or fossil-bearing deposits shall be monitored in accordance with the following mitigation:

- *Mitigation Measure No. 8 (Geology & Soils Impacts).* Prior to the issuance of any grading permits, or any permit authorizing ground disturbance, the project applicant shall, to the satisfaction of the City Planning Director, demonstrate that a qualified paleontological monitor has been retained to be present during brushing and clearing, excavation, or any mass grading

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<sup>48</sup> Duco Engineering. *Report of Geotechnical Update*. Report dated May 7, 2018.

activities. In the event that fossils or fossil-bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, City staff and the project Applicant determine that avoidance is not feasible, the paleontologist shall prepare an excavation plan for reducing the effect of the project on the qualities that make the resource important. The plan shall be submitted to the City for review and approval and the project applicant shall implement the approval plan.

The aforementioned mitigation would reduce the impacts to levels that are less than significant.

### **3.7.3 MITIGATION MEASURES**

The preceding analysis indicated that the following mitigation would be required:

*Mitigation Measure No. 7 (Geology & Soils Impacts).* The project must comply with all the design and construction-related actions in the site specific Geotechnical Report prepared by Duco Engineering. In addition, the Applicant must remove and re-compact the underlying soils in accordance with the Geotechnical Report. The recommendations and requirements of the Duco Engineering study must be implemented to the satisfaction of the City Engineer.

*Mitigation Measure No. 8 (Geology & Soils Impacts).* Prior to the issuance of any grading permits, or any permit authorizing ground disturbance, the project applicant shall, to the satisfaction of the City Planning Director, demonstrate that a qualified paleontological monitor has been retained to be present during brushing and clearing, excavation, or any mass grading activities. In the event that fossils or fossil-bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, City staff and the project Applicant determine that avoidance is not feasible, the paleontologist shall prepare an excavation plan for reducing the effect of the project on the qualities that make the resource important. The plan shall be submitted to the City for review and approval and the project applicant shall implement the approval plan.

### 3.8 GREENHOUSE GAS EMISSIONS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.8.A.	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			<b>X</b>	
3.8.B.	Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?			<b>X</b>	

#### 3.8.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- The generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,
- The potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

#### 3.8.2 ENVIRONMENTAL ANALYSIS

*3.8.A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? • Less than Significant Impact.*

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. The SCAQMD has established a single GHG emissions threshold for all land uses. This threshold is 10,000 MTCO<sub>2</sub>E. Table 3-6 summarizes annual greenhouse gas (CO<sub>2</sub>E) emissions from build-out of the proposed project.<sup>49</sup> Carbon dioxide equivalent, or CO<sub>2</sub>E, is a term that is used for describing different greenhouses gases in a common and collective unit. As indicated in Table 3-6, the CO<sub>2</sub>E total for the project is 6,920 pounds per day or 3.13 MTCO<sub>2</sub>E per day. This translates into an annual emission of 1,142 MTCO<sub>2</sub>E, which is below the aforementioned threshold.

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<sup>49</sup> The CalEEMod Air Quality Worksheets are provided in Appendix A.

**Table 3-6  
 Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (Lbs/Day)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> E
Long-term Area Emissions	1,210.37	0.02	0.03	1,221.66
Long-term Energy Emissions	552.25	0.01	0.01	555.54
Long-term Mobile Emissions	5,136.78	0.24	--	5,142.89
<b>Total Long-term Emissions</b>	<b>6,899.41</b>	<b>0.28</b>	<b>0.04</b>	<b>6,920.10</b>

Source: CalEEMod V.2016.3.2.

The GHG emissions estimates reflect what a 56-unit PUD of the same location and description would generate once fully occupied. The type of activities that may be undertaken once the project is operational have been predicted and accounted for in the model for the selected land use type. It is important to note that the project is an “infill” development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State’s Strategic Growth Council (SGC).<sup>50</sup> Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be less than significant and no mitigation is required.

*3.8.B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? • Less than Significant Impact.*

The City of Rialto is covered under the San Bernardino County Regional Greenhouse Gas Reduction Plan, which is a plan to facilitate improvements to community health, promote economic vitality, reduce greenhouse gas emissions, and reduce water and energy consumption. As indicated in the Plan, the 2010 Rialto General Plan contains many transportation and land use-related actions to reduce vehicle-related GHG emissions in the City of Rialto. The General Plan contains the following policies:

- *Encourage development of transit-oriented and infill development and encourage a mix of uses that foster walking and alternative transportation in Downtown and along Foothill Boulevard.* The project consists of 56 infill residential units that will be constructed within one-mile of a major transit station.

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<sup>50</sup> California Strategic Growth Council. <http://www.sgc.ca.gov/Initiatives/infill-development.html>. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council’s member agencies. Site accessed on April 20, 2018.

- *Support a complementary mix of land uses including residential densities to support a multi-modal transit node at the rail station.* The project consists of 56 infill residential units that will be constructed within one-mile of a major transit station. The project will have a density of 12.3 du/acre.

As indicated previously, the operation of the proposed project will result in an incremental increase in GHG emissions though these operational GHG emissions will be below SCAQMD thresholds of significance. The proposed project will result in the generation of 1,142 MTCO<sub>2</sub>E per year. The proposed project will not introduce any conflicts with adopted initiatives that are designed to control future GHG emissions. The project is an “infill development” and is seen as an important strategy in reducing regional GHG emissions. As a result, the impacts related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases are considered to be less than significant and no mitigation is required.

### **3.8.3 MITIGATION MEASURES**

The analysis of potential impacts related to greenhouse gas emissions indicated that no impacts would result from the proposed project’s approval and subsequent implementation. As a result, no mitigation measures are required.

### 3.9 HAZARDS & HAZARDOUS MATERIALS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.9.A.	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			<b>X</b>	
3.9.B.	Would the project create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			<b>X</b>	
3.9.C.	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?				<b>X</b>
3.9.D.	Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code §65962.5, and as a result, would it create a significant hazard to the public or the environment?				<b>X</b>
3.9.E.	For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				<b>X</b>
3.9.F.	Would the project impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?				<b>X</b>
3.9.G.	Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?				<b>X</b>

#### 3.9.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- The creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- The generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

- Locating the project on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section §65962.5 resulting in a significant hazard to the public or the environment;
- Locating the project within an area governed by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport that would result in a safety hazard or excessive noise for people residing or working in the project area;
- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or,
- The exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wild land fire.

### **3.9.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? • Less Than Significant Impact.*

The project site is not located on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List Site Cleanup (Cortese List).<sup>51</sup> In addition, the project site is not identified on any Leaking Underground Storage Tank database (LUST).<sup>52</sup> A search through the California Department of Toxic Substances Control's Envirostor database indicated that the project site was not included on any Federal or State clean up or Superfund lists.<sup>53</sup> The United States Environmental Protection Agency's multi-system search was consulted to determine whether the project site is identified on any Federal Brownfield list; Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List; Federal Resource Conservation and Recovery Act (RCRA) Treatment, Storage, and Disposal (TSD) Facilities List; and/or Federal RCRA Generators List. The project site was not identified on any of the aforementioned lists.<sup>54</sup>

The project's construction will require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. No other hazardous materials would be used during the project's construction phase. Due to the nature of the proposed project (a 56-unit planned unit development), no hazardous materials beyond what is typically used in a household setting for routine cleaning and maintenance would be used once the project is occupied. As a result, the potential impacts are considered to be less than significant and no mitigation is required.

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<sup>51</sup> CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. [http://www.dtsc.ca.gov/SiteCleanup/Cortese\\_List.cfm](http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm).

<sup>52</sup> California State Water Resources Control Board. *GeoTracker*. <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=anaheim,ca>.

<sup>53</sup> CalEPA. *Envirostor*. [http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global\\_id=&cx=-119&y=37&zl=18&ms=640.480&mt=m&findaddress=True&city=anaheim](http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&cx=-119&y=37&zl=18&ms=640.480&mt=m&findaddress=True&city=anaheim).

<sup>54</sup> United States Environmental Protection Agency. *Multisystem Search*.

*B. Would the project create a significant hazard to the public or the environment, or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? • Less than Significant Impact.*

A Phase I Report was prepared for the project site in July 12, 2005 by Robin Environmental Management. The results of the Phase I report are summarized below:<sup>55</sup>

- *USTs.* No records were found in reference to historical usage or handling of UST or any hazardous substances on the subject property.
- *Lead Base Paint and Asbestos Containing Materials.* Since the subject lot is currently vacant, asbestos-containing building materials are not of environmental concern. Additionally, since the subject lot is currently vacant with no improvements, lead-based paint is also not a potentially environmental concern.
- *Site Inspection.* During the site inspection, the use, storage, and generation of any quantity of hazardous materials was not observed. No regulatory agency data was found regarding historic or present use of the subject property in regards to hazardous materials previously or presently used, stored, treated, disposed or generated at the subject property. Pole-mounted transformers were found in the vicinity of the subject building, appearing in good condition without any sign of leakage. No PCB-containing hydraulic fluid trash compactor or concrete pad-mounted transformers were noticed present on the subject site premise. The visual inspection of the subject site revealed no evidence of surface or above-ground (e.g., fill pipe, vent pipes, fill connections, concrete pads, saw cuts, sumps, spill containment device, leak detection device, etc.) features normally associated with underground storage tanks (UST's). In addition, the preparers of the Phase I found no evidence on the presence of on-site aboveground storage tanks. No storage, treatment, or disposal of hazardous waste was found during the site investigation. No severely improper waste stream processing or disposal practices were observed on the subject property. Lastly, no stains, stockpiles of soil, or other recognized environmental conditions were encountered during the on-site investigation.
- *Record Search.* The subject property was not listed on the following environmental regulatory database record research (FirstSearch government records): NPL, RCRA-TSD, CERCLIS, NFRAP, RCRA-G, ERNS, CORRACTS, CORTESE, CALSITES, LUST, UST, and SWF.

Due to the nature of the proposed project (a 56-unit planned unit development), no hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. The project's construction will require the use of diesel fuel to power the construction equipment. The diesel fuel will be properly sealed in tanks and will be transported to the site by truck. No other hazardous materials will be used during the project's construction phase. As stated above, there is no evidence of hazardous materials or conditions present on-site. Therefore, no pre-existing hazards will be emitted during the project's construction phase. As a result, the potential impacts are considered to be less than significant.

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<sup>55</sup> Robin Environmental Management. *Phase I Environmental Assessment Report*. Report dated July 12, 2005.



*C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? • No impact.*

The Rialto Civic Center Unified School District office is located approximately 475 feet to the north of the proposed project and Boyd Elementary School is located approximately 1,700 feet to the southwest of the proposed project. Due to the nature of the proposed project (a 56-unit planned unit development), no hazardous materials beyond what is typically used in a household setting for cleaning and maintenance would be used once the project is occupied. The project will not require the use of chemicals or materials that require oversight of Department of Toxic Substances Control, Environmental Protection Agency, Fire Department, SCAQMD, or Regional Water Quality Control Board. As a result, no impacts will occur.

*D. Would the project be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment? • No Impact.*

The project site is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5.<sup>56</sup> In addition, would not emit hazardous materials within ¼ mile of an existing or proposed school. As discussed previously, any future school will be subject to the oversight of the California Department of Toxic Substances Control, as required by State law. As a result, no impacts are anticipated to result from the proposed project's implementation.

*E. For a project within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? • No Impact.*

The former Rialto Municipal Airport has been completely demolished and has been redeveloped as a business park. On September 18, 2014, the airport officially closed to air traffic. The operations of this airport have been transferred to the San Bernardino International Airport (former Norton Air Force Base) located approximately 11 miles southeast of the site.<sup>57</sup> As a result, no impacts related to airport operations would occur as part of the proposed project's occupancy.

*F. Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? • No Impact.*

The proposed 56-unit Belloro Residential Neighborhood would not interfere with the implementation of an adopted emergency response plan. At no time will South Willow Avenue and West Bonnie View Drive be obstructed as part of the proposed project's implementation. However, in the event of a disaster, actual evacuation route movement will be identified by the most appropriate City of Rialto law enforcement agencies. The proposed project will not impair or physically interfere with an evacuation.

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<sup>56</sup> California, State of, Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*, 2009.

<sup>57</sup> Riverside Press Enterprise. *RIALTO: Flights planned to mark closure of airport*. August 30, 2014.

*G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? • No Impact.*

As indicated previously, the project site and the adjacent properties are urbanized and there are no areas of native or natural vegetation found within the vicinity of the project area. As a result, no risk from wildfire is anticipated with the approval and subsequent implementation of the proposed project and no impacts will occur.

### **3.9.3 MITIGATION MEASURES**

The analysis of hazards and hazardous materials indicated that the project's construction and operation will not result in any impacts that warrant mitigation. As a result, no mitigation is required.

### 3.10 HYDROLOGY & WATER QUALITY

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.10.A.	Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			<b>X</b>	
3.10.B.	Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			<b>X</b>	
3.10.C.	Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows?			<b>X</b>	
3.10.D.	Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				<b>X</b>
3.10.E.	Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			<b>X</b>	

#### 3.10.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse environmental impact on water resources or water quality if it results in any of the following:

- A violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- A substantial decrease of groundwater supplies or interference with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner that would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned storm water

drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows;

- Flood hazard, tsunami, or seiche zones risk release of pollutants due to project inundation; or,
- Conflicts with or obstruction of implementation of a water quality control plan or sustainable groundwater management plan.

### **3.10.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? • Less than Significant Impact.*

As a standard condition of approval, the City of Rialto and the Regional Water Quality Control Board (RWQCB) will require the project contractors to prepare and implement a Water Quality Management Plan (WQMP) that will control and reduce polluted urban runoff from the project site. WQMP's are required to provide specific Best Management Practices (BMPs) that are designed to reduce urban runoff pollution. Compliance with this standard condition of approval will reduce the project's impacts to less than significant.<sup>58</sup>

*B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge in such a way that the project may impede sustainable groundwater management of the basin? • Less Than Significant Impact.*

The City of Rialto is served by three water agencies: the City of Rialto Department of Public Works Water Division (RPWDWD), the West Valley Water District (WVWD), and the Fontana Water Company (FWC). The project site itself is located within the service boundaries of the City of Rialto Water Division. The City's primary source of water is City-owned water wells which draw water from four groundwater basins with approximately 70% of the total production of the water supply being pumped from the local groundwater water basins. The City is also contractually entitled to receive 2,500 acre-feet per year of water from the San Bernardino Valley Municipal Water District (SBVMWD) through the baseline feeder and an additional 1.5 mgd from the WVWD's Water Filtration Plant. In 2016, SBVMWD provided 18% of the City's total water, and seven percent came from the WVWD.

The total number of water service connections is 11,694 connections with 187 miles of water mains. The City operates six production wells with an average daily production capacity of 7.38 gallons per day. The proposed project's 56 units are projected to consume 26,712 gallons per day assuming 477 gallons per day per unit. This represents approximately 0.3% of the average daily production capacity of the RPWDWD. As a result, the impacts would be less than significant.

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<sup>58</sup> San Bernardino County. *Erosion Control and Pollution Prevention for General Construction Sites.*  
[http://www.sbcounty.gov/Uploads/lus/BandS/PreConstErosionControl/Erosion\\_Control\\_Flyer.pdf](http://www.sbcounty.gov/Uploads/lus/BandS/PreConstErosionControl/Erosion_Control_Flyer.pdf)

*C. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows? • Less than Significant Impact.*

The implementation of the proposed project will reduce the amount of pervious surfaces on-site, though the site's drainage characteristics will remain intact. Stormwater runoff will either be discharged into storm drains located along the adjacent streets, or will percolate into the ground through the two infiltration devices. No streams or rivers are located within or adjacent to the project site. The Santa Ana River is located 4.3 miles southeast of the project site.<sup>59</sup> The proposed project would be restricted to the designated site and would not alter the course of the Santa Ana River.

The project Applicant would also be required to prepare a Stormwater Pollution Prevention Program (SWPPP) pursuant to General Construction Activity NPDES regulations since the project would connect to the City's MS4. The SWPPP would contain additional construction BMPs that would be the responsibility of the project Applicant to implement. Furthermore, the Applicant would also be required to submit a Notice of Intent to comply with the General Construction Activity NPDES Permit to the State Water Resources Control Board.

As indicated previously, the project will increase the amount of impervious surfaces on-site. The increase in the amount of impervious surfaces may lead to an increase in the quantity of stormwater runoff. Additionally, the future impervious surfaces (the new building foot-print, parking areas, etc.) that will be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas. These pollutants may enter the storm drain system during periods of rainfall. For this reason, the project Applicant will be required to install various stormwater controls identified in the mandatory WQMP. These BMPs will either promote the percolation of excess runoff into the ground, or will facilitate the control discharge of excess runoff into the local storm drains. Therefore, the risk of off-site erosion and/or siltation will be minimal given the reduced water runoff and the lack of pervious surfaces outside of the project site. Thus, the project's implementation will not substantially increase the rate or amount of surface runoff; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems; or provide additional sources of polluted runoff. As a result, the potential impacts are considered to be less than significant.

*D. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? • No Impact.*

The proposed project site is not located in an area that is subject to inundation by seiche or tsunami. According the Federal Emergency Management Agency (FEMA) flood insurance maps obtained for the

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<sup>59</sup> Google Earth. Website accessed August 27, 2018.

City of Rialto, the proposed project site is located in Flood Zone X.<sup>60</sup> This flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain.<sup>61</sup> The Phase I report indicated that there were no environmental concerns identified during the on-site investigation. Therefore, no existing pollutants will be released in the event of an inundation event. Lastly, the project's occupation will not result in the risk of release of pollutants because the only hazardous materials/chemicals that will be used on-site will consist of those that are commercially available and used in a household setting. As a result, no impacts will occur.

*E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? • Less than Significant Impact.*

The project is part of a larger area tributary to the Cactus Channel and Basin System, which is maintained by the San Bernardino County Flood Control District. The system is ultimately intended to contain a network of five detention basins (Basins A through E). The project site is located within Basin C which includes the southerly portion of the planning area.<sup>62</sup>

The current county plans direct the Base Line Road storm drain to Basin 3, located on the north side of Base Line Road. To gain approval for Basin 3, the county moved the basin north away from Base Line Road, which created a hydraulic problem because the high water level in Basin 3 is over five feet higher than the street grade, resulting in a large pressure flow condition in the Base Line facility in which any manholes or catch basins in the vicinity would fail. Therefore, a new plan calls for runoff to be conveyed to direct the Base Line storm drain, Subarea "C", southerly to Basins 1 and 2 south of Base Line Road. The routed storm drainage through the Cactus Basin System (in Rialto Channel south of Basin 1) has been reduced by approximately three percent since the county's model was developed, largely due to a combination of subarea routing changes and of land use changes that have resulted in less impervious areas. Under current conditions, the peak discharge is slightly higher than with the county's model. However, the peak discharge of 1,213 cubic feet per second (cfs) would still be below the maximum allowable rate of 1,250 cfs. Therefore, impacts would be considered less than significant.<sup>63</sup>

### **3.10.3 MITIGATION MEASURES**

The analysis indicated that the proposed project would not result in any hydrological, stormwater runoff, or water quality impacts. As a result, no mitigation is required.

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<sup>60</sup> Federal Emergency Management Agency (FEMA). *FEMA Flood Map*.  
<https://map1.msc.fema.gov/idms/IntraView.cgi?KEY=4145033&IFIT=1>.

<sup>61</sup> FEMA. *Flood Zones, Definition/Description*. <http://www.fema.gov/floodplain-management/flood-zones>.

<sup>62</sup> Ibid.

<sup>63</sup> Michael Brandman Associates. *Draft Environmental Impact Report for the Renaissance Specific Plan, Rialto, California*. May 3, 2010. p. 4-8-10.

### 3.11 LAND USE & PLANNING

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.11A	Would the project physically divide an established community?				<b>X</b>
3.11.B	Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			<b>X</b>	

#### 3.11.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on land use and development if it results in any of the following:

- The physical division and disruption of an established community;
- Causing a significant environmental impact due to a conflict with any land use plan, policy; or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

#### 3.11.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project physically divide an established community?* • *No Impact.*

The project site is located within the central portion of the City of Rialto on the southeast corner of South Willow Avenue and West Bonnie View Drive. The project site is undeveloped and, according to City records, has never been developed. The project site is surrounded on all side by urban development.<sup>64</sup> Key land uses located in the vicinity are described below:

- *West of the Project Site.* South Willow Avenue extends along the project site’s west side with a manufactured housing development (Parque la Quinta) located further west.
- *East of the Project Site.* A fast-food restaurant (George’s Burgers) is located adjacent to the project site’s west side.
- *South of the Project Site.* Residential development is located to the south of the project site, along the north side of West Wilson Avenue.
- *North of the Project Site.* West Bonnie View Drive extends along the project site’s north side with a commercial use and the Metrolink Station located further north. A future Metrolink Parking lot will be located on the north side of West Bonnie View Drive.

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<sup>64</sup> Blodgett Baylosis Environmental Planning. *Field Survey*. Survey was completed on March 2, 2018.

The approval of the proposed project will not result in any expansion of the use beyond the current boundaries. Furthermore, the project will not divide an established community because the project site is presently vacant and undeveloped. As a result, the project will not lead to any division of the adjacent neighborhood and no impacts will occur.

*B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? • Less than Significant Impact.*

The project site's current zoning designation is Central Area Specific Plan (refer to Exhibit 3-4). The site's General Plan/Specific Plan land use designation is *Residential 21* (refer to Exhibit 3-5). The project as proposed currently does not conform to the site's specific plan land use place-type. The project site is located within the Downtown Rialto Development Opportunity Area. Downtown Rialto is the heart of the City and serves as the City's central business district. One advantage Downtown has is its proximity to the Metrolink Station. The area creates an ideal setting for mixed-use and transit oriented development near the transit stop at an intimate scale that will help re-establish Downtown as a vibrant place. The proposed project conforms to the following goals and policies with respect to land use:

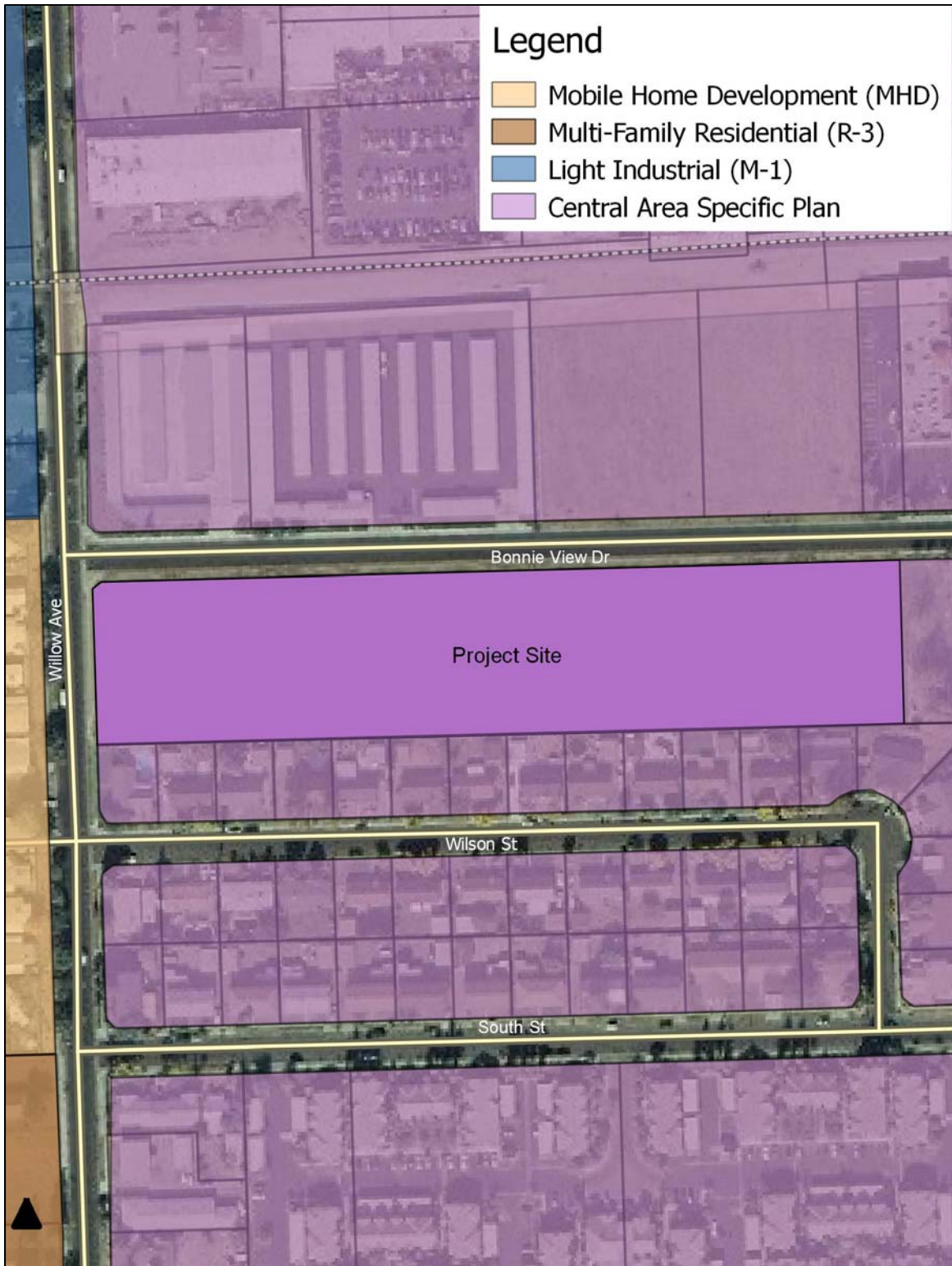
- *Goal 2-5: Develop Downtown Rialto as a lively, pedestrian friendly district typical of a small-town downtown, with a vibrant mix of residential, commercial, civic uses, and transit-oriented development.* The proposed project is a proposal to construct 56 single-family units within one mile of a Metrolink station.
- *Policy 2-5.2: Support a complementary mix of land uses, including residential densities to support a multi-modal transit node at the rail station.* The proposed project is a proposal to construct 56 single-family units within one mile of a Metrolink station. In addition, the project will have a density of 12.3 du/acre.

The project Applicant is proposing to change the site's land use designation to Multi-Family Residential within the Central Area Specific Plan to be consistent with the General Plan. In addition, the amount of units and subsequent increase in population has been accounted for in the General Plan. The project is also consistent with regional and statewide efforts to curb the emissions of GHGs and facilitate the development of infill residential. As a result, the potential impacts are considered to be less than significant.

### **3.11.3 MITIGATION MEASURES**

The analysis of potential land use and planning impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation.





**EXHIBIT 3-4**  
**ZONING MAP**  
SOURCE: CITY OF RIALTO AND QGIS



**EXHIBIT 3-5**  
**GENERAL PLAN LAND USE MAP**  
SOURCE: CITY OF RIALTO AND QGIS

### 3.12 MINERAL RESOURCES

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.12.A	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				<b>X</b>
3.12.B	Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				<b>X</b>

#### 3.12.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on energy and mineral resources if it results in any of the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the State; or,
- The loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

#### 3.12.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents or the state? • No Impact.*

According to the State of California Department of Conservation, the project site is not located within an area with active mineral extraction activities.<sup>65</sup> A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located on-site.<sup>66</sup> As a result, no impacts to mineral resources will occur.

B. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? • No Impact.*

There are no mineral, oil, or energy extraction and/or generation activities located within the project site or on adjacent properties. In addition, the resources and materials used in the new construction will not include any materials that are considered rare or unique. Thus, the proposed project will not result in any impacts on mineral resources in the region.

<sup>65</sup> California Department of Conservation. *Aggregate Resource Sectors San Bernardino P-C region.*  
[ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR\\_143/PartVII/Plate\\_7-33.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_143/PartVII/Plate_7-33.pdf)

<sup>66</sup> California, State of. Department of Conservation. *California Oil, Gas, and Geothermal Resources Well Finder.*  
<https://maps.conservation.ca.gov/doggr/wellfinder/#close>

### **3.12.3 MITIGATION MEASURES**

The analysis of potential impacts related to mineral resources indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

### 3.13 NOISE

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.13.A.	Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		<b>X</b>		
3.13.B.	Would the project result in generation of excessive ground-borne vibration or ground borne noise levels?			<b>X</b>	

#### 3.13.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on the environment if it results in any of the following:

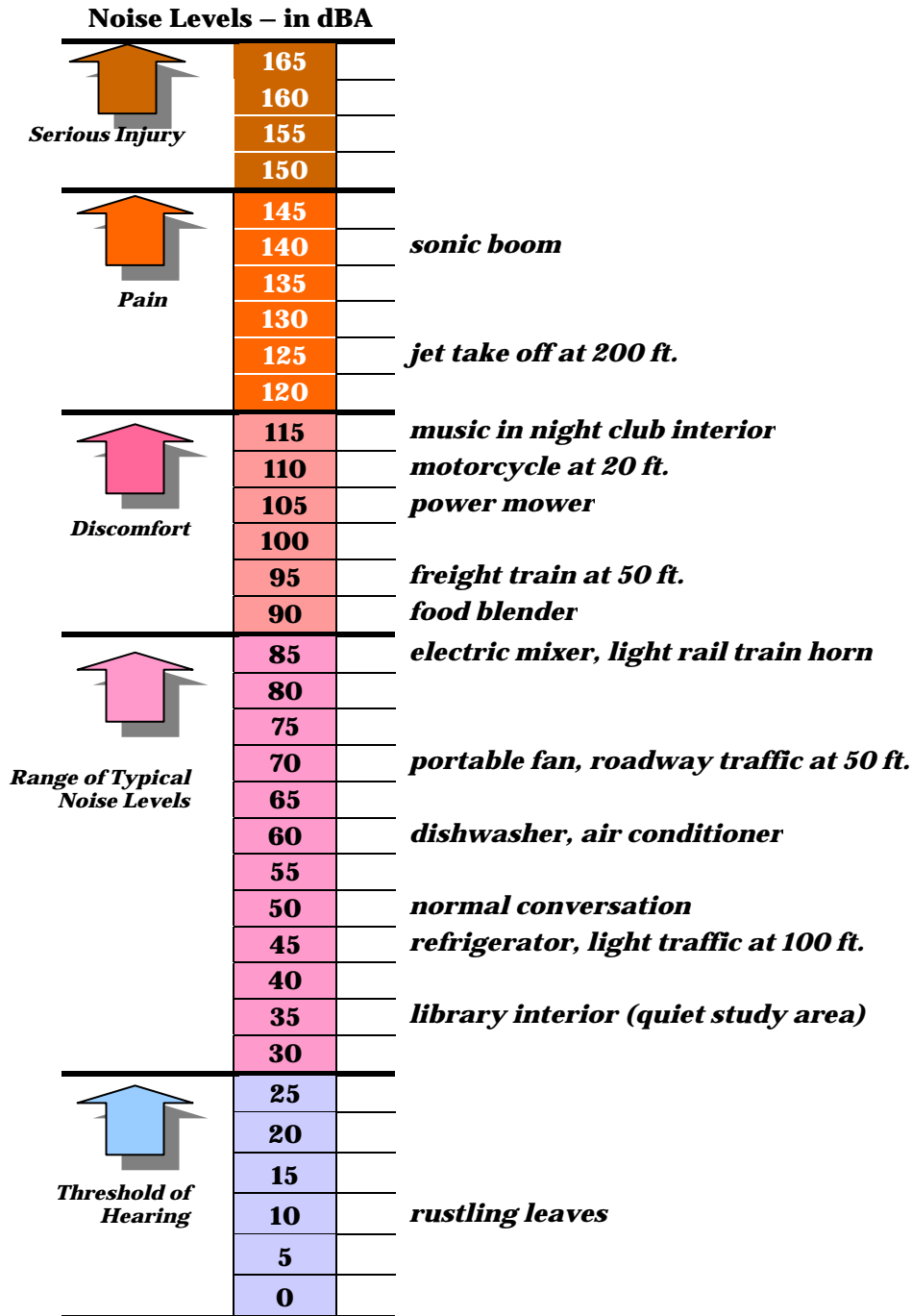
- The generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies; or,
- The generation of excessive vibration or ground-borne noise levels.

#### 3.13.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

*A. Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? • Less than Significant Impact with Mitigation.*

Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.<sup>67</sup> Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-6. The dominant noise source in the area is vehicle traffic along the adjacent streets. A series of 100 discrete noise measurements were taken on a weekday morning at 11:30 (March 2, 2018) within two different locations. The first set of noise measurements were taken within the western portion of the site 25 feet east of the site’s western property line and 15 feet south of the site’s northern property line.

<sup>67</sup> Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.



### EXHIBIT 3-6 TYPICAL NOISE SOURCES & LOUDNESS SCALE

Source: Blodgett Baylosis Environmental Planning

The second set of noise measurements were taken within the center of the site 95 feet south of the site’s northern property line and 500 feet east of the site’s western property line. An Extec was used to conduct the noise measurements. The meter was performed using a slow response setting, with an “A” weighting. The meter’s height above the ground surface was five feet. The duration of each measurement period was 15 minutes. The results of the survey are summarized in Table 3-7. As shown in Table 3-7, the average ambient noise level was 59.1 dBA for Location 1 and 53.4 dBA for Location 2.

**Table 3-7  
 Noise Measurement Results**

Noise Metric	Noise Level (dBA) Location 1 Western Portion of the Site	Noise Level (dBA) Location 2 Center of the Site
L <sub>max</sub> (Maximum Noise Level)	77.3 dBA	57.2 dBA
L <sub>99</sub> (Noise levels <99% of time)	72.6 dBA	57.1 dBA
L <sub>90</sub> (Noise levels <90% of time)	66.8 dBA	55.6 dBA
L <sub>75</sub> (Noise levels <75% of time)	63.7 dBA	55.0 dBA
L <sub>50</sub> (Noise levels <50% of time)	58.7 dBA	53.3 dBA
L <sub>min</sub> (Minimum Noise Level)	49.5 dBA	47.3 dBA
Average Noise Level	59.1 dBA	53.4 dBA

Source: Blodgett Baylosis Environmental Planning.

Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. In the study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. Noise levels associated with various types of construction equipment are summarized in Exhibit 3-7. The noise levels are those that would be expected at a distance of 50 feet from the noise source. The nearest noise sensitive receptors are residential units that abut the site to the south.

The project’s construction noise levels were estimated using the Federal Highway Administration’s (FHWA) Roadway Construction Noise Model Version 1.1. The pieces and number of equipment that will be utilized was taken from the CalEEMod worksheets prepared for this project. The distance used between the construction activity and the nearest sensitive receptors varied depending on the individual equipment. The model assumes a recommended 5.0 dBA reduction based on the presence of the concrete wall along the site’s southern property line. As indicated by the model, the average ambient noise levels during the project’s construction are estimated to be 73.6 dBA at the nearest sensitive receptor.

Section 9.50.070 of Chapter 9.50 – Noise Control of the City’s municipal code regulates construction noise in the City. According to this Section, construction taking place between October 1<sup>st</sup> and April 30<sup>th</sup> must occur between the hours of 7:00 AM and 5:30 PM during the weekdays (Monday-Friday) and 8:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Holidays. Construction taking place between May 1<sup>st</sup> and September 30<sup>th</sup> must occur between the hours of 6:00 AM and 7:00 PM during the weekdays (Monday-Friday) and 8:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Holidays. Due to the presence of sensitive receptors located south of the project site, the following mitigation is required:

- *Mitigation Measure No. 9 (Noise Impacts).* The Applicant shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment such as silencers and panels around the engine and vents as a means to reduce machinery noise. A Code Enforcement Officer must check and sign off on all construction equipment prior to the start of construction.

This mitigation measure calls for the use of sound suppressing equipment. For example, a typical excavator will produce noise levels of around 80.5 dBA at a distance of 50 feet. In the quietest configuration, with improved exhaust and intake muffling, fan disengaged, and three sound panels around the engine, the overall level was reduced to 71.5 dBA at a distance of 50 feet.<sup>68</sup> Furthermore, regular maintenance of construction equipment will ensure noise levels do not increase over time. Adherence to the mitigation outlined above will reduce potential impacts to levels that are less than significant.

The existing ambient noise environment is conducive for residential development. As indicated in Table 3-7, the average ambient noise levels are 59.1 dBA for Location 1 and 53.4 for Location 2. Therefore, the project site would be within the “Normally Acceptable” range established for multiple-family residential developments.<sup>69</sup> As stated in the General Plan, the specified land use is satisfactory, assuming buildings are of conventional construction. Therefore, no post-construction mitigation is required.

Future sources of noise will include noise from vehicles travelling to and from the project site; interior noise; and noise emanating from the parking lot and common open space area. Noise generated within the parking lot and common open space areas would include people shouting/laughing, which averages 64.5 dBA; car door slamming, which averages 62.5 dBA; car idling, which averages 61 dBA; car starting, which averages 59.5 dBA; and people talking, which averages 41 dBA. All of these averages were taken at a distance of 50 feet from the source. This information is based on actual parking lot noise measurements taken by Blodgett Baylosis Environmental Planning. Noise from the aforementioned sources will be attenuated by the retaining wall that will be installed along the site’s southern property line. An additional six-foot tall wall is located south of the project site along the adjacent property’s northern property line. As a result, the potential impacts are considered to be less than significant.

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<sup>68</sup> Laborers’ Health and Safety Fund of North America. *Controlling Noise on Construction Sites.*  
<https://www.lhsfna.org/LHSFNA/assets/File/bpguide%202014.pdf>

<sup>69</sup> Ibid.



			Noise Levels in dBA, 50 feet from noise source			
			70	80	90	100
<b>Equipment Powered by Internal Combustion Engines</b>	<b>Earth Moving Equipment</b>	<b>Compactors (Rollers)</b>		70-80		
		<b>Front Loaders</b>		70-80	80-90	
		<b>Backhoes</b>		70-80	80-90	90-100
		<b>Tractors</b>			80-90	90-100
		<b>Scrapers, Graders</b>			80-90	
		<b>Pavers</b>			80-90	
		<b>Trucks</b>			80-90	90-100
	<b>Materials Handling Equipment</b>	<b>Concrete Mixers</b>		70-80	80-90	
		<b>Concrete Pumps</b>			80-90	
		<b>Cranes (Movable)</b>		70-80	80-90	
		<b>Cranes (Derrick)</b>		70-80	80-90	
	<b>Stationary Equipment</b>	<b>Pumps</b>	70-80			
		<b>Generators</b>		70-80		
		<b>Compressors</b>			80-90	
	<b>Impact Equipment</b>	<b>Pneumatic Wrenches</b>			80-90	
<b>Jack Hammers</b>				80-90	90-100	
<b>Pile Drivers</b>				90-100	100+	
<b>Other Equipment</b>	<b>Vibrators</b>	70-80	70-80			
	<b>Saws</b>		70-80			

**EXHIBIT 3-7**  
**TYPICAL CONSTRUCTION NOISE LEVELS**  
 Source: Blodgett Baylosis Environmental Planning

*B. Would the project result in the generation of excessive ground-borne vibration or ground-borne noise levels? • Less than Significant Impact.*

The construction of the proposed project will result in the generation of vibration and noise, though the vibrations and noise generated during the project’s construction will not adversely impact the nearby residential sensitive receptors. The background vibration velocity level in residential is usually around 50 vibration velocity level (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors causes most perceptible indoor vibration. Construction activities may result in varying degrees of ground vibration, depending on the types of equipment, the characteristics of the soil, and the age and construction of nearby buildings. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance.

Buildings located in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects, low rumbling sounds and discernible vibrations at moderate levels, and actual building damage at the highest levels. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage.

Table 3-8 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities, and recommends that the maximum peak-particle-velocity levels remain below 0.05 inches per second at the nearest structures. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second.

**Table 3-8  
 Common Effects of Construction Vibration**

<b>Peak Particle Velocity (in/sec)</b>	<b>Effects on Humans</b>	<b>Effects on Buildings</b>
<0.005	Imperceptible	No effect on buildings
0.005 to 0.015	Barely perceptible	No effect on buildings
0.02 to 0.05	Level at which continuous vibrations begin to annoy occupants of nearby buildings	No effect on buildings
0.1 to 0.5	Vibrations considered unacceptable for persons exposed to continuous or long-term vibration.	Minimal potential for damage to weak or sensitive structures

**Table 3-8 (continued)**  
**Common Effects of Construction Vibration**

Peak Particle Velocity (in/sec)	Effects on Humans	Effects on Buildings
0.5 to 1.0	Vibrations considered bothersome by most people, however tolerable if short-term in length	Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to ancient monuments and ruins.
>3.0	Vibration is unpleasant	Potential for architectural damage and possible minor structural damage

Source: U.S. Department of Transportation

Typical levels from vibration generally do not have the potential for any structural damage. Some construction activities, such as pile driving and blasting, can produce vibration levels that may have the potential to damage some vibration sensitive structures if performed within 50 to 100 feet of the structure. The reason that normal construction vibration does not result in structural damage has to do with several issues, including the frequency vibration and magnitude of construction related vibration. Unlike earthquakes, which produce vibration at very low frequencies and have a high potential for structural damage, most construction vibration is in the mid- to upper-frequency range, and therefore has a lower potential for structural damage.

Various types of construction equipment have been measured under a wide variety of construction activities with an average of source levels reported in terms of velocity levels as shown in Table 3-9. Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. The data in Table 3-8 does provide a reasonable estimate for a wide range of soil conditions. Based on Transit Noise and Vibration Impact Assessment (FTA, May 2006), a vibration level of 102 VdB (velocity in decibels 0.5 inches per second [inches/sec]) or higher (FTA, May 2006) is considered safe and would not result in any construction vibration damage. No pile driving equipment will be used during the project's construction.

**Table 3-9**  
**Vibration Source Levels for Construction Equipment**

Construction Equipment		PPV @25 ft. (inches/sec)	Vibration Levels (VdB) @ 25 ft.
Pile Driver (impact)	Upper range	1.58	112
	Typical	0.644	104
Pile Drive (Sonic)	Upper range	0.734	105
	Typical	0.170	93
Clam Shovel Drop (Excavator)		0.202	94
Large Bulldozer		0.089	87

**Table 3-9 (continued)**  
**Vibration Source Levels for Construction Equipment**

Construction Equipment	PPV @25 ft. (inches/sec)	Vibration Levels (VdB) @ 25 ft.
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Small Bulldozer	0.035	79

Source: Noise and Vibration During Construction

As shown in the Table, the use of excavators will produce the greatest vibration at 0.202 inches per second at a distance of 25 feet. The U.S. Department of Transportation (U.S. DOT) recommends that the maximum peak-particle-velocity levels remain below 0.05 inches per second at the nearest structures. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The underlying soils will be removed and re-compacted, which will require the use of excavators. While the vibration from excavation will likely exceed 0.05 inches per second, the vibration will not exceed 0.5 inches per second. As a result, the potential vibration impacts from construction equipment will be less than significant.

Furthermore, the traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the traffic noise impacts resulting from the proposed project’s occupancy are deemed to be less than significant.

**3.13.3 MITIGATION MEASURES**

The following additional project-specific mitigation is required as a means to mitigate potential impacts:

*Mitigation Measure No. 9 (Noise Impacts).* The Applicant shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment such as silencers and panels around the engine and vents as a means to reduce machinery noise. A Code Enforcement Officer must check and sign off on all construction equipment prior to the start of construction.

### 3.14 POPULATION & HOUSING

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.14.A	Would the project induce substantial unplanned population growth in an area, either directly or indirectly?				<b>X</b>
3.14.B	Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				<b>X</b>

#### 3.14.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

- A substantial growth in the unplanned population within an area, either directly (for example by proposing new homes or businesses) or indirectly (for example, through extension of new homes or infrastructure) related to a project; or,
- The displacement of a substantial number of existing people or housing units, necessitating the construction of replacement housing.

#### 3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project induce substantial unplanned population growth in an area, either directly (for example by proposing new homes or businesses) or indirectly (for example, through extension of new homes or infrastructure related to a project)?* ● *No Impact.*

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts are described below:

- *New development in an area presently undeveloped and economic factors which may influence development.* The site is currently vacant and undeveloped; however, the site is located in the midst of an urban area.
- *Extension of roadways and other transportation facilities.* The project will utilize the existing roadways and sidewalks. The new driveways that will be provided will only serve the project and its future residents.
- *Extension of infrastructure and other improvements.* The project will utilize the existing infrastructure, though new utility lines will be installed. The installation of these new utility lines will not lead to subsequent development.

- *Major off-site public projects (treatment plants, etc.).* The project is a proposal to construct 56 single-family units. The project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants.
- *The removal of housing requiring replacement housing elsewhere.* The site is vacant and undeveloped.
- *Additional population growth leading to increased demand for goods and services.* The project will result in a potential population increase of up to 220 new persons. This incremental increase in the City's population will lead to an increase in demand for municipal services, though the payment of all required development impact fees will help alleviate the marginal increase in demand.
- *Short-term growth-inducing impacts related to the project's construction.* The project will result in temporary employment during the construction phase.

The proposed project is an infill development that will utilize existing roadways and infrastructure. The new utility lines that will be provided will not extend into undeveloped areas and will not result in unplanned growth. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 Regional Transportation Plan (RTP), the City of Rialto is projected to add a total of 11,200 new residents through the year 2040.<sup>70</sup> The potential population increase that is attributable to the proposed project is approximately 220 persons based on the ratio of 3.92 persons per household identified in the 2010 U.S. Census average household size statistics for Rialto. Therefore, the proposed project will not result in substantial unplanned population growth since the project's population generation is within the population growth projections outlined in the 2016 RTP. In addition, the subsequent increase in population has been accounted for in the City's General Plan, which identified the project site for infill residential. As a result, no impacts will occur and no mitigation is required.

*B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? • No Impact.*

The project site is presently vacant and undeveloped. Therefore, no persons or housing units will be removed and no impacts will occur.

### **3.14.3 MITIGATION MEASURES**

The analysis of potential population and housing impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation.

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<sup>70</sup> Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2016-2040*. Adopted on April 7, 2016.

### 3.15 PUBLIC SERVICES

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.15.A.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in <i>fire protection services</i> ?			<b>X</b>	
3.15.B.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in <i>police protection services</i> ?			<b>X</b>	
3.15.C.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in <i>school services</i> ?			<b>X</b>	
3.15.D.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in <i>other public facilities</i> ?				<b>X</b>

#### 3.15.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Rialto, acting as Lead Agency, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to *fire protection services*;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to *police protection services*;

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to *school services*; or,
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to other *public facilities*.

### **3.15.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to fire protection services? • Less than Significant Impact.*

Fire prevention, fire protection and emergency medical assistance in the City of Rialto is provided by the Rialto Fire Department (RFD). The RFD also provides emergency paramedic ambulance transportation to local hospitals. The RFD currently has three fire stations located throughout the City to provide quick assistance to area residents. Station 202 located at 1925 North Riverside Avenue has been open for a few years but will be replaced by a new station currently under construction at 1700 North Riverside Avenue.<sup>71</sup> Until the new station opens, the RFD station locations, equipment, and staffing numbers are listed below.

- *Station 201 (Headquarters, 131 South Willow Avenue).* This station's equipment includes one truck, one engine, and three paramedic ambulances (one in reserve). The personnel consist of ten staff members.
- *Station 203 (1550 North Ayala Avenue).* This station's equipment includes one engine, water tender, two specialized vehicles, and the Battalion Chief's vehicle. The personnel consist of three staff members.
- *Station 204 (3288 North Alder Avenue).* This station's equipment includes two engines (one in reserve), one water tender, and two specialized units. The personnel consist of three staff members.
- Station 205 is under construction and will be open before the completion of the proposed project.

The RFD currently has 0.77 firefighters per 1,000 residents, and a response goal of five minutes. Every career firefighter in Rialto is a state certified Emergency Medical Technician or Paramedic.<sup>72</sup> The closest

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<sup>71</sup> <http://yourrialto.com/residents/fire-department/> Website accessed August 2, 2018.

<sup>72</sup> Ibid.



fire station to the project site is Station 201, located approximately one-quarter of a mile north of the project site.

As a means to provide adequate funding for fire protection facilities, the City has established a fire facility fee that is charged to all new development within Rialto. The fee varies depending on development type and size. Therefore, the project Applicant would be required to pay development impact fees according to the City's fee schedule at the time of development. The fire facility fees associated with the proposed project are designed to cover the added expense to public services as a result of new development. The project would also pay its fair share of annual recurring costs to the City via various existing tax and revenue mechanisms. Continuous fire access roadways and public hydrants would be provided throughout the project site to allow adequate emergency service. In addition, the project would be required to construct water system improvements that meet the requirements of the RFD.<sup>73</sup> Therefore, the implementation of the proposed project, with payment of the required development impact fees, would result in a less than significant impact on fire services.

*B. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to police protection services? • Less than Significant Impact.*

The Rialto Police Department (RPD) provides law enforcement services to the City of Rialto. The RPD has budgeted 115 sworn officers and 49 non-sworn employees and operates out of the main station located at 128 North Willow Avenue. The RPD also has 36 citizen volunteers. The current officer to resident ratio is 1.14 to 1,000 while the City has a goal of 1.4 officers per 1,000 residents.<sup>74</sup>

As a means to provide adequate funding for law enforcement protection facilities, the City has established law enforcement fees that, like the fire facility fees, are based on development type and size. The fee is designed to cover the added expense to public services resulting from new development. The law enforcement fees associated with the proposed project will assist in the provision of law enforcement services. In addition, the project would pay its fair share of annual recurring costs to the City via various existing tax and revenue mechanisms. The development impact fees levied on the project would help the City finance new police infrastructure, equipment, and staffing. Therefore, implementation of the proposed project, with payment of the required development impact fees, would result in a less than significant impact on law enforcement services.<sup>75</sup>

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<sup>73</sup> <https://www.rialtopd.com/>. Website accessed August 2, 2018.

<sup>74</sup> Ibid.

<sup>75</sup> Ibid.

*C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives relative to school services? • Less than Significant Impact.*

The project site is served by the Rialto Unified School District. The site within the attendance boundaries of Curtis Elementary School, located 476 feet to the southwest; Rialto Middle School, located 1.13 miles to the northwest; Rialto High School, located 0.90 miles to the southeast. The project will result in an estimated 42 new students based on a ratio of 0.75 students per unit.<sup>76</sup> The project Applicant will be required to pay the \$3.48 per square-foot statutory fee mandated by the School District.<sup>77</sup> The payment of this fee will offset any impacts regarding an increase in enrollment by allowing the district to expand facilities and construct new ones if necessary. As a result, the potential impacts are considered to be less than significant.

*D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to other public facilities? • No Impact.*

No new governmental services will be needed to facilitate the project operation. In addition, the proposed development will contribute to the City's revenue stream through property taxes, businesses license fees, and other fees associated with the project's ongoing operations. As a result, no impacts are anticipated.

### **3.15.3 MITIGATION MEASURES**

The analysis of potential public service impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

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<sup>76</sup> School Planning Services, Inc. and Rialto Unified School District. *Developer Fee Justification and Impact Analysis*. Report dated March 2016.

<sup>77</sup> Ibid.

### 3.16 RECREATION IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.16.A	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			<b>X</b>	
3.16.B	Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			<b>X</b>	

#### 3.16.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

- The use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or,
- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

#### 3.16.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

*A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? • Less than Significant Impact.*

The City of Rialto Community Services Department operates nine parks and six recreational facilities. The closest park to the project site is Margaret Todd Park, located 0.41 miles to the north of the project site. The common open space and private open space will have a total land area 81,371 square feet. Various amenities will be provided such as a swimming pool, a jacuzzi, open grass areas, landscaping, a children’s play area, and a dog park. In addition, each single-family unit will include a private yard.<sup>78</sup> The inclusion of these amenities and private open space will alleviate the increase in demand for parks and recreational services. In addition, the City of Rialto requires residential developers to pay an in-lieu Quimby act fee pursuant to Government Code Section 66477(a), which states:

*“The legislative body of a city or county may, by ordinance, require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative map or parcel map.”*

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<sup>78</sup> <http://yourrialto.com/residents/community-services-department/>. Website accessed August 2, 2018.

The payment of this fee will allow the City to conduct regular maintenance or construct/expand new or existing facilities. In addition, the City has adopted a standard of three acres per 1,000 residents and uses this ratio for park dedication/fees requirements. The proposed project may result in up to 220 new residents. In order to maintain the standard of three acres per 1,000 residents, the project Applicant must provide 0.66 acres of parkland (2 acres parkland threshold X 0.22 residents, or 220 projected residents/1,000 resident threshold), or approximately 28,749 square feet of open space. The project as proposed does not meet this standard. Nevertheless, the project Applicant will be required to pay the in-lieu park fee. As a result, the potential impacts are considered to be less than significant and no mitigation is required.

*B. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? • Less than Significant Impact.*

The proposed project will include 81,371 square feet of common and private open space that includes a playground, a dog park, a pool, and a jacuzzi. These amenities will be restricted for residents and their guests. In addition, these project features will be restricted to the designated project site and no outside areas will be disturbed to accommodate the installation of the aforementioned amenities. Furthermore, the subsequent increase in usage of City parks and recreational services will not be enough to result in a deterioration of park and recreational services since the developer will be required to pay in-lieu fees. The payment of this fee will allow the City to conduct regular maintenance or construct/expand new or existing facilities. Therefore, less than significant impacts will result and no mitigation is required.

### **3.16.3 MITIGATION MEASURES**

The analysis of potential impacts related to parks and recreation indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

### 3.17 TRANSPORTATION

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.17.A	Would the project conflict with a plan, ordinance, or policy establishing measures addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?			<b>X</b>	
3.17.B	For a land use project, would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)(1)?			<b>X</b>	
3.17.C	For a transportation project, would the project conflict with or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)(2)?				<b>X</b>
3.17.D	Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				<b>X</b>
3.17.E	Would the project result in inadequate emergency access?				<b>X</b>

#### 3.17.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project would normally have a significant adverse impact on traffic and circulation if it results in any of the following:

- A conflict with a plan, ordinance, or policy establishing measures for addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths;
- A conflict or inconsistency with CEQA Guidelines §15064.3 subdivision (b)(1) for a land use project;
- A conflict with or inconsistency with CEQA Guidelines §15064.3 subdivision (b)(2) for a transportation project;
- Substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or,
- Results in inadequate emergency access.

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS). Levels of service are defined as LOS A through F. These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience deteriorate rapidly as traffic approaches the absolute capacity. Under such conditions, congestion as well as delay is experienced. There is generally

instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity is exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will form and continue to expand in length until the demand volume reduces. The level of service definitions are summarized below in Table 3-10.

**Table 3-10  
 Level of Service Definitions**

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to congestion. In the extreme case, both speed and volume can drop to zero.

LOS D is the minimum threshold at all key intersections in the urbanized areas. The traffic study guidelines require that traffic mitigation measures be identified to provide for operations at the minimum threshold levels.

### **3.17.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. Would the project cause a conflict with a plan, ordinance, or policy establishing measures of effectiveness addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths? • Less than Significant Impact.*

The purpose of this traffic impact analysis is to evaluate the impacts on traffic circulation system due to the proposed development of 56-unit single-family residential housing project in the City of Rialto, California. The proposed project will be located on the southeast corner of West Bonnie View Drive and South Willow Avenue on a vacant lot. The proposed project will consist of 56 detached single-family dwelling units and common areas. The project will provide one full-access gated driveway on east side of West Bonnie View Drive. A secondary fire access gated driveway on the east side of South Willow Avenue.<sup>79</sup>

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<sup>79</sup> Crown City Engineering Inc. *Rialto Bonnie View-Willow 56-unit Single-Family Project: Traffic Impact Analysis (TIA) Report.* August 29, 2018

The following paragraphs provide a brief description of the existing roadways which comprise the circulation network of the study area, providing the majority of both regional and local access to the project.

- *West Bonnie View Drive.* West Bonnie View Drive is a local east-west street with one travel lane in each direction. The street is approximately 36 feet wide and posted with a speed limit of 25 miles per hour. Directional travels are not separated by any yellow line along the center of the street. The intersection of West Bonnie View Drive at South Willow Avenue and at Riverside Avenue is controlled by STOP signs placed on West Bonnie View Drive approaches. Parking is permitted along the sides of the street. The average daily volume on West Bonnie View Drive is approximately 1,070 vehicles per day (assuming PM peak hour volume counted on West Bonnie View Drive represents approximately ten percent of its average daily traffic volume).<sup>80</sup>
- *South Willow Avenue.* South Willow Avenue is a local north south collector street with one travel lane in each direction. The street is approximately 40 feet wide and posted with a speed limit of 25 miles per hour. Directional travels are separated by a double yellow line along the center of the street. The intersection of South Willow Avenue at Merrill Avenue is signalized. Parking is permitted along the sides of the street. The average daily volume on South Willow Avenue is approximately 6,260 vehicles per day (assuming PM peak hour volume counted on South Willow Avenue represents approximately ten percent of its average daily traffic volume).<sup>81</sup>
- *Riverside Avenue.* Riverside Avenue is a major north-south arterial street with two travel lanes in each direction. The street is approximately 64 feet wide and posted with a speed limit of 35 miles per hour. Directional travels are separated by a two-way left turn along the center of the street. The intersection of Riverside Avenue at West Bonnie View Drive is signalized. Parking is permitted along the sides of the street. The average daily volume on Riverside Avenue is approximately 16,680 vehicles per day (assuming PM peak hour volume counted on Riverside Avenue represents approximately ten percent of its average daily traffic volume).
- *Rialto Avenue.* Rialto Avenue is a local east-west collector street with one travel lane in each direction. The street is approximately 60 feet wide and posted with a speed limit of 25 miles per hour. Directional travels are separated by a double yellow line along the center of the street. The intersection of Rialto Avenue at South Willow Avenue is signalized. Parking is permitted along the sides of the street. The average daily volume on Rialto Avenue is approximately 3,860 vehicles per day (assuming PM peak hour volume counted on Rialto Avenue represents approximately ten percent of its average daily traffic volume).<sup>82</sup>

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<sup>80</sup> Crown City Engineering Inc. *Rialto Bonnie View-Willow 56-unit Single-Family Project: Traffic Impact Analysis (TIA) Report.* August 29, 2018

<sup>81</sup> Ibid.

<sup>82</sup> Ibid.

- *Merrill Avenue.* Merrill Avenue is a local east-west collector street with two travel lanes in each direction. The street is approximately 62 feet wide and posted with a speed limit of 40 miles per hour. Directional travels are separated by a double yellow line along the center of the street. The intersection of Merrill Avenue at South Willow Avenue is signalized. Parking is permitted along the sides of the street. The average daily volume on Merrill Avenue is approximately 7,800 vehicles per day (assuming PM peak hour volume counted on Merrill Avenue represents approximately ten percent of its average daily traffic volume).<sup>83</sup>

For the purpose of evaluating existing operating conditions as well as future operating conditions with and without the proposed project, the study area was carefully selected in accordance with local traffic study guidelines. Manual turning movement counts for the selected intersections were collected in the field for the morning and evening peak periods during the month of August 2018 when area schools are in session. The intersections were counted during the peak hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM on a typical weekday (Tuesday, Wednesday, or Thursday) in a non-holiday school week.<sup>84</sup> It was determined that the following four key intersections would be analyzed in the study:

- West Bonnie View Drive and South Willow Avenue (Unsignalized);
- West Bonnie View Drive and Riverside Avenue (Unsignalized);
- Rialto Avenue and South Willow Avenue (Signalized); and,
- Merrill Avenue and South Willow Avenue (Signalized).<sup>85</sup>

Existing lane configurations at the key intersections are shown in Exhibit 3-8. Existing turning movement counts for AM and PM peak hour conditions are shown in Exhibit 3-9. Detailed turning movement counts are included in the Technical Appendix of the Traffic Impact Analysis (TIA).

Year 2018 existing traffic conditions were evaluated using the Intersection Capacity Utilization (ICU) method of level of service (LOS) analysis for signalized and unsignalized intersections. Table 3-11 presents existing condition intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections are included in the Technical Appendix of the TIA. Based on the results of this analysis, all four study intersections are operating at an acceptable level of service (i.e., LOS D or better) during the AM and PM peak hours, as shown in Table 3-11.<sup>86</sup>

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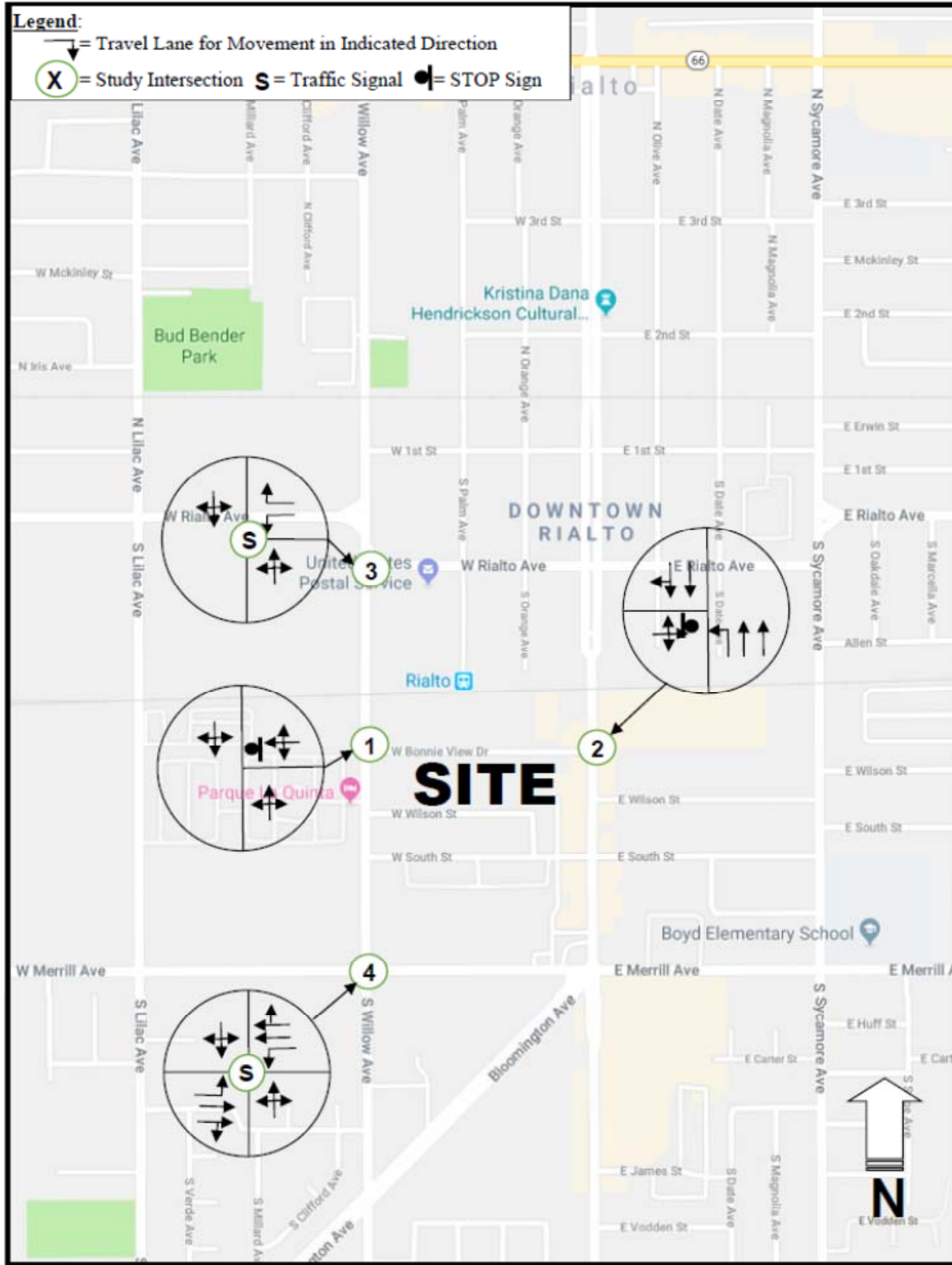
<sup>83</sup> Crown City Engineering Inc. *Rialto Bonnie View-Willow 56-unit Single-Family Project: Traffic Impact Analysis (TIA) Report.* August 29, 2018.

<sup>84</sup> Ibid.

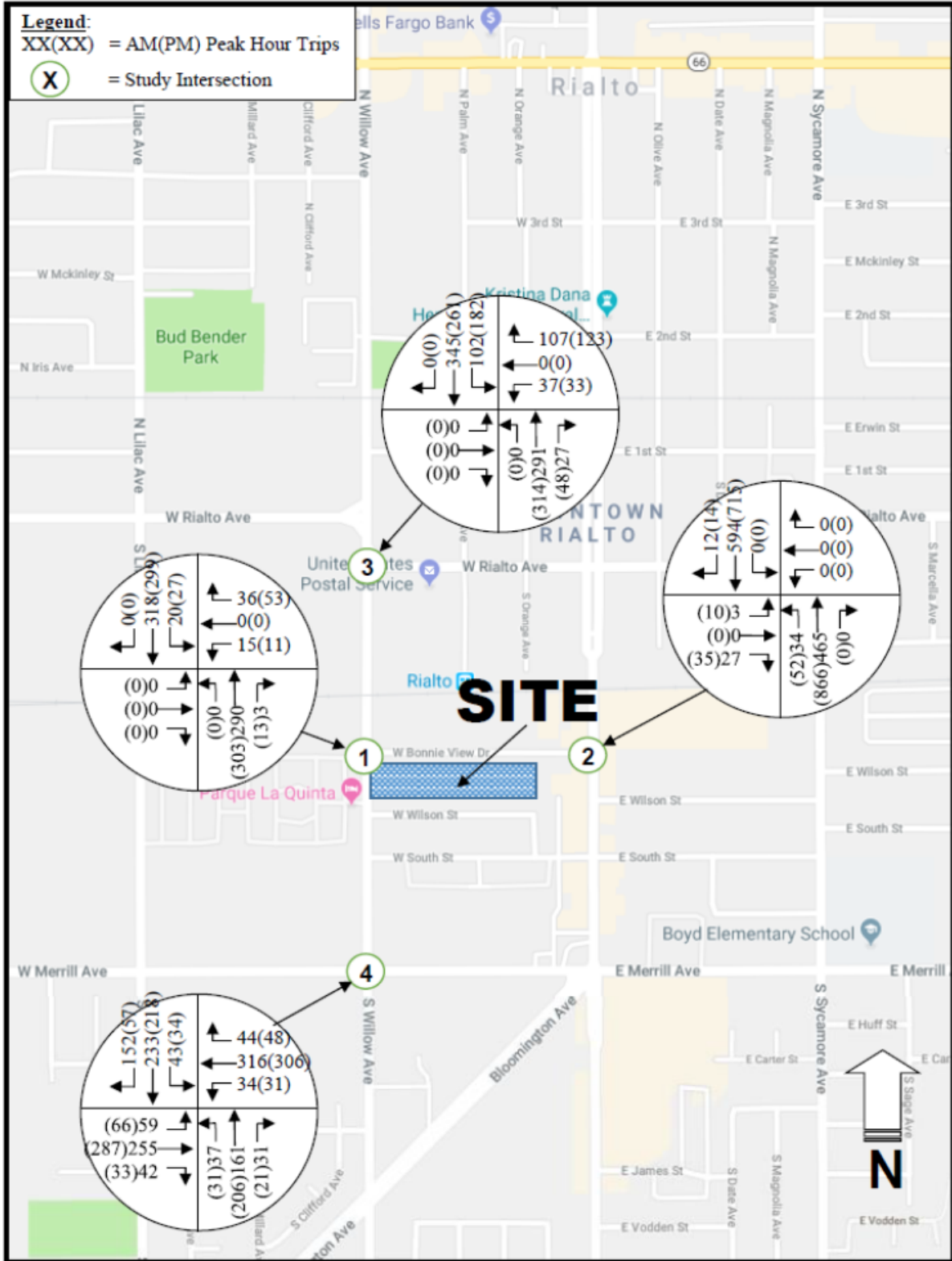
<sup>85</sup> Ibid.

<sup>86</sup> Ibid.





**EXHIBIT 3-8**  
**EXISTING LANE CONFIGURATIONS FOR STUDY INTERSECTIONS**  
 Source: Crown City Engineering, Inc.



**EXHIBIT 3-9**  
**EXISTING AM & PM PEAK HOUR TRAFFIC CONDITIONS**  
 Source: Crown City Engineering, Inc.

**Table 3-11**  
**Existing Conditions (2018) Level of Service Summary**

Intersection	Peak Hour	Existing 2018 Conditions	
		LOS	V/C Ratio or [Delay]
1. W. Bonnie View Drive and S. Willow Ave (Unsignalized)	AM	A	0.343
	PM	A	0.344
2. W. Bonnie View Drive and Riverside Ave (Unsignalized)	AM	A	0.329
	PM	A	0.399
3. Rialto Ave and S. Willow Ave (Signalized)	AM	A	0.446
	PM	A	0.454
4. Merrill Ave and S. Willow Ave (Signalized)	AM	A	0.517
	PM	A	0.446

Source: Crown City Traffic Engineers.

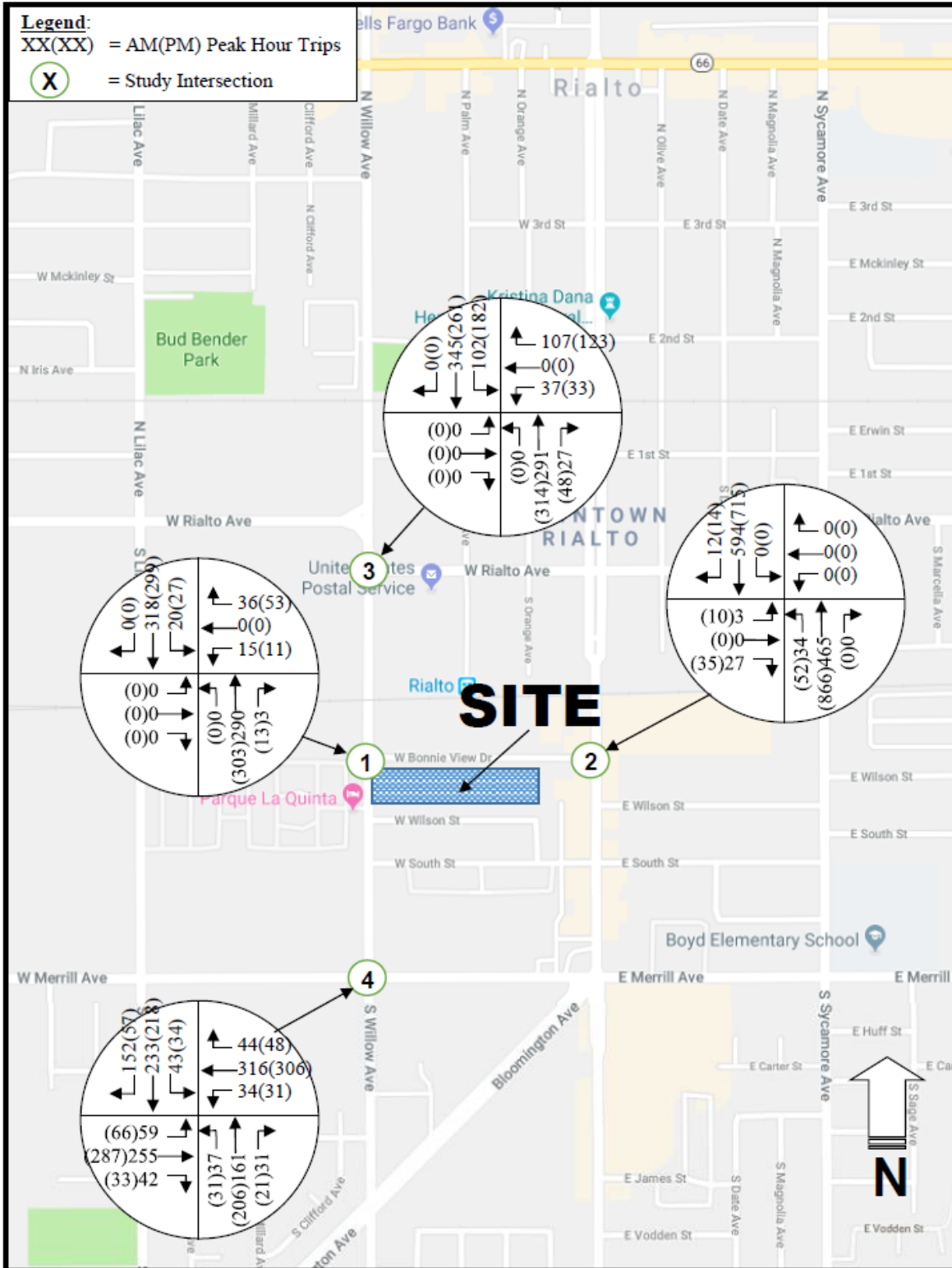
A 2.0% per year annual traffic growth rate was applied to existing traffic volumes to create a 2020 base condition (i.e., a factor of 1.04 was applied to 2018 volumes to obtain 2020 base traffic volumes due to ambient growth).<sup>87</sup> This annual traffic growth rate accounts for the population growth within the study area and traffic from any other minor projects to be developed in the study area. Exhibit 3-10 shows future 2020 traffic volume with ambient growth. Year 2020 future traffic conditions with ambient growth were evaluated using the Intersection Capacity Utilization (ICU) method of level of service (LOS) analysis for signalized and unsignalized intersections. Table 3-12 presents future 2020 condition (with ambient growth) intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report. Based on the results of this analysis, all four study intersections are operating at an acceptable level of service (i.e., LOS D or better) during the AM and PM peak hours, as shown in Table 3-12.

**Table 3-12**  
**2020 Ambient Traffic Conditions (Without Project)**

Intersection	Peak Hour	2020 Ambient Conditions	
		LOS	V/C Ratio or [Delay]
1. W. Bonnie View Drive and S. Willow Ave (Unsignalized)	AM	A	0.353
	PM	A	0.354
2. W. Bonnie View Drive and Riverside Ave (Unsignalized)	AM	A	0.339
	PM	A	0.411
3. Rialto Ave and S. Willow Ave (Signalized)	AM	A	0.460
	PM	A	0.468
4. Merrill Ave and S. Willow Ave (Signalized)	AM	A	0.534
	PM	A	0.460

Source: Crown City Traffic Engineers.

<sup>87</sup> Crown City Engineering Inc. *Rialto Bonnie View-Willow 56-unit Single-Family Project: Traffic Impact Analysis (TIA) Report.* August 29, 2018



**EXHIBIT 3-10**  
**FUTURE YEAR (2020) AMBIENT TRAFFIC GROWTH TRAFFIC**  
 Source: Crown City Engineering, Inc.

In order to accurately assess future traffic conditions with the proposed project, trip generation estimates were developed for the project. Trip generation rates for the project are based on the nationally recognized recommendations contained in “Trip Generation” manual, 10<sup>th</sup> edition, published by the Institute of Transportation Engineers (ITE). Table 3-13 shows a summary of trip generation estimates for the project. It is estimated that the project will generate approximately 530 net one-way trips per average day (165 inbound and 165 outbound). The average weekday net new peak hour trips will be approximately 41 trips during the AM peak hour (10 inbound and 31 outbound), and 56 trips during the PM peak hour (35 inbound and 21 outbound).<sup>88</sup>

**Table 3-13  
 Trip Generation for the Proposed Project**

ITE Code/Land Use	Size & Unit	Trip Generation Rate							Average Traffic Volume						
		Daily Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
			Total	%IN	%OUT	Total	%IN	%OU		IN	OUT	Total	IN	OUT	Total
<b>Total Vehicle Trip Generation</b>															
210 Residences	56 Units	9.44	0.74	25%	75%	0.99	63%	37%	530	10	31	41	35	21	56

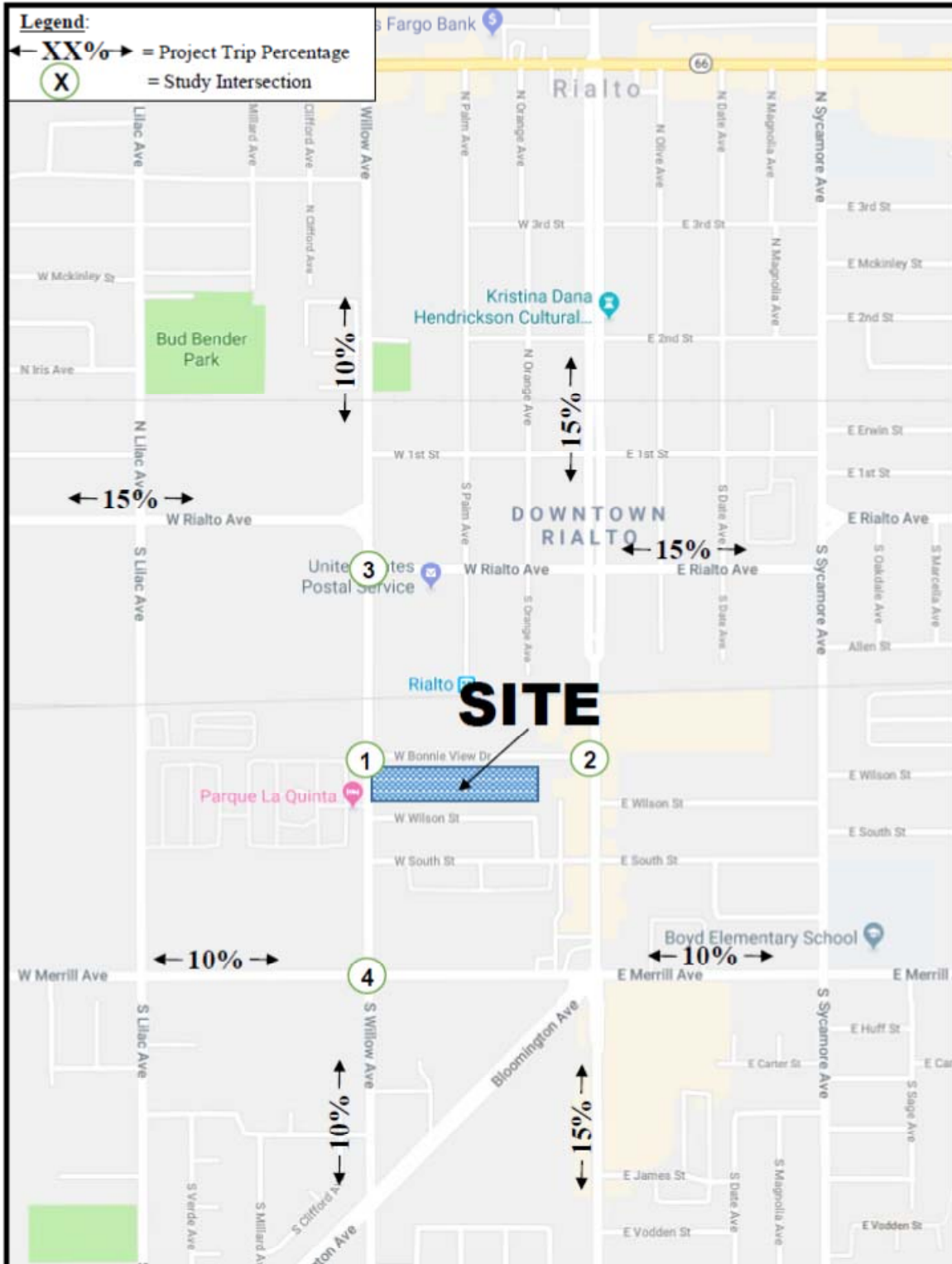
Note: All trip rates are average rates per Institute of Transportation Engineers (ITE)’s publication manual “Trip Generation”, 10<sup>th</sup> Edition, 2010.

Arrival and departure distribution patterns for project-generated traffic were estimated based upon a review of circulation patterns within the study area network and regional traffic generation and attraction characteristics. Exhibit 3-11 depicts the regional trip distribution percentages to and from the site. Exhibit 3-12 depicts project traffic volumes at key circulation locations during the AM and PM peak hours. Exhibit 3-13 shows future 2020 traffic volumes with ambient growth and the project at key circulation locations during the AM and PM peak hours.

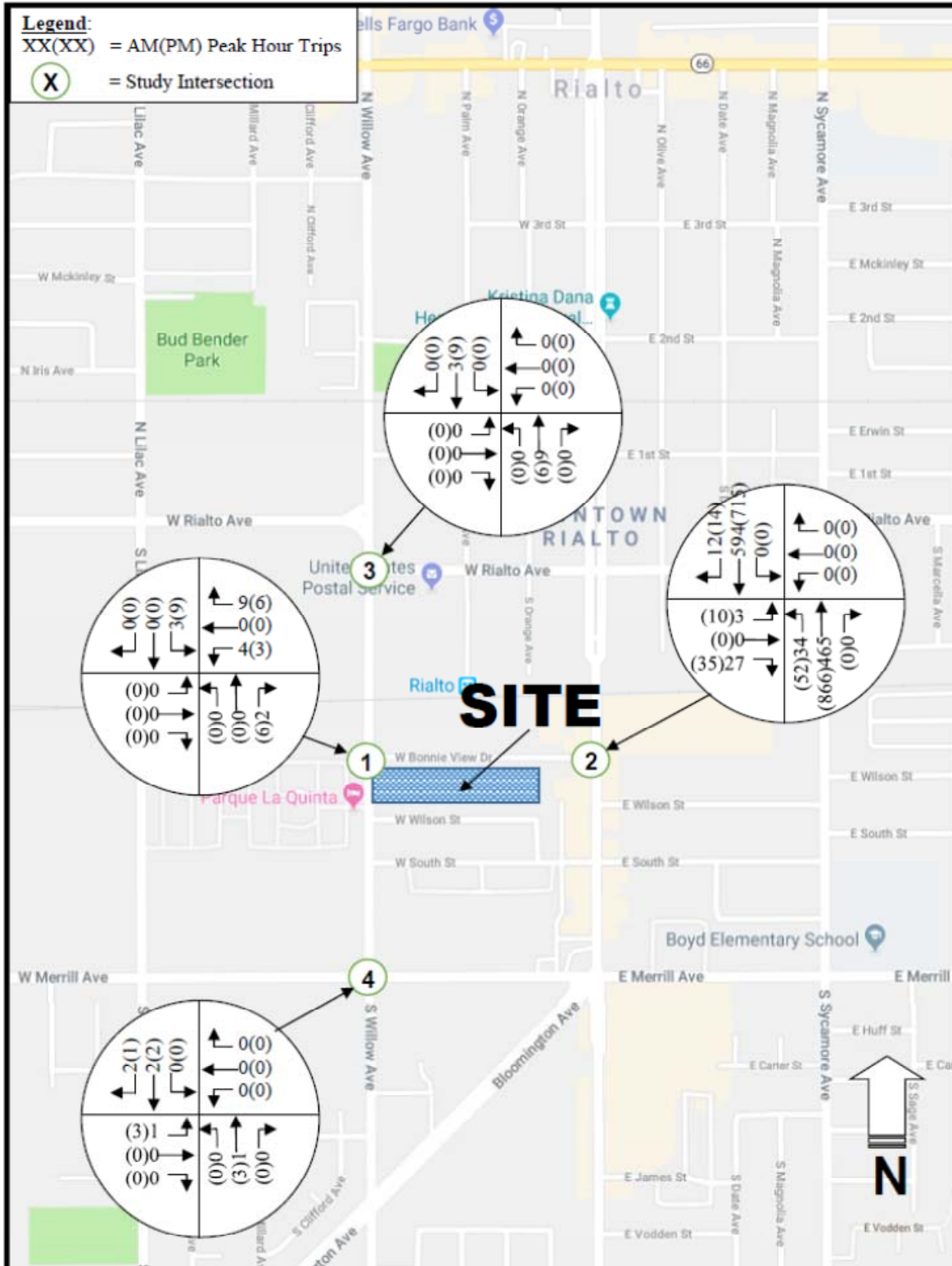
Year 2020 future traffic conditions with ambient growth and the project trips were evaluated using the Intersection Capacity Utilization (ICU) method of level of service (LOS) analysis for signalized and unsignalized intersections. Table 3-14 presents future 2020 condition (with Project) intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report. Based on the results of this analysis, all four study intersections are operating at an acceptable level of service (i.e., LOS D or better) during the AM and PM peak hours, as shown in Table 3-14.<sup>89</sup>

<sup>88</sup> Crown City Engineering Inc. *Rialto Bonnie View-Willow 56-unit Single-Family Project: Traffic Impact Analysis (TIA) Report*. August 29, 2018

<sup>89</sup> Ibid.

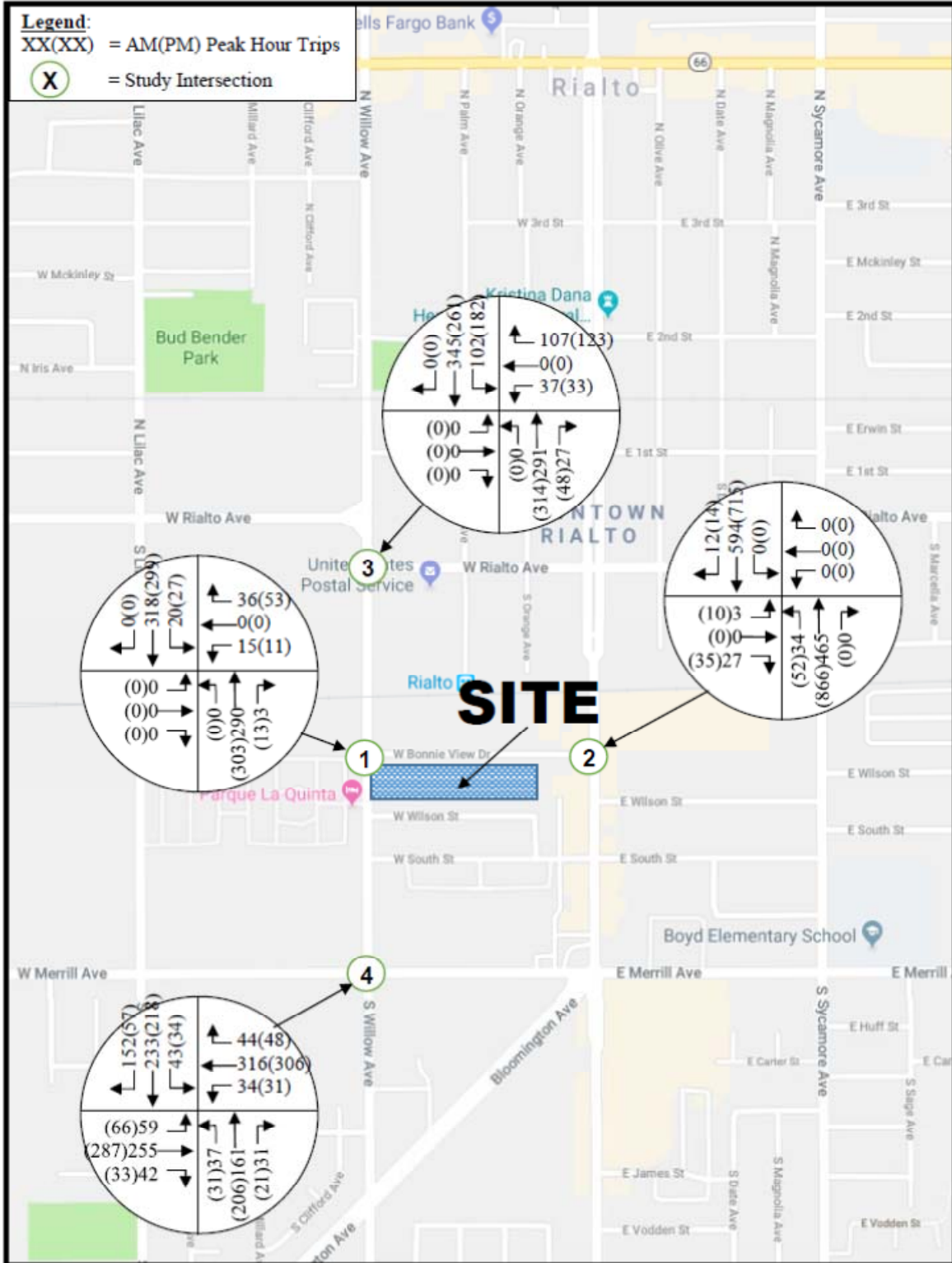


**EXHIBIT 3-11**  
**PERCENTAGES OF PROJECT RELATED TRIPS**  
Source: Crown City Engineering, Inc.



**EXHIBIT 3-12**  
**DISTRIBUTION OF PROJECT RELATED TRIPS**

Source: Crown City Engineering, Inc.



**EXHIBIT 3-13**  
**PROJECT TRAFFIC VOLUMES**  
 Source: Crown City Engineering, Inc.



**Table 3-14  
 2020 Ambient Traffic Conditions (With Project)**

Intersection	Peak Hour	Future 2020 Conditions	
		LOS	V/C Ratio or [Delay]
1. Bonnie View Drive and Willow Ave (Unsignalized)	AM	A	0.363
	PM	A	0.365
2. Bonnie View Drive and Riverside Ave (Unsignalized)	AM	A	0.352
	PM	A	0.418
3. Rialto Ave and Willow Ave (Signalized)	AM	A	0.462
	PM	A	0.474
4. Merrill Ave and Willow Ave (Signalized)	AM	A	0.540
	PM	A	0.464

Source: Crown City Traffic Engineers.

Per City’s records, there are ten other related projects located within the one-mile radius of the project that will contribute to cumulative traffic volumes with the development of this project. The locations of these related projects are shown in Figure 10 included in the TIA. Trip generation estimates for these related projects were developed by using nationally recognized and recommended rates contained in “Trip Generation” manual, 10<sup>th</sup> edition, published by the Institute of Transportation Engineers (ITE). Table 7 included in the TIA shows a summary of trip generation estimates for the related projects. It is estimated that the related projects will generate approximately 2,764 trips per average day (1,382 inbound and 1,382 outbound). The average weekday net new peak hour trips will be approximately 218 trips during the AM peak hour (118 inbound and 100 outbound), and 255 trips during the PM peak hour (122 inbound and 133 outbound).<sup>90</sup>

Figure 10 included in the TIA also shows related projects’ trips distributed at the study intersections. The projected peak hour traffic volumes from these projects were added to future 2020 traffic volumes with ambient growth and the project trips at the study intersections to represent a 2020 cumulative traffic condition for the AM and PM peak hours. Figure 11, also included in the TIA shows future 2020 cumulative traffic volumes at the study intersections. This cumulative traffic condition was evaluated using the ICU method of LOS analysis for signalized intersections.<sup>91</sup> The LOS and V/C ratios for the study intersections under 2020 cumulative conditions (with project) are shown in Table 3-15 also included in the TIA (Table 8). Detailed calculations relating to the study intersections are included in the TIA.

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<sup>90</sup> Crown City Engineering Inc. *Rialto Bonnie View-Willow 56-unit Single-Family Project: Traffic Impact Analysis (TIA) Report.* August 29, 2018

<sup>91</sup> Ibid.

**Table 3-15  
 2020 Cumulative Conditions (With Project)**

Intersection	Peak Hour	Future 2020 Conditions	
		LOS	V/C Ratio or [Delay]
1. W. Bonnie View Drive and S. Willow Ave (Unsignalized)	AM	A	0.363
	PM	A	0.365
2. W. Bonnie View Drive and Riverside Ave (Unsignalized)	AM	A	0.352
	PM	A	0.418
3. Rialto Ave and S. Willow Ave (Signalized)	AM	A	0.462
	PM	A	0.474
4. Merrill Ave and S. Willow Ave (Signalized)	AM	A	0.540
	PM	A	0.464

Source: Crown City Traffic Engineers.

As the results indicate, all four study intersections will continue to operate at an acceptable level of service (i.e., LOS D or better) during the AM and PM peak hours under future cumulative traffic conditions with the project.<sup>92</sup> The project’s off-site traffic impact would not be considered significant at any of these intersections based on volume to capacity ratio and level of service expected after the project. A project’s impact on the circulation system is determined by comparing the level of service (LOS) and V/C ratios at key intersections under the future pre-project conditions and future post-project conditions.<sup>93</sup>

A project’s traffic impact is determined to be significant if the increase in V/C ratio is 0.04 or more at LOS C, or 0.02 or more at LOS D, or 0.01 or more at LOS E and F. The LOS, V/C ratio (or ICU) for the study intersections under 2020 cumulative conditions (with project as well as without project) are summarized in Table 3-15 to compare the project’s traffic impact at key intersections.<sup>94</sup>

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<sup>92</sup> Crown City Engineering Inc. *Rialto Bonnie View-Willow 56-unit Single-Family Project: Traffic Impact Analysis (TIA) Report*. August 29, 2018

<sup>93</sup> Ibid.

<sup>94</sup> Ibid.

**Table 3-16  
 Future 2020 Level of Service Summary with and without Project**

Intersection	Peak Hour	Future 2020 Conditions				Increase in V/C Ratio by Project
		Without Project		With Project		
		LOS	V/C	LOS	V/C	
1. Bonnie View Drive and Willow Ave (Unsignalized)	AM	A	0.353	A	0.363	0.010
	PM	A	0.354	A	0.365	0.011
2. Bonnie View Drive and Riverside Ave (Unsignalized)	AM	A	0.339	A	0.352	0.013
	PM	A	0.411	A	0.418	0.007
3. Rialto Ave and Willow Ave (Signalized)	AM	A	0.460	A	0.462	0.002
	PM	A	0.468	A	0.474	0.006
4. Merrill Ave and Willow Ave (Signalized)	AM	A	0.534	A	0.540	0.006
	PM	A	0.460	A	0.464	0.004

Source: Crown City Engineers, Inc.

As the results indicate, the increase in V/C ratio by project traffic would not exceed the significance thresholds of project-related impacts. Therefore, the project is not expected to significantly impact traffic conditions at any of the key intersections in the vicinity. Since the project’s traffic impacts would not be significant at any of the off-site intersections, no off-site mitigation measures would be necessary for the development of this project.<sup>95</sup> Based on the traffic analysis, the impacts will be less than significant.

*B. For a land use project, would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)(1)? • Less than Significant Impact.*

According to CEQA Guidelines §15064.3 subdivision (b)(1), vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

The proposed project is a request to construct 56 single-family homes. It is important to note that the project is an “infill” development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State’s Strategic Growth Council (SGC).<sup>96</sup> Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when

<sup>95</sup> Crown City Engineering Inc. *Rialto Bonnie View-Willow 56-unit Single-Family Project: Traffic Impact Analysis (TIA) Report.* August 29, 2018

<sup>96</sup> California Strategic Growth Council. <http://www.sgc.ca.gov/Initiatives/infill-development.html>.

development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be less than significant.

*C. For a transportation project, would the project conflict with or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)(1)? • No Impact.*

According to CEQA Guidelines §15064.3 subdivision (b)(1), vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact. The proposed project will consist of 56 single-family units and no transportation infrastructure will be constructed. As a result, no impacts will occur.

*D. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • No Impact.*

The project will provide one full-access driveway along the south side of West Bonnie View Drive. Vehicular volume accessing the driveway by making left turns is expected to be low and is not expected to cause any significant on-street delays or long queues. Adequate sight distance is available from the driveway along both directions on West Bonnie View Drive.<sup>97</sup>

*E. Would the project result in inadequate emergency access? • No Impact.*

The proposed project would not affect emergency access to any adjacent parcels. At no time will any local streets or parcels be closed to traffic. The construction plans must also identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access for pedestrian and vehicles. As a result, the proposed project's implementation will not result in any impacts.

### **3.17.3 MITIGATION MEASURES**

The analysis of potential impacts related to traffic and circulations indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

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<sup>97</sup> Crown City Engineering Inc. *Rialto Bonnie View-Willow 56-unit Single-Family Project: Traffic Impact Analysis (TIA) Report.* August 29, 2018

### 3.18 TRIBAL CULTURAL RESOURCES

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.18.A	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?			<b>X</b>	
3.18.B	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.?			<b>X</b>	

#### 3.18.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Rialto, acting as Lead Agency, a project may be deemed to have a significant adverse impact on tribal cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or,
- A substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

### 3.18.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? • Less than Significant Impact.*

A Tribal Resource is defined in Public Resources Code Section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

The project site is located within the cultural area that was formerly occupied by the Gabrieleño-Kizh. The project site is located within an urbanized area of the City that has been disturbed due to past development and there is a limited likelihood that artifacts will be encountered. The grading and excavation will involve the installation of the new building footings and utility connections. In addition, the project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. Nevertheless, mitigation was provided in Section 3.5.2.B herein. With the implementation of this mitigation measure, tribal cultural impacts will be reduced to levels that are considered to be less than significant.

The project requires a Specific Plan Amendment, and therefore, in addition to AB-52, also requires tribal notification pursuant to SB-18. The City contacted the NAHC in December 2018 to obtain the tribal notification list. Notices were mailed in December 2018. The 90-day consultation request period is still ongoing.

- B. *Would the project cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*
- *Less than Significant Impact.*

As previously mentioned, the project site is located within the cultural area that was formally occupied by the Gabrieleño-Kizh and it was determined that the site may be situated in an area of high archaeological significance. The project site is located within an urbanized area of the City that has been disturbed due to past development and there is a limited likelihood that artifacts will be encountered. The grading and excavation will involve the installation of the new building footings and utility connections. In addition, the project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. Nevertheless, mitigation was provided in Section 3.5.2.B herein. With the implementation of this mitigation measure, tribal cultural impacts will be reduced to levels that are considered to be less than significant.

### **3.18.3 MITIGATION MEASURES**

The following mitigation measure is carried-over from the *Renaissance Specific Plan EIR* (Section 4.15.8) and would be applied to the proposed project:

### 3.19 UTILITIES & SERVICE SYSTEMS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.19.A.	Would the project require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental impacts?			<b>X</b>	
3.19.B.	Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			<b>X</b>	
3.19.C.	Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			<b>X</b>	
3.19.D.	Would the project generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure?			<b>X</b>	
3.19.E.	Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?				<b>X</b>
3.19.F.	Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?			<b>X</b>	

#### 3.19.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project would normally have a significant adverse impact on traffic and circulation if it results in any of the following:

- The relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts;
- Insufficient water supplies to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years;
- A determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand;
- The generation of solid waste in excess of State or local standards or in excess of the capacity of local infrastructure;



- A negative impact on the provision of solid waste services or impair the attainment of solid waste reduction goals; or,
- Compliance with Federal, State, and local management and reduction statutes and regulations related to solid waste.

**3.19.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

A. *Would the project require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts? ● Less than Significant Impact.*

The project site is presently vacant and undeveloped. There are no existing water or wastewater treatment plants, electric power plants, telecommunications facilities, natural gas facilities, or stormwater drainage infrastructure located on-site. Therefore, the project’s implementation will not require the relocation of any of the aforementioned facilities. In addition, the increase in demand for waste disposal, water, and wastewater treatment services can be adequately handled and no expansion of these services is required (refer to the following subsections). As a result, the potential impacts are considered to be less than significant.

B. *Would the project have sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years? ● Less than Significant Impact.*

According to the City’s Urban Water Management Plan, the City is projected to have a combined supply (groundwater, surface water, and imported water) of 14,040 acre feet of water by 2030. Demand is projected to total 10,964 acre-feet by the year 2030. In addition, the City is projected to have a surplus of water during a single dry year and multiple dry year scenarios.<sup>98</sup> Table 3-17 shows the amount of water that will be consumed by the proposed project. According to Table 3-17, the proposed project is projected to consume 26,712 gallons of water on a daily basis.

**Table 3-17  
 Water Consumption (gals/day)**

Use	Unit	Factor	Generation
Proposed Project	56 dwelling units	477 gals/dwelling unit	26,712 gals/day

Source: California Home Building Foundation

The project will connect to an existing water line located along Bonnie View Drive. The existing water supply facilities and infrastructure will be able accommodate this additional demand. In addition, the proposed project will be constructed in compliance with the 2016 California Green Building Code (Part 11 of Title 24 of the California Code of Regulations). More specifically, the project must comply with Division 5.3, Water Efficiency, and Conservation, which mandates the inclusion of water efficient fixtures

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<sup>98</sup> SA Associates. 2010 *City of Rialto Urban Water Management Plan*. Plan dated August 2011.

such as faucets, toilets, showers, and water efficient landscaping. As a result, the impacts are considered to be less than significant and no mitigation is required.

*C. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? • Less than Significant Impact.*

The City of Rialto provides wastewater services throughout the city and the project site. The Public Works Department oversees the treatment of over two and a half billion gallons of wastewater per year and the maintenance of over 150 miles of sewer mains. The sanitary sewer system includes gravity sewer pipes, sewer lift stations and sewage pressure pipes. This system conveys the wastewater to the Rialto Sewage Treatment Plant located south of Santa Ana Avenue near the Rialto Channel. The combined total treatment design capacity of the plant is over 12 mgd.<sup>99</sup> Table 3-18 indicates the future wastewater generation in gallons per day. According to Table 3-18, the proposed project is expected to generate approximately 14,560 gallons of sewage per day.

**Table 3-18  
 Wastewater (Effluent) Generation (gals/day)**

Use	Unit	Factor	Generation
Proposed Project	56 dwelling units	260 gals/dwelling unit	14,560 gals/day

Source: Los Angeles County Sanitation Districts

The project Applicant will be required to pay sewage collection fees pursuant to Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.240 – Sewage Collection Facilities Development Impact Fee and Section 3.33.250 – Sewage Treatment Facilities Development Impact Fee of the Municipal Code. The payment of the sewage collection fee will allow the City to expand the capacity of the existing facility or to construct an additional facility. As a result, the potential impacts are considered to be less than significant.

*D. Would the project generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure? • Less than Significant Impact.*

Rialto contracts with private waste haulers for the collection, transfer, recycling, and disposal of waste. Most refuse is disposed of at the Mid-Valley Sanitary Landfill located within the City limits. The Mid-Valley Sanitary Landfill is owned and operated by the County of San Bernardino Solid Waste Management Division and is located north of Highland Avenue, between Alder Avenue and Sierra Avenue. The plant has a remaining capacity of 67,520,000 cubic yards and a maximum permitted capacity of 101,300,000 cubic yards.<sup>100</sup> The landfill has a maximum throughput of 7,500 tons per day.

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<sup>99</sup> Hogle Ireland. *City of Rialto 2010 General Plan*. Plan dated December 2010.

<sup>100</sup> CalRecycle. *SWIS Facility Detail: Mid-Valley Sanitary Landfill (36-AA-0055)*. <https://www2.calrecycle.ca.gov/sufacilities/Directory/36-AA-0055>

As shown in Table 3-19, the proposed project is anticipated to generate approximately 672 pounds of waste per day.

**Table 3-19  
 Solid Waste Generation (lbs/day)**

Use	Unit	Factor	Generation
Proposed Project	56 dwelling units	12 lbs/day/dwelling unit	672 lbs./day

Source: City of Los Angeles.

As shown in Table 3-23, the amount of solid waste produced by the project will total an estimated 672 pounds per day. The amount of solid waste produced by the project is not significant and will be accommodated by the aforementioned landfill. In addition, the project will be required to pay all pertinent waste disposal fees. As a result, the potential impacts are considered to be less than significant and no mitigation is required.

*E. Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals? • No Impact.*

The proposed use, like all other development in the City, would be required to adhere to all pertinent ordinances related to waste reduction and recycling. As a result, no impacts on the existing regulations pertaining to solid waste generation would result from the proposed project's implementation.

*F. Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? • No Impact.*

The proposed use, like all other development in the City, would be required to adhere to all pertinent ordinances related to waste reduction and recycling. As a result, no impacts on the existing regulations pertaining to solid waste generation would result from the proposed project's implementation.

### **3.19.3 MITIGATION MEASURES**

The analysis of utilities impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

### 3.20 WILDFIRE

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.20.A.	If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project impair an adopted emergency response plan or emergency evacuation plan?				<b>X</b>
3.20.B.	Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			<b>X</b>	
3.20.C.	Would the project require the installation of maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				<b>X</b>
3.20.D.	Would the project expose people or structure to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				<b>X</b>

#### 3.20.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Compton, acting as Lead Agency, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following located in or near State responsibility areas or lands classified as very high fire hazard severity zones:

- Impairment of an adopted emergency response plan or emergency evacuation plan;
- Due to slope, prevailing winds, and other factors, exacerbation of wildfire risks, and thereby exposure to project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;
- The requirement of the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or,
- Exposure of people or structures to significant risks, including down slope of downstream flooding or landslides, as a result of runoff, post-fire slopes instability or drainage changes.

### **3.20.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. *Would the project impair an adopted emergency response plan or emergency evacuation plan? • No Impact.*

The project site is located within an urbanized area and no areas containing natural fire climax vegetation is located near the project sites. Furthermore, the proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. As a result, no impacts will occur.

- B. *Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? • Less than Significant Impact.*

The project site and surrounding areas are relatively flat. Furthermore, the adjacent properties are urbanized and there are no areas of native or natural vegetation found within the project area. The project site is in the vicinity of the San Bernardino Mountains, the La Loma Hills, Jurupa Hills, and Box Spring Mountains. The proposed project may be exposed to criteria pollutant emissions generated by wildland fires due to the project site's proximity to fire hazard severity zones. However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. As a result, the potential impacts are considered to be less than significant.

- C. *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? • No Impact.*

There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. The project will be constructed in compliance with the 2016 Building Code and the City Fire Department's recommendations and will not exacerbate wildfire risks. As a result, no impacts will occur.

- D. *Would the project expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? • No Impact.*

There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. In addition, the surrounding areas are developed and are covered over in pavement and concrete. Therefore, the project will not expose future residents to flooding or landslides facilitated by runoff flowing down barren and charred slopes and no will occur.

### **3.20.3 MITIGATION MEASURES**

The analysis of wildfires impacts indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

### **3.21 MANDATORY FINDINGS OF SIGNIFICANCE**

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- *The approval and subsequent implementation of the proposed project will not have the potential to degrade the quality of the environment.* The proposed project will not have the potential to degrade the quality of the environment with the implementation of the mitigation measures identified throughout Section 3. The project's air quality emissions will be below the thresholds of significance outlined by the SCAQMD. No impacts to protected species or habitat will result with the implementation of the proposed project. Furthermore, the best management practices identified in the preliminary WQMP will filter out contaminants of concern present in stormwater runoff. The addition of project trips will not negatively impact any local intersection. Lastly, the project will include energy and water efficient appliances and fixtures.
- *The approval and subsequent implementation of the proposed project will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.* The proposed project is an infill development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC). Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas.
- *The approval and subsequent implementation of the proposed project will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.* The project's cumulative air quality emissions will be below the thresholds of significance established by the SCAQMD.
- *The approval and subsequent implementation of the proposed project will not have environmental effects that will adversely affect humans, either directly or indirectly.* Daytime and nighttime light and glare from both the proposed project and the related projects would not contribute any significant impacts since both projects must comply with City regulations regarding lighting and light trespass. The project's operational air quality impacts would be less than significant. However, the project's construction would have the potential to result in particulate matter emissions which may affect the adjacent sensitive receptors. Therefore, project contractors would be responsible for maintaining compliance with SCAQMD's mandatory Rule 403 regulations, which significantly reduce the generation of fugitive dust. In addition, future truck drivers must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential impacts to levels that are less than significant. No hazardous waste or materials would be used on-site.

Adherence to the construction noise mitigation provided in the preceding analysis would prevent the exposure of sensitive receptors to excess noise. Lastly, the addition of the project's traffic would not result in a deterioration of any intersection's level of service or the creation of a CO hot-spot. As a result, the potential impacts are considered to be less than significant with adherence to the required mitigation measures.



## SECTION 4 CONCLUSIONS

### 4.1 FINDINGS

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The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have a significant effect on the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.
- A Mitigation Reporting and Monitoring Program *will be* required.

### 4.2 MITIGATION MONITORING & REPORTING PROGRAM

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#### 4.2.1. OVERVIEW OF THE PROJECT

The proposed project involves the construction of a 56-unit single-family residential development. The project site has a total land area of approximately 198,000 square feet (4.54 acres). The individual lot sizes will range from approximately 1,487 square feet to 3,338 square feet. The proposed units will include one of four site plans, referred to as Plan 1, Plan 2, Plan 3, and Plan 4. Plan 1 includes one-story units while Plan 2, Plan 3, and Plan 4 include two-story units. The floor area of the individual units will range from 1,400 square feet to 2,182 square feet. Each unit will include three or four bedrooms, two to two and one-half bathrooms, a two-car garage, a kitchen, a living room, and a private yard. The common open space and private open space will have a total land area 81,371 square feet. The common open space will include a swimming pool, a jacuzzi, open grass areas, and landscaping. A new private street, connected directly to West Bonnie View Drive, will provide access.

#### 4.2.2. FINDINGS RELATED TO MITIGATION MONITORING

Section 21081(a) of the Public Resources Code states that findings must be adopted by the decision-makers coincidental to the approval of a Mitigated Negative Declaration. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the following additional findings may be made:

- A mitigation reporting or monitoring program will be required;
- Site plans and/or building plans, submitted for approval by the responsible monitoring agency, shall include the required standard conditions; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigations adopted as part of the decision-maker's final determination.

#### **4.2.3. MITIGATION MEASURES**

The project is within the County of San Bernardino's Burrowing Owl Overlay Zone. No burrowing owls were observed utilizing any portion of the project site for foraging, dispersal, and/or refuge purposes in the June surveys. Accordingly, no owls are expected to be impacted by the proposed project's implementation. However, the following mitigation will be implemented:

*Mitigation Measure No. 1 (Biological Resources Impacts).* A pre-construction survey for burrowing owls will be required 30 days before the start of grading activities to confirm the absence of burrowing owls from the site. If the survey determines the burrowing owls to be present, protective measures shall be implemented.

*Mitigation Measure No. 2 (Biological Resources Impacts).* Burrowing owls shall not be disturbed during nesting season (February 1 to August 31) unless a qualified biologist verifies through non-invasive methods that either (1) the birds have not begun egg-laying or incubation or (2) that juveniles from the occupied burrows are foraging independently and are capable of an independent survival flight.

*Mitigation Measure No. 3 (Biological Resources Impacts).* The permitted biologist shall monitor relocated owls a minimum of three days per week of a minimum of three weeks.

*Mitigation Measure No. 4 (Biological Resources Impacts).* The burrowing owl Mitigation Monitoring Plan shall describe proposed relocation and monitoring plans. The plan shall include the number and location(s) of occupied burrowing owl sites and details on adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation of artificial burrows (numbers, locations, and type of burrows) shall be included in the plan. The plan shall also describe specific procedures to compensate for impacts to any occupied burrows. Such procedures may include, but not be limited to, the purchase/conservation of off-site suitable habitat that is known to support burrowing owls at a minimum 1:1 ratio depending on the quality of habitat removed compared to the quality of habitat provided. Prior to the issuance of occupancy permits, the developer shall provide copies of applicable species mitigation agreements/permits to the City.

*Mitigation Measure No. 5 (Biological Resources Impacts).* If burrowing owls must be moved away from the disturbance area, passive relocation techniques shall be used. One or more weeks will be necessary to accomplish this relocation and allow the owls to acclimate to alternative burrows. Owls must be relocated by a qualified biologist from any occupied burrows that will be impacted by project

activities. Suitable habitat is undeveloped land that can meet the burrowing owls' life cycle requirements (for both foraging and breeding) and is not intended for development. Suitable habitat must be adjacent or near the disturbance site or artificial burrows will need to be provided nearby. Once the biologist has confirmed that the burrowing owls have left the burrow, burrows should be excavated using hand tools and refilled to prevent reoccupation.

The analysis of potential cultural resources impacts indicated that the following mitigation measure is required:

*Mitigation Measure No. 6 (Cultural Resources).* The project Applicant will be required to obtain the services of a qualified Native American Monitor and archeologist during construction-related ground disturbance activities. Ground disturbance is defined as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed.

The preceding analysis indicated that the following mitigation would be required:

*Mitigation Measure No. 7 (Geology & Soils Impacts).* The project must comply with all the design and construction-related actions in the site specific Geotechnical Report prepared by Duco Engineering. In addition, the Applicant must remove and re-compact the underlying soils in accordance with the Geotechnical Report. The recommendations and requirements of the Duco Engineering study must be implemented to the satisfaction of the City Engineer.

*Mitigation Measure No. 8 (Geology & Soils Impacts).* Prior to the issuance of any grading permits, or any permit authorizing ground disturbance, the project Applicant shall, to the satisfaction of the City Planning Director, demonstrate that a qualified paleontological monitor has been retained to be present during brushing and clearing, excavation, or any mass grading activities. In the event that fossils or fossil-bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, City staff and the project applicant determine that avoidance is not feasible, the paleontologist shall prepare an excavation plan for reducing the effect of the project on the qualities that make the resource important. The plan shall be submitted to the City for review and approval and the project applicant shall implement the approval plan.

The following additional project-specific mitigation is required as a means to mitigate potential impacts:

*Mitigation Measure No. 9 (Noise Impacts).* The Applicant shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment such as silencers and panels around the engine and vents as a means to reduce machinery noise. A Code

Enforcement Officer must check and sign off on all construction equipment prior to the start of construction.

#### 4.2.4. MITIGATION MONITORING

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 4.1 provided on the following pages.

<b>TABLE 4.1 MITIGATION-MONITORING PROGRAM</b>			
<b>Measure</b>	<b>Enforcement Agency</b>	<b>Monitoring Phase</b>	<b>Verification</b>
<p><b>Mitigation Measure No. 1 (Biological Resources Impacts).</b> A pre-construction survey for burrowing owls will be required 30 days before the start of grading activities to confirm the absence of burrowing owls from the site. If the survey determines the burrowing owls to be present, protective measures shall be implemented.</p>	Planning Division • <i>(Applicant is responsible for implementation)</i>	<i>Prior to the issuance of grading permits.</i> • Mitigation ends prior to construction.	Date:  Name & Title:
<p><b>Mitigation Measure No. 2 (Biological Resources Impacts).</b> Burrowing owls shall not be disturbed during nesting season (February 1 to August 31) unless a qualified biologist verifies through non-invasive methods that either (1) the birds have not begun egg-laying or incubation or (2) that juveniles from the occupied burrows are foraging independently and are capable of an independent survival flight.</p>	Planning Division • <i>(Applicant is responsible for implementation)</i>	<i>Prior to the issuance of grading permits.</i> • Mitigation ends prior to construction.	Date:  Name & Title:
<p><b>Mitigation Measure No. 3 (Biological Resources Impacts).</b> The permitted biologist shall monitor relocated owls a minimum of three days per week of a minimum of three weeks.</p>	Planning Division • <i>(Applicant is responsible for implementation)</i>	<i>Prior to the issuance of grading permits.</i> • Mitigation ends prior to construction.	Date:  Name & Title:
<p><b>Mitigation Measure No. 4 (Biological Resources Impacts).</b> The burrowing owl Mitigation Monitoring Plan shall describe proposed relocation and monitoring plans. The plan shall include the number and location(s) of occupied burrowing owl sites and details on adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation of artificial burrows (numbers, locations, and type of burrows) shall be included in the plan. The plan shall also describe specific procedures to compensate for impacts to any occupied burrows. Such procedures may include, but not be limited to, the purchase/conservation of off-site suitable habitat that is known to support burrowing owls at a minimum 1:1 ratio depending on the quality of habitat removed compared to the quality of habitat provided. Prior to the issuance of occupancy permits, the developer shall provide copies of applicable species mitigation agreements/permits to the City.</p>	Planning Division • <i>(Applicant is responsible for implementation)</i>	<i>Prior to the issuance of grading permits.</i> • Mitigation ends prior to construction.	Date:  Name & Title:

**TABLE 4.1  
MITIGATION-MONITORING PROGRAM**

Measure	Enforcement Agency	Monitoring Phase	Verification
<p><b>Mitigation Measure No. 5 (Biological Resources Impacts).</b> If burrowing owls must be moved away from the disturbance area, passive relocation techniques shall be used. One or more weeks will be necessary to accomplish this relocation and allow the owls to acclimate to alternative burrows. Owls must be relocated by a qualified biologist from any occupied burrows that will be impacted by project activities. Suitable habitat is undeveloped land that can meet the burrowing owls' life cycle requirements (for both foraging and breeding) and is not intended for development. Suitable habitat must be adjacent or near the disturbance site or artificial burrows will need to be provided nearby. Once the biologist has confirmed that the burrowing owls have left the burrow, burrows should be excavated using hand tools and refilled to prevent reoccupation.</p>	<p>Planning Division • <i>(Applicant is responsible for implementation)</i></p>	<p><i>Prior to the issuance of grading permits.</i> • Mitigation ends prior to construction.</p>	<p>Date:  Name &amp; Title:</p>
<p><b>Mitigation Measure No. 6 (Geology &amp; Soils Impacts).</b> The project must comply with all the design and construction-related actions in the site specific Geotechnical Report prepared by Duco Engineering. In addition, the Applicant must remove and re-compact the underlying soils in accordance with the Geotechnical Report. The recommendations and requirements of the Duco Engineering study must be implemented to the satisfaction of the City Engineer.</p>	<p>Planning Division • <i>(Applicant is responsible for implementation)</i></p>	<p><i>During project's construction.</i> • Mitigation ends when construction is completed.</p>	<p>Date:  Name &amp; Title:</p>
<p><b>Mitigation Measure No. 7 (Geology &amp; Soils Impacts).</b> Prior to the issuance of any grading permits, or any permit authorizing ground disturbance, the project Applicant shall, to the satisfaction of the City Planning Director, demonstrate that a qualified paleontological monitor has been retained to be present during brushing and clearing, excavation, or any mass grading activities. In the event that fossils or fossil-bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, City staff and the project applicant determine that avoidance is not feasible, the paleontologist shall prepare an excavation plan for reducing the effect of the project on the qualities that make the resource important. The plan shall be submitted to the City for review and approval and the project applicant shall implement the approval plan.</p>	<p>Planning Division • <i>(Applicant is responsible for implementation)</i></p>	<p><i>During project's grading phase</i> • Mitigation ends when grading is completed.</p>	<p>Date:  Name &amp; Title:</p>
<p><b>Mitigation Measure No. 8 (Noise Impacts).</b> The Applicant shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment such as silencers and panels around the engine and vents as a means to reduce machinery noise. A Code Enforcement Officer must check and sign off on all construction equipment prior to the start of construction.</p>	<p>Planning Division and Code Enforcement • <i>(Applicant is responsible for implementation)</i></p>	<p><i>During construction phase.</i> • Mitigation ends when construction is completed.</p>	<p>Date:  Name &amp; Title:</p>

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## SECTION 5 REFERENCES

### 5.1 PREPARERS

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### 5.2 REFERENCES

Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

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